



State of Hawaii
DEPARTMENT OF
TRANSPORTATION

YEAR ENDING JUNE 30

1971

JOHN A. BURNS
GOVERNOR



FUJIO MATSUDA
DIRECTOR

E. ALVEY WRIGHT
DEPUTY DIRECTOR

LAWRENCE F. O. CHUN
DEPUTY DIRECTOR

MUNNY Y. M. LEE
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

IN REPLY REFER TO:

HONORABLE JOHN A. BURNS
Governor, State of Hawaii
Honolulu, Hawaii

Dear Governor Burns:

The State Department of Transportation herewith submits its Annual Report for the year ending June 30, 1971.

Capital improvement and major maintenance projects on which work was underway during the year totaled \$132 million in contract amounts alone, excluding design, engineering and right-of-way costs.

We dedicated a new three-mile stretch of Interstate Route H-1 on Oahu, opened the new Ke-ahole Airport on Big Island's Kamehameha Coast, and completed the initial facilities for a small boat shelter at Kaunakakai, Molokai.

All the major islands shared in the continuing program of improvements to our State airports, harbors and highways.

One of the most gratifying developments of the year was the Legislature's passage of four important highway safety measures, all of which received your gubernatorial approval.

The years ahead hold some major challenges for our island community. Ways must be found to meet growth needs without undue sacrifice of limited land area and natural beauty. With your continued guidance and support, the Department of Transportation is striving to find the optimum answers to these problems.

Very truly yours,

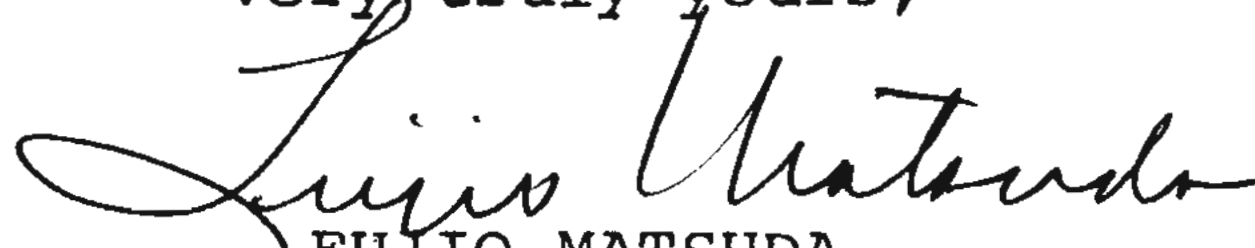

FUJIO MATSUDA
Director

TABLE OF CONTENTS

| | <u>Page</u> |
|---|----------------------|
| Letter of Transmittal | I |
| Airports Division | 1 |
| Construction Contracts | 10 |
| Financial Statistics | 18 |
| Harbors Division | 21 |
| Construction Contracts | 31 |
| Financial Statistics | 39 |
| Highways Division | 43 |
| Construction Contracts | 53 |
| Financial Statistics | 67 |
| Departmental Staff | 71 |
| Administrative Directory | 81 |
| Department Offices | 82 |
| For Further Information | 84 |
| Photo Descriptions | 85 |
| Description of Map | 86 |
| Map of State Airports and Harbors and Federal-Aid Highway System | Inside Back Cover |

AIRPORTS



AIRPORTS DIVISION

Honolulu International Airport's \$130 million expansion program, designed to meet the needs of the new Jumbo Jet Age, is now "over the hump". Contracts awarded for new projects at Hawaii's principal overseas airport totaled \$17.7 million during Fiscal Year 1970-71, as compared with \$28.8 million during the previous year.

Elsewhere in the State airport system, improvements at Waimea-Kohala Airport on the Island of Hawaii and Kahului Airport on Maui accounted for most of the dollar volume of new work started during the '71 fiscal year.

The HIA construction program is proceeding on schedule toward fulfillment of the master plan, which includes a 12,000-foot reef runway, a new international arrivals terminal, relocation of the inter-island terminal and additional Boeing 747 gates.

The most massive single project on the program is the reef runway, estimated to cost about \$35 million, half of which will be sought from the Federal Government under the 1970 Airport and Airway Development Act.

The Navy is expected to transfer additional land to the State for the runway, which is now set for 1974 completion.

Model studies made during the year which ended June 30, 1971, indicate that the runway would improve the circulation of Keehi Lagoon waters, as well as reduce the noise of flights over Honolulu and improve operational efficiency at the airport.

A third Boeing 747 gate and holding room was completed for the Ewa gull wing extension on July 7, 1970, bringing to a total of five the number of 747 gates now in service at the Ewa and Diamond Head gull wings. Master planners foresee as many as 13 in operation by 1985.

The initial installation of a precedent-setting flight information display system became operational in May, 1971. Although many airports have arrival and departure display systems, they are controlled by the various airlines, and a passenger information management system through a centralized facility has never before been tried in a major airport.

The first elements, including information displays for Aloha Airlines and Hawaiian Airlines, were functioning satisfactorily as the fiscal year closed, and the rest of the system should be in use by September, 1971.

On June 28, 1971, a restricted traffic schedule for Runway 8/26, the main runway of Honolulu International, went into effect to permit work on a stabilization project under a \$654,753 maintenance contract.

The schedule, expected to remain in effect until July 27, 1971, provided that working hours would be from 7 a.m. to 12:30 p.m. and from 1:15 p.m. to 4 p.m., Monday through Friday. During these times, the runway has been closed to all but certain vital military flights. Airlines have been rescheduling many flights, or using Runway 4-R on a reduced-load basis.

In all, maintenance contracts totaled approximately \$825,000, including work in all Districts. These contracts are not included in the capital improvement projects lists at the close of this narrative.

New Ke-ahole Airport on the Island of Hawaii was dedicated on July 1, 1970. The new airport replaces Kona Airport at Kailua, about seven and one-half miles south along the new Kaahumanu Highway.

The shift was accomplished without interruption of service. Kona Airport was closed immediately after its last scheduled flight on June 30, 1970, and early on the following day the first scheduled flight inaugurated service at Ke-ahole.

The Federal Aviation Administration Control Tower at Ke-ahole was dedicated on April 21, 1971, although it did not become fully operative until May 1, 1971.

On May 6, 1971, Governor John A. Burns accepted the Federal Aviation Administration's Beautification Award for Ke-ahole Airport. The award praised the airport as "a delightful melding of ancient with modern," citing its "unique cluster of terminal structures resembling a Hawaiian Village."

Expansion of General Lyman Field at Hilo, Hawaii, as the State's second overseas airport continued during the year. Badly needed additions to its parking areas were completed in October, 1970.

In December, 1970, Governor Burns appointed the Hilo Airport Advisory Committee, composed chiefly of civic and business leaders of the community. Working under the chairmanship of the Airports Division Chief, the committee developed a comprehensive plan for the long-range development of General Lyman Field.

Included in the committee recommendations was a proposal for the construction of a new and larger overseas and inter-island terminal at a new location to accommodate anticipated growth in passenger traffic through the airport.

The new terminal plan, which was the subject of a public meeting on March 23, 1971, calls for construction of three one-story buildings on the south side (Puna side) of the existing 9,000-foot main runway.

Connected by covered walkways, the three buildings would have 150,000 square feet of floor space, with 15,000 square feet for passengers' waiting area, or more than twice the combined space in the existing inter-island and the interim overseas terminals.

The new terminal would have apron space for 12 passenger aircraft to park -- four DC-9 turbojets such as those used by the inter-island scheduled airlines, and eight DC-8 or 707 jets.

The apron would also be able to accommodate 747 jumbo jets.

The first phase of the new terminal development was recommended for completion in May, 1974, about a year later than the Department of Transportation had previously recommended.

The \$16.6-million expansion plan and related recommendations were submitted by the committee to Governor Burns on May 18, 1971.

As the fiscal year closed, the results of his study were being awaited.

The first 747 jumbo jet to land at General Lyman Field arrived on February 6, 1971. It was a Braniff International flight bringing a tour party of about 130 persons and a score of travel agents. Its arrival attracted a crowd estimated at more than 2,000 persons -- a throng larger than that which turned out for the first direct Mainland flights on October 1, 1967.

Scheduled service by 747 into Hilo is not contemplated in current expansion proposals, but more special flights by jumbo jet may be expected as Big Island's charms become more widely known.

Resurfacing of Runway 4-22 at Waimea-Kohala Airport (formerly Kamuela Airport) was completed in January, 1971.

A contract was awarded in May, 1971, for additions and alterations which will double both the terminal building and the parking area, and provide for the expected growth of the North and South Kohala districts.

Airports on all six major islands benefited from the construction activities of Fiscal Year 1971.

Additions to the terminal building at Lanai Airport were completed in January, 1971.

Extension of Runway 5-23 at Kalaupapa Runway on Molokai was completed on July 31, 1970. The work extended the paved area from 1658 feet to 2760. Now that the runway is completely paved, a hazard has been eliminated for all traffic using this strip, which serves the State's Kalaupapa Settlement, home of about 150 active and inactive leprosy patients.

At Hana Airport on Maui, removal of obstructions in the clear zone of Runway 8-26 was completed.

At Lihue Airport on Kauai, the Federal Aviation Administration began operations in the new air traffic control tower on December 4, 1970, and the tower was officially dedicated on December 22.

The resurfacing and seal-coating of aprons and taxiways was completed in March, 1971.

Plans and specifications for terminal building additions and pavement resurfacing at Lihue were in preparation as the fiscal year closed.

Airport construction in Hawaii is a self-supporting service of the State Government, funded chiefly by Airport Revenue Bonds redeemed by revenues generated by concession fees, aviation fuel taxes, airport use charges (landing fees) and other rental income.

The Airports Division's revenues increased from \$14,304,829 in the fiscal year ending June 30, 1970, to \$20,780,462 in the fiscal year ending June 30, 1971.

Concession fees surpassed aviation fuel taxes to become the biggest single source of airport revenues in fiscal year 1970-71.

Aviation fuel tax money showed a drop of from \$4,646,979 in 1970 fiscal year to \$4,564,158 in 1971 fiscal year. The relatively small decrease is primarily the result of increased usage of the more efficient, larger aircraft, the B-747 and "stretch"

DC-8-61 for overseas flights, and a substantial reduction of inter-island flight schedules by Hawaiian and Aloha airlines.

The increase in concession fees results from concessionaires' offering higher bids to obtain concessions, from an increased number of concessions, from enlarged and improved facilities and from increased passenger traffic.

During the year, the Federal Aviation Administration began to implement the Airport and Airways Development Act of 1970 under a plan entitled The Airport Certification Program. Under this program, every airport serving air carriers certified by the Civil Aeronautics Board must maintain certificates from the FAA to remain in operation.

This program imposes an entirely new system of inspections, record-keeping and reporting on airports and will require additional funds and personnel to meet its stringent requirements.

The FAA also published a "Notice of Proposed Rule-Making on Aviation Security" and began to implement an airport security system. This new program will also mean new obligations for the Airports Division and will require equipment expenditures and personnel increases.

Under the requirements of the Airport Certification Program, an "Airports Division Procedures Manual" was produced in draft form and manuals were also drafted for each airport serving CAB-certificated carriers.

As the year closed, revised rules for public airports, ground transportation and greeting services for hire were being prepared for public hearings.

In collaboration with insurance representatives, a loss-control program was instituted. As part of the general tighter security program, identification badges are now being required in all airport restricted areas.

After a lapse of several years, the FAA revived a system of inspections under its Compliance Program, and inspected all airports within the State. Hawaii's airports passed inspection in every important respect, and corrective measures have been initiated to correct some minor instances of non-compliance, such as lack of adequate clear zones.

Two important organizational changes were made during the year.

In September, 1970, a reorganization of the Visitor Information Program became effective. The functions of the Visitors' Program are now under the direct supervision of the Airports District Superintendents. Only policy and fiscal matters remain at the Division level under the VIP Coordinator.

On October 1, 1970, the Hawaii District, which until that date had encompassed all of the State's airports on the Big Island, was supplanted by the North and South Hawaii districts.

Ke-ahole, Waimea-Kohala and Upolu airports were placed under the control of a new position, the North Hawaii District Superintendent. General Lyman Field was designated as the South Hawaii District, and the former Hawaii District Airport Manager became the South Hawaii District Superintendent.

Still unresolved at the end of the year was the long-standing problem of providing a State general aviation airport on Oahu to remove flight training operations from Honolulu International Airport, where the present mix of student and commercial operations is highly undesirable.

At the end of the fiscal year, the United States Department of Defense was still reviewing a proposal by the State Department of Transportation to lease a portion of Bellows Field for general aviation.

The Department of Defense was awaiting submittal of an environmental impact study by the Air Force. The Department of Transportation was preparing to award a contract to a private engineering consultant for collection of the data needed for the Air Force report.

Meantime, the use of Ford Island by civilian pilots has brought about a gratifying reduction in student training operations at Honolulu International.

Ford Island was opened to takeoffs and landings by students on February 2, 1970. Up to December 30, 1970, these operations totaled 100,260, and during the first full fiscal year of our agreement with the military for use of the runway -- July 1, 1970, to June 30, 1971 -- the total was 125,128.

Evidently more student pilots are now using Ford Island than Honolulu International, where the number of general (non-commercial) aviation landings and takeoffs declined by 9.3 per cent to 117,147 in Fiscal Year 1971.

Four airlines are now providing Boeing 747 service into Honolulu International Airport.

Pan American World Airways, which inaugurated 747 flights into Honolulu on March 3, was followed by Northwest Airlines on July 4, 1970, and by United Airlines on July 23, 1970.

On August 1, 1970, American Airlines started its scheduled service through Hawaii to the South Pacific, New Zealand and Australia with a flight carrying company executives and government officials representing the destination countries.

Honolulu International Airport continued to play host to royalty and to other distinguished guests from all parts of the world. Airport arrivals included the Queen of Tonga, Crown Prince of Thailand, Prince and Princess Hitachi of Japan, the Prime Ministers of New Zealand, Malaysia, Cambodia, and Barbados, and the Vice President of the Philippines.

One of the more unusual ceremonies held at the airport during the year was the November 12 dedication of the animal shelter completed as part of ground floor tenant improvements at Gates 25 and 26 on the mauka end of the Ewa gull wing.

The Animalport is a joint effort of the Hawaiian Humane Society, the State of Hawaii and the trans-Pacific airlines. It is one of five such shelters in the world which provide care of animals and birds while in air transit, but is the only one not operating on a private fee-for-service basis to the animal owner. Each airlines pays a fee to the Animalport for each bird or animal given temporary shelter and care.

The following lists show all airport construction projects on which work was in progress during the year ending June 30, 1971.

Construction contracts awarded during the year at all State airports totaled about \$18.7 million. Work was also underway on \$32.7 million worth of contracts for which contracts had been granted prior to July 1, 1970. Work completed during Fiscal Year 1971 totaled \$32.8 million.

CONSTRUCTION CONTRACTS AWARDED BETWEEN
JULY 1, 1970, AND JUNE 30, 1971

OAHU

Honolulu International Airport

- Ewa Connecting Link Between Main Terminal and Gull Wing.
0-90-2(13).
GENCO, Inc. Contract awarded May 20, 1971. \$1,342,000.00.
- Ground Floor Tenant Improvements Gate 11; Columns 1 - 9.5.
0-90-2(23)A.
THOHT Construction, Inc. Contract awarded August 17, 1970.
Completed November 24, 1970. \$197,070.00.
- Ground Floor Tenant Improvements Gates 10 & 11; Columns 9.5 -
18. 0-90-2(23)B.
THOHT Construction, Inc. Contract awarded August 28, 1970.
Completed December 22, 1970. \$135,614.00.
- Ground Floor Tenant Improvements Gates 26 & 27; Columns 20 -
40. 0-90-2(24)B.
Walker-Moody Construction Co. Contract awarded August 17,
1970. Completed December 4, 1970. \$309,970.00.
- Furnish and Deliver Covered Chain Ropes and Posts. 0-90-2(26).
Lewers & Cooke, Inc. Contract awarded July 15, 1970.
Completed October 10, 1970. \$6,675.30.
- Check-In Counters at Ewa Gull Wing. 0-90-2(27).
Erikson Construction, Inc. Contract awarded August 31, 1970.
Completed September 30, 1970. \$2,245.00.
- Relocate One Loading Bridge from Gate 27C to Gate 28C.
0-90-2(29)A.
Rigging International. Contract awarded June 8, 1971.
\$22,222.00.
- Construction of Overseas Departures Domestic Arrivals Ewa
Extension. 0-90-3(7).
General Constructors, Inc., & H. C. Smith Construction Co.
Contract awarded September 17, 1970. \$6,763,000.00.
- Ewa Concourse and Basement International Arrivals Ewa
Extension. 0-90-3(11).
Urban Construction Company. Contract awarded May 7, 1971.
\$2,312,402.00.

Honolulu International Airport (cont'd)

- Modifications to Interim International Arrivals. 0-90-4(5)A.
Erikson, Ltd. Contract awarded September 25, 1970.
Completed November 2, 1970. \$45,998.00.
- Construction of Carousel and Conveyor Enclosures at Domestic Arrivals. 0-90-4(6).
Podmore Construction, Inc. Contract awarded February 1, 1971. Completed March 23, 1971. \$21,644.00.
- Additions and Renovations to Interim International Arrivals and Domestic Arrivals Baggage Claim Area. 0-90-4(7).
Nordic Construction, Ltd. Contract awarded April 8, 1971. \$196,460.00.
- Ewa Portion Enplaning/Deplaning Roadway. 0-90-5(12).
Hawaiian Dredging and Construction Company. Contract awarded August 24, 1970. Completed May 28, 1971. \$2,107,000.00.
- Construction of 1st Increment of the Ewa Service Court Roadway. 0-90-5-(15).
Hirahara, Inc. Contract awarded April 12, 1971. \$55,815.10.
- New Office Building at Exit Plaza to Parking Structure. 0-90-5(16).
United Construction Company, Ltd. Contract awarded September 14, 1970. Completed November 16, 1970. \$20,680.00.
- Parking Structure Modifications for Car Rentals. 0-90-5(18).
Royal Construction Co. Contract awarded April 21, 1971. Completed May 4, 1971. \$3,658.00.
- Furnish, Deliver, Install, Test and Maintain a Flight Information Display System. 0-90-9(5).
Solari America, Inc. Contract awarded August 5, 1970. \$1,260,000.00.
- Closed Circuit Television - Interim International Arrivals. 0-90-9(5)A. (HIA-71-16).
Function Hawaii. Contract awarded April 12, 1971. \$2,032.20.
- Procure Standby Generator Emergency Power System. 0-90-9(10)A.
Holt Brothers. Contract awarded March 9, 1971. \$64,711.00.
- Public Address System - Phase I. 0-90-9(12).
John J. Harding Company, Ltd. Contract awarded August 20, 1970. Completed March 18, 1971. \$40,194.40.

Honolulu International Airport (cont'd)

- Public Address System - Phase II. 0-90-9(12)A.
Hawkins Audio Engineers, Inc. Contract awarded March 17,
1971. \$137,644.60.
- Electrical and Communication Duct System, Ewa - Phase II.
0-90-9(13).
Mid Pac Electric. Contract awarded October 2, 1970.
Completed March 11, 1971. \$177,005.40.
- Installation of Power Transformer for Military Tactical Air
Navigation (TACAN) System. 0-90-9(16).
Mid Pac Electric. Contract awarded June 3, 1971. \$3,995.00.
- Installation of Runway End Identification Lights on Runway 4-R.
0-90-9(17).
Mid Pac Electric. Contract awarded June 7, 1971. \$3,973.00.
- Supplying, Installing and Testing Five Complete Baggage Claim
System Units. 0-90-10(3).
Atlas Electric Company, Inc. Contract awarded February 17,
1971. \$281,670.00.
- Operation, Maintenance and Management of Intra-Airport
Passenger Transportation System.
Hawaiian Scenic Tours, Ltd. Contract awarded March 12, 1971.
\$1,523,856.00.
- Printing, Collating, Storing and Delivering Bid Packages and
Other Material. 0-90-11(3).
Honolulu Blueprint and Supply, Inc. Contract awarded June
28, 1971. \$9,352.00.
- Landscape, Irrigation and Planting at Main Parking Facility.
0-90-12(2)A.
Nordic Construction, Ltd. Contract awarded October 16,
1970. Completed December 21, 1970. \$39,928.60.
- Furnish, Install and Test Four Soluble Fertilizer Proportioning
Systems. 0-90-12(2)B.
Rigging International. Contract awarded February 25, 1971.
\$37,492.00.
- Tree Transplanting and Landscaping Domestic Arrivals Entrance
Gate. 0-90-12(2)E.
Hawaii Equipment Rental Co., Inc. Contract awarded December
30, 1970. Completed April 16, 1971. \$5,171.50.

Honolulu International Airport (cont'd)

- Furnish and Install Directional and Location Signs.
0-90-12(4)R2.
QRS Neon Corporation, Ltd. Contract awarded July 1, 1970.
Completed May 12, 1971. \$504,787.00.
- Ticket Lobby and Domestic Arrival Area Improvements.
0-90-12(9)A.
THOHT Construction, Inc. Contract awarded July 17, 1970.
Completed September 15, 1970. \$47,328.00.
- Construction of Vehicle Service Area and Relocation of an
Office Building. 0-90-12(9)B.
Nordic Construction, Ltd. Contract awarded December 21,
1970. Completed February 3, 1971. \$14,600.00.
- Electrical Service and Vehicle Floodlighting and Communication
Lines to Five Airport Positions. 0-90-12(9)C.
Mid Pac Electric. Contract awarded November 5, 1970.
Completed January 14, 1971. \$24,257.00.
- Water Line for Wash Area Diamond Head Ramp Equipment Parking
Lot. 0-90-12(18).
Pac-Basin Contractors. Contract awarded July 16, 1970.
Completed August 24, 1970. \$2,185.00.
- Toilet Room Additions at Operations Control Cab. 0-90-12(20).
S & M Sakamoto, Inc. Contract awarded July 15, 1970.
Completed August 24, 1970. \$6,876.00.
- Cylinder Lock Keys and Master Keys for Diamond Head and Ewa
Gull Wings. 0-90-12(23).
Theo H. Davies & Co., Inc. Contract awarded August 18,
1970. \$1,057.47.
- Demolition of John Rodgers Veteran Housing. 0-90-13(3).
C. S. Onaga Trucking, Inc. Contract awarded October 2, 1970.
\$29,225.00.

HAWAII

General Lyman Field

- Construction of Overflow and Overnight Parking Lot. H-100.
James W. Glover. Contract awarded September 4, 1970.
Completed October 14, 1970. \$16,465.00.

Ke-ahole Airport

Preliminary Site Grading - Ground Transportation Facilities and Lease Parcels. H-101A.

Stewart-Pacific-Erickson. Contract awarded February 9, 1971. Completed March 11, 1971. \$18,500.00.

Furnishing and Installing VASI System. H-102.

Corps Construction, Ltd. Contract awarded March 29, 1971. \$27,726.00.

Waimea-Kohala Airport

Resurfacing of Runway 4-22 and Other Airport Improvements. SH-70-10.

James W. Glover, Ltd. Contract awarded September 8, 1970. Completed January 19, 1971. \$214,709.00.

Addition and Alteration to Passenger Terminal. H-90.

Glenn Construction. Contract awarded May 13, 1971. \$389,700.00.

MAUI

Kahului Airport

Relocation of Ground Transportation Facilities. M-91-1(R).

Urban Construction. Contract awarded January 28, 1971. \$101,862.00.

Hana Airport

Removal of Obstructions in Runway 8-26 Clear Zone. SM-70-7.

Hirahara, Inc. Contract awarded November 10, 1970. Completed January 22, 1971. \$22,000.00.

KAUAI

Lihue Airport

Resurfacing and Seal Coating Apron and Taxiway. SK-71-3.

Hawaiian Bitumuls and Paving Co. Contract awarded January 4, 1971. Completed March 16, 1971. \$56,510.00.

LANAI

Lanai Airport

Additional to Terminal Building. M-92.

Hicks Construction, Co. Contract awarded September 21, 1970. \$43,565.00.

CONSTRUCTION PROJECTS UNDERWAY DURING FISCAL YEAR 1971
UNDER CONTRACTS AWARDED PRIOR TO JULY 1, 1970

OAHU

Honolulu International Airport

- Inter-Island Terminal Improvements. 0-90-1(4).
K. Nagata Construction, Inc. Contract awarded June 17,
1970. Completed September 23, 1970. \$197,289.00.
- Procurement of 15 Loading Bridges for Five 747 Gate Positions.
0-90-2(9).
General Steel Industries. Contract awarded June 6, 1969.
Completed January 11, 1971. \$1,241,650.00.
- Installation of Nine Loading Bridge Units for Ewa Gull Wing.
0-90-2(9)A.
Rigging International. Contract awarded April 17, 1970.
Completed September 25, 1970. \$74,777.00.
- Ewa Gull Wing Gates 25, 26 & 27 Superstructure. 0-90-2(11)C.
Nordic Construction, Ltd. Contract awarded August 25, 1969.
Completed July 7, 1970. \$7,408,368.00.
- Furnishing and Installing Furniture for Holding Rooms and
Public Areas, Gull Wing Gate Positions 25, 26 & 27.
0-90-2(22)B.
Valdastri, Ltd. Contract awarded March 20, 1970. Completed
July 10, 1970. \$50,178.41.
- Ground Floor Tenant Improvements Gates 25 & 26; Columns 1 -
20. 0-90-2(24)A.
General Constructors, Inc. Contract awarded June 17, 1970.
Completed November 2, 1970. \$343,900.00.
- Ewa Extension - Domestic Arrivals Foundations and Basement.
0-90-3(4).
Walker-Moody Construction Company. Contract awarded
December 1, 1969. Completed August 13, 1970. \$2,425,450.80.
- Construction of Service Court Areas Including Third Level
Roadway. 0-90-3(6).
Nordic Construction, Ltd. Contract awarded May 28, 1970
\$3,311,104.50.
- Furnishing, Delivering, Installing and Maintaining Elevators
and Escalators Domestic Arrivals Terminal - Ewa Extension.
0-90-3(13).
Atlas Electric Company, Inc. Contract awarded December 30,
1969. \$638,660.00

Honolulu International Airport (cont'd)

Extension and Reconstruction of Runway 4R-22L. 0-90-7(2)R.
Hawaiian Dredging & Construction Company. Contract awarded
January 26, 1970. Completed July 14, 1970. \$5,340,352.50.

Central Fire Alarm System. 0-90-9(11).
Jack Endo Electric, Inc. Contract awarded May 22, 1970.
Completed June 11, 1971. \$45,145.60.

Procurement of 10 Triple Unit Busses. 0-90-10(2).
Minibus, Inc. Contract awarded August 11, 1969. Completed
July 10, 1970. \$1,038,104.30.

Printing, Collating, Binding, Storing and Delivering of Plans
and Specifications. 0-90-11(1)B.
Honolulu Blueprint & Supply, Inc. Contract awarded
February 3, 1969. Completed June 24, 1971. \$12,800.00.

Printing, Collating, Binding, Storing and Delivering of Plans
and Specifications. 0-90-11(2).
Instant Printers, Inc. Contract awarded June 15, 1970.
Completed June 24, 1971. \$4,800.00.

Hawaiian Air Tour Service - Maintenance Hangar. 0-90-13(2).
Podmore Construction, Inc. Contract awarded April 15, 1970.
Completed September 13, 1970 \$292,583.00.

HAWAII

General Lyman Field

Resurfacing Runway 8-26. H-97.
James W. Glover, Ltd. Contract awarded November 25, 1969.
Completed March 16, 1971. \$443,172.50.

Additional Work for Overseas Terminal Building. H-99.
Isemoto Contracting. Contract awarded April 2, 1970.
Completed December 1, 1970. \$60,100.00.

Ke-ahole Airport

Construction of Inter-Island Terminal. H-95.
Glenn Construction. Contract awarded September 3, 1969.
Completed December 10, 1970. \$4,518,000.00.

Completion of Airport and Paving of Kailua-Kawaihae Road.
H-87C. Federal Aid.
Stewart-Pacific-Erickson. Contract awarded December 12,
1969. Completed December 24, 1970. \$4,667,733.00.

Ke-ahole Airport (cont'd)

Furnishing and Installing of Signs, Graphics and Parking Meters. H-95A.

J. F. Shea Co., Inc. Contract awarded April 15, 1970.
Completed July 1, 1970. \$129,266.00.

Furnishing and Installing Furniture, Trash Receptacles, Ash Trays. H-95C.

Theo H. Davies. Contract awarded April 7, 1970. Completed July 1, 1970. \$12,661.43.

Construction of Control Tower. H-95B(R).

Mars Constructors. Contract awarded June 5, 1970.
Completed March 22, 1971. \$174,998.00.

MAUI

Kahului Airport

Additions to Terminal Building. M-66-2.

Service Contracting. Contract awarded May 13, 1970.
Completed February 2, 1971. \$126,456.00.

Kalaupapa Airport

Extension of Runway 5-23. M-78.

Haitsuka Bros. Contract awarded May 18, 1970. Completed July 30, 1970. \$186,100.00.

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Balance Sheet - June 30, 1971 and 1970

| | June 30 | |
|---|------------------------------------|------------------------------------|
| | 1971 | 1970 |
| <u>ASSETS:</u> | | |
| Cash | \$ 70,705,175 | \$ 48,744,804 |
| Receivables: | | |
| Accounts and Notes, Net | 1,783,246 | 937,982 |
| Interest | 1,425,335 | 626,835 |
| Aviation Fuel Tax | 418,222 | 387,099 |
| Recoverable Costs from U.S. Government-Airport Aid | 242,958 | 155,561 |
| Due from Other Funds | 10,806,407 | 332,760 |
| Materials and Supplies, at Cost | 82,226 | 61,630 |
| Land, at Cost or at Value Assigned at Grant | 5,432,002 | 5,432,002 |
| Buildings and Improvements, at Cost | 46,215,324 | 42,087,163 |
| Equipment and Motor Vehicles, at Cost | 2,058,009 | 1,841,338 |
| Construction in Progress | 114,924,642 | 87,788,035 |
| Amount Available and to be Provided for the Retirement of Bonds and Payments of Interest | 348,550,620 | 239,918,403 |
| Bonds Authorized, Unissued | 17,316,288 | 27,959,116 |
| Deposits | 1,500 | 1,500 |
| TOTAL ASSETS | <u>\$619,961,954</u> | <u>\$456,274,228</u> ^{1/} |
| <u>LIABILITIES, RESERVES, & FUND BALANCES:</u> | | |
| Liabilities: | | |
| Contracts Payable | \$ 2,031,104 | \$ 3,929,860 |
| Contracts Payable - Retained Percentage | 1,847,300 | 2,286,733 |
| Due to Other Funds | 156,878 | 252,234 |
| Salaries & Wages Payable | 28,345 | 17,987 |
| Accrued Vacation | 455,806 | 407,068 |
| Matured Bonds Payable | 1,326,135 | 2,725,860 |
| Accrued Interest Payable | 5,710,602 | 4,322,545 |
| Matured Premium Payable | 45,135 | 97,625 |
| Deferred Premium Payable | | 50,512 |
| Due to Airport-Airline Lessees | 1,773,158 | |
| Tenants' Deposits | 151,200 | 75,461 |
| Reserve: | | |
| Bond Requirements | 17,658,483 | 10,774,368 |
| Encumbrances | 9,164,994 | 8,087,176 |
| Long-Term Debt: | | |
| Bonds Payable | 177,777,906 | 123,947,775 |
| Interest Payable-Future Years | 170,772,714 | 115,970,628 |
| Investment in Land & Fixed Assets | 168,629,977 | 137,148,538 |
| Fund Balances | 62,432,217 | 46,179,858 |
| TOTAL LIABILITIES, RESERVES, AND FUND BALANCES | <u>\$619,961,954</u> ^{2/} | <u>\$456,274,228</u> ^{2/} |

^{1/} Includes amount to be provided for the payment of interest.

^{2/} Includes interest payable in future years.

AIRPORTS DIVISION
FINANCIAL STATISTICS
Combined Analysis of Changes in Fund Balances
For Fiscal Years Ended June 30, 1971 and 1970

| | FISCAL YEAR | |
|--|---------------|---------------|
| | 1971 | 1970 |
| Fund Balances, July 1, 1970 & 1969 | \$ 46,179,858 | \$ 43,532,443 |
| Add Reserve for Encumbrances | 8,087,176 | 17,194,783 |
| Add: | | |
| Revenues | 20,978,659 | 16,475,929 |
| Legislative Appropriation and Authorization | | |
| General Obligation | 10,600,000 | 10,000 |
| Airport Revenue Bonds | 44,357,172 | 74,920,416 |
| Special Fund | 1,834,000 | 4,150,000 |
| Transfer from Other Funds | 19,934,452 | 10,482,048 |
| Deferred Premium | 50,512 | |
| | \$ 97,754,795 | \$106,038,393 |
| Deduct: | | |
| Operating Expenses | \$ 6,717,496 | \$ 5,078,320 |
| Equipment & Motor Vehicle | 229,127 | 283,264 |
| Major Maintenance, Renewal & Replacements | 332,453 | |
| Capital Expenditures - Project Funds | 32,129,268 | 64,527,330 |
| Debt Service Charges | 10,960,275 | 19,618,053 |
| Transfer to Other Funds | 21,768,452 | 14,632,048 |
| Reserves | 6,884,114 | 6,847,878 |
| Revenue Bonds Discounts & Sales Expenses | 1,247,855 | 1,511,692 |
| Transfer of Appropriation to Highways Division | 20,000 | |
| Reimbursement of 1970 Excess to Airport Use Charge | 135,578 | |
| | \$ 80,424,618 | \$112,498,585 |
| Reserve for Encumbrances | \$ 9,164,994 | \$ 8,087,176 |
| Fund Balances, June 30, 1971 & 1970 | | |
| Revenue Fund | \$ 19,091,469 | \$ 7,979,245 |
| Airport Revenue Bond Funds | 43,340,748 | 38,200,613 |
| | \$ 62,432,217 | \$ 46,179,858 |

AIRPORTS DIVISION
FINANCIAL STATISTICS

Consolidated Statement of Receipts, Expenditures and Balances
For Fiscal Years Ended June 30, 1971 and 1970

| | FISCAL YEAR | |
|--|---------------|---------------|
| | 1971 | 1970 |
| Balances, July 1, 1970 & 1969 | \$ 42,089,619 | \$ 50,443,786 |
| Adjustment: | | |
| 1949 Revenue Bonds Authorized but Unissued | | 3,000,000 |
| | \$ 42,089,619 | \$ 47,443,786 |
| Add Receipts: | | |
| Airport Operating Revenues | \$ 13,884,487 | \$ 6,788,408 |
| Aviation Fuel Tax Collections | 4,534,035 | 4,601,581 |
| Reimbursement of Expenses | 323,903 | 466,887 |
| Interest Earned on Investments | 2,148,645 | 1,787,076 |
| Advance from State Treasury | | 24,157,836 |
| Federal Grant | 285,073 | 2,313,948 |
| Appropriations | 78,000 | 42,000 |
| Loan Repayment | | 888,288 |
| Accrued Interest on G. O. Bonds Sold | | 65,200 |
| Accrued Interest - Revenue Bonds Sold | 631,388 | 258,523 |
| Proceeds from Revenue Bond Sales | 53,914,402 | 63,842,499 |
| Provision to Debt Service Reserve | 5,095,730 | 5,756,165 |
| Vacation Transfer-In | 25,433 | 4,958 |
| Provision for Interest Expense | 2,422,844 | |
| Trust Fund Deposits | 1,838,895 | 36,025 |
| Others | 10 | 40 |
| | \$127,272,464 | \$111,009,434 |
| Deduct Expenditures: | | |
| Operating Expenses | \$ 7,459,852 | \$ 5,712,576 |
| Bond Sale Expenses | 245,352 | 314,818 |
| Debt Service Charges | 12,071,370 | 17,921,842 |
| Provision to Debt Service Reserve | 5,095,730 | 5,756,165 |
| Vacation Transfer-Out | 11,719 | 10,205 |
| Trust Fund and Other Refunds | 1,763,156 | 87,051 |
| Provision to Interest Expense Reserve | 2,422,842 | |
| Loan Repayments | | 24,157,836 |
| Construction in Progress | 34,568,069 | 62,403,108 |
| | \$ 63,638,090 | \$116,363,601 |
| Cash Balances, June 30, 1971 & 1970 | | |
| Encumbered Cash | \$ 12,684,124 | \$ 12,909,373 |
| Unencumbered Cash | 50,950,250 | 29,180,246 |
| | \$ 63,634,374 | \$ 42,089,619 |

DEPARTMENTAL STAFF

To furnish sensitive leadership for the State Government's responsibilities in transportation is the role of the Director and his Deputies, who are not only the heads of the Department, but the liaison between the Governor and the public in transportation matters.

In addition to the Chiefs of the Airports, Harbors and Highways Divisions, seven Departmental Staff Officers serve directly under the Department heads and provide counsel, coordination, and certain technical services.

During the fiscal year which ended on June 30, 1971, there were no changes in the tables of organization at staff level, aside from some assignments of increased responsibilities. This is a noteworthy fact in itself, for the first decade of Statehood was a highly metamorphic period.

Fiscal Year 1971 will be memorable for several solid staff accomplishments, particularly in traffic safety and in the use of computers.

The Assistant State Highway Safety Coordinator continued to occupy a special category on the Departmental Staff. He serves under the Highway Safety Coordinator, who is chairman of the Hawaii State Highway Safety Council, an advisory board to the Governor which was established by the Hawaii Highway Safety Act. The position of Highway Safety Coordinator is held by the Deputy Director for Operations.

The Hawaii State Highway Safety Council saw its efforts to improve highway safety laws crowned with success at the 1971 session of the State Legislature, which passed four important acts, all of which have been signed into law by Governor Burns.

One measure reduced from 0.15 per cent to 0.10 per cent the weight of alcohol in the blood required as the legal criterion for being under the influence of alcohol.

The first statewide traffic code on rules of the road was enacted and will become effective on January 1, 1972.

The State of Hawaii has joined with other states in an agreement which allows reciprocity recognition of drivers' licenses among member states.

In another measure, the Legislature transferred from the County Chiefs of Police to the State Highway Safety Coordinator responsibilities for approval of motor vehicle safety equipment, added glass, seat-belts and brake fluid to the list of devices requiring approval, and authorized Hawaii's membership in the Vehicle Equipment Safety Compact, an organization devoted to the establishment of equipment safety standards.

This measure also carried an appropriation of \$40,000 and granted permission to the Governor to establish a new position in the Highway Safety Coordinator's office to carry out the new responsibilities.

Signed into law as Act 110, SLH 1971, the measure provides that the State shall relieve the counties of their duties and assume the new responsibilities in January, 1972.

Presently the City and County of Honolulu and the Counties of Maui and Kauai require approval of auto lighting devices, so that a manufacturer must secure approval of three counties in order to sell his merchandise statewide. The approval of only one agency -- the State -- will be required henceforth.

The "Drinking Driver Seminar" sponsored by the Highway Safety Council at the Ala Moana Hotel on December 3, 1970, may have helped to win enactment of the measure reducing the percentage of alcohol required for legal presumption of being under the influence of alcohol while driving.

The seminar brought together national, State and County officials working in the area of alcohol counter-measures.

Two other legislative proposals on driver safety which were introduced in 1971 will be carried over to the 1972 agenda under the new "split-session" provisions governing the Legislature's operations.

One of these bills requires written tests for driver's license renewal, and the other stipulates that the proper licensing authorities shall be notified of name and address changes.

In Fiscal Year 1970, Governor Burns approved plans for including a color photo of the licensee on all driver's licenses issued. The institution of this color-photo driver's license has progressed more slowly than was anticipated, but it is hoped that by sometime early in 1972, all counties should be ready to issue the new type of licenses as new drivers apply for licenses and old licenses are renewed.

A number of highway safety projects went forward with the help of Federal funds granted during Fiscal Year 1971.

Driver education was continued through the State Department of Education with the assistance of \$60,000 in Federal funds. A separate driver education project, using driving simulators, received an additional \$13,524.

The training of county driver licensing administrators was advanced with the help of \$2,816 in Federal assistance.

Other Federal help included the following: \$50,720 for continued development of the traffic records system maintained by the City and County of Honolulu; \$10,000 toward the salary of a position in the State Department of Health for a counsellor and coordinator for highway safety programs involving that Department; and grants of \$29,900 and \$4,100 to the City and County of Honolulu and the State Department of Health, respectively, to initiate surveys of emergency ambulance services.

In addition, Federal funds of \$55,315 were obligated to support a coordinated training project for police officers from each county.

Ninety officers, representing all counties, attended the three-week training course, "Police Traffic Supervision," which was conducted by staff personnel from the Northwestern University Traffic Institute. Classes were held in Honolulu and in Hilo.

Traffic death statistics for the past five calendar years underscore the urgent importance of the Highway Safety Council's endeavors. Traffic fatalities in Hawaii totaled 153 in 1970; 133 in 1969; 147, 1968; 138, 1967; and 115 in 1966.

Increased efficiency and productivity through greater utilization of computer equipment has been the goal of the Engineering Computer Services Office.

The heaviest users of the Department's computer capabilities have been the Highways Division and the Advance Transportation Planning Office, but during Fiscal 1971 the Harbors Division began the computerization of data involving small boat registration and the collection and billings for wharfage.

This latter application of computerization was recommended to the Harbors Division by its auditors, Main Lafrentz & Company, as a means of control and accountability for wharfage revenues.

A valuable by-product of the computerization of this data will be the ready availability of cargo statistics. Starting in January, 1972, cargo statistics are to be prepared on a quarterly basis. The Harbors Division is presently about three years behind in publication of its statistics manual. In the past these figures have been compiled by hand.

In August, 1970, a long-awaited physical telephone connection was made between the Engineering Computer Services' IBM 1130 Computer System in Aliiainoku Hale (the Transportation Building) and the Statewide Information Service's IBM 360/50 Computer, which is located in the Liliuokalani Building.

When the capabilities of a larger computer are required, the 1130 can now be used as a remote terminal to the 360. This tie-in, known as Remote-Job-Entry (RJE), has allowed the various offices in the Department to turn over to the Engineering Computer Services Office much of the work which was previously done for them at the University of Hawaii or at private computer centers.

With the 1130-360 linkage, the Department can now utilize the Integrated Civil Engineering System (ICES), a nationwide system of computer program materials which saves time and costs and increases each participant's productive capacity.

So that the Highways Division may take full advantage of RJE and ICES, the Engineering Computer Services Office has made available instruction and training programs.

As students in COGO (Coordinate Geometry) classes, cadastral engineers, highway designers and land surveyors may learn how to code problems to obtain desired solutions from the computer.

Other subsets of ICES which have been made available are PROJECT -- for Project Control (work scheduling); LEASE -- Limiting Equilibrium Analysis in Soil Engineering (slope stability); SEPOL -- Settlement Problems Oriented Language (soil analysis); and STRUDL.

The latter is not a German apple pastry but an abbreviation for Structural Design Language.

Although full utilization of ICES will come only after an effective education effort within the Department, the entry of the Department into ICES was an important forward step.

To meet increasing work volume, the Statewide Information System Office (SWIS) has ordered a larger computer, the IBM 370/155. The Department of Transportation has tentatively arranged for an addition to this new machine of a "dedicated partition" for which the Department would assume most of the cost. In return, the Department of Transportation would have priority rights to process data in that partition during "prime shift" hours, and would no longer have to await its turn while other offices satisfied their requirements.

This arrangement would shorten the RJE "turn-around time," which is now a minor problem.

In April, 1970, District offices on Hawaii, Maui and Kauai were linked on a trial basis to the ECS office in Honolulu by means of a teletype network, the Data Communication System (DCS).

This linkage has cut to mere minutes the time required to complete the cycle of submission-to-return for engineering data. Previously the "turn-around time" was from three and one-half to four days.

All of the District Engineers on the Neighbor Islands concurred in the value of the DCS, and it is now an integral and permanent part of the Department's communications network.

The primary function of the Advance Transportation Planning Office has been the continuous evaluation of the statewide transportation systems network plan which guides the Department's Capital Improvement Program.

The responsibilities of the ATP office were increased on October 9, 1970, when the Director named the State Transportation Planner as the Department's Environmental Quality Control Officer, charged with coordinating the Department's compliance with new State and Federal regulations in environmental matters.

Then, on March 25, 1971, the ATP office was also assigned the responsibility for coordinating the Department's submittals under the new Planning, Programming and Budgeting System, adopted by the State under SLH 1970, Act 185.

The new system, which was originated in the Federal Government, is intended to provide a higher degree of integration between the operating and capital improvement budgets and better orientation towards achievement of major administration goals.

Under the direction of the State Transportation Planner, the continuing phase of the Oahu Transportation Planning Program (a cooperative effort of State, Federal and City-County agencies)

completed its second year, marked by major advances in the establishment of updated data banks.

The land use file for Oahu was substantially updated. Information on traffic accidents, travel time on selected roadways, parking and transit usage were also gathered and summarized to bring existing records up-to-date.

The ATP office assisted the City and County of Honolulu in an origin-destination survey and traffic assignment project to develop data needed for improvements to the City-County road system on Windward Oahu.

In cooperation with the City-County Traffic Department and the State Department of Education, the ATP office initiated a study on the altering of school hours as a possible means of alleviating peak-hour traffic congestion along major travel corridors. Recommendations resulting from this study will be made during the coming fiscal year.

As the fiscal year closed, the ATP office was completing preliminary investigations of several terminal sites for the proposed water transportation system to carry passengers between Honolulu International Airport and Waikiki.

Early in Fiscal 1972, this project is to be turned over to the Harbors Division for implementation.

The Programs and Contracts Office works with the Advance Transportation Planning Office and the Airports, Harbors and Highways Divisions in the preparation of the Capital Improvements Program and reviews and processes all construction and consultant contracts.

Act 187 authorized an appropriation of \$141,075,000 for the Department's Capital Improvements Program for Fiscal Year 1971. The total was divided among the Divisions as follows: Airports, \$51,997,000; Harbors, \$9,411,000; and Highways, \$79,667,000.

During Fiscal Year 1971, the Programs and Contracts Office processed 156 construction, purchasing, and maintenance contracts, totaling about \$50 million.

In addition, the office processed 48 formal consultant contracts, totaling \$6,935,000.

Review of the Department's operating budget is the responsibility of the Budget and Internal Control Office.

As appropriated in Acts 68, 110 and 210 of the 1971 Legislative Session, the Department's operating budget for the biennium which will end on June 30, 1973, is \$99,224,016.

The appropriation for the fiscal year ending June 30, 1972, included \$1,346,527 for Departmental Administration, \$24,264,190 for the Airports Division, \$8,857,790 for the Harbors Division, and \$14,879,291 for the Highways Division.

Two auditors were added to the staff, so that a total of three auditors are now working under the Business Management Officer to audit expenditures from the massive budget.

As Fiscal Year 1971 ended, preparations were underway for a training program for State and Federal Highway Administration auditors to help launch a new cooperative auditing system for Federal-aid highway project expenditures.

The Property Management Office provides staff services to the Director and the three operational divisions in the management of revenue-producing lands and facilities under the Department's control.

Revenues from the management of the State's airport properties increased from \$7,333,307 in Fiscal 1970 to \$15,028,617 in Fiscal 1971, a gain of more than 100 per cent.

The gains reflected the expansion of the State's airport facilities and their increased use.

The biggest increase was in "use fees", which went up from \$952,171 to \$6,075,790, and "ancillary revenues" -- up from \$4,630,470 to \$6,254,225.

"Use fees" include landing fees and airport and terminal use charges. "Ancillary revenues" come from concession fees, ground transportation service, rentals, coin-operated lockers and storage.

Revenues from Harbors Division properties under the Property Management Office totaled \$2,210,714, a slight gain from the \$2,046,752 of the previous year.

There were 115 leases and licenses and 126 revocable permits in effect on June 30, 1971. Sixteen new licenses and 55 revocable permits were issued during the year.

Property management activities for the Highways Division were again limited to the rental and disposition of buildings affected by highway projects.

Seventeen revocable permits were issued during the year for the Highways Division, and there were 39 such permits outstanding on June 30, 1971.

Rental from these highway properties totaled \$45,976.44. The five public auctions conducted during the year for the sale of houses affected by highway construction brought in \$4,306.

The Departmental Personnel Office provides the Department of Transportation with a total personnel management program which includes a centralized system of payroll preparation and processing as well as safety, training and personnel development services.

On June 30, 1971, the Department had 2,084.50 authorized positions, as compared with 2,016 on the last day of the preceding fiscal year. Most of the increase was accounted for within the custodial staff of the Airports Division, which now has greater housekeeping duties, chiefly as result of the expansion of Honolulu International Airport.

Most of the positions -- 1,295.75 of them -- were funded from "special funds," such as revenues from airport and harbor charges. "Project funds" -- which come from appropriations for specific projects -- accounted for the financing of 766.5 positions. State "General Funds" were the source of salaries for 22.25 positions.

The Highways Division had more positions than all the rest of the Department's components combined. The number of positions by units follows, with the number of summer student hires included shown in parenthesis: Staff offices -- 92 (15); airports -- 613,25 (37); harbors -- 273.25 (13); and highways -- 1,106 (80).

Of the 145 authorized student-hire positions, 55 were in engineering, 68 in clerical and allied work, and 22 in labor and trade categories.

During Fiscal Year 1970, the Department acquired the right to recruit for certain unskilled labor positions on Oahu. Thanks to this new authority, the Department has been able to maintain its own eligible lists for these position classes and to select quickly new employees to replace terminations. For the first time in several years, the Department has been able to fill promptly all positions in these classes, despite their high turn-over rate.

Again the Personnel Office helped to arrange the visit of 13 high school students to the Department as part of the Legislature's Student Observer Day. The Personnel Office also represented the Department at the 1970 Kamaaina Day Program at the University of Hawaii, and succeeded in recruiting five engineering students.

The Personnel Office developed and instituted the presentation of a "Certificate of Merit" to be issued to all employees claiming no sick leave for a full calendar year. So far the award has been made retroactive only to 1969, but a list of employees who have taken no sick leave for five or more years is being prepared for a special award.

One hundred and twenty-seven employees were found to be eligible for the health awards for 1969 and 163 for 1970. Some of these awards had been presented by the close of Fiscal Year 1971. The presentation of the remainder will be made as appropriate occasions occur.

The new award has joined a long list of employee incentives, the most coveted of which is the "Director's Award," presented annually at the "Hoolaulea," the all-island, Department-wide employee gathering held each year on Oahu. The Fiscal 1971 "Hoolaulea" was held July 16, 1970, at Pier 10 in Honolulu Harbor.

Training activities during Fiscal 1971 included a "Highway Capacity Workshop" held at the University of Hawaii, January 11-15, for 30 Department of Transportation engineers. Experts from the staff of the Traffic Institute of Northwestern University conducted the seminar, which was arranged with the cooperation of the Department of Personnel Services and the Center for Governmental Development.

Some of the Department's management training activities for Fiscal Year 1971 included:

- (1) an executive management conference August 28 and 29 at the State Capitol and at the Lanikai residence of the Departmental Deputy for Operations;

- (2) the Peter F. Drucker film series, "The Effective Executive", which was conducted by a Highways Division staff office team in August, 1970, and later presented in a modified form to management groups in all Districts; and

(3) the Berlo "Effective Communications" film and discussion series was presented by the Departmental Personnel Office twice for the Highways Division in April, 1971, and once in May, 1971, for Airports Division operations and maintenance supervisory personnel at Honolulu International Airport.

The Berlo series will be presented in the Neighbor Island Districts in the coming fiscal year.

The Department of Transportation announced a total of 145 intra-departmental vacancies during Fiscal 1970-71. In accordance with Departmental policy, promotions from within were made to all but 30 positions.

The Departmental Personnel Office continued to publish the Departmental employee newsletter, "The Carrier," and to maintain and issue a personnel and position listing for the entire Department on a quarterly basis.

As the year closed, the Departmental Personnel Office was reviewing policies and procedures related to the State's new collective bargaining act, and a revision of the Department's employee's handbook, which will reflect new laws, rules and regulations, was in the draft stage.

DESCRIPTION OF MAP

The map at right depicts the general location of the State Department of Transportation airports and harbors and the Federal-aid Highway System in Hawaii.

AIRPORTS

The nine commercial airports under the jurisdiction of the Airports Division include Lihue Airport on Kauai; Honolulu International Airport on Oahu; Molokai Airport on Molokai; Lanai Airport on Lanai; Hana and Kahului airports on Maui; and Waimea-Kohala and Ke-ahole Airports and General Lyman Field (Hilo) on Hawaii.

The four general aviation airports administered by the Airports Division include Port Allen Airport on Kauai, Dillingham Field on Oahu, Kalaupapa Airport on Molokai, and Upolu Airport on Hawaii.

HARBORS

The six commercial deepwater harbors under the jurisdiction of the Harbors Division are located at Nawiliwili and Port Allen on Kauai, at Honolulu Harbor on Oahu, at Kahului on Maui, and at Hilo and Kawaihae on Hawaii.

Kewalo Basin on Oahu is a light-draft commercial harbor.

The Harbors Division administers barge landings at Kalaupapa and Kaunakakai on Molokai, and at Kawaihae and Kailua-Kona on Hawaii.

The Harbors Division's 19 small boat harbors are located as follows: at Kikiaola, Port Allen, Kukuiula and Nawiliwili on Kauai; at Haleiwa, Pokai Bay, Keehi Lagoon, Ala Wai Harbor and Heeia-Kea on Oahu; at Kaunakakai on Molokai; at Manele Bay on Lanai; at Maalaea and Lahaina on Maui; and at Kawaihae (where there are two small boat harbors), on the Wailoa River (two), at Honokohau and at Kailua-Kona, all on Hawaii.

FEDERAL-AID HIGHWAY SYSTEM

The colored lines on the map show the Federal-aid Highway Primary (including Interstate) and Secondary systems, consisting of the designated principal network of highways on each of the major islands.

The solid colored lines show the portions which have been constructed by the State with the help of Federal funds.

The remainder of the system consists of proposed Federal-State construction, certain existing county road sections and certain National Park and military roads.

ADMINISTRATIVE DIRECTORY
June 30, 1971

Director of Transportation Fujio Matsuda
Deputy Director for Operations E. Alvey Wright
Deputy Director for Planning and Engineering Vacant
Deputy Director for Finance Lawrence F. O. Chun

Staff Officers

Departmental Personnel Officer Lenore L. Hammond
Programs and Contracts Officer Munny Y. M. Lee
Property Management Officer Paul H. Arizumi
Business Management Officer Noboru Hirai
State Transportation Planner Ah Leong Kam
Departmental Computer Engineer Carl O. Nagami
Assistant State Highway Safety Coordinator .H. K. Bruss Keppeler

Division Chiefs

Airports Owen Miyamoto
Harbors Melvin E. Lepine
Highways Tetsuo Harano

District Officers

Oahu

Airport District Superintendent William H. Kraft
Harbor District Manager J. B. McCormick
Highway District Engineer Tit Mun Chun

Hawaii

North Hawaii Airport District Superintendent . . Philip A. Sykes
South Hawaii Airport District Superintendent O. A. Byrne
Harbor Master Robert McNeill (acting)
Highway District Engineer Charles L. Schuster

Maui

Airport District Superintendent Thomas F. Hanchett
Harbor Master P. A. Lilly
Highway District Engineer Hideo Hayashi

Kauai

Airport District Superintendent Sidney J. Lawrence
Harbor Master Carl A. Forsen
Highway District Engineer Edwin Nakano

DEPARTMENT OFFICES

Departmental Administration Offices

Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813

Airports District Offices

North Hawaii District
Airports Superintendent
Department of Transportation
State of Hawaii
Ke-ahole Airport
Kailua-Kona, Hawaii 96740

Airport Manager, Maui
Department of Transportation
State of Hawaii
Kahului Airport
Kahului, Hawaii 96732

South Hawaii District
Airports Superintendent
Department of Transportation
State of Hawaii
General Lyman Field
Hilo, Hawaii 96720

Airport Manager, Oahu
Department of Transportation
State of Hawaii
Honolulu International Airport
Honolulu, Hawaii 96819

Airport Manager, Kauai
Department of Transportation
State of Hawaii
Lihue Airport
Lihue, Hawaii 96766

Harbors District Offices

Harbor Master, Hawaii
Department of Transportation
State of Hawaii
Pier 1, Hilo
P. O. Box 1555
Hilo, Hawaii 96720

Harbor District Manager, Oahu
Department of Transportation
State of Hawaii
700 Fort Street
P. O. Box 397
Honolulu, Hawaii 96809

Harbor Master, Maui
Department of Transportation
State of Hawaii
Pier 2, Kahului
P. O. Box 201
Kahului, Hawaii 96732

Harbor Master, Kauai
Department of Transportation
State of Hawaii
Nawiliwili, Kauai
P. O. Box 821
Lihue, Hawaii 96766

Highways District Offices

District Engineer, Hawaii
Department of Transportation
State of Hawaii
50 Makaala Street
P. O. Box 276
Hilo, Hawaii 96720

District Engineer, Maui
Department of Transportation
State of Hawaii
962 Keaolu Street
Kahului Kai (NASKA)
P. O. Box 700
Kahului, Hawaii 96732

District Engineer, Oahu
Department of Transportation
State of Hawaii
727 Kakoi Street
Honolulu, Hawaii 96819

District Engineer, Kauai
Department of Transportation
State of Hawaii
State Office Building
3060 Eiwa Street
P. O. Box 1711
Lihue, Kauai 96766

FOR FURTHER INFORMATION

The Annual Report of the State Department of Transportation is intended to provide an over-all view of the Department's activities.

The three major divisions of the Department and their various branches also issue periodical or special reports of a more technical nature.

Persons interested in a special phase of the Department's operations are invited to direct specific requests for information to the division concerned.

Copies of major reports are usually available for examination at the Public Archives, the University of Hawaii Library, the State of Hawaii Library, the Municipal Reference Library, and the County Libraries of Hawaii, Maui and Kauai.

Persons interested in details of the Department's tentative long-range construction program are referred to the Governor's Capital Improvements Program.

PHOTO DESCRIPTIONS

Front Cover -- The first unit of the long-awaited Mokapu Saddle Road on Windward Oahu received final inspection June 25, 1971. This view looks toward Kailua and shows the H-3 interchange in the foreground. The two-tenths-mile portion of the freeway built under the contract for Mokapu Saddle Road represented the start of construction on the Interstate tunnel route which is to link Halawa with Kaneohe Marine Corps Air Station. The entire highway will be extensively landscaped.

Page 1 -- Dedication of the Federal Aviation Administration Control Tower at Ke-ahole Airport on the Island of Hawaii on April 21, 1971, brought together (left to right) Governor John A. Burns, Ambrose ("Pete") Morrison, FAA tower chief for the new airport, Dr. Fujio Matsuda, State Director of Transportation, and Phillip M. Swatek, Director, FAA Pacific Region. Mr. Morrison holds a large "key", representing his responsibilities for the safety and efficiency of flight service and control operations.

Page 21 -- Phase II of the new baseyard at Honolulu Harbor was completed in April, 1971. It consisted of this L-shaped shop building, an office building, a parking area and an open work area. The boats in the background are berthed at Keehi Marina.

Page 43 -- This view looks toward Maalaea from the Kahului end of the new Kuihelani Highway (Wailuku Cutoff Road) on the Island of Maui. Grading of the 5.4-mile road was nearing completion at the time of this picture, and paving was underway as Fiscal Year 1971 closed. At the upper right is a glimpse of the new residential developments underway by Alexander & Baldwin, Inc., as part of the New Kahului Town Plan.

Back Cover -- (Top) At the time Terry L. Ross took this photograph for the Maui News, work was about 15 per cent completed on the new road to one of Molokai's most popular scenic attractions -- the Kalaupapa Lookout. The alignment follows part of an old road, but leads to a different lookout point in Palaau State Park. The work plans call for preserving the vegetation as much as possible. Some park improvements are also planned.

Bottom -- Extension of Runway 5-23 at Kalaupapa, Molokai, was completed on July 31, 1970. The work extended the paved area from 1658 feet to 2760, and eliminated a hazard for all planes using the strip. The State's Kalaupapa Settlement, home of about 150 leprosy patients, has no highway connection with the rest of Molokai. This little air strip and the State's barge landing are the colony's lifelines.

DESCRIPTION OF MAP

The map at right depicts the general location of the State Department of Transportation airports and harbors and the Federal-aid Highway System in Hawaii.

AIRPORTS

The nine commercial airports under the jurisdiction of the Airports Division include Lihue Airport on Kauai; Honolulu International Airport on Oahu; Molokai Airport on Molokai; Lanai Airport on Lanai; Hana and Kahului airports on Maui; and Waimea-Kohala and Ke-ahole Airports and General Lyman Field (Hilo) on Hawaii.

The four general aviation airports administered by the Airports Division include Port Allen Airport on Kauai, Dillingham Field on Oahu, Kalaupapa Airport on Molokai, and Upolu Airport on Hawaii.

HARBORS

The six commercial deepwater harbors under the jurisdiction of the Harbors Division are located at Nawiliwili and Port Allen on Kauai, at Honolulu Harbor on Oahu, at Kahului on Maui, and at Hilo and Kawaihae on Hawaii.

Kewalo Basin on Oahu is a light-draft commercial harbor.

The Harbors Division administers barge landings at Kalaupapa and Kaunakakai on Molokai, and at Kawaihae and Kailua-Kona on Hawaii.

The Harbors Division's 19 small boat harbors are located as follows: at Kikiaola, Port Allen, Kukuiula and Nawiliwili on Kauai; at Haleiwa, Pokai Bay, Keehi Lagoon, Ala Wai Harbor and Heeia-Kea on Oahu; at Kaunakakai on Molokai; at Manele Bay on Lanai; at Maalaea and Lahaina on Maui; and at Kawaihae (where there are two small boat harbors), on the Wailoa River (two), at Honokohau and at Kailua-Kona, all on Hawaii.

FEDERAL-AID HIGHWAY SYSTEM

The colored lines on the map show the Federal-aid Highway Primary (including Interstate) and Secondary systems, consisting of the designated principal network of highways on each of the major islands.

The solid colored lines show the portions which have been constructed by the State with the help of Federal funds.

The remainder of the system consists of proposed Federal-State construction, certain existing county road sections and certain National Park and military roads.

