



The State of Hawaii  
Department of Transportation

1991  
Report to the  
Governor



## Letter from the Director

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*The Honorable John Waihee  
Governor, State of Hawaii*



*Edward Y. Hirata, Director  
State Department of Transportation*

I am proud to submit the Department of Transportation's annual report for the fiscal year ending June 30, 1991.

When I took over the Department in December 1986, I set two major goals. First, to promote economic development in the state by improving our airports, harbors, and highways to meet the growing demands being placed on them. Second, to reduce traffic congestion. I also wanted to run the Department like a business, and to improve our communications with our employees, the public, and the media.

In the fifth year and final year of my administration, I believe that we have made significant progress in achieving these goals.

We worked to put our harbors and highways on a sound financial footing. The increase in the gasoline tax passed by the Legislature should ensure the State Highway Fund will have the money to construct, maintain, and improve our highway system for the next six years.

We have increased fees at our commercial harbors so that the facilities there will meet the needs of our state over the same period.

The Department sold \$200 million in airport revenue bonds to finance improvements at state airports. We plan to sell additional bonds to finance the International Terminal and Automated People Mover at Honolulu International Airport.

Work to improve and expand our facilities to meet the state's needs continued in FY91.

The new Interstate Route H-3 Freeway passed several milestones with the comple-

tion of the \$10 million Haiku Valley Bridges, and the start of the \$108 million Haiku Approach and Tunnels, the \$89 million Halawa Approach and Tunnels, and the \$16 million Trans-Koolau Tunnels Fan projects. We also have another \$220 million of work in progress, including the Halawa Quarry Viaduct, Mauka Section; the Halawa Quarry Viaduct, Makai Section; the Hospital Rock Tunnel; the Animal Quarantine Station Functional Replacement; the Windward Highway; and the Windward Viaduct.

In an effort to relieve traffic congestion on Kalaniana'ole Highway, we began the \$36 million Phase One of an expansion project to add additional lanes from Aina Haina to Hawaii Kai. When the project is completed, Kalaniana'ole will have three lanes in each direction from the end of the H-1 to Hawaii Kai.

The expansion of our state airports continued to move ahead. At Honolulu International Airport, we completed foundation and utility work for the new Interisland Terminal and began construction on the \$136 million Central Building. We awarded a \$110 million contract for engineering, manufacture, installation, and testing of an Automated People Mover System.

On Maui, the new Kahului Airport Terminal was dedicated. The new facility includes a ticketing lobby, central building, two holding rooms, and eight loading bridges. The second portion of the project, which will convert the old terminal into a baggage claim facility and add four holdrooms, and 12 gates, is underway.

We also completed a

500,000 square foot Runway Safety Area, with blast pad, at the south end of Runway 2-20.

Several improvements were completed at Lihue Airport. Runway 3-21 was lengthened to 6,500 feet and widened to 150 feet. The runway pavement was also strengthened to support heavier loads. A new cargo building, commuter terminal, and interim helicopter facility were dedicated.

The state's commercial harbors are also expanding. A 15-acre enlargement of the Sand Island container yard is in progress; a 3-acre area at Kahului and a half-acre area at Hilo were improved for cargo handling operations; construction of a 550-foot pier extension at Kawaihae is underway; and a five-acre expansion of the cargo handling area at Nawiliwili was completed.

Planning for the future continues for the maritime facilities. We continue to work with the Aloha Tower Development Corporation on redevelopment of the Aloha Tower area of Honolulu Harbor. Plans are being developed for relocation of the interisland barge operations in accordance with the Honolulu Waterfront Master Plan.

A 2010 Master Plan for Barbers Point Harbor was completed with the assistance of a task force consisting of users, government agencies, and other interested citizens.

Advisory committees of recreational boaters, commercial boating operators, and subsistence fishermen have been formed at each of the small boat harbors in the state to help us with the planning of boating facilities.



**W**e supported efforts to amend the state's administrative license revocation law to take drunk drivers off our highways. As a result of the Legislature's action, the Department received a grant of \$1.3 million over five years from the National Highway Traffic Safety Administration to combat drunken driving. The \$262,000 grant from NHTSA will be used for community education and information projects to further reduce alcohol-related crashes, injuries, and deaths.

To let the public know about our activities, we held 39 public information meetings and hearings; 22 ceremonies; and 6 news conferences during FY91. We also initiated the Kalaniana'ole Highway Informer newsletter to keep residents informed on the progress of the highway project and established the Kalaniana'ole Highway Hotline so that they could get answers to any specific questions or complaints about the project.

For the fourth consecutive year, we conducted the "Beat the School Jam" program in cooperation with the City and County of Honolulu Department of Transportation Services and other public and private agencies to provide a smooth transition from summer traffic to school traffic. On Oahu, through radio ads, flyers, posters and bumper stickers we informed the public about ways to reduce the number of cars on our highways. We encouraged carpooling, staggering work hours, adjusting travel times, and riding the bus. We also stationed tow trucks at strategic locations to get stalled

and accident-involved cars out of the way as soon as possible.

In addition to trying to keep traffic moving swiftly on our highways, we are also taking steps to ensure that the highways look good and are free of litter. For the third year, we held our Litter Bugs Me! cleanup campaign. We also began the Adopt-a-Highway program, in which private groups pledge to pick up litter from sections of our highways at least four times a year for two years. To date, we have signed up 47 volunteer groups.

On July 1, 1991 we initiated our DOT Traffic Helicopter Program. We hired "Capt. Irwin" Malzman to provide helicopter reports to all interested Oahu radio stations Monday to Friday during morning and afternoon rush hours. In exchange, the radio stations provide us with free 30 second radio spots for our highway safety messages and other DOT programs. The

state received 28,400 radio spots valued at \$1.2 million during the year from the 16 participating radio stations. The cost of the program was \$150,000.

**T**his is my last annual report letter as director. I leave the DOT with mixed emotions. Much remains to be done to reach the goals that I set some five years ago and I wanted to see it through. However, the call to return to Hawaiian Electric Co. came a little earlier than I expected. But, I know we have put the Department on a solid financial footing and set it on the course to transform the vision into reality.

I thank you for giving me the opportunity to serve the people of the State of Hawaii in this important task.

Sincerely,



Edward Y. Hirata  
Director of Transportation

*"On Oahu, through radio ads, flyers, posters and bumper stickers we informed the public about ways to reduce the number of cars on our highways. We encouraged carpooling, staggering work hours, adjusting travel times, and riding the bus."*



*Busy day in Honolulu Harbor, as Honolulu Tower is surrounded by three cruise ships and a fourth is docked at Pier 2.*



## Airports Annual Report

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**F**or the first time in 11 years, visitor arrivals at Hawaii's state airports decreased. The Gulf War and poor economic conditions in much of the nation contributed to a decline in the number of passengers for the first part of 1991. Recovery from the slump is being helped by an increase in visitors from Asia and the Pacific.

For FY91, passenger traffic at all state airports totaled 34,253,230, a decrease of 3.1 percent from the previous year's total of 35,256,122.

Declines in passenger traffic were experienced at Honolulu International, Kahului, Keahole, and Lihue airports. The only increase was recorded at Hilo International Airport.

Past trends indicate demands on the statewide airport system will increase in the future. The Department is making modifications and improvements to the state's airport facilities to meet the needs of Hawaii's current and future interisland, mainland, and international travelers.

The Airports Division owns and operates 14 airports throughout the state. The Oahu District manages Honolulu International Airport, the ninth busiest airport in the United States and 14th busiest in the world; Dillingham Airfield; and a small airstrip at Ford Island, which is leased from the federal government for general aviation.

The Maui District manages Kahului, Hana, Lanai, Molokai, and Kalaupapa airports. We are in the process of acquiring the Kapalua-West Maui Airport.

The Hawaii District manages Hilo International

Airport, Keahole, Waimea-Kohala, and Upolu airports.

The Kauai District manages one commercial airport at Lihue and one general aviation airport at Port Allen.

Honolulu International Airport handled a total of 22,315,298 passengers in FY91, a 3.3 percent decrease from the previous fiscal year.

The Department completed the foundation and utility work for the new Interisland Terminal Building in October 1990. Currently under construction is the \$136 million Central Building. The seven-story Interisland Terminal Complex will have ground level baggage claim and ground transportation facilities. Airline ticket lobbies and gates will be located on the second level. Stations with connections to the intra-airport Automated People Mover System will be located on the third level. Levels four to six will have 1,800 spaces for public parking. Airports Division offices will be located on the seventh level.

**L**ei Stand facilities were relocated south of their old location to make room for the new Interisland Terminal Complex upramp to the second-level roadway. Plans are underway to convert the public parking area adjacent to the new lei stands into a garden area, which will include a replica of the fountain that was originally built along the entrance road into the airport in 1962.

Phase II of the Interisland Cargo Facility will be completed in September 1991. The project included construction of a culvert over the Manuwai Canal, new taxiways, hardstands and fueling system. The next phase, currently under design, will

realign Kuntz Avenue, provide utility connections, and additional culverts over the canal.

Operations at the Commuter Terminal were relocated to Lobby 2 of the current Interisland Terminal facilities in September 1990. Taxiways servicing the Commuter Terminal were removed to allow construction of hardstand and fuel line connections to the new International Terminal Building.

While design work continued on the new International Terminal Building, the Department proceeded with interim improvements to the International Arrivals Building to better accommodate passengers during Immigration and Naturalization Service inspections.

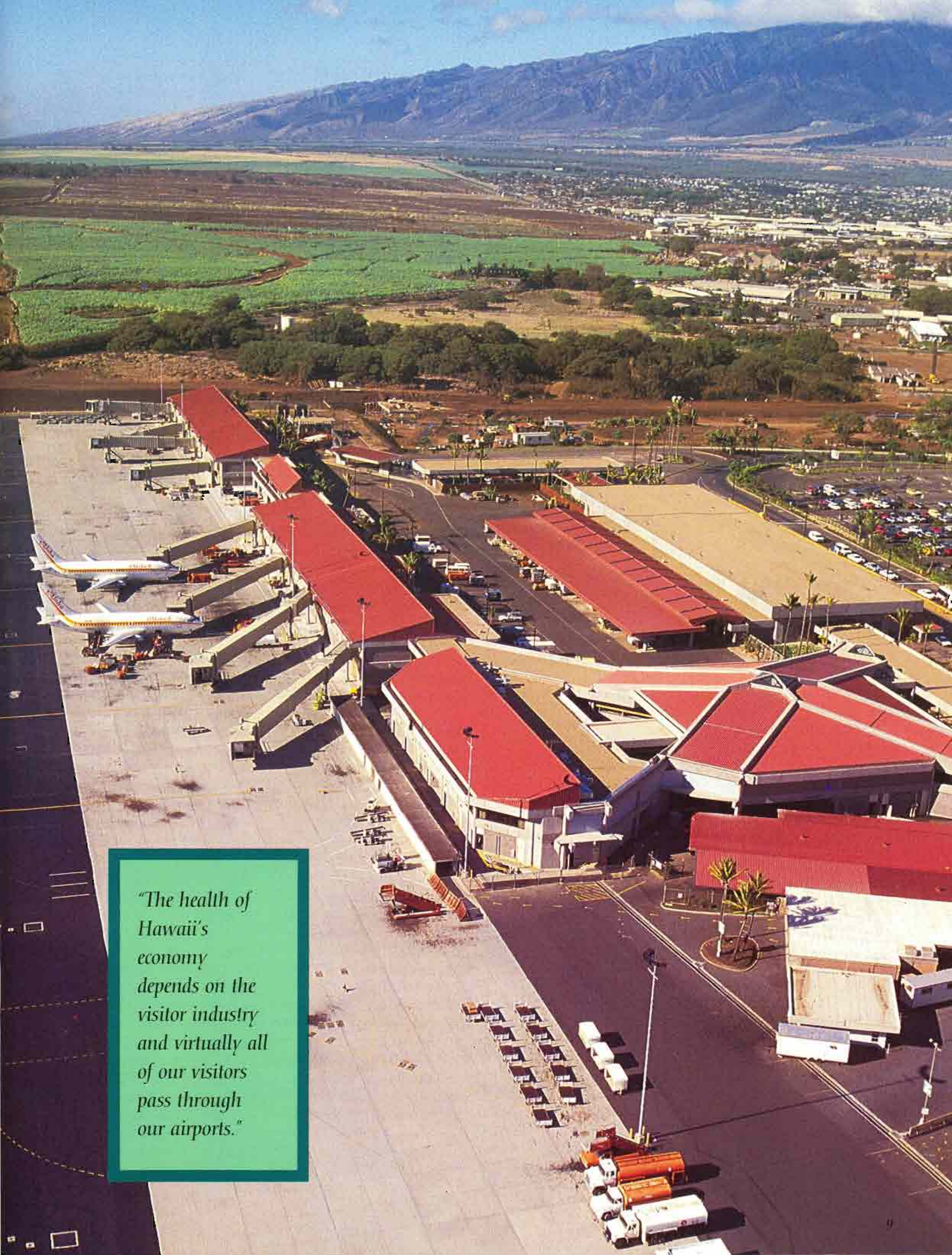
Installation of movable partitions and modernization of the Ewa Baggage Claim Area allowed configuration changes in Baggage Claim Area D for domestic and international flights. Other modifications in the International Arrival Building will add eight INS booths and loft space by the end of 1991.

The Department issued a request for proposals to build an Automated People Mover System at Honolulu International Airport in July 1990. In August 1991, AEG Westinghouse was awarded a \$110 million contract for engineering, manufacturing, installation, and testing of the intra-airport rail system that will provide transportation between terminals and gates for airport users.

Site preparations on the South Ramp for new and improved T-hangar facilities for the general aviation community began in March 1991. The project also includes tie-down areas, aircraft transient

*Opposite: The new Kahului Airport Terminal opened on October 17, 1990. The new terminal building expands and upgrades facilities at the state's second busiest airport.*





*“The health of  
Hawaii’s  
economy  
depends on the  
visitor industry  
and virtually all  
of our visitors  
pass through  
our airports.”*





Top: Construction work begins on expansion at Honolulu International Airport's north ramp.

Above: Father Gordian Carvalho, Jr. of the Holy Cross Church gives the blessing at the dedication of the improved Runway 3-21 at Lihue Airport.

parking, vehicle parking, and an air taxi terminal. The new air taxi terminal will have a central ticket lobby, waiting areas, restrooms, and office and meeting rooms for general aviation users. Also on the South Ramp, work is nearing completion on the fire fighter training facility, which includes a 150-foot burn pit, specifically designed to simulate a plane crash; fuel storage tank; storage building; and a pier and boat house for the crash fire rescue boat.

Interior space for the Pacific Aerospace Museum is almost completed. Work included the construction of walls, flooring, a suspended acoustical ceiling, air conditioning, lighting, and electrical outlets. The museum is scheduled to open on December 7, 1991.

Three glass elevators will be installed to provide access to the airline lounge areas in the garden and above Gate 26. Holding area expansion and restroom improvements to Gates 12/13 and 24/25 were completed in August.

**W**ork to improve the flight information display system was completed in December 1990. The hardware and software of the system were modified and additional monitors and baggage claim boards in-

stalled. Work is underway on the second part of the system, which will include management services, curbside displays, and new holdroom boards with baggage claim information.

The new Airport Security System will be installed by the end of 1991. The new access control system is able to identify each person with a badge who enters the Airport Operations Area.

Passenger traffic at Kahului Airport, the second busiest in the state, totaled 4,749,584, a 2.6 percent decrease over FY90.

The new Kahului Airport Terminal was dedicated on October 17, 1990. The passenger terminal facility includes a new Ticketing Lobby, Central Building, two holding rooms, and eight loading bridges. In progress is Phase I Unit II, which will convert the old terminal into a baggage claim facility and add four holdrooms and 12 gates.

The 500,000 square foot Runway Safety Area (RSA), with blast pad, at the south end of Runway 2-20 was completed in April 1991. Also included in the project were construction of a box culvert and channel to handle flood water from Kalialinui Gulch, and an emergency roadway around the RSA to reconnect Haleakala Highway.

Improvements to Kalialinui Gulch included a box culvert extending from the RSA to the Keolani Place bridge and a concrete channel to handle storm runoff and eliminate flooding within the airport.

Improvements to Keolani Place were begun in March 1991. The project widens Keolani Place from two lanes to four between the airport and the Dairy Road/Haleakala Highway/Keolani Place intersection. The project, which also includes new sidewalks, landscaping, curbs

and gutters, will be completed in the first quarter of FY92.

Two miles of the Hana Highway, between Dairy Road and Haleakala Highway, were widened from three lanes to a four-lane divided highway. The extra lane will ease traffic congestion during morning and afternoon peaks.

**P**assenger traffic at Lihue Airport totaled 2,735,313, a 4.5 percent decrease from the previous fiscal year.

Improvements to Runway 3-21 were completed months ahead of schedule and the runway, newly widened to 150 feet and extended to 6,500 feet, was dedicated on April 26, 1991. The project also included strengthening of the runway pavement to support heavier aircraft loads and construction of new emergency roads to give crash fire vehicles improved access and a training exercise fire pit.

The new Cargo Building, Commuter Terminal, and Interim Helicopter Facility were dedicated on March 14, 1991. The new Cargo Building contains more than 30,000 square feet of space and can accommodate approximately 20,000 tons of cargo.

Although there is no scheduled commuter service to Lihue Airport, the Commuter Terminal has 4,800 square feet of space for passenger ticketing and check-in; lobby and waiting areas; and a pilot lounge. The Commuter Terminal is currently providing accommodations for fixed-wing general aviation, air taxi, and tour aircraft operations.

The Interim Helicopter Facility has three helipads for landings and take-offs; parking pads; taxiways; fueling facilities; and vehicular parking. Helicopter operations at Lihue Airport were relocated



to ease congestion and provide room for taxiway improvements.

The Department plans to hold informational meetings to discuss a master plan proposal to create an inland heliport to decrease helicopter noise complaints.

Miscellaneous work to improve the safety, operation, and control of Lihue Airport's Terminal has been completed. New traffic lights and directional signs were added to the terminal. Construction has started on the relocation of the generator building and utility improvements. The new generator building will house electrical equipment for the airfield emergency lighting system. Overhead utility lines will be removed and located underground.

**K**eahole Airport handled 2,126,700 passengers, a decrease of 1.5 percent from the previous year. Hilo International Airport was the only airport in the state system to experience a rise in passenger traffic, servicing 1,424,926 passengers, an increase of 1.4 percent over the previous year.

New signs were placed inside and outside the terminal to help people find their way around the airport. Renovations to two of the existing buildings at Keahole Airport have added four lei stands, a gift shop, and a Visitor Information display area to the terminal.

Construction on additional renovations to the terminal began in June 1991. The renovations include converting the old Aloha Airlines Cargo building into office and storage space for airport tenants and installing a new mechanical baggage claim device at Aloha Airlines.

Efforts to increase air service at Honolulu Interna-

tional Airport have been successful with the addition of America West Airlines' new route to Nagoya, Japan; Hawaiian Airlines' daily service to Fukuoka, Japan; and Japan Air System's first flights to the U.S., between Honolulu and Tokyo's Narita Airport.

Joint hub operations at Honolulu International Airport began in April, as Canadian Airlines, Qantas, and Air New Zealand started their code-sharing flight operations. Passengers on Canadian Airlines bound for New Zealand, Australia, or Fiji transfer to Qantas or Air New Zealand through a sterile transfer lounge in the Ewa Concourse. In return, Qantas and Air New Zealand passengers bound for Vancouver or Toronto transfer to Canadian Airlines.

As a result of Governor John Waihee's initiatives to improve processing for international arrivals at Honolulu International Airport, the Department has undertaken innovative programs aimed at expediting passenger processing.

Visitor Information Program staff in the Immigration area direct passengers to queues and check that documents are properly filled out and in the correct order. Gateway receptionists in the International Arrivals Building act as translators for arriving passengers and inspectors. International Passenger Coordinators relieve Immigration and Customs staff from performing non-inspection duties.

The number of Immigration inspectors increased from 85 to 93 in FY91 and the number of inspection stations rose from 24 to 40.

In a cooperative program instituted by United Airlines, the Immigration and Naturalization Service and the Department developed the Advance Passenger Informa-

tion System or "blue lane" system. The "blue lane" system involves Immigration computer entries at check-in, instead of arrival, and Immigration processing while the aircraft is in the air.

The Department sold \$200 million in airport revenue bonds in June 1991 to a group of underwriters headed by Goldman, Sachs and Co. Funds received from the bond sale will be used to finance improvements at state airports.

*The Ellison S. Onizuka Space Center at Keahole Airport was dedicated on July 19, 1991. The 5,000 square foot building, located between the Aloha and Hawaiian airlines terminals, is dedicated to the memory of Hawaii's first astronaut. Displays in the museum highlight America's manned and unmanned journeys into space. The Space Center was a joint effort between the Colonel Ellison S. Onizuka Memorial Committee and our Department.*



Airport-Airline Lease Negotiations began in April 1991. The current Airport-Airline Lease between the Department and the airlines will expire July 31, 1992. Revised fees and charges will pay for increased costs for planned airport improvements and operations and maintenance expense.

*Construction continues on the new Interisland Terminal Complex at Honolulu International Airport.*



## The Department of Transportation

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The Department of Transportation was formed shortly after Hawaii became a state in 1959. It has three divisions, Airports, Harbors, and Highways, which are supported by 10 departmental staff offices. The offices are Statewide Transportation Planning; Hazardous Materials; Public Affairs; Visitor Information; PPB Management and Analytical; Personnel; Business Management; Computer Systems and Services; Contracts; and Property Management.

### Funding

The DOT is required by law to generate its own monies to fund its programs and projects. Independent special funds were established for

each of the three division's major programs. Each fund is expected to generate enough revenue to pay for program operating and maintenance costs and to contribute a fee to the State General Fund for central services. This fee is set at 5 percent of each special fund's gross revenues after debt service.

These special funds must also provide a higher level of cash financing in the Capital Improvement Program to ease the burden on debt service. Since the Capital Improvement Program is large, the DOT continues to rely on reimbursable General Obligations Bonds and federal aid to help fund programs and projects.

### Highway Fund

The State Highway Fund was established under Section 248-8 HRS, as amended. The principal sources of revenue are an 11 cent per gallon fuel tax, a 1/2 cent per pound vehicle weight tax, and a 4 percent general excise tax levied on the sale of motor vehicle fuel.

Act 239-85 which authorized the transfer of excise tax on fuel from the General Fund to the Highway Special Fund expired on June 30, 1991.

Act 263 of the 1991 Legislature raised the fuel tax to 16 cents per gallon as of July 1, 1991 and as of October 1, 1991, increased the vehicle weight tax to 3/4 cent per pound for vehicles weighing less than 4,000 pounds, 1 cent per pound for vehicles between 4,000 and 7,000 pounds, 1 and 1/4 cent per pound for vehicles from 7,000 to 10,000 pounds and a flat \$150 for vehicles over 10,000 pounds.

### Boating Special Fund

The Boating Special Fund was established in accordance with Section 266-19 and 277-20 HRS, as amended. Mooring fees, residence service charges, commercial user fees, and the fuel tax make up 90 percent of the Boating Special Fund. The fund is used to cover the costs of berthing facilities and other harbor backup facilities, such as roadways, parking lots, and utilities.

General Funds are used for the construction of breakwaters, navigational aids, and dredging of major channels and turning basins for small boat harbors.

### Airport Revenue Fund

The Airport Revenue Fund was created under Section 261-5, HRS. Its primary revenue sources are the aviation fuel tax, landing fees, airport use charges, concession fees, and investment income. Other revenue sources include rentals and miscellaneous earnings.

### Harbor Special Fund

The Harbor Special Fund was established under Section 266-19, HRS. The majority of the fund's revenues come from fees and charges for wharfage, dockage, demurrage, and the rental of land and wharf space at the state's commercial harbors. The remaining amount is generated from various service charges, permits, and licenses.



Al Pang, Deputy Director



Jeanne Schultz, Deputy Director



Calvin Tsuda, Deputy Director



Joyce Omine, Deputy Director



## Airports Division

### Statements of Revenues, Expenses and Changes in Retained Earnings

| Years ended June 30  | 1991          | 1990         |
|--|---------------|--------------|
| Operating Revenues   |               |              |
| Concession Fees  | 275,997,417   | 243,604,343  |
| Aeronautical rentals   | 14,736,374    | 9,896,660    |
| Airport use charge and landing   | 7,592,664     | 7,128,854    |
| Aviation fuel tax  | 7,236,016     | 7,321,351    |
| Nonaeronautical rentals  | 3,954,050     | 3,528,534    |
| Miscellaneous  | 5,495,055     | 3,479,088    |
| <br>   |               |              |
| Total Operating Revenues   | 315,011,576   | 274,958,830  |
| Operating expenses other than depreciation   | 94,591,435    | 75,814,924   |
| <br>   |               |              |
| Operating income before depreciation   | 220,420,141   | 199,143,906  |
| Depreciation   | 25,539,584    | 22,656,875   |
| <br>   |               |              |
| Operating Income   | 194,880,557   | 176,487,031  |
| <br>   |               |              |
| Nonoperating revenues (expenses):  |               |              |
| Interest income:   |               |              |
| Certificates of deposit and U.S. Government securities                                     | 49,666,438    | 36,337,854   |
| Investment in financing leases   | 2,979,490     | 491,291      |
| Interest expense:  |               |              |
| Revenue Bonds:   |               |              |
| Airports system  | (41,117,235)  | (24,317,866) |
| Specility facility   | (2,979,490)   | (491,291)    |
| General obligation bonds   | (828,881)     | (860,230)    |
| Other, net   | 9,900         | 44,481       |
| <br>   |               |              |
|  | 7,730,222     | 11,204,239   |
| <br>   |               |              |
| Net income   | 202,610,779   | 187,691,270  |
| Add depreciation expense transferred to<br>contributed capital - Federal Government grants | 5,485,081     | 4,208,751    |
| <br>   |               |              |
|  | 208,095,860   | 191,900,021  |
| Retained earnings at beginning of year   | 653,085,892   | 461,185,871  |
| Residual equity transfer to Highways Division  | (250,000,000) | ~            |
| <br>   |               |              |
| Retained earnings at end of year   | 611,181,752   | 653,085,892  |



## Projects Completed & In Progress Fiscal Year 1990-1991

| Project  | Started | Completed | Cost      | Description   |
|--|---------|-----------|-----------|---|
| Honolulu International Airport Modification to Airline Lounge Areas      | 9/90    | 12/91     | \$2.7M    | Installation of three glass elevators                     |
| Honolulu International Airport Aerospace Museum Interior                 | 1/91    | 1/92      | \$945,000 | Finishing of tenant space                                 |
| Honolulu International Airport Modifications to Intl. Arrivals Building  | 7/89    | 12/91     | \$2.14M   | Phase IV-C, modification of processing facilities         |
| Honolulu International Airport Ground Level Roadways                     | 10/89   | 11/90     | \$11.25M  | Phase II Roadways, utility connections & foundation       |
| Honolulu International Airport Modifications to gates 12/13 & 24/25      | 8/88    | 8/91      | \$2.5M    | Rest room improvements, holding area expansion            |
| Honolulu International Airport Energy Monitoring & Control System        | 3/86    | 11/90     | \$2.4M    | Phase I   |
| Honolulu International Airport Energy Monitoring & Control System        | 10/88   | 7/91      | \$4.41M   | Phase II  |
| Honolulu International Airport Security System                           | 10/88   | 12/91     | \$13.3M   | New System  |
| Honolulu International Airport Public Address System                     | 9/88    | 7/91      | \$3.3M    | New System  |
| Honolulu International Airport Flight Information Display System         | 12/89   | 12/90     | \$1.3M    | Phase II A, Installation of new system                    |
| Honolulu International Airport Flight Information Display System         | 12/90   | 12/93     | \$6.2M    | Phase IIB   |
| Honolulu International Airport Signalization of Intersections            | 9/90    | 6/91      | \$287,000 | New traffic lights at Aolele St., Paiea St., & Lagoon Dr. |
| Honolulu International Airport Relocation of Lei Stand Facilities        | 2/91    | 7/91      | \$2.3M    | New Lei Stands  |
| Honolulu International Airport Interisland Terminal Complex              | 12/90   | 1/93      | \$129.5M  | Central building and 2nd level roadways                   |
| Honolulu International Airport Ground Level Roadways                     | 10/89   | 10/90     | \$13.14M  | Phase II and Foundations Unit II                          |
| Honolulu International Airport Mod. to Interisland Terminal Ice Machines | 5/91    | 12/91     | \$619,000 | New System  |
| Honolulu International Airport Interisland Cargo Facilities              | 11/89   | 11/90     | \$1.1M    | Phase I   |
| Honolulu International Airport Interisland Cargo Facilities              | 9/90    | 9/91      | \$10.7M   | Phase II  |
| Honolulu International Airport Interisland Airfield Aprons               | 12/89   | 6/90      | \$2.3M    | Phase III, New aircraft apron                             |
| Honolulu International Airport S. Ramp General Aviation Improvements     | 6/91    | 12/91     | \$7.9M    | Construct "T" hangers and general aviation building       |
| Honolulu International Airport South Ramp Air Cargo Facility             | 4/89    | 10/91     | \$8.5M    | Site preparations for Air Cargo Facilities                |
| Honolulu International Airport Baggage Claim                             | 5/88    | 2/91      | \$16.7M   | Modernize baggage claim area                              |
| Honolulu International Airport Lagoon Drive Extension                    | 3/91    | 9/92      | \$21.2M   | Phase III, Unit 1 & 2                                     |
| Honolulu International Airport South Ramp ARFF Station 2                 | 3/90    | 9/91      | \$2.6M    | Rapid launch boat rescue facility and fire training pit   |
| Honolulu International Airport Non-Potable Water System                  | 3/90    | 12/90     | \$380,000 | Install system  |
| Keahole Airport South Ramp   | 8/88    | 8/90      | \$6.1M    | South Ramp & U-Drive lease lots                           |
| Keahole Airport Onizuka Memorial   | 1/90    | 1/91      | \$1.3M    | Construction of memorial museum                           |
| Keahole Airport Signage and Graphics                                     | 5/90    | 1/91      | \$282,000 | Install directional and informative signs                 |
| Keahole Airport Renovate Terminal  | 6/91    | 3/92      | \$1.5M    | Baggage claim and cargo building improvements             |
| Keahole Airport Terminal Renovations                                     | 1/91    | 7/91      | \$462,000 | Develop gift shop, office and storage space               |
| Lihue Airport Runway Improvements  | 5/90    | 8/91      | \$21.6M   | Widening/lengthening Runway 3-21                          |
| Lihue Airport Misc. Improvements   | 1/90    | 6/91      | \$2M      | Improve safety, security and operational efficiency       |
| Lihue Airport Apron/Commuter Building & Cargo Facility                   | 2/90    | 3/91      | \$14M     | New terminal and cargo building facilities                |
| Lihue Airport Relocation of Generator Building and Utility Improvements  | 12/90   | 9/91      | \$2M      | Construct new building                                    |
| Lanai Airport Additional Taxiway and Hardstand Areas                     | 7/90    | 2/92      | \$4.6M    | Increase apron size and parking area                      |
| Kalaupapa Airport Various Repairs and Improvements                       | 6/91    | 9/92      | \$8.4M    | Improve. to airport, barge wharf & road repairs           |
| Kahului Airport New Terminal Building                                    | 7/88    | 10/90     | \$46.6M   | Passenger terminal, ticketing and holdrooms               |
| Kahului Airport New Terminal building                                    | 3/91    | 9/92      | \$71.4M   | Phase I, Unit 2, addl. holdrooms & baggage claim          |
| Kahului Airport Loading Bridges  | 2/89    | 1/92      | \$2.7M    | Phase I, manufacture & install 8 loading bridges          |
| Kahului Airport Telecommunications System                                | 10/90   | 2/91      | \$531,000 | New System  |
| Kahului Airport Security Access Control System                           | 2/90    | 10/91     | \$1.4M    | New System  |
| Kahului Airport Flight Information Display System                        | 2/90    | 9/90      | \$619,000 | System for new terminal                                   |
| Kahului Airport Aircraft Guidance System                                 | 6/90    | 12/90     | \$244,000 | Installation of system                                    |
| Kahului Airport Keolani Place Improvements                               | 3/91    | 9/91      | \$1.99M   | Phase II  |
| Kahului Airport Improvements to Kaliainui Gulch                          | 2/90    | 5/91      | \$12.4M   | Box channel from safety area to Keolani Bridge            |
| Kahului Airport Hana Highway Improvements                                | 6/90    | 6/91      | \$8.5M    | Widen to four-lane divided highway                        |
| Kahului Airport Runway Safety Area                                       | 7/89    | 4/91      | \$13.6M   | Runway 2-20, Construct 500' x 1,000' safety area          |
| Honolulu Harbor Fort Armstrong   | 3/91    | 5/91      | \$40,000  | Building repairs  |
| Honolulu Harbor Fort Armstrong   | 11/90   | 2/91      | \$45,000  | Replace air conditioning system                           |
| Honolulu Harbor Maintenance Baseyard                                     | 5/90    | 7/90      | \$65,000  | Repair shed   |
| Honolulu Harbor Pier 11  | 8/90    | 10/90     | \$95,000  | Remove asbestos   |
| Honolulu Harbor Pier 19  | 11/90   | 8/91      | \$545,000 | Replace roof  |
| Honolulu Harbor Pier 19  | 7/90    | 12/90     | \$78,000  | Remove abandoned fuel lines                               |