



TRANSPORTATION

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	2,751.00	2,301.00	- 450.00	16	2,728.00	2,338.00	- 390.00	14	2,728.00	2,606.00	- 122.00	4
EXPENDITURES (\$1000's)	1,467,042	1,301,714	- 165,328	11	442,822	259,503	- 183,319	41	1,203,342	1,361,644	+ 158,302	13
TOTAL COSTS												
POSITIONS	2,751.00	2,301.00	- 450.00	16	2,728.00	2,338.00	- 390.00	14	2,728.00	2,606.00	- 122.00	4
EXPENDITURES (\$1000's)	1,467,042	1,301,714	- 165,328	11	442,822	259,503	- 183,319	41	1,203,342	1,361,644	+ 158,302	13
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVE TIME FROM PLANE TOUCHDWN TO PASSNGR DEPRT(AIR)					19	23.8	+ 4.8	25	19	23.8	+ 4.8	25
2. NO. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS(AIR)					0	.37	+ 0.37	0	7	.37	- 6.63	95
3. THROUGH-PUT COST PER PASSENGER (AIR)					2116	966	- 1150	54	2116	1092	- 1024	48
4. NUMBER OF CONTAINERS EXPRESSED IN TEU'S					1876433	1760486	- 115947	6	1913962	1703700	- 210262	11
5. TOTAL BAR. OF LIQ. CARGO PRCESD PER YR (THOUSANDS)					31421	30736	- 685	2	31421	3000	- 28421	90
6. NO. OF INCIDENCES/ACCIDENTS REPORTED					0	0	+ 0	0	0	0	+ 0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

PROGRAM TITLE: TRANSPORTATION FACILITIES

03

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1,369.00	1,197.00	- 172.00	13	1,369.00	1,215.00	- 154.00	11	1,369.00	1,272.00	- 97.00	7
EXPENDITURES (\$1000's)	864,837	773,163	- 91,674	11	282,768	176,717	- 106,051	38	657,459	763,508	+ 106,049	16
TOTAL COSTS												
POSITIONS	1,369.00	1,197.00	- 172.00	13	1,369.00	1,215.00	- 154.00	11	1,369.00	1,272.00	- 97.00	7
EXPENDITURES (\$1000's)	864,837	773,163	- 91,674	11	282,768	176,717	- 106,051	38	657,459	763,508	+ 106,049	16
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE					19	23.8	+ 4.8	25	19	23.8	+ 4.8	25
2. PERCENTAGE OF TSA WAIT TIMES LESS THAN 30 MINUTES					61	90	+ 29	48	61	90	+ 29	48
3. TOTAL THROUGH-PUT COST PER PASSENGER (CENTS)					2116	966	- 1150	54	2116	1092	- 1024	48
4. ACCIDENTS PER 100,000 PASSENGER MOVEMENTS					0.32	.37	+ 0.05	16	0.32	.37	+ 0.05	16

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

PROGRAM TITLE: AIR TRANSPORTATION FACILITIES AND SVCS

03 01

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	662.00	560.00	- 102.00	15	661.00	579.00	- 82.00	12	661.00	596.00	- 65.00	10
EXPENDITURES (\$1000's)	255,885	246,219	- 9,666	4	86,082	56,266	- 29,816	35	197,709	227,525	+ 29,816	15
TOTAL COSTS												
POSITIONS	662.00	560.00	- 102.00	15	661.00	579.00	- 82.00	12	661.00	596.00	- 65.00	10
EXPENDITURES (\$1000's)	255,885	246,219	- 9,666	4	86,082	56,266	- 29,816	35	197,709	227,525	+ 29,816	15
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE					35	35	+ 0	0	35	35	+ 0	0
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER					100	85	- 15	15	85	85	+ 0	0
3. THROUGH PUT COST PER PASSENGER (CENTS)					650	1116	+ 466	72	1197	1270	+ 73	6
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	7576	+ 3876	105	8090	8732	+ 642	8
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					55	50	- 5	9	60	74	+ 14	23
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					21691	22055	+ 364	2	22117	22339	+ 222	1
2. CARGO (THOUSANDS OF TONS)					625	598	- 27	4	573	617	+ 44	8
3. AIR MAIL (THOUSANDS OF TONS)					80	55	- 25	31	70	52	- 18	26
4. AIRCRAFT OPERATIONS (THOUSANDS)					305	325	+ 20	7	340	325	- 15	4
5. WIDE BODY AIRCRAFT OPERATIONS (HUNDREDS)					198	202	+ 4	2	194	203	+ 9	5
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					92	92	+ 0	0	92	92	+ 0	0
2. CARGO HANDLING AREA (1,000 SQ FT)					2700	2700	+ 0	0	2700	2700	+ 0	0
3. VEHICULAR CAPACITY IN PARKING STALLS					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	165604	- 146613	47	231744	234239	+ 2495	1

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 01
TRN 102

PROGRAM TITLE: DANIEL K. INOUE INTERNATIONAL AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The position variance is due to difficulties in recruiting and filling vacant positions.

FY 26: 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 (CIP). Completion of projects in FY 26 are anticipated to be more than projected.

PART III - PROGRAM TARGET GROUPS

Item 3. Planned amounts were not updated.

PART IV - PROGRAM ACTIVITIES

Item 6. Actual CIP amount was less than estimated.

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	31.00	30.00	- 1.00	3	31.00	29.00	- 2.00	6	31.00	30.00	- 1.00	3
EXPENDITURES (\$1000's)	15,797	15,467	- 330	2	4,624	1,971	- 2,653	57	15,187	17,840	+ 2,653	17
TOTAL COSTS												
POSITIONS	31.00	30.00	- 1.00	3	31.00	29.00	- 2.00	6	31.00	30.00	- 1.00	3
EXPENDITURES (\$1000's)	15,797	15,467	- 330	2	4,624	1,971	- 2,653	57	15,187	17,840	+ 2,653	17
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS					0	0	+ 0	0	0	0	+ 0	0
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					0	0	+ 0	0	50	50	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)					310	368	+ 58	19	336	377	+ 41	12
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					38	38	+ 0	0	38	38	+ 0	0
2. CIP IMPLEMENTATION					12001	2666	- 9335	78	1095	14821	+ 13726	1254

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 02
TRN 104

PROGRAM TITLE: GENERAL AVIATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No significant variances to report.

FY 26: The expenditure variances are due to delayed or deferred projects and expenses in the first 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.

VARIANCE REPORT

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)															
	85.00	80.00	-	5.00	6	85.00	83.00	-	2.00	2	85.00	83.00	-	2.00	2
	23,321	22,604	-	717	3	7,547	6,703	-	844	11	18,893	19,737	+	844	4
	85.00	80.00	-	5.00	6	85.00	83.00	-	2.00	2	85.00	83.00	-	2.00	2
	23,321	22,604	-	717	3	7,547	6,703	-	844	11	18,893	19,737	+	844	4
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE						19	19	+	0	0	20	19	-	1	5
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER						90	90	+	0	0	90	90	+	0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)						910	1568	+	658	72	1588	1815	+	227	14
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	9042	+	3542	64	9262	10576	+	1314	14
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						60	0	-	60	100	100	90	-	10	10
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						1430	1442	+	12	1	1456	1457	+	1	0
2. CARGO (THOUSANDS OF TONS)						25	16	-	9	36	17	16	-	1	6
3. AIR MAIL (TONS)						5760	4326	-	1434	25	4758	4286	-	472	10
4. AIRCRAFT OPERATIONS (THOUSANDS)						45	37	-	8	18	44	34	-	10	23
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						65	65	+	0	0	65	65	+	0	0
2. CARGO HANDLING AREA (1,000 SQ FT)						1020	1020	+	0	0	1020	1020	+	0	0
3. VEHICULAR CAPACITY IN PARKING STALLS						705	705	+	0	0	481	481	+	0	0
4. TERMINAL FACILITIES (1,000 SQ FT)						250	250	+	0	0	250	250	+	0	0
5. CIP IMPLEMENTATION						0	27262	+	27262	0	19500	23138	+	3638	19

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 03
TRN 111

PROGRAM TITLE: HILO INTERNATIONAL AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The expenditure variance is due to vacancy savings, lower than anticipated fringe costs, and deferral of repair and maintenance projects.

FY 26: The expenditure variance is due to delayed expenditures and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

Items 3, 4, and 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 overestimating the planned amount.

PART III - PROGRAM TARGET GROUPS

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

Item 4. A decrease in air carrier, general aviation, and air taxi attributed to the decline in total aircraft operations in Hilo. Such decline may have been due to competition and contract changes and may have lead to fewer flights for less profitable or less busy destinations.

PART IV - PROGRAM ACTIVITIES

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	110.00	92.00	-	18.00	16	110.00	84.00	-	26.00	24	110.00	100.00	-	10.00	9
	29,610	28,439	-	1,171	4	10,853	9,060	-	1,793	17	23,430	25,223	+	1,793	8
	110.00	92.00	-	18.00	16	110.00	84.00	-	26.00	24	110.00	100.00	-	10.00	9
	29,610	28,439	-	1,171	4	10,853	9,060	-	1,793	17	23,430	25,223	+	1,793	8
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE						25	25	+	0	0	25	25	+	0	0
2. % OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER						100	95	-	5	5	100	95	-	5	5
3. THROUGH-PUT COST PER PASSENGER (CENTS)						670	676	+	6	1	643	788	+	145	23
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS						.16	0	-	0.16	100	0	0	+	0	0
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)						7000	14220	+	7220	103	7175	17142	+	9967	139
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						55	100	+	45	82	75	75	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						4575	4204	-	371	8	4301	4352	+	51	1
2. CARGO (THOUSAND OF TONS)						34	55	+	21	62	42	61	+	19	45
3. AIR MAIL (TONS)						5548	4036	-	1512	27	4104	3999	-	105	3
4. AIRCRAFT OPERATIONS (THOUSANDS)						105	101	-	4	4	102	100	-	2	2
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						60	60	+	0	0	60	60	+	0	0
2. CARGO HANDLING AREA (SQ. FT.)						161000	161000	+	0	0	161000	161000	+	0	0
3. VEHICULAR CAPACITY IN PARKING STALLS						1475	1475	+	0	0	715	715	+	0	0
4. TERMINAL FACILITES (1,000 SQ FT)						200	200	+	0	0	200	200	+	0	0
5. CIP IMPLEMENTATION						0	19845	+	19845	0	14215	87812	+	73597	518

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 04
TRN 114

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

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: 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 delays of repair and maintenance projects.

FY 26: 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

Items 3, 4, and 5. Changes in passenger counts and actual expenses 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.

PART IV - PROGRAM ACTIVITIES

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

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	4.00	3.00	- 1.00	25	4.00	3.00	- 1.00	25	4.00	4.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,191	1,074	- 117	10	411	358	- 53	13	927	980	+ 53	6
TOTAL COSTS												
POSITIONS	4.00	3.00	- 1.00	25	4.00	3.00	- 1.00	25	4.00	4.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,191	1,074	- 117	10	411	358	- 53	13	927	980	+ 53	6
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					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
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					0	0	+ 0	0	0	0	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					10	9	- 1	10	8	9	+ 1	13
2. AIRCRAFT OPERATIONS (THOUSANDS)					2	2	+ 0	0	2	2	+ 0	0
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					55	10	- 45	82	6	6	+ 0	0
2. CIP IMPLEMENTATION					0	0	+ 0	0	0	478	+ 478	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 05
TRN 116

PROGRAM TITLE: WAIMEA-KOHALA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The small number of positions makes any variance significant on a percentage basis. The expenditure variance is due to delays of repair and maintenance projects and the lower expenses for operations and activity at the airport.

FY 26: The small number of positions makes any variance significant on a percentage basis; the expenditure variances are due to delayed expenditures and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

No significant variances to report.

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.

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
	51	31	-	20	39	11	3	-	8	73	40	48	+	8	20
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
	51	31	-	20	39	11	3	-	8	73	40	48	+	8	20
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NO. OF ACCIDENTS PER 100,000 SQ. FT.						0	0	+		0	0	0	+		0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+		0	0	0	+		0
PART III: PROGRAM TARGET GROUP															
1. AIRCRAFT OPERATIONS (THOUSANDS)						0	0	+		0	0	0	+		0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						26	26	+		0	0	0	+		0
2. CIP IMPLEMENTATION						0	0	+		0	0	0	+		0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 06
TRN 118

PROGRAM TITLE: UPOLU AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The actual expenditure variance is due to the decrease of activity and expenditures at the airport.

FY 26: 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

Item 1. Aircraft operations are dependent upon military training/exercises at the airport. Operations other than military is less than thousand.

PART IV - PROGRAM ACTIVITIES

No significant variances to report.

PROGRAM TITLE:

KAHULUI AIRPORT

PROGRAM-ID:

TRN-131

PROGRAM STRUCTURE NO:

030107

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	183.00	169.00	- 14.00	8	183.00	173.00	- 10.00	5	183.00	178.00	- 5.00	3
EXPENDITURES (\$1000's)	48,076	46,770	- 1,306	3	17,044	14,755	- 2,289	13	35,239	37,528	+ 2,289	6
TOTAL COSTS												
POSITIONS	183.00	169.00	- 14.00	8	183.00	173.00	- 10.00	5	183.00	178.00	- 5.00	3
EXPENDITURES (\$1000's)	48,076	46,770	- 1,306	3	17,044	14,755	- 2,289	13	35,239	37,528	+ 2,289	6
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. AVG TIME FROM PLANE TOUCHDOWN-PASSENGER DEPARTURE					20	20	+ 0	0	25	20	- 5	20
2. %OF TSA WAIT TIME < 30 MINUTES FOR PASSENGER					88	97	+ 9	10	90	97	+ 7	8
3. THROUGH-PUT COST PER PASSENGER (CENTS)					500	655	+ 155	31	525	725	+ 200	38
4. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS					1	1.5	+ 0.5	50	1	1.5	+ 0.5	50
5. TOTAL OPERATING COST PER SQ. FT. (CENTS)					6200	12539	+ 6339	102	11534	14017	+ 2483	22
6. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE					55	0	- 55	100	50	50	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					9550	7138	- 2412	25	7526	7205	- 321	4
2. CARGO (THOUSANDS OF TONS)					45	51	+ 6	13	47	54	+ 7	15
3. AIR MAIL (TONS)					9650	5513	- 4137	43	6230	5140	- 1090	17
4. AIRCRAFT OPERATIONS (THOUSANDS)					125	118	- 7	6	128	120	- 8	6
PART IV: PROGRAM ACTIVITY												
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS					71	71	+ 0	0	71	71	+ 0	0
2. CARGO HANDLING AREA (1,000 SQ FT)					104	104	+ 0	0	104	104	+ 0	0
3. VEHICULAR CAPACITY IN PARKING STALLS					1200	1200	+ 0	0	1345	1345	+ 0	0
4. TERMINAL FACILITIES (1,000 SQ FT)					373	373	+ 0	0	373	373	+ 0	0
5. CIP IMPLEMENTATION					34700	27004	- 7696	22	35109	66222	+ 31113	89

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 07
TRN 131

PROGRAM TITLE: KAHULUI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: Although not a significant percentage variance, the expenditure variance is due to vacancy savings, lower than anticipated fringe costs, and delays of repair and maintenance projects.

FY 26: The expenditure and estimated variances are due to delayed expenditures and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

Items 1, 2, 3, 4, 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, 2, 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

Item 5. The variance is due to incorrect planned amounts for the capital improvement program.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	3.00	3.00	+	0.00	0	3.00	3.00	+	0.00	0	3.00	3.00	+	0.00	0
	607	431	-	176	29	241	137	-	104	43	521	625	+	104	20
	3.00	3.00	+	0.00	0	3.00	3.00	+	0.00	0	3.00	3.00	+	0.00	0
	607	431	-	176	29	241	137	-	104	43	521	625	+	104	20
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						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
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						5	5	+	0	0	7	5	-	2	29
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	2147	+	2147	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 08
TRN 133

PROGRAM TITLE: HANA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The expenditure variance is due to delays in purchases and lower than anticipated expenses.

FY 26: 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 smaller numbers will reflect a significant variance on a percentage basis.

PART IV - PROGRAM ACTIVITIES

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	12.00	10.00	-	2.00	17	12.00	10.00	-	2.00	17	12.00	11.00	-	1.00	8
	2,990	2,500	-	490	16	1,016	625	-	391	38	2,117	2,508	+	391	18
	12.00	10.00	-	2.00	17	12.00	10.00	-	2.00	17	12.00	11.00	-	1.00	8
	2,990	2,500	-	490	16	1,016	625	-	391	38	2,117	2,508	+	391	18
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NO. OF ACCIDENTS PER 100,000 PASSENGER MVTS						1	0	-	1	100	0	0	+	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						20	3	-	17	85	6	3	-	3	50
2. AIRCRAFT OPERATIONS (THOUSANDS)						3	2	-	1	33	3	2	-	1	33
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						37	37	+	0	0	5	5	+	0	0
2. CIP IMPLEMENTATION						0	0	+	0	0	0	1706	+	1706	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 09
TRN 135

PROGRAM TITLE: KAPALUA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: 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 delays of purchases and repair and maintenance projects.

FY 26: 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.

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	15.00	13.00	-	2.00	13	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0
	3,822	3,617	-	205	5	1,328	1,124	-	204	15	2,665	2,869	+	204	8
	15.00	13.00	-	2.00	13	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0
	3,822	3,617	-	205	5	1,328	1,124	-	204	15	2,665	2,869	+	204	8
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						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
2. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME						0	0	+	0	0	100	50	-	50	50
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS(THOUSANDS)						197	161	-	36	18	178	156	-	22	12
2. CARGO (TONS)						2235	2780	+	545	24	2510	3070	+	560	22
3. AIR MAIL (TONS)						915	745	-	170	19	605	881	+	276	46
4. AIRCRAFT OPERATIONS (THOUSANDS)						34	33	-	1	3	35	33	-	2	6
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						75	75	+	0	0	75	75	+	0	0
2. CIP IMPLEMENTATION						0	1288	+	1288	0	9171	5425	-	3746	41

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 10
TRN 141

PROGRAM TITLE: MOLOKAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: 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 26: 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 26 planned percentage was underestimated.

PART III - PROGRAM TARGET GROUPS

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

Item 2. Cargo increases are due to strategic shifts by carriers toward cargo-focused operations, further supported by sustained growth in e-commerce activity.

Item 3. Interisland mail traffic has shown a steady decline on a statewide level, although Molokai Airport is anticipated to experience a localized increase.

PART IV - PROGRAM ACTIVITIES

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
	519	362	-	157	30	131	69	-	62	47	390	452	+	62	16
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
	519	362	-	157	30	131	69	-	62	47	390	452	+	62	16
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS						0	0	+	0	0	0	0	+	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						18	9	-	9	50	9	9	+	0	0
2. AIRCRAFT OPERATIONS (THOUSANDS)						4	3	-	1	25	3	3	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						75	75	+	0	0	13	13	+	0	0
2. CIP IMPLEMENTATION						0	0	+	0	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 11
TRN 143

PROGRAM TITLE: KALAUPAPA AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 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 significant variances to report.

PART III - PROGRAM TARGET GROUPS

Item 1. The variance is due to not updating the planned amount for passenger count.

Item 2. Aircraft operations were substantial in terms of percentage value, but minimal in actual counts.

PART IV - PROGRAM ACTIVITIES

No significant variances to report.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0
	4,260	3,735	-	525	12	1,504	1,190	-	314	21	3,072	3,386	+	314	10
	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0	14.00	14.00	+	0.00	0
	4,260	3,735	-	525	12	1,504	1,190	-	314	21	3,072	3,386	+	314	10
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						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
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PASSENGERS (THOUSANDS)						110	111	+	1	1	116	113	-	3	3
2. CARGO (TONS)						2400	3891	+	1491	62	3037	4104	+	1067	35
3. AIR MAIL (TONS)						451	349	-	102	23	313	362	+	49	16
4. AIRCRAFT OPERATIONS (THOUSANDS)						25	24	-	1	4	26	27	+	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	15	+	15	0	0	386	+	386	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 12
TRN 151

PROGRAM TITLE: LANAI AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The expenditure variance is due to lower than anticipated fringe costs, and deferral of purchases and repair and maintenance projects.

FY 26: The expenditure variances are due to the deferral and delay of purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

No significant variances to report.

PART III - PROGRAM TARGET GROUPS

Item 2. Cargo increases are due to strategic shifts by carriers toward cargo-focused operations, further supported by sustained growth in e-commerce activity.

Item 3. Interisland mail traffic has shown a steady decline on a statewide level.

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

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	115.00	108.00	- 7.00	6	115.00	114.00	- 1.00	1	115.00	114.00	- 1.00	1
EXPENDITURES (\$1000's)	30,304	30,405	+ 101	0	10,505	8,265	- 2,240	21	22,470	24,710	+ 2,240	10
TOTAL COSTS												
POSITIONS	115.00	108.00	- 7.00	6	115.00	114.00	- 1.00	1	115.00	114.00	- 1.00	1
EXPENDITURES (\$1000's)	30,304	30,405	+ 101	0	10,505	8,265	- 2,240	21	22,470	24,710	+ 2,240	10
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					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	85	+ 0	0	85	85	+ 0	0
3. THROUGH-PUT COST PER PASSENGER (CENTS)					900	816	- 84	9	752	860	+ 108	14
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	34551	+ 31851	1180	3376	37472	+ 34096	1010
6. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME					50	0	- 50	100	50	50	+ 0	0
PART III: PROGRAM TARGET GROUP												
1. PASSENGERS (THOUSANDS)					4205	3724	- 481	11	3875	3834	- 41	1
2. CARGO (TONS)					35000	42767	+ 7767	22	29054	44443	+ 15389	53
3. AIR MAIL (TONS)					4400	4077	- 323	7	3438	4111	+ 673	20
4. AIRCRAFT OPERATIONS (THOUSANDS)					116	124	+ 8	7	127	125	- 2	2
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					10000	123298	+ 113298	1133	7099	84239	+ 77140	1087

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 13
TRN 161

PROGRAM TITLE: LIHUE AIRPORT

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The expenditure variance is due to deferral of expenditures and delays in repair and maintenance projects.

FY 26: The expenditure variance is due to delayed expenses and purchases in the first quarter.

PART II - MEASURES OF EFFECTIVENESS

Items 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 delays in the projects.

PART III - PROGRAM TARGET GROUPS

Item 1. Changes in passenger counts were not factored in when updating the planned amounts.

Items 2 and 3. Cargo and air mail increases are due to strategic shifts by carriers toward cargo-focused operations, further supported by sustained growth in e-commerce activity.

PART IV - PROGRAM ACTIVITIES

Item 5. The variance is due to incorrect planned amounts for the capital improvement program.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
	2	0	-	2	100	0	0	+	0	0	2	0	-	2	100
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
	2	0	-	2	100	0	0	+	0	0	2	0	-	2	100
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NUMBER OF ACCIDENTS						0	0	+	0	0	0	0	+	0	0
2. % CIP PROJECTS COMPLETED W/IN SCHEDULED TIMETABLE						0	0	+	0	0	0	0	+	0	0
PART III: PROGRAM TARGET GROUP															
1. PRIVATE AIRCRAFT OPERATIONS (THOUSANDS)						2	0.1	-	1.9	95	0.2	0.2	+	0	0
PART IV: PROGRAM ACTIVITY															
1. RUNWAY CAPACITY IN PEAK HOUR OPERATIONS						NO DATA	NO DATA	+	0	0	NO DATA	NO DATA	+	0	0
2. CIP IMPLEMENTATION						0	711	+	711	0	0	0	+	0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 14
TRN 163

PROGRAM TITLE: PORT ALLEN AIRPORT

PART I - EXPENDITURES AND POSITIONS

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

FY 25 and FY 26: The expenditure variances are due to any expenses being absorbed by Lihue Airport.

PART II - MEASURES OF EFFECTIVENESS

No significant variances to report.

PART III - PROGRAM TARGET GROUPS

The variance is due to not updating the planned amount for private aircraft operations.

PART IV - PROGRAM ACTIVITIES

- Item 1. No data collection is available .
- Item 2. The variance is due to not updating the planned amount for the capital improvement program.

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	133.00	113.00	- 20.00	15	135.00	107.00	- 28.00	21	135.00	123.00	- 12.00	9
EXPENDITURES (\$1000's)	448,402	371,509	- 76,893	17	141,471	76,191	- 65,280	46	334,797	400,077	+ 65,280	19
TOTAL COSTS												
POSITIONS	133.00	113.00	- 20.00	15	135.00	107.00	- 28.00	21	135.00	123.00	- 12.00	9
EXPENDITURES (\$1000's)	448,402	371,509	- 76,893	17	141,471	76,191	- 65,280	46	334,797	400,077	+ 65,280	19
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. ADMIN COSTS REL. TO TOTAL PROG COSTS (%)					45	48	+ 3	7	45	45	+ 0	0
PART IV: PROGRAM ACTIVITY												
1. ADMIN PERSONNEL (NO. OF PERSONS)					133	113	- 20	15	133	123	- 10	8
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					1393	1218	- 175	13	1396	1272	- 124	9

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 01 15
TRN 195

PROGRAM TITLE: AIRPORTS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: 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 26: 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 and 2. The variances are due to delays in recruiting and filling vacant positions.

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	232.00	232.00	+ 0.00	0	236.00	236.00	+ 0.00	0	236.00	236.00	+ 0.00	0
EXPENDITURES (\$1000's)	151,335	145,855	- 5,480	4	60,836	41,607	- 19,229	32	142,892	137,107	- 5,785	4
TOTAL COSTS												
POSITIONS	232.00	232.00	+ 0.00	0	236.00	236.00	+ 0.00	0	236.00	236.00	+ 0.00	0
EXPENDITURES (\$1000's)	151,335	145,855	- 5,480	4	60,836	41,607	- 19,229	32	142,892	137,107	- 5,785	4
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NUMBER OF ACCIDENTS/INCIDENTS					0	0	+ 0	0	0	0	+ 0	0
2. NUMBERS OF CONTAINERS PROCESSED EXPRESSED IN TEU'S					1876433	1760486	- 115947	6	1913962	1703700	- 210262	11

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

PROGRAM TITLE: WATER TRANSPORTATION FACILITIES AND SERVICES

03 02

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	101.00	101.00	+	0.00	0	104.00	104.00	+	0.00	0	104.00	104.00	+	0.00	0
	34,226	30,812	-	3,414	10	9,608	5,557	-	4,051	42	23,687	27,738	+	4,051	17
	101.00	101.00	+	0.00	0	104.00	104.00	+	0.00	0	104.00	104.00	+	0.00	0
	34,226	30,812	-	3,414	10	9,608	5,557	-	4,051	42	23,687	27,738	+	4,051	17
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						2.24	679.37	+	677.13	30229	2.24	692.96	+	690.72	30836
2. TONS OF CARGO PROCESSED PER ACRE						41362	41538	+	176	0	42189	42991	+	802	2
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	5505	+	5505	0	NO DATA	5615	+	5615	0
4. NO. OF CRUISE SHIP PASSENGERS						1980	2076	+	96	5	1980	2118	+	138	7
5. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE F						NO DATA	3.91	+	3.91	0	NO DATA	3.96	+	3.96	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						5663835	1165961	-	4497874	79	5777111	1189280	-	4587831	79
2. TONS OF CARGO - OVERSEAS - DOMESTIC						1123625	5421287	+	4297662	382	1146097	5529713	+	4383616	382
3. TONS OF CARGO - INTERISLAND						3124003	3329906	+	205903	7	3186483	3396504	+	210021	7
4. NO. OF PASSENGERS						54086	301012	+	246926	457	55168	307032	+	251864	457
5. NO. OF CONTAINERS						NO DATA	399669	+	399669	0	NO DATA	407662	+	407662	0
6. TOTAL REVENUE GENERATED						NO DATA	163049	+	163049	0	NO DATA	166310	+	166310	0
7. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISP						NO DATA	18341	+	18341	0	NO DATA	18708	+	18708	0
PART IV: PROGRAM ACTIVITY															
1. PIER LENGTH (LINEAR FEET)						30490	30490	+	0	0	30490	32290	+	1800	6
2. SHED AREA (ACRES)						30	30	+	0	0	30	30	+	0	0
3. YARD AREA (ACRES)						210	210	+	0	0	210	294.4	+	84.4	40
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	4693792	+	4693792	0	NO DATA	4693792	+	4693792	0

VARIANCE REPORT NARRATIVE

FY 2025 AND FY 2026

03 02 01
TRN 301

PROGRAM TITLE: HONOLULU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions and the project to remove the Falls of Clyde vessel from the Honolulu Harbor. The re-solicitation vendor and cost of the project was not certain until late in FY 25, at which time, planning for any excess amounts for the project could not be reallocated to other possible special maintenance projects for Honolulu Harbor.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$4,000,000 or 42%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of \$33,294,730.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Honolulu Harbor was 41,362 and FY 25 actual was 41,538, a variance of 176 or 0%. The FY 26 planned amount

for Honolulu Harbor is 42,189, with an estimated amount of 42,991, for a variance of 802 or 2%.

Item 3. A new MOE implemented in FY 25 to measure the number of containers expressed in twenty-foot equipment units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. The planned amount for Honolulu Harbor was 1,980 but FY 25 actual is 2,076, a variance of 96 or 5%. This increase was due to larger cruise ships with higher passenger capacity. The FY 26 planned amount for Honolulu Harbor is 1,980, with an estimated amount of 2,118, for a variance of 138 or 7%. This anticipated increase is due to larger cruise ships with higher passenger capacity.

Item 5. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. For international tons of cargo, the FY 25 planned amount for Honolulu Harbor was 5,663,835. This item is mislabeled as the amounts for Domestic and International cargo are switched; as for TRN 301, Honolulu Harbor, Domestic tons of cargo are significantly larger than International tons of cargo. Therefore, the variance for International should be 1,123,625 planned versus 1,165,961 actual, an increase in variance of 42,336 or 4%. For FY 26, same situation, International should be 1,146,097 planned versus 1,189,280 estimated, an increase in variance of 43,183 or 4%

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 01
TRN 301

PROGRAM TITLE: HONOLULU HARBOR

Item 2. For Domestic tons of cargo, the planned amount for Honolulu Harbor was 1,123,625 for FY 25. This item is mislabeled as the amounts for Domestic and International cargo are switched; as for TRN 301, Honolulu Harbor, Domestic tons of cargo are significantly larger than International tons of cargo. Therefore, the variance for Domestic should be 5,663,835 planned versus 5,421,287 actual, a decrease in variance of 242,548 or 4%. For FY 26, same situation, Domestic should be 5,777,111 planned versus 5,529,713 actual, a decrease of 247,398 or 4%.

Item 3. The planned amount for Honolulu Harbor was 3,124,003, with FY 25 actual at 3,329,906, a variance of 205,903 or 7%. Interisland cargo tonnage increased moderately. The FY 26 planned amount for Honolulu Harbor is 3,186,483, with the estimated being 3,396,504, a variance of 210,021 or 7%. Interisland cargo tonnage increased modestly.

Item 4. The planned amount for Honolulu Harbor was 54,086 but FY 25 actual was 301,012, a variance of 246,926 or 457%. Larger cruise ships and more arrivals provided for an increase in total passengers. The FY 26 planned amount for Honolulu Harbor is 55,168, with the estimated being 307,032, a variance of 251,864 or 457%. Larger cruise ships and more arrivals provided for an increase in total passengers.

Item 5. A new program target group (PTG) implemented in FY 25 to measure Number of Containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 6. A new PTG implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 7. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 1. There was no change for FY 25. The Kapalama Container Terminal (KCT) will be completed by the end of FY 26. This will add approximately 1,800 linear feet of pier length, increasing the estimated to 32,290, a variance of 1,800 or 6% for FY 26.

Item 3. There was no change for FY 25. The FY 26 planned amount is 210 but the KCT will add approximately 84.4 acres of yard to Honolulu Harbor, increasing it to 290.4 acres, a variance of 84.4 or 40%.

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0
	2,367	1,922	-	445	19	650	407	-	243	37	1,608	1,851	+	243	15
	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0	6.00	6.00	+	0.00	0
	2,367	1,922	-	445	19	650	407	-	243	37	1,608	1,851	+	243	15
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS						0.35	278.66	+	278.31	79517	0.35	284.24	+	283.89	81111
1. PROGRAM REVENUE GENERATED						74727	66271	-	8456	11	76221	67597	-	8624	11
2. TONS OF CARGO PROCESSED PER ACRE						NO DATA	535.82	+	535.82	0	NO DATA	546.54	+	546.54	0
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	1.85	+	1.85	0	NO DATA	1.88	+	1.88	0
4. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT															
PART III: PROGRAM TARGET GROUP						2055918	1599860	-	456058	22	2097036	1631857	-	465179	22
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						386238	420725	+	34487	9	393963	429140	+	35177	9
2. TONS OF CARGO - OVERSEAS - DOMESTIC						1475777	1454026	-	21751	1	1505293	1483107	-	22186	1
3. TONS OF CARGO - INTERISLAND						NO DATA	14610	+	14610	0	NO DATA	14902	+	14902	0
4. TOTAL REVENUE GENERATED						NO DATA	7521	+	7521	0	NO DATA	7671	+	7671	0
5. NO. OF CONTAINERS						NO DATA	3774	+	3774	0	NO DATA	3849	+	3849	0
6. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISPOSI															
PART IV: PROGRAM ACTIVITY						2990	2990	+	0	0	2990	2990	+	0	0
1. PIER LENGTH (LINEAR FEET)						0.83	.83	+	0	0	0.83	.83	+	0	0
2. SHED AREA (ACRES)						51.60	51.6	+	0	0	51.60	51.6	+	0	0
3. YARD AREA (ACRES)						NO DATA	2039770	+	2039770	0	NO DATA	2039770	+	2039770	0
4. COMMERCIAL PROPERTY (SQUARE FOOT)															

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 02
TRN 303

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The expenditure budget was \$2,367 with the actual of \$1,922, a variance of \$445 or 19%. The expenditure variance was partially due to a delay in filling hard-to-fill vacant positions.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$243,000 or 37%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of \$2,258,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue Generated per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Kalaeloa Barbers Point Harbor was 74,727 and FY 25 actual was 66,271, a variance of 8,456 or 11%. This decrease is due to the loss of AES Corporation as a tenant. The FY 26 planned amount for Kalaeloa Barbers Point Harbor is 76,221, with an estimated amount of 67,597, a variance of 8,624 or 11%. An adjustment

will be made to the FY 27 planned number so the variance should not be as significant.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. For international tons of cargo, the planned amount for Kalaeloa Barbers Point Harbor was 2,055,918 and FY 25 actual was 1,599,860, a variance of 456,058 or 22%. This decrease is due to the loss of AES Corporation as a tenant. For FY 26, the planned amount is 2,097,036 and estimated is 1,631,857, for a variance of 465,179 or 22%. An adjustment will be made to the FY 27 planned number so the variance should not be as significant.

Item 2. For Domestic tons of cargo, the planned amount for Kalaeloa Barbers Point Harbor was 386,238 and FY 25 actual was 420,725, a variance of 34,487 or 9%. For FY 26, the planned amount is 393,963 and estimated is 429,140, for a variance of 35,177 or 9%.

Item 3. For Interisland tons of cargo, the planned amount for Kalaeloa Barbers Point Harbor was 1,475,777 and FY 25 actual was 1,454,026, a variance of 21,751 or 1%. For FY 26, planned amount is 1,505,293 and

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 02
TRN 303

PROGRAM TITLE: KALAELOA BARBERS POINT HARBOR

estimated is 1,483,107, for a variance of 22,186 or 1%.

Item 4. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 5. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 6. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (square foot). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

PROGRAM TITLE:

HILO HARBOR

PROGRAM-ID:

TRN-311

PROGRAM STRUCTURE NO:

030204

12/2/25

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0
EXPENDITURES (\$1000's)	4,531	4,602	+	71	2	1,309	745	-	564	43	3,424	3,988	+	564	16
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)	4,531	4,602	+	71	2	1,309	745	-	564	43	3,424	3,988	+	564	16
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						2.08	383.59	+	381.51	18342	2.08	391.26	+	389.18	18711
2. TONS OF CARGO PROCESSED PER ACRE						43537	48555	+	5018	12	44408	49526	+	5118	12
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	2084	+	2084	0	NO DATA	2125	+	2125	0
4. NO. OF CRUISE SHIP PASSENGERS						2272	2135	-	137	6	2272	2178	-	94	4
5. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT						NO DATA	8.57	+	8.57	0	NO DATA	8.63	+	8.63	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						21800	49554	+	27754	127	22236	50545	+	28309	127
2. TONS OF CARGO - OVERSEAS - DOMESTIC						61466	86005	+	24539	40	62696	87725	+	25029	40
3. TONS OF CARGO - INTERISLAND						1110529	1195829	+	85300	8	1132739	1219746	+	87007	8
4. NO. OF PASSENGERS						48450	226343	+	177893	367	49419	230870	+	181451	367
5. TOTAL REVENUE GENERATED						NO DATA	10518	+	10518	0	NO DATA	10728	+	10728	0
6. NO. OF CONTAINERS						NO DATA	23379	+	23379	0	NO DATA	23847	+	23847	0
7. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISP						NO DATA	289	+	289	0	NO DATA	295	+	295	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	33695	+	33695	0	NO DATA	33695	+	33695	0

VARIANCE REPORT NARRATIVE

FY 2025 AND FY 2026

03 02 04
TRN 311

PROGRAM TITLE: HILO HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$564,000 or 43%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the estimated planned amount of \$4,733,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Hilo Harbor was 43,537 and FY 25 actual was 48,555, a variance of 5,018 or 12%. The FY 26 planned amount for Hilo Harbor is 44,408, with an estimated amount of 49,526, for a variance of 5,118 or 12%.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre.

Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. The planned amount for Honolulu Harbor was 2,272 but FY 25 actual is 2,135, a variance of 137 or 6%. The FY 26 planned amount for Hilo Harbor is 2,272, with an estimated amount of 2,178, for a variance of 94 or 4%.

Item 5. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Hilo Harbor was 21,800 but FY 25 actual was 49,554, a variance of 27,754 or 127%. The variance is due to an increased amount of international wharfage to Hilo Harbor. The FY 26 planned amount for Hilo Harbor is 22,236, with an estimated amount of 50,545, for a variance of 28,309 or 127%. The variance is anticipated to continue on an upward trend so similar increased variance. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 2. The planned amount for Hilo Harbor was 61,466 and FY 25 actual was 86,005, a variance of 24,539 or 40%. The variance is due to continued increased amount of domestic wharfage to Hilo Harbor. The FY 26 planned amount for Hilo Harbor is 62,696, with an estimated amount of 87,725, for a variance of 25,029 or 40%. The variance is anticipated to continue on an upward trend so similar increased variance. An adjustment in FY 27 will be made so the variance should not be as

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 04
TRN 311

PROGRAM TITLE: HILO HARBOR

significant.

Item 3. The planned amount for Hilo Harbor was 1,110,529 and FY 25 actual was 1,195,829, a variance of 85,300 or 8%. FY 26: The FY 26 planned amount for Hilo Harbor is 1,132,739, with an estimated amount of 1,219,746, for a variance of 87,007 or 8%. The variance is due to increased interisland cargo received at Hilo Harbor, which is expected to continue into FY 27. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 4. The planned amount for Hilo Harbor was 48,450 but FY 25 actual was 226,343, a variance of 177,893 or 367%. This increase in overall passengers is largely due to the larger size of ships being built with higher passenger capacity. In addition, smaller cruise ships with more arrivals provided for an increase in passengers as well. The FY 26 planned amount for Hilo Harbor is 49,419, with an estimated amount of 230,870, for a variance of 181,451 or 367%. This increase in overall passengers is largely due to the larger size of ships being built with higher passenger capacity. In addition, smaller cruise ships with more arrivals provide for an increase in passengers as well. Although smaller cruise ships, more arrivals are anticipated to provide for an increase in overall passengers, which is expected to continue into FY 26. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 5. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 6. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are

processed by each harbor.

Item 7. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
	2,363	2,317	-	46	2	646	277	-	369	57	1,940	2,309	+	369	19
	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0	2.00	2.00	+	0.00	0
	2,363	2,317	-	46	2	646	277	-	369	57	1,940	2,309	+	369	19
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS						0.76	491.03	+	490.27	64509	0.76	500.85	+	500.09	65801
1. PROGRAM REVENUE PER ACRE						57764	53316	-	4448	8	58920	54382	-	4538	8
2. TONS OF CARGO PROCESSED PER ACRE						NO DATA	6801	+	6801	0	NO DATA	6937	+	6937	0
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	4.45	+	4.45	0	NO DATA	4.48	+	4.48	0
4. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT															
PART III: PROGRAM TARGET GROUP						1111385	1025792	-	85593	8	1133613	1046308	-	87305	8
1. TONS OF CARGO - INTERISLAND						NO DATA	9447	+	9447	0	NO DATA	9636	+	9636	0
2. TOTAL REVENUE GENERATED						NO DATA	8626	+	8626	0	NO DATA	8799	+	8799	0
3. NO. OF CONTAINERS						NO DATA	1156	+	1156	0	NO DATA	1179	+	1179	0
4. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISP															
PART IV: PROGRAM ACTIVITY						1627	1627	+	0	0	1627	1627	+	0	0
1. PIER LENGTH (LINEAR FEET)						0.22	.22	+	0	0	0.22	.22	+	0	0
2. SHED AREA (ACRES)						19.02	19.02	+	0	0	19.02	19.02	+	0	0
3. YARD AREA (ACRES)						NO DATA	259901	+	259901	0	NO DATA	259901	+	259901	0
4. COMMERCIAL PROPERTY (SQUARE FOOT)															

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 05
TRN 313

PROGRAM TITLE: KAWAIHAE HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No significant variances to report.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$369,000 or 57%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of approximately \$2,586,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue Generated per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Kawaihae Harbor was 57,764 and FY 25 actual was 53,316, a variance of 4,448 or 8%. The FY 26 planned amount for Kawaihae Harbor is 58,920, with an estimated amount of 54,382, for a variance of 4,538 or 8%.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not

valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Kawaihae Harbor was 1,111,385 but FY 25 actual was 1,025,792, a variance of 85,593 or 8%. The FY 26 planned amount for Kawaihae Harbor was 1,133,613, with an estimated amount of 1,046,308, for a variance of 87,305 or 8%.

Item 2. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 3. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 4. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 05
TRN 313

PROGRAM TITLE: KAWAIHAE HARBOR

forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	18.00	18.00	+	0.00	0	19.00	19.00	+	0.00	0	19.00	19.00	+	0.00	0
	6,838	6,608	-	230	3	1,866	885	-	981	53	4,867	5,848	+	981	20
	18.00	18.00	+	0.00	0	19.00	19.00	+	0.00	0	19.00	19.00	+	0.00	0
	6,838	6,608	-	230	3	1,866	885	-	981	53	4,867	5,848	+	981	20
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						1.89	474.35	+	472.46	24998	1.89	483.84	+	481.95	25500
2. TONS OF CARGO PROCESSED PER ACRE						54030	60795	+	6765	13	55111	62011	+	6900	13
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	4062	+	4062	0	NO DATA	4143	+	4143	0
4. NO. OF CRUISE SHIP PASSENGERS						2346	2114	-	232	10	2346	2156	-	190	8
5. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE F						NO DATA	5.53	+	5.53	0	NO DATA	5.63	+	5.63	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						37564	51974	+	14410	38	38315	53013	+	14698	38
2. TONS OF CARGO - OVERSEAS - DOMESTIC						59653	134777	+	75124	126	60846	137473	+	76627	126
3. TONS OF CARGO - INTERISLAND						1758186	1900954	+	142768	8	1793350	1938973	+	145623	8
4. NO. OF PASSENGERS						29901	213521	+	183620	614	30499	217791	+	187292	614
5. TOTAL REVENUE GENERATED						NO DATA	16289	+	16289	0	NO DATA	16615	+	16615	0
6. NO. OF CONTAINERS						NO DATA	47245	+	47245	0	NO DATA	48190	+	48190	0
7. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISPOSI						NO DATA	463	+	463	0	NO DATA	471	+	471	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	83653	+	83653	0	NO DATA	83653	+	83653	0

VARIANCE REPORT NARRATIVE

FY 2025 AND FY 2026

03 02 06
TRN 331

PROGRAM TITLE: KAHULUI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$981,000 or 53%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the estimated planned amount of \$6,733,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Kahului Harbor was 54,030 and FY 25 actual was 60,795, a variance of 6,765 or 13%. The FY 26 planned amount for Kahului Harbor is 55,111, with an estimated amount of 62,011, for a variance of 6,900 or 13%. An adjustment should be made in FY 27 so the variance will not be as significant.

Item 3. A new MOE implemented in FY 25 to measure number of

containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. The planned amount for Kahului Harbor was 2,346 but FY 25 actual is 2,114, a variance of 232 or 10%. The FY 26 planned amount for Kahului Harbor is 2,346, with an estimated amount of 2,156, for a variance of 190 or 8%.

Item 5. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. For International tons of cargo, the planned amount for Kahului Harbor was 37,564 and FY 25 actual was 51,974, a variance of 14,410 or 38%. For FY 26, planned amount is 38,315 and estimated is 53,013, for a variance of 14,698 or 38%. An adjustment will be made to the FY 27 planned number so the variance should not be as significant.

Item 2. For Domestic tons of cargo, the planned amount for Kahului Harbor was 59,653 and FY 25 actual was 134,777, a variance of 75,124 or 126%. For FY 26, planned amount is 60,846 and estimated is 137,473, for a variance of 76,627 or 126%. An adjustment will be made to the FY 27 planned number so the variance should not be as significant.

Item 3. For Interisland tons of cargo, the planned amount for Kahului Harbor was 1,758,186 and FY 25 actual was 1,900,954, a variance of 142,768 or 8%. For FY 26, planned amount is 1,793,350 and estimated

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 06
TRN 331

PROGRAM TITLE: KAHULUI HARBOR

is 1,938,973, for a variance of 145,623 or 8%.

Item 4. The planned amount for Kahului Harbor was 29,901 but FY 25 actual was 213,521, a variance of 183,620 or 614%. Larger cruise ships and more arrivals provided for an increase in total passengers. For FY 26, the planned amount for Honolulu Harbor is 30,499, with the estimated being 217,791, for a variance of 187,292 or 614%. Larger cruise ships and more arrivals provided for an increase in total passengers. An adjustment will be made to the FY 27 planned number so the variance should not be as significant.

Item 5. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 6. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 7. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in

this field, the comparison is not valid. Going forward from FY 2027, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

VARIANCE REPORT

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
EXPENDITURES (\$1000's)	641	415	-	226	35	251	185	-	66	26	584	650	+	66	11
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)	641	415	-	226	35	251	185	-	66	26	584	650	+	66	11
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						2.71	179.66	+	176.95	6530	2.71	183.25	+	180.54	6662
2. TONS OF CARGO PROCESSED PER ACRE						27167	25311	-	1856	7	27710	25817	-	1893	7
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	645	+	645	0	NO DATA	658	+	658	0
4. NO. OF CRUISE SHIP PASSENGERS						32	0	-	32	100	32	0	-	32	100
5. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT						NO DATA	1.33	+	1.33	0	NO DATA	1.36	+	1.36	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - INTERISLAND						82586	76946	-	5640	7	84238	78485	-	5753	7
2. NO. OF PASSENGERS						137	0	-	137	100	137	0	-	137	100
3. TOTAL REVENUE GENERATED						NO DATA	546	+	546	0	NO DATA	557	+	557	0
4. NO. OF CONTAINERS						NO DATA	956	+	956	0	NO DATA	975	+	975	0
5. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISP						NO DATA	40	+	40	0	NO DATA	41	+	41	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	30075	+	30075	0	NO DATA	30075	+	30075	0

VARIANCE REPORT NARRATIVE

FY 2025 AND FY 2026

03 02 07
TRN 341

PROGRAM TITLE: KAUNAKAKAI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The estimated expenditure budget was \$641,000, with the estimated actual of \$415,000, for a variance of \$226,000 or 35%. The expenditure variance was partially due to the difficulty of having a staff of one person. In addition, vendors at smaller harbors are difficult to find and do not bid on solicitations of State projects.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$66,000 or 26%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of \$835,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Kaunakakai Harbor was 27,167 and FY 25 actual was 25,311, a variance of 1856 or 7%. The FY 26 planned amount for Kaunakakai Harbor is 27,710, with an estimated amount of

25817, for a variance of 1,893 or 7%.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. The planned amount for Kaunakakai Harbor was 32 but FY 25 actual is 0, a variance of 32 or 100%. The FY 26 planned amount for Kaunakakai Harbor is 32, with an estimated amount of 0, for a variance of 32 or 100%. An adjustment or removal of this MOE should be made in FY 27 so the variance will not be as significant.

Item 5. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Kaunakakai Harbor was 82,586 and FY 25 actual was 76,946, a variance of 5,640 or 7%. The FY 26 planned amount for Kaunakakai Harbor was 84,238, with an estimated amount of 78,485, for a variance of 5,753 or 7%.

Item 2. For FY 25, no data was available as the passengers would be for the ferry system or significantly smaller ships. The planned amount for Kaunakakai Harbor was 137 but FY 25 actual is 0, for a variance of 137 or 100%. The FY 26 planned amount for Kaunakakai Harbor is 137, with an estimated amount of 0, for a variance of 137 or 100%. An adjustment or removal of this program target group (PTG) should be made in FY 27

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 07
TRN 341

PROGRAM TITLE: KAUNAKAKAI HARBOR

so the variance will not be as significant.

Item 3. A new PTG implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 4. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 5. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

VARIANCE REPORT

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0
	4,513	4,122	-	391	9	1,317	705	-	612	46	3,263	3,875	+	612	19
	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0	15.00	15.00	+	0.00	0
	4,513	4,122	-	391	9	1,317	705	-	612	46	3,263	3,875	+	612	19
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						36.1	300.65	+	264.55	733	36.1	306.66	+	270.56	749
2. TONS OF CARGO PROCESSED PER ACRE						2361	27658	+	25297	1071	2409	28211	+	25802	1071
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	2342	+	2342	0	NO DATA	2388	+	2388	0
4. NO. OF CRUISE SHIP PASSENGERS						2381	2081	-	300	13	2381	2123	-	258	11
5. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT						NO DATA	5.59	+	5.59	0	NO DATA	5.64	+	5.64	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - OVERSEAS - INTERNATIONAL						15872	73065	+	57193	360	16190	74526	+	58336	360
2. TONS OF CARGO - OVERSEAS - DOMESTIC						9854	23892	+	14038	142	10051	24370	+	14319	142
3. TONS OF CARGO - INTERISLAND						52816	822940	+	770124	1458	53873	839399	+	785526	1458
4. NO. OF PASSENGERS						41499	230983	+	189484	457	42329	235603	+	193274	457
5. TOTAL REVENUE GENERATED						NO DATA	9999	+	9999	0	NO DATA	10199	+	10199	0
6. NO. OF CONTAINERS						NO DATA	25330	+	25330	0	NO DATA	25837	+	25837	0
7. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISP						NO DATA	1024	+	1024	0	NO DATA	1044	+	1044	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	183277	+	183277	0	NO DATA	183277	+	183277	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 08
TRN 361

PROGRAM TITLE: NAWILIWILI HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The expenditure variance is mainly due to a delay in filling hard-to-fill vacant positions. Operating expenditures accounted for only 8% of the encumbrance variance.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$612,000 or 46%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the estimated planned amount of \$4,580,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Nawiliwili Harbor was 2,361 and FY 25 actual was 27,658, a variance of 25,297 or 1071%. The FY 26 planned amount for Nawiliwili Harbor is 2,409, with an estimated amount of 28,211, for a variance of 25,802 or 1071%. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. The planned amount for Nawiliwili Harbor was 2,381 but FY 25 actual is 2,081, a variance of 300 or 13%. The FY 26 planned amount for Nawiliwili Harbor is 2,381, with an estimated amount of 2,123, for a variance of 258 or 11%.

Item 5. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Nawiliwili Harbor was 15,872 and FY 25 actual was 73,065, a variance of 57,193 or 360%. The variance is due to an increased amount of international wharfage to Nawiliwili Harbor. The FY 26 planned amount for Nawiliwili Harbor is 16,190, with an estimated amount of 74,526, for a variance of 58,336 or 360%. The variance is anticipated to continue on an upward trend, so similar increased variance. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 2. The planned amount for Nawiliwili Harbor was 9,854 and FY 25 actual was 23,892, a variance of 14,038 or 142%. The variance is due to continued increased amount of domestic wharfage to Nawiliwili Harbor. The FY 26 planned amount for Nawiliwili Harbor is 10,051, with an estimated amount of 24,370, a variance of 14,319 or 142%. The variance

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

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PROGRAM TITLE: NAWILIWILI HARBOR

is anticipated to continue on an upward trend, so similar increased variance. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 3. The planned amount for Nawiliwili Harbor was 52,816 and FY 25 actual was 822,940, a variance of 770,124 or 1,458%. The FY 26 planned amount for Nawiliwili Harbor is 53,873, with an estimated amount of 839,399, for a variance of 785,526 or 1,458%. The variance is due to increased interisland cargo received at Nawiliwili Harbor, which is expected to continue into FY 27. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 4. The planned amount for Nawiliwili Harbor was 41,499 but FY 25 actual was 230,983, a variance of 189,484 or 457%. This increase in overall passengers is largely due to the larger size of ships being built with higher passenger capacity. The FY 26 planned amount for Nawiliwili Harbor is 42,329, with an estimated amount of 235,603, for a variance of 193,274 or 457%. This increase in overall passengers is largely due to the larger size of ships being built with higher passenger capacity. An adjustment in FY 27 will be made so the variance should not be as significant.

Item 5. A new program target group (PTG) implemented in FY 25 in measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 6. A new Program Target Group implemented in FY 25 - No. of Containers. Although there was no data provided in this field, the comparison is not valid. Going forward from fiscal year 2027, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 7. New PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	265	207	-	58	22	66	15	-	51	77	190	241	+	51	27
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	265	207	-	58	22	66	15	-	51	77	190	241	+	51	27
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						2.15	1297.64	+	1295.49	60255	2.15	1323.59	+	1321.44	61462
2. TONS OF CARGO PROCESSED PER ACRE						62476	86428	+	23952	38	63726	88157	+	24431	38
3. NO. CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	0	+	0	0	NO DATA	0	+	0	0
4. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE FOOT						NO DATA	3.49	+	3.49	0	NO DATA	3.56	+	3.56	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - INTERISLAND						95588	132235	+	36647	38	97500	134880	+	37380	38
2. TOTAL REVENUE GENERATED						NO DATA	1985	+	1985	0	NO DATA	2025	+	2025	0
3. NO. OF CONTAINERS						NO DATA	0	+	0	0	NO DATA	0	+	0	0
4. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISPOS						NO DATA	461	+	461	0	NO DATA	470	+	470	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	131826	+	131826	0	NO DATA	131826	+	131826	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 09
TRN 363

PROGRAM TITLE: PORT ALLEN HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The estimated expenditure budget was \$265,000, with the estimated actual of \$207,000, a variance of \$58,000 or 22%. The expenditure variance was partially due to the difficulty of having a staff of one person. In addition, vendors at smaller harbors are difficult to find and have not bid on solicitations of State projects.

FY 26: The expenditure reduction of during the first quarter, amounting to approximately \$51,000 or 77%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of \$256,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Port Allen Harbor was 62,476 and FY 25 actual was 86,428, a variance of 23,952 or 38%. The FY 25 actual amount of 86,428 was lower than the actual FY 24 amount of 96,883 by

10,455 or 10%. The FY 26 planned amount for Port Allen Harbor is 63,726, with an estimated amount of 88,157, for a variance of 24,431 or 38%.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq ft is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Port Allen Harbor was 95,588 and FY 25 actual was 132,235, a variance of 36,647 or 38%. The FY 25 actual amount of 132,235 was lower than the actual FY 24 amount of 143,377 by 11,142 or approximately 8%. The FY 26 planned amount for Port Allen Harbor is 97,500, with an estimated amount of 134,880, for a variance of 37,380 or 38%.

Item 2. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 3. A new PTG implemented in FY 25 to measure number of

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PROGRAM TITLE: PORT ALLEN HARBOR

containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are processed by each harbor.

Item 4. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	485	362	-	123	25	129	43	-	86	67	385	471	+	86	22
	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0	1.00	1.00	+	0.00	0
	485	362	-	123	25	129	43	-	86	67	385	471	+	86	22
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. PROGRAM REVENUE PER ACRE						1.72	248.79	+	247.07	14365	1.72	253.77	+	252.05	14654
2. TONS OF CARGO PROCESSED PER ACRE						35756	39750	+	3994	11	36471	40545	+	4074	11
3. NO. OF CONTAINERS EXPRESSED IN TEUS PER ACRE						NO DATA	1490	+	1490	0	NO DATA	1519	+	1519	0
4. REVENUE FROM COMMERCIAL PROPERTIES PER SQUARE F						NO DATA	2.44	+	2.44	0	NO DATA	2.49	+	2.49	0
PART III: PROGRAM TARGET GROUP															
1. TONS OF CARGO - INTERISLAND						82239	91424	+	9185	11	83884	93252	+	9368	11
2. TOTAL REVENUE GENERATED						NO DATA	572	+	572	0	NO DATA	583	+	583	0
3. NO. OF CONTAINERS						NO DATA	1970	+	1970	0	NO DATA	2009	+	2009	0
4. COMMERCIAL PROPERTY REVENUE UNDER ANY LAND DISPOS						NO DATA	18	+	18	0	NO DATA	19	+	19	0
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
4. COMMERCIAL PROPERTY (SQUARE FOOT)						NO DATA	7575	+	7575	0	NO DATA	7575	+	7575	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 10
TRN 351

PROGRAM TITLE: KAUMALAPAU HARBOR

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: No position variances to report. The estimated expenditure budget was \$485,000, with the estimated actual of \$362,000, a variance of \$123,000 or 25%. The expenditure variance was partially due to the difficulty of having a staff of one person. In addition, vendors at smaller harbors are difficult to find and do not bid on solicitations of State projects.

FY 26: The expenditure reduction during the first quarter, amounting to approximately \$86,000 or 67%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the planned amount of \$514,000.

PART II - MEASURES OF EFFECTIVENESS

Item 1. A new measure of effectiveness (MOE) implemented in FY 25 to measure Program Revenue per acre (\$000). Although there was planned data in this field, it was not pertinent to the new MOE, so the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total revenue per acre is generated by each harbor.

Item 2. The planned amount for Kaumalapau Harbor was 35,756 and FY 25 actual was 39,750, a variance of 3,994 or 11%. The FY 26 planned amount for Kaumalapau Harbor is 36,471, with an estimated

amount of 40,545, for a variance of 4,074 or 11%.

Item 3. A new MOE implemented in FY 25 to measure number of containers expressed in twenty-foot equivalent units (TEUs) per acre. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much total containers (expressed in TEUs) per acre are processed by each harbor.

Item 4. A new MOE implemented in FY 25 to measure Revenue from Commercial Properties per square foot (sq. ft.) (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new measure will provide a good understanding of how much commercial property revenue per sq. ft. is generated by each harbor.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Kaumalapau Harbor was 82,239 and FY 25 actual was 91,424, a variance of 9,185 or 11%. The FY 26 planned amount for Kaumalapau Harbor was 83,884, with an estimated amount of 93,252, for a variance of 9,368 or 11%.

Item 2. A new program target group (PTG) implemented in FY 25 to measure Total Revenue Generated (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total program revenue is generated by each harbor.

Item 3. A new PTG implemented in FY 25 to measure number of containers. Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how many loaded containers are

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PROGRAM TITLE: KAUMALAPAU HARBOR

processed by each harbor.

Item 4. A new PTG implemented in FY 25 to measure Total Commercial Property Revenue under any Land Disposition (\$000). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new target group will provide a good understanding of how much total Commercial Property Revenue is being generated by each harbor.

PART IV - PROGRAM ACTIVITIES

Item 4. A new program activity implemented in FY 25 to measure Commercial Property (sq. ft.). Although there was no data provided in this field, the comparison is not valid. Going forward from FY 27, appropriate planned data can be entered for comparative purposes. This new activity will provide a good understanding of how much total Commercial Property area in sq. ft. is being utilized by each harbor.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
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)	95,092	94,488	-	604	1	44,994	32,788	-	12,206	27	102,930	90,136	-	12,794	12
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)	95,092	94,488	-	604	1	44,994	32,788	-	12,206	27	102,930	90,136	-	12,794	12
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. COST OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)						9.94	10.73	+	0.79	8	9.94	8.56	-	1.38	14
2. DOLLAR AMT OF SALARY OVERPAYMENTS FOR THE DIVISION						10000	5900	-	4100	41	10000	10000	+	0	0
3. NO. OF VENDOR PAYMENTS EXCEEDING 30 DAYS						175	15	-	160	91	175	25	-	150	86
4. % OF CIP PROJECTS COMPLETED WITHIN SCHEDULED TIME						100	0	-	100	100	100	100	+	0	0
5. % OF SPEC MAINT PROJ INITIATED COMPARED TO PLAN						100	100	+	0	0	100	100	+	0	0
PART III: PROGRAM TARGET GROUP															
1. FILLED PERMANENT POSITIONS IN THE DIVISION						251	205	-	46	18	251	215	-	36	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	232	-	19	8	251	236	-	15	6
3. NO. OF CIP PROJECTS COMPLETED						7	0	-	7	100	1	2	+	1	100
4. NO. OF SPECIAL MAINTENANCE PROJECTS INITIATED						44	36	-	8	18	44	33	-	11	25

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 11
TRN 395

PROGRAM TITLE: HARBORS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Cost (\$000)

FY 25: No position variances to report. The expenditure budget was 95,092 with the actual of 94,488, a variance of 604 or 1%. 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 26: The expenditure reduction during the first quarter, amounting to approximately \$12,206,000 or 27%, was mainly due to timing. Although full-year appropriations and allotments were provided at the beginning of the fiscal year, such was not learned until very near to the beginning of the fiscal year, not providing sufficient time to plan for solicitations of contracts and projects. Smaller supplies could be ordered but those items with longer lead times could not.

The overall expenditures for FY 26 are anticipated to be approximately the same as the estimated planned amount of \$122,924,000. Federal funds request/award of approximately \$25,000,000 will probably not materialize in FY 26.

PART II - MEASURES OF EFFECTIVENESS

Item 1. The planned amount for Harbors Administration was 9.94, with the FY 25 actual at 10.73, a variance of 0.79 or 8%. The FY 26 planned amount for Harbors Administration is 9.94, with the estimated at 8.56, for a variance of 1.38 or approximately 14%.

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's repair and maintenance (R&M) of waterfront infrastructure, piers, wharves, and land side facilities. As R&M is performed across the State at each harbor

facility, it has been classified as a special maintenance project (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. Projects have become more expensive and, as a result, the current SMP budget is not sufficient to keep up with the project list and has required districts to cover some of their own district SMP projects in order to avoid potential deferred maintenance costs.

Item 2. For FY 25, the planned amount for Harbors Administration was 10,000, with the actual amount of 5,900, a variance of 4,100 or 41%. With various employees out on disability-type leaves and employees not remembering to enter their leaves in the Hawaii Information Portal Self-Service or HIP properly, Harbors Administration has worked as closely as possible with the Districts to minimize over payments 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 over payments as quickly as possible to avoid compounding the problem and reducing the over payment through collection agreements. The FY 26 planned amount for Harbors Administration is 10,000, with an estimated amount of 10,000, for a variance of 0 or 0%.

Item 3. The planned amount for Harbors Administration was 175 but FY 25 actual was 15, making the variance 160 or 91%. Harbors Administration has been able to process payments in a timely manner in order to minimize over 30 days of vendor payments. The FY 26 planned amount for Harbors Administration is 175 and the estimated is 25, making the variance 150 or 86%. Harbors Administration will continue to process payments in as timely a manner as possible in order to minimize 30+ days vendor payments.

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 11
TRN 395

PROGRAM TITLE: HARBORS ADMINISTRATION

Item 4. The planned percentage of capital improvement program (CIP) projects completed within the scheduled time was 100, with a FY 25 actual of 0, a variance of 100 or 100%. Both the FY 26 planned and estimated amounts for Harbors Administration is 100%, making the variance 0 or 0%.

Item 5. The planned amount for Harbors Administration was 100%, with the actual of 100% for FY 25, a variance of 0 or 0%. For FY 26, the planned amount for Harbors Administration should be 100%, with an estimated 100%, for variance of 0 or 0%.

PART III - PROGRAM TARGET GROUPS

Item 1. The planned amount for Harbors Administration was 251 permanent positions but the actual is 205 for FY 25, a variance 46 or 18%. The planned amount included 20 employees who transferred from Harbors Administration to the Department of Law Enforcement (DLE), creating an actual difference of 26 or 11%. 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. The FY 26 planned amount for Harbors Administration is 251 and the estimated is 215, for a variance of 36 or 14%. Similar to FY 25, the planned amount included 20 employees who transferred from Harbors Administration to DLE and four approved positions transferred into Harbors, creating an actual difference of 20 or 9%. An adjustment to the planned amount will be made in FY 27 to minimize the variance reported.

PART IV - PROGRAM ACTIVITIES

Item 1. The planned amount for Harbors Administration was 71 positions, with an FY 25 actual of 72, a variance of 1 or 1%. Due to the transfer of one temporary position to a permanent position, the count increased to 72 positions. The FY 26 planned amount for Harbors Administration is 71 positions. 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 Budget process, so the

planned should be 72, with an estimated 72 as well, for a variance of 0 or 0%.

Item 2. The planned amount for Harbors was 251, with an FY 25 actual of 232, making the variance 19 or 8%. The FY 26 planned amount for Harbors is 251, with an actual position count of 236, for a variance of 15 or 6%. An adjustment to the planned amount will be made in FY 27 to minimize the variance reported.

Item 3. The planned amount of CIP projects completed for Harbors Administration was 7 but FY 25 actual is 0, a variance of 7 or 100%. The FY 26 planned amount for Harbors Administration is 1 and the estimated is 2, for a variance of 1 or 100%.

Item 4. The planned amount for Harbors Administration was 44 but FY 25 actual is 36, a variance of 8 or 18%. The FY 26 planned amount for Harbors Administration is 44, with the estimated at 33, a variance of 11 or 25%. Since the cost of projects has increased, we have increased our SMP budget to \$30 million; however, the number of projects has become limited because of the rise in costs. In addition, some paving, fencing, plumbing, closed-circuit television or CCTV, and electrical work have been re-categorized from SMP to the various districts as routine maintenance.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26					
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
	14	0	-	14	100	0	0	+	0	0	14	0	-	14	100
	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0	0.00	0.00	+	0.00	0
14	0	-	14	100	0	0	+	0	0	14	0	-	14	100	
						FISCAL YEAR 2024-25				FISCAL YEAR 2025-26					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. EXEC PRGM STRUCTURE CHANGES NOT APPROVED BY LEG						0 NO DATA		- 0		0	0 NO DATA		- 0		0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 02 12
TRN 333

PROGRAM TITLE: HANA HARBOR

PART I - EXPENDITURES AND POSITIONS

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

FYs 25-26: 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 25 and FY 26.

PART III - PROGRAM TARGET GROUPS

No data is available as no program target groups have been developed for this program for FY 25 and FY 26.

PART IV - PROGRAM ACTIVITIES

No data is available as no program activities have been developed for this program for FY 25 and FY 26.

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25					NINE MONTHS ENDING 06-30-26				
PART I: EXPENDITURES & POSITIONS RESEARCH & DEVELOPMENT COSTS POSITIONS EXPENDITURES (\$1,000's) OPERATING COSTS POSITIONS EXPENDITURES (\$1000's) TOTAL COSTS POSITIONS EXPENDITURES (\$1000's)	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
	1,038.00	787.00	-	251.00	24	1,011.00	801.00	-	210.00	21	1,011.00	986.00	-	25.00	2
	399,807	341,022	-	58,785	15	90,202	36,692	-	53,510	59	362,435	415,945	+	53,510	15
1,038.00	787.00	-	251.00	24	1,011.00	801.00	-	210.00	21	1,011.00	986.00	-	25.00	2	
399,807	341,022	-	58,785	15	90,202	36,692	-	53,510	59	362,435	415,945	+	53,510	15	
						FISCAL YEAR 2024-25					FISCAL YEAR 2025-26				
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK						29	29	+	0	0	29	29	+	0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES						218	174	-	44	20	210	191	-	19	9
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES						4	4.1	+	0.1	2	4	4.3	+	0.3	8
4. MAINTENANCE COST PER 10 LANE-MILES						492522	461895	-	30627	6	509576	618708	+	109132	21
5. VEHICLE MILES PER TRAVEL (MILLIONS OF MILES)						5838	5872	+	34	1	5911	5943	+	32	1

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

PROGRAM TITLE: LAND TRANSPORTATION FACILITIES AND SERVICES

03 03

PART I - EXPENDITURES AND POSITIONS

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

PART II - MEASURES OF EFFECTIVENESS

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

PROGRAM TITLE:

OAHU HIGHWAYS

PROGRAM-ID:

TRN-501

PROGRAM STRUCTURE NO:

030301

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	190.00	153.00	- 37.00	19	184.00	162.00	- 22.00	12	184.00	182.00	- 2.00	1
EXPENDITURES (\$1000's)	96,998	93,228	- 3,770	4	24,495	15,398	- 9,097	37	73,484	82,581	+ 9,097	12
TOTAL COSTS												
POSITIONS	190.00	153.00	- 37.00	19	184.00	162.00	- 22.00	12	184.00	182.00	- 2.00	1
EXPENDITURES (\$1000's)	96,998	93,228	- 3,770	4	24,495	15,398	- 9,097	37	73,484	82,581	+ 9,097	12
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					18	18	+ 0	0	18	18	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					62.00	65.3	+ 3.3	5	61.60	61.8	+ 0.2	0
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES					0.78	0.82	+ 0.04	5	0.76	1.29	+ 0.53	70
4. MAINTENANCE COST PER 10 LANE-MILES					925888	734808	- 191080	21	938376	935586	- 2790	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					1.27	1.18	- 0.09	7	1.19	1.17	- 0.02	2
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					1.25	1.23	- 0.02	2	1.19	1.22	+ 0.03	3
7. % OF PAVEMENT IN POOR CONDITION ON NHS					2.80	2.88	+ 0.08	3	3.30	2.58	- 0.72	22
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS					3.02	2.88	- 0.14	5	3.80	2.60	- 1.2	32
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					NO DATA	3429	+ 3429	0	NO DATA	3462	+ 3462	0
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					NO DATA	36490	+ 36490	0	NO DATA	36840	+ 36840	0
3. NO. OF REGISTERED VEHICLES					802594	795963	- 6631	1	810484	803569	- 6915	1
4. NO. OF REGISTERED VEHICLE OPERATORS					636427	641328	+ 4901	1	640573	645452	+ 4879	1
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS					25.80	25.03	- 0.77	3	26.20	22.42	- 3.78	14
6. LANE-MILES OF PAVEMENT IN POOR CONDITION ON ALL					28.50	27.26	- 1.24	4	33.90	24.65	- 9.25	27
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					1011.73	1011.73	+ 0	0	1011.73	1011.73	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					4966	4966	+ 0	0	4966	4966	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					442	442	+ 0	0	442	442	+ 0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 01
TRN 501

PROGRAM TITLE: OAHU HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

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

FY 25: The position variance is due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures and the deferral of motor vehicle and equipment purchases.

PART II - MEASURES OF EFFECTIVENESS

Item 4: Maintenance Cost Per 10 Lane Miles

The estimated rate was higher than actual due to less than anticipated payroll expenditures and the reallocation of routine maintenance funds for special maintenance projects.

PART III - PROGRAM TARGET GROUPS

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

No data was provided in error. The planned is 3,429 for FY 25 and actual is the same, for a variance of 0 or 0%.

Item 2: Average Daily Traffic (Vehicles Per Day)

No data was provided in error. The planned is 36,490 for FY 25 and actual is the same, for a variance of 0 or 0%.

PART IV - PROGRAM ACTIVITIES

There are no significant variance to report.

PROGRAM TITLE:

HAWAII HIGHWAYS

PROGRAM-ID:

TRN-511

PROGRAM STRUCTURE NO:

030302

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	118.50	89.50	- 29.00	24	117.50	88.50	- 29.00	25	117.50	109.50	- 8.00	7
EXPENDITURES (\$1000's)	24,435	17,946	- 6,489	27	6,205	3,742	- 2,463	40	19,304	21,767	+ 2,463	13
TOTAL COSTS												
POSITIONS	118.50	89.50	- 29.00	24	117.50	88.50	- 29.00	25	117.50	109.50	- 8.00	7
EXPENDITURES (\$1000's)	24,435	17,946	- 6,489	27	6,205	3,742	- 2,463	40	19,304	21,767	+ 2,463	13
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					4	4	+ 0	0	4	4	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					36.10	42.60	+ 6.5	18	35.60	31.90	- 3.7	10
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES					1.21	1.48	+ 0.27	22	1.17	1.20	+ 0.03	3
4. MAINTENANCE COST PER 10 LANE-MILES					302414	194830	- 107584	36	312701	316373	+ 3672	1
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					9.01	9.53	+ 0.52	6	5.35	9.53	+ 4.18	78
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					7.90	8.32	+ 0.42	5	4.69	8.32	+ 3.63	77
7. % OF PAVEMENT IN POOR CONDITION ON NHS					5.80	5.81	+ 0.01	0	5.40	3.83	- 1.57	29
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS					4.94	4.96	+ 0.02	0	4.70	3.90	- 0.8	17
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					1163	1152	- 11	1	1183	1171	- 12	1
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					9120	9030	- 90	1	9280	9190	- 90	1
3. NO. OF REGISTERED VEHICLES					230675	225900	- 4775	2	234634	229742	- 4892	2
4. NO. OF REGISTERED VEHICLE OPERATORS					148518	150159	+ 1641	1	150351	152008	+ 1657	1
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS					17.20	16.46	- 0.74	4	16.10	10.84	- 5.26	33
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL					40.10	37.67	- 2.43	6	38.20	29.65	- 8.55	22
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					768.71	768.71	+ 0	0	768.71	768.71	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					1416	1416	+ 0	0	1416	1416	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					126	126	+ 0	0	126	126	+ 0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 02
TRN 511

PROGRAM TITLE: HAWAII HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The position variance is due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures, delay in contracted services, and the deferral of motor vehicle and equipment purchases.

PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

The variance for Hawaii County accidents per 100 million vehicle miles for FY 25 increased 18%, which correlates to the number of major traffic crashes increasing 18% from the current year. The increase was unexpected as the numbers were decreasing from the previous year.

Item 3: Fatal Accidents Per Million Vehicle Miles

The variance for Hawaii County's fatal accidents per 100 million vehicle miles for FY 25 is an increase of 22.1%. The increased number of fatalities for Hawaii County was higher than expected, which was unexpected as the number of fatalities increased from 15 to 29 (93%) in the previous year.

Item 4: Maintenance Cost Per 10 Lane Miles

The estimated rate was higher than the FY 25 actual due to less than anticipated payroll expenditures and routine repair and maintenance. Routine maintenance funds were reallocated for special maintenance projects.

PART III - PROGRAM TARGET GROUPS

There are no significant variances to report.

PART IV - PROGRAM ACTIVITIES

There are no significant variances to report.

PROGRAM TITLE:

MAUI HIGHWAYS

PROGRAM-ID:

TRN-531

PROGRAM STRUCTURE NO:

030303

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	90.00	73.00	- 17.00	19	90.00	72.00	- 18.00	20	90.00	83.50	- 6.50	7
EXPENDITURES (\$1000's)	26,362	24,316	- 2,046	8	6,660	4,645	- 2,015	30	22,318	24,333	+ 2,015	9
TOTAL COSTS												
POSITIONS	90.00	73.00	- 17.00	19	90.00	72.00	- 18.00	20	90.00	83.50	- 6.50	7
EXPENDITURES (\$1000's)	26,362	24,316	- 2,046	8	6,660	4,645	- 2,015	30	22,318	24,333	+ 2,015	9
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					5	5	+ 0	0	5	5	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					40.10	35.50	- 4.6	11	39.50	47.40	+ 7.9	20
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES					1.06	0.90	- 0.16	15	1.04	1.21	+ 0.17	16
4. MAINTENANCE COST PER 10 LANE-MILES					441768	312773	- 128995	29	472602	470972	- 1630	0
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					0	0	+ 0	0	0	0	+ 0	0
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					0.66	1.22	+ 0.56	85	0.66	1.22	+ 0.56	85
7. % OF PAVEMENT IN POOR CONDITION ON NHS					0.50	0.46	- 0.04	8	0.50	0.46	- 0.04	8
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS					0.40	0.45	+ 0.05	13	0.60	0.45	- 0.15	25
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					874	849	- 25	3	886	861	- 25	3
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					15770	15750	- 20	0	16000	15970	- 30	0
3. NO. OF REGISTERED VEHICLES					190426	184149	- 6277	3	193119	186688	- 6431	3
4. NO. OF REGISTERED VEHICLE OPERATORS					125795	124936	- 859	1	127379	126486	- 893	1
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS					1.10	0.87	- 0.23	21	1.50	0.87	- 0.63	42
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL					2.80	2.57	- 0.23	8	3.30	2.57	- 0.73	22
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					566.77	566.77	+ 0	0	566.77	566.77	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					366	366	+ 0	0	366	366	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					111	111	+ 0	0	111	111	+ 0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 03
TRN 531

PROGRAM TITLE: MAUI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The position variance is due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures and the deferral of motor vehicle and equipment purchases.

PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

The variance for Maui County accidents per 100 million vehicle miles for FY 25 is an 11.5% decrease, which is due to the number of major traffic crashes decreasing 23%.

Item 3: Fatal Accidents Per Million Vehicle Miles

The variance for Maui County's fatal accidents per 100 million vehicle miles for FY 25 decreased 15.1%. The number of fatalities for Maui County decreased more than expected. The number of fatalities decreased by one in the previous year but decreased by three in FY 25.

Item 4: Maintenance Cost Per 10 Lane Miles

The estimated rate was higher than FY 25 actual due to less than anticipated payroll expenditures and the reallocation of routine maintenance funds for special maintenance projects.

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

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 0.66% and the actual 1.22% of Maui District's structurally deficient bridges on and off the National Highway System (NHS). The magnitude of the variance is attributed to a single structure changing from Fair condition to Poor condition within the last routine inspection cycle.

Item 8: % of State-Managed Pavement in Poor Condition on All State Highways

The variance in Maui District is due to a small absolute difference of 0.05 percentage points between the estimated (0.40%) and actual (0.45%) poor condition on the State highway system. This equates to approximately one or two data points and appears as a 12.5% variance only because the district's poor condition levels are so low. At this scale, even minimal fluctuations can result in large percentage differences. The overall impact is insignificant and does not reflect any meaningful change in network condition or program performance.

PART III - PROGRAM TARGET GROUPS

Item 5: Lane-Miles of State-Managed Pavement in Poor Condition on NHS

The variance is due to the actual poor lane mileage on NHS routes being slightly lower than the estimated 0.87 lane miles compared to the forecasted 1.10, a difference of just 0.23 lane miles. This represents only two 0.1-mile data points but results in a 20.9% variance due to the very low total of poor lane miles in the district. Variations of this magnitude are expected at such small scales and do not indicate any significant issue with asset condition or program execution.

PART IV - PROGRAM ACTIVITIES

There are no significant variances to report.

PROGRAM TITLE:

KAUAI HIGHWAYS

PROGRAM-ID:

TRN-561

PROGRAM STRUCTURE NO:

030306

12/2/25

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	55.00	42.00	- 13.00	24	60.00	47.00	- 13.00	22	60.00	60.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,042	11,667	- 1,375	11	2,951	1,827	- 1,124	38	12,241	13,365	+ 1,124	9
TOTAL COSTS												
POSITIONS	55.00	42.00	- 13.00	24	60.00	47.00	- 13.00	22	60.00	60.00	+ 0.00	0
EXPENDITURES (\$1000's)	13,042	11,667	- 1,375	11	2,951	1,827	- 1,124	38	12,241	13,365	+ 1,124	9
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO. HIGHWAY LOCATIONS WHERE CONGESTION EXISTS-PEAK					2	2	+ 0	0	2	2	+ 0	0
2. ACCIDENTS PER 100 MILLION VEHICLE MILES					40.00	30.10	- 9.9	25	39.50	49.50	+ 10	25
3. FATAL ACCIDENTS PER 100 MILLION VEHICLE MILES					0.69	0.90	+ 0.21	30	0.67	0.69	+ 0.02	3
4. MAINTENANCE COST PER 10 LANE-MILES					526756	525038	- 1718	0	585271	598177	+ 12906	2
5. % TOT DECK AREA STRUC DEFICIENT BRIDGES NHS					22.54	9.51	- 13.03	58	22.54	9.51	- 13.03	58
6. % TOT DECK AREA STRUC DEFICIENT BRIDGES ALL					19.07	11.40	- 7.67	40	19.07	11.40	- 7.67	40
7. % OF PAVEMENT IN POOR CONDITION ON NHS					0.70	1.00	+ 0.3	43	0.80	0.50	- 0.3	38
8. % OF PAVEMENT IN POOR CONDITION ON ALL STATE HWYS					0.90	2.17	+ 1.27	141	1.00	1.38	+ 0.38	38
PART III: PROGRAM TARGET GROUP												
1. VEHICLE MILES OF TRAVEL (MILLIONS OF MILES)					433	442	+ 9	2	439	449	+ 10	2
2. AVERAGE DAILY TRAFFIC (VEHICLES PER DAY)					11440	11700	+ 260	2	11610	11870	+ 260	2
3. NO. OF REGISTERED VEHICLES					92851	90434	- 2417	3	94184	91712	- 2472	3
4. NO. OF REGISTERED VEHICLE OPERATORS					57239	57685	+ 446	1	57813	58253	+ 440	1
5. LANE-MILES OF PAVEMENT IN POOR CONDITION ON NHS					0.40	0.60	+ 0.2	50	0.50	0.30	- 0.2	40
6. LANE-MILES OF PAVEMENT IN POOR CONDIITION ON ALL					2.00	4.92	+ 2.92	146	2.30	3.12	+ 0.82	36
PART IV: PROGRAM ACTIVITY												
1. ROADWAY MAINTENANCE (LANE MILES)					216.96	216.96	+ 0	0	216.96	216.96	+ 0	0
2. LANDSCAPE MAINTENANCE (ACRES)					2000	2000	+ 0	0	2000	2000	+ 0	0
3. STRUCTURE MAINTENANCE (NUMBER)					4	4	+ 0	0	4	4	+ 0	0

VARIANCE REPORT NARRATIVE

FY 2025 AND FY 2026

03 03 06
TRN 561

PROGRAM TITLE: KAUAI HIGHWAYS

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The position variance is due to transfers, promotions, and retirements. In addition, unfunded positions frozen in Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenditures and the deferral of motor vehicle and equipment purchases.

PART II - MEASURES OF EFFECTIVENESS

Item 2: Accidents Per 100 Million Vehicle Miles

The variance for Kauai County accidents per 100 million vehicle miles for FY 25 decreased by 24.8% due to the number of major traffic crashes decreasing 8%.

Item 3: Fatal Accidents Per Million Vehicle Miles

The variance for Kauai County's fatal accidents per 100 million vehicle miles for FY 25 increased by 30.4%. The number of fatalities for Kauai County decreased from nine to three in the previous year and increased from three to eight for FY 25. It was not estimated that the number would climb back up.

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

During recent bridge inspections, the structures were re-evaluated. The deck condition rating of one structure was found to be inconsistent with the standard of practice applied to the rest of the bridge inventory, so the condition was appropriately changed from Poor to Fair. Previously noted erosion around the foundations of a second structure have been recently addressed by scour countermeasures that are performing as designed,

allowing the condition rating to improve from Poor to Fair. Because Kauai's bridge inventory is relatively small, changes in the condition of these two structures produced a large drop in the poor percentage from the expected 22.54% to the actual 9.51% for all NHS structures.

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

During recent bridge inspections, the structures were re-evaluated. The deck condition rating of one structure was found to be inconsistent with the standard of practice applied to the rest of the bridge inventory, so the condition was appropriately changed from Poor to Fair. Previously noted erosion around the foundations of a second structure have been recently addressed by scour countermeasures that are performing as designed, allowing the condition rating to improve from Poor to Fair. Because Kauai's bridge inventory is relatively small, upgrading just two structures produced a large drop in the poor percentage from the expected 19.07% to the actual 11.40% for all highway structures.

Item 7: % of State-Managed Pavement in Poor Condition on NHS

The variance in Kauai District is due to a 0.30 percentage point difference between the estimated (0.70%) and actual (1.00%) percent poor on NHS routes. This represents a 42.9% variance, primarily resulting from planned pavement improvement projects that remained in design and could not proceed to construction due to funding limitations. These projects are still programmed and will be delivered as funding becomes available.

Item 8: % of State-Managed Pavement in Poor Condition on All State Highways

The variance in Kauai District is due to a 1.27 percentage point difference between the estimated (0.90%) and actual (2.17%) percent poor on the State highway system. This equates to a 141.1% variance and reflects the deferral of several planned improvement projects, originally expected to be completed during the fiscal year. These projects remain active and are planned for delivery once sufficient funding is secured.

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 06
TRN 561

PROGRAM TITLE: KAUAI HIGHWAYS

PART III - PROGRAM TARGET GROUPS

Item 5: Lane-Miles Of State-Managed Pavement In Poor Condition on NHS

The variance in Kauai District is due to a 0.20 lane mile difference between the estimated (0.40) and actual (0.60) poor lane miles on NHS routes, resulting in a 50.0% variance. This difference is attributable to the delay of NHS-related improvement projects that were forecasted to be completed but remain unfunded. These projects will proceed once resources are available.

Item 6: Lane-Miles of State-Managed Pavement in Poor Condition on All State Highways.

The variance in Kauai District is due to a 2.92 lane mile difference between the estimated (2.00) and actual (4.92) poor lane miles on the State highway system. This reflects a 146.0% variance caused by the deferral of several planned projects due to funding constraints. These projects are still programmed and will be constructed as funding permits.

PART IV - PROGRAM ACTIVITIES

There are no significant variances to report.

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	545.50	401.50	- 144.00	26	520.50	403.50	- 117.00	22	520.50	512.00	- 8.50	2
EXPENDITURES (\$1000's)	219,177	179,896	- 39,281	18	45,289	9,570	- 35,719	79	219,661	255,380	+ 35,719	16
TOTAL COSTS												
POSITIONS	545.50	401.50	- 144.00	26	520.50	403.50	- 117.00	22	520.50	512.00	- 8.50	2
EXPENDITURES (\$1000's)	219,177	179,896	- 39,281	18	45,289	9,570	- 35,719	79	219,661	255,380	+ 35,719	16
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. COSTS OF ADMIN RELATIVE TO TOTAL PROGRAM COSTS (%)					41.52	31.97	- 9.55	23	42.47	51.44	+ 8.97	21
2. VENDOR PAYMENT EXCEEDING 30 DAYS					0.02	0.03	+ 0.01	50	0.02	0.02	+ 0	0
3. DEBT SERVICE COST TO TOTAL O&M EXPENDITURE					0.19	0.14	- 0.05	26	0.18	0.17	- 0.01	6
4. AVG. # OF WORK DAYS TO PROCESS PERMIT APPLICATIONS					10.00	10	+ 0	0	9.00	10	+ 1	11
5. % OF COMPLAINTS RESPONDED TO WITHIN 5 WORK DAYS					55.00	55	+ 0	0	60.50	55	- 5.5	9
PART IV: PROGRAM ACTIVITY												
1. ADMINISTRATIVE PERSONNEL (NO. OF PERSONS)					545.50	401.50	- 144	26	521.00	512	- 9	2
2. DIVISIONAL PERSONNEL (NO. OF PERSONS)					1038.00	787	- 251	24	1009.50	986	- 23.5	2
3. RESURFACING (LANE MILES)					49.09	49.84	+ 0.75	2	49.09	113.16	+ 64.07	131
4. SPECIAL MAINTENANCE - RESURFACING (\$1000)					25442	25000	- 442	2	25442	18265	- 7177	28
5. SPECIAL MAINTENANCE - OTHERS (\$1000)					24558	24000	- 558	2	24558	31735	+ 7177	29

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 07
TRN 595

PROGRAM TITLE: HIGHWAYS ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

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

FY 25: The position variance is due to transfers, promotions, and retirements. In addition, unfunded positions in 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, general obligation reimbursable (G.O.R.) and Highways Revenue bond payments, and personal services on a fee basis expenses were less than anticipated.

PART II - MEASURES OF EFFECTIVENESS

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

The estimated rate was higher than actual due to less than anticipated payroll expenses. In addition, federal program expenditures and encumbrances, G.O.R. and Highways Revenue bond payments, and personal services on a fee basis expenses were less than anticipated. Additional funds were reallocated from Administration to the Special Maintenance Program to align resources with operational priorities.

Item 2: % of Late Interest Payments To Total Payments (\$)

The increase in interest payments was primarily due to delays in receiving payment requests from the Districts and Branches. Staff shortages, training new personnel, and routing issues also contributed to the delays.

Item 3: Debt Service Cost to Total Operating and Maintenance Expenditure

The actual rate was lower than planned due to deferring bond issue.

PART III - PROGRAM TARGET GROUPS

No program target groups have been developed for this program for FY 25 and FY 26.

PART IV - PROGRAM ACTIVITIES

Item 1: Administrative Personnel (No. of Persons)

The position variance is attributable to transfers, promotions, and retirements. In addition, positions frozen under Act 5, SLH 2019, were restricted as part of statewide cost-saving measures and, therefore, remained unfilled. This allowed the department to operate within fiscal constraints while prioritizing essential services.

Item 2: Divisional Personnel (No. of Persons)

Refer to Item No. 1 above.

VARIANCE REPORT

	FISCAL YEAR 2024-25					THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26					
	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ACTUAL	± CHANGE		%	BUDGETED	ESTIMATED	± CHANGE		%
PART I: EXPENDITURES & POSITIONS															
RESEARCH & DEVELOPMENT COSTS															
POSITIONS															
EXPENDITURES (\$1,000's)															
OPERATING COSTS															
POSITIONS	39.00	28.00	-	11.00	28	39.00	28.00	-	11.00	28	39.00	39.00	+	0.00	0
EXPENDITURES (\$1000's)	19,793	13,969	-	5,824	29	4,602	1,510	-	3,092	67	15,427	18,519	+	3,092	20
TOTAL COSTS															
POSITIONS	39.00	28.00	-	11.00	28	39.00	28.00	-	11.00	28	39.00	39.00	+	0.00	0
EXPENDITURES (\$1000's)	19,793	13,969	-	5,824	29	4,602	1,510	-	3,092	67	15,427	18,519	+	3,092	20
						FISCAL YEAR 2024-25				FISCAL YEAR 2025-26					
						PLANNED	ACTUAL	± CHANGE		%	PLANNED	ESTIMATED	± CHANGE		%
PART II: MEASURES OF EFFECTIVENESS															
1. NO. MOTOR VEH FATALITIES PER 10,000 MOTOR VEHICLES						1	1	+	0	0	1	1	+	0	0
2. NO. MOTOR VEH INJURIES PER 10,000 MOTOR VEHICLES						68	62	-	6	9	62	65	+	3	5
3. NO. MOTOR VEH ACCIDENTS PER 10,000 MOTOR VEHICLES						110	105	-	5	5	105	105	+	0	0
4. NO. MOTOR VEH PROP DAMAGE ACCDTS/10,000 MOTOR VEH						40	40	+	0	0	40	40	+	0	0
5. NO. ACCIDENTS PER 10,000 MOTOR CARRIER VEHICLES						30	32	+	2	7	30	30	+	0	0
6. % DOT CERTIFIED INSPECTION STATIONS INSPECTED						25	43	+	18	72	25	35	+	10	40
7. NO. DOT CERTIFIED INSPECTION STATIONS SUSPENDED						0	2	+	2	0	0	0	+	0	0
8. NO. VEHICLES WEIGHED ON SEMI-PORTABLE SCALE						5000	4000	-	1000	20	6000	6000	+	0	0
9. NO. VEHICLES WEIGHED ON SEMI-PORT SCALE AND CITED						50	56	+	6	12	35	40	+	5	14
10. NO. ACCIDENTS PER 10,000 SCHOOL BUS VEHICLES						1	1	+	0	0	1	1	+	0	0
PART III: PROGRAM TARGET GROUP															
1. NO. OF MOTOR CARRIERS						7000	7600	+	600	9	7000	7700	+	700	10
2. NO. OF MOTOR CARRIER VEHICLES						32500	33374	+	874	3	34500	34500	+	0	0
3. NO. OF MOTOR CARRIER DRIVERS						30000	30000	+	0	0	32000	31000	-	1000	3
4. NO. OF MOTOR VEHICLES						1240000	1292434	+	52434	4	1240000	1295000	+	55000	4
5. NO. OF DOT CERTIFIED VEHICLE INSPECTION STATIONS						170	160	-	10	6	165	165	+	0	0
6. NO. OF MOTOR CARRIERS WEIGHED SEMI-PORTABLE SCALES						5000	4000	-	1000	20	6000	6000	+	0	0
7. NO. OF MOTOR CARRIER WEIGHED FIX COMMERCIAL SCALES						20000	8939	-	11061	55	25000	25000	+	0	0
8. NO. OF SCHOOL BUS OPERATORS						103	100	-	3	3	95	100	+	5	5
9. NO. OF SCHOOL BUS VEHICLES						1100	1100	+	0	0	1050	1100	+	50	5
10. NO. OF SCHOOL BUS DRIVERS						1400	1000	-	400	29	1700	1400	-	300	18
PART IV: PROGRAM ACTIVITY															
1. NO. OF MOTOR CARRIER VEHICLES INSPECTED						3600	3000	-	600	17	4200	3600	-	600	14
2. NO. OF MOTOR CARRIER INVESTIGATIONS CONDUCTED						24	22	-	2	8	60	30	-	30	50
3. NO. OF DOT CERTIFIED INSPECTION STATIONS INSPECTED						70	68	-	2	3	50	60	+	10	20
4. NO. OF SEMI-PORTABLE SCALE SETUPS CONDUCTED						53	70	+	17	32	50	50	+	0	0
5. NO. OF FIXED COMMERCIAL SCALE SETUPS CONDUCTED						275	285	+	10	4	275	285	+	10	4
6. NO. OF SCHOOL BUSES INSPECTED						300	245	-	55	18	275	225	-	50	18
7. NO. OF SCHOOL BUS INVESTIGATIONS CONDUCTED						5	5	+	0	0	12	12	+	0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 08
TRN 597

PROGRAM TITLE: HIGHWAYS SAFETY

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000)

FY 25: The position variance was due to transfers, promotions, and retirements. In addition, unfunded positions in Act 88, SLH 2021, were not filled. The expenditure variance was due to the less than anticipated payroll expenses and less than anticipated federal Safety Community and Motor Carrier Safety program expenditures and encumbrances.

PART II - MEASURES OF EFFECTIVENESS

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

The increase is due to the number of certified officers who completed the training and are able to conduct the inspection of the stations independently.

Item 7: No. of DOT Certified Inspection Station Suspended

The increase due to the Motor Vehicle Safety Office (MVSO) personnel monitoring the stations activity and finding violations from the stations when conducting roadside vehicle inspection and checking the inspection station certificates.

Item 8: No. of Semi-Portable Scale Vehicles Weighed

The decrease is due to the shortage of personnel. At times, when citations are issued for an overweight, we are unable to safely run the weight enforcement operation with minimum manpower, so we have to shut down till the officer is done issuing the citation.

Item 9: No. of Semi-Portable Scales Vehicles Cited Weighed

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

PART III - PROGRAM TARGET GROUPS

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

Refer to Part II, Measures of Effectiveness, Item No. 8, above.

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

The decrease is due to the Sand Island Scales being down (under repair for the replacement of the static scale).

Item 10: No of School Bus Drivers

The decrease is due to the lack of interest. Ever since COVID-19, there has been a shortage of workers nationwide, not only school bus operators, but in all departments and offices. There is no explanation as to why people do not want to work as a bus driver.

PART IV - PROGRAM ACTIVITIES

Item 1: No. of Motor Carrier Vehicles Inspected

The decrease is due to the shortage of personnel and the added responsibility for the Public Utilities Commission's (PUC) enforcement with the passing of a legislative bill, which transferred PUC enforcement to MVSO and the requirement to monitor PUC activity twice a week with two officers.

Item 4: No. of Semi-Portable Scale Setups Conducted

The increase is due to the closure of the Sand Island Scales until the arrival and installation of the replacement static scale (January to March 2025) and the set up of the semi-portable scales at both the Sand Island and Campbell sites.

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 03 08
TRN 597

PROGRAM TITLE: HIGHWAYS SAFETY

Item 6: No. of School Buses Inspected

The decrease is due to shortage of personnel.

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	111.00	85.00	- 26.00	23	111.00	86.00	- 25.00	23	111.00	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	49,221	41,449	- 7,772	16	8,455	4,487	- 3,968	47	39,274	43,242	+ 3,968	10
TOTAL COSTS												
POSITIONS	111.00	85.00	- 26.00	23	111.00	86.00	- 25.00	23	111.00	111.00	+ 0.00	0
EXPENDITURES (\$1000's)	49,221	41,449	- 7,772	16	8,455	4,487	- 3,968	47	39,274	43,242	+ 3,968	10
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					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	14	- 6	30	20	20	+ 0	0
2. PERSONNEL OFFICE					11	10	- 1	9	11	13	+ 2	18
3. OFFICE OF CIVIL RIGHTS					8	5	- 3	38	8	10	+ 2	25
4. BUSINESS MANAGEMENT OFFICE					17	18	+ 1	6	17	18	+ 1	6
5. PROCUREMENT AND CONTRACT SERVICES OFFICE					4	5	+ 1	25	4	5	+ 1	25
6. COMPUTER SYSTEMS AND SERVICES					18	14	- 4	22	18	16	- 2	11
7. PPB MANAGEMENT AND ANALYTICAL					11	7	- 4	36	11	7	- 4	36
8. STATEWIDE TRANSPORATION PLANNING					17	13	- 4	24	17	15	- 2	12

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 04
TRN 995

PROGRAM TITLE: GENERAL ADMINISTRATION

PART I - EXPENDITURES AND POSITIONS

1. Research and Development: No cost.

2. Operating Costs (\$000):

FY 25: 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 26, three months that ended September 30, 2025: 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 25 and FY 26.

PART IV - PROGRAM ACTIVITIES

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

	FISCAL YEAR 2024-25				THREE MONTHS ENDED 09-30-25				NINE MONTHS ENDING 06-30-26			
	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ACTUAL	± CHANGE	%	BUDGETED	ESTIMATED	± CHANGE	%
PART I: EXPENDITURES & POSITIONS												
RESEARCH & DEVELOPMENT COSTS												
POSITIONS												
EXPENDITURES (\$1,000's)												
OPERATING COSTS												
POSITIONS	1.00	0.00	- 1.00	100	1.00	0.00	- 1.00	100	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,842	225	- 1,617	88	561	0	- 561	100	1,282	1,842	+ 560	44
TOTAL COSTS												
POSITIONS	1.00	0.00	- 1.00	100	1.00	0.00	- 1.00	100	1.00	1.00	+ 0.00	0
EXPENDITURES (\$1000's)	1,842	225	- 1,617	88	561	0	- 561	100	1,282	1,842	+ 560	44
					FISCAL YEAR 2024-25				FISCAL YEAR 2025-26			
					PLANNED	ACTUAL	± CHANGE	%	PLANNED	ESTIMATED	± CHANGE	%
PART II: MEASURES OF EFFECTIVENESS												
1. NO MEASURES HAVE BEEN DEVELOPED FOR THIS PROGRAM					0	0	+ 0	0	0	0	+ 0	0

VARIANCE REPORT NARRATIVE FY 2025 AND FY 2026

03 05
TRN 695

PROGRAM TITLE: ALOHA TOWER DEVELOPMENT CORPORATION

PART I - EXPENDITURES AND POSITIONS

FY 25: The expenditure variance is due to lower than anticipated expenses.

FY 26: The expenditure variance is due to lower than anticipated expenses in the first quarter of FY 26.

PART II - MEASURES OF EFFECTIVENESS

No measures of effectiveness have been developed for this program for FY 25 and FY 26.

PART III - PROGRAM TARGET GROUPS

No program target groups have been developed for this program for FY 25 and FY 26.

PART IV - PROGRAM ACTIVITIES

No program activities have been developed for this program for FY 25 and FY 26.