

DEPT. COMM. NO. 338

March 15, 2017

HAND DELIVER

The Honorable Ronald Kouchi
Senate President
415 S. Beretania Street
State Capitol, Room 409
Honolulu, Hawai'i 96813

Re: Audit of the Department of Transportation, Highways Division

Dear President Kouchi:

The financial audit report of the Department of Transportation, Highway Division for the fiscal year ending 2016 was issued on January 17, 2017. The Office of the Auditor retained KKDLY LLC to perform the financial audit. For your information, we are enclosing a copy of the two-page Auditor's Summary, the Financial Audit report and Single Audit reports.

You may view the Auditor's Summary and reports electronically on our website at:
http://files.hawaii.gov/auditor/Reports/2016_Audit/DOT_Highways_Summary_2016.pdf,
http://files.hawaii.gov/auditor/Reports/2016_Audit/DOT_Highways_Financial_2016.pdf, and
http://files.hawaii.gov/auditor/Reports/2016_Audit/DOT_Highways_SA2016.pdf.

If you have any questions about the report, please contact me.

Very truly yours,

A handwritten signature in black ink, appearing to read "Leslie H. Kondo", is written over a horizontal line.

Leslie H. Kondo
State Auditor

LHK:RTS:lfs

Enclosures

Auditor's Summary

Department of Transportation, Highways Division

Financial Statements, Fiscal Year Ended June 30, 2016



PHOTO: HAWAII DOT HIGHWAYS DIVISION

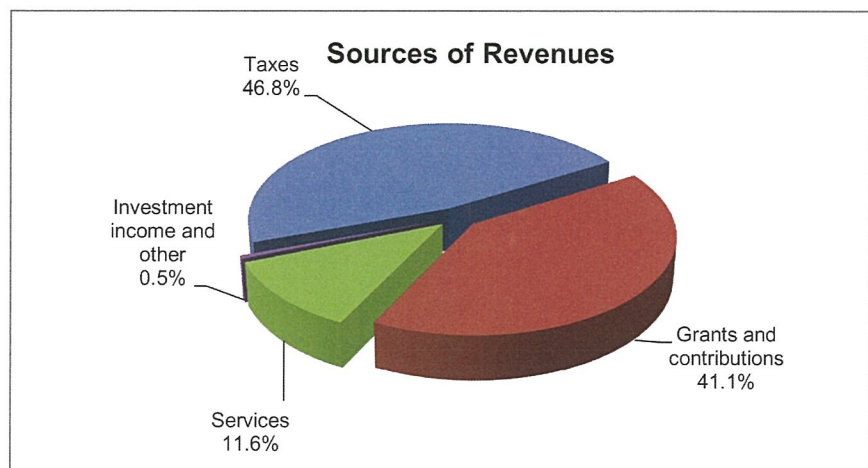
THE PRIMARY PURPOSE of the audit was to form an opinion on the fairness of the presentation of the financial statements for the Department of Transportation, Highways Division (DOT-Highways), as of and for the fiscal year ended June 30, 2016, and to comply with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance), which established audit requirements for state and local governmental units that receive federal awards. The audit was conducted by KKDLY LLC.

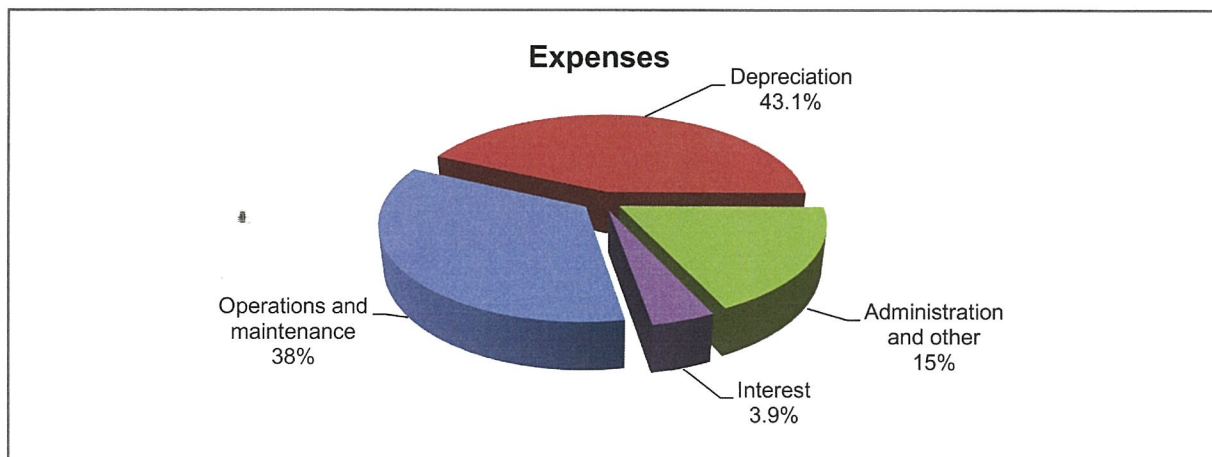
About the Department

THE MISSION OF DOT-HIGHWAYS is to facilitate the rapid, safe, and economical movement of people and goods within the State by providing, maintaining, and operating land transportation facilities and support services. The major goals of DOT-Highways are to plan, design, construct, and maintain highway facilities. In addition, DOT-Highways, together with the Statewide Transportation Planning Office, implements innovative and diverse approaches to congestion management to increase the efficiency of the transportation system.

Financial Highlights

FOR THE FISCAL YEAR ended June 30, 2016, DOT-Highways reported total revenues of \$475 million, total expenses of \$469 million, and transfers of \$2 million to other state departments for the payment of debt service on general obligation bonds and for capital improvement projects, resulting in an increase in net position of \$4 million. Revenues consisted of \$222 million in taxes, \$195 million in grants and contributions primarily from the Federal Highway Administration, \$55 million in charges for services, and \$3 million in investment income and other revenues.





Expenses consisted of \$178 million for operations and maintenance, \$203 million in depreciation, \$70 million for administration and other expenses, and \$18 million in interest.

As of June 30, 2016, total assets and deferred outflows of resources of DOT-Highways exceeded total liabilities by approximately \$4.90 billion. Of this amount, \$220 million is unrestricted and may be used to meet ongoing expenses and obligations. Total assets and deferred outflows of resources of \$5.48 billion were comprised of cash of \$349 million, net capital assets of \$5.03 billion, and \$101 million in other assets and deferred outflows of resources. Total liabilities totaled \$587 million, including \$437 million in revenue bonds.

DOT-Highways has numerous capital projects ongoing state-wide; construction in progress totaled \$338 million at the end of the fiscal year.

Auditors' Opinions

DOT – HIGHWAYS RECEIVED AN UNMODIFIED OPINION that the financial statements were presented fairly, in all material respects, in accordance with generally accepted accounting principles. DOT-Highways received an unmodified opinion on its compliance with major federal programs in accordance with the *Uniform Guidance*.

Findings

THERE WERE NO REPORTED DEFICIENCIES in internal control over financial reporting that were considered to be material weaknesses and no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

There were two significant deficiencies in internal control over compliance:

- Certified payroll reports were not remitted timely and did not contain evidence of review by the appropriate personnel to comply with the Davis-Bacon Act.
- Subrecipient subaward process did not include the level of detail required by the *Uniform Guidance*.

For the complete report and financial statements visit our website at:

http://files.hawaii.gov/auditor/Reports/2016_Audit/DOT_Highways_2016.pdf

http://files.hawaii.gov/auditor/Reports/2016_Audit/DOT_Highways_SA2016.pdf



**Highways Division
Department of Transportation
State of Hawaii**

Single Audit Reports
(With Independent Auditors' Reports Thereon)

June 30, 2016

Submitted by
THE AUDITOR
STATE OF HAWAII

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Single Audit Reports

Year Ended June 30, 2016

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Section I

Introduction

January 17, 2017

The Auditor
State of Hawaii:

We have completed our audit of the financial statements of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division), as of and for the year ended June 30, 2016. We have also audited the Highways Division's compliance with requirements applicable to its major federal financial assistance programs for the year ended June 30, 2016. We submit herein our reports pertaining to our audit of the Highways Division's financial statements and federal financial assistance programs.

The audit objectives and scope of our audit were as follows.

AUDIT OBJECTIVES

1. To provide opinions on the fair presentation of the Highways Division's financial statements and the schedule of expenditures of federal awards as of and for the year ended June 30, 2016, in accordance with accounting principles generally accepted in the United States of America. Our independent auditors' report, which expressed unmodified opinions on the Highways Division's financial statements, is issued under separate cover.
2. To consider the Highways Division's internal control over financing reporting in order to determine our auditing procedures for the purpose of expressing our opinions on the financial statements.
3. To perform tests of the Highways Division's compliance with certain provisions, laws, regulations, contracts, and grant agreements that could have a direct and material effect on the determination of financial statement amounts.
4. To consider the Highways Division's internal control over compliance with requirements that could have a direct and material effect on its major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, and to test and report on internal control over compliance.
5. To provide an opinion on the Highways Division's compliance with applicable laws, regulations, contracts and grants that could have a direct and material effect on its major federal program.

SCOPE OF AUDIT

We performed an audit of the Highways Division's financial statements and schedule of expenditures of federal awards as of and for the year ended June 30, 2016, in accordance with auditing standards generally accepted in the United States of America, the standards for financial and compliance audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, and the provisions of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the Uniform Guidance).

ORGANIZATION OF REPORT

Our report is organized into three sections as follows:

Section I, entitled "Introduction," describes the objectives and scope of our audit and the organization and contents of this report.

Section II, entitled "Internal Control Over Financial Reporting and Compliance and Other Matters," contains our report on the Highways Division's internal control over financial reporting and on compliance and other matters based upon our audit of the Highways Division's financial statements.

Section III, entitled "Compliance and Internal Control Over Federal Awards," contains our report on the Highways Division's compliance and internal control over its major federal program in accordance with the Uniform Guidance, a schedule of expenditures of federal awards and related notes, and a schedule of findings and questioned costs.

We would like to take this opportunity to express our appreciation to the personnel of the Highways Division for the cooperation and assistance extended to us during our audit. We will be pleased to discuss any questions that you or your associates may have regarding our findings and recommendations.

Sincerely,

KKDLV LLC



Section II

Internal Control Over Financial Reporting and Compliance and Other Matters

**Independent Auditors' Report on Internal Control Over Financial Reporting and on
Compliance and Other Matters Based on an Audit of Financial Statements Performed
in Accordance with *Government Auditing Standards***

The Auditor
State of Hawaii:

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, the financial statements of the governmental activities and each major fund of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division), as of and for the year ended June 30, 2016, and the related notes to the basic financial statements, which collectively comprise the Highways Division's basic financial statements, and have issued our report thereon dated January 17, 2017.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Highways Division's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Highways Division's internal control. Accordingly, we do not express an opinion on the effectiveness of the Highways Division's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Highways Division's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

KKDLV LLC

Honolulu, Hawaii
January 17, 2017



Section III

Compliance and Internal Control Over Federal Awards

**Independent Auditors' Report on Compliance For Each Major Federal Program;
Report on Internal Control Over Compliance; and Report on Schedule of Expenditures
of Federal Awards Required by the Uniform Guidance**

The Auditor
State of Hawaii:

Report on Compliance for Each Major Federal Program

We have audited the Highways Division, Department of Transportation, State of Hawaii's (the Highways Division), compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on the Highways Division's major federal program for the year ended June 30, 2016. The Highways Division's major federal program is identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

Management's Responsibility

Management is responsible for compliance with the requirements of federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

Auditors' Responsibility

Our responsibility is to express an opinion on compliance for the Highways Division's major federal program based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the Highways Division's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for the major federal program. However, our audit does not provide a legal determination of the Highways Division's compliance.

Opinion on Each Major Federal Program

In our opinion, the Highways Division complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on its major federal program for the year ended June 30, 2016.

Other Matters

The results of our auditing procedures disclosed instances of noncompliance which are required to be reported in accordance with the Uniform Guidance and which are described in Appendix 1 to the accompanying schedule of findings and questioned costs as Findings 2016-001 and 2016-002. Our opinion on the major federal program is not modified with respect to these matters.

The Highways Division's responses to the noncompliance findings identified in our audit are described in Appendix 1 to the accompanying schedule of findings and questioned costs. The Highways Division's responses were not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

Report on Internal Control Over Compliance

Management of the Highways Division is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the Highways Division's internal control over compliance with the types of requirements that could have a direct and material effect on the major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for the major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the Highways Division's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. *A material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. *A significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, we identified certain deficiencies in internal control over compliance, as described in Appendix 1 to the accompanying schedule of findings and questioned costs as Findings 2016-001 and 2016-002, that we consider to be significant deficiencies.

The Highways Division's responses to the internal control over compliance findings identified in our audit are described in Appendix 1 to the accompanying schedule of findings and questioned costs. The Highways Division's responses were not subjected to the auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the responses.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the governmental activities and each major fund of the Highways Division as of and for the year ended June 30, 2016, and the related notes to the basic financial statements, which collectively comprise the Highways Division's basic financial statements. We issued our report thereon dated January 17, 2017, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

KKDL Y LLC

Honolulu, Hawaii
January 17, 2017

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Schedule of Expenditures of Federal Awards

Year Ended June 30, 2016

Federal Grantor/Pass-Through Grantor/Program or Cluster Title	Federal CFDA Number	Passed Through to Subrecipients	Federal Expenditures
U.S. Department of Transportation			
Highway Planning and Construction Cluster:			
Highway Planning and Construction	20.205	\$ 50,910,204	\$ 197,037,019
ARRA - Highway Planning and Construction	20.205	713,383	2,877,453
Total 20.205		51,623,587	199,914,472
State and Community Highway Safety Program:			
Highway Safety Cluster:			
NHTSA Grant	20.600	3,579,018	5,149,540
Fatal Accident Reporting System Grant	20.600	-	13,000
Total 20.600		3,579,018	5,162,540
Commercial Driver's License Program			
Improvement Grant	20.232	69,175	69,175
National Motor Carrier Safety Program -			
Assistance program grant	20.218	-	685,590
Total Federal Expenditures		\$ 55,271,780	\$ 205,831,777

See accompanying Independent Auditors' Report on Compliance For Each Major Federal Program; Report on Internal control over Compliance; and Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance and the Notes to Schedule of Expenditures of Federal Awards

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to Schedule of Expenditures of Federal Awards

Year Ended June 30, 2016

1. Basis of Presentation

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal grant activity of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division), for the year ended June 30, 2016. The information in this Schedule is presented in accordance with the requirements of the Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (the Uniform Guidance). Because the Schedule presents only a selected portion of the operations of the Highways Division, it is not intended to, and does not present the financial position and changes in financial position of the Highways Division.

2. Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the cash basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

3. Indirect Cost Rate

The Highways Division has not elected to use the 10 percent de minimis indirect cost rate as allowed under the Uniform Guidance.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Schedule of Findings and Questioned Costs

Year Ended June 30, 2016

SECTION I – SUMMARY OF AUDITORS' RESULTS

Financial Statements

Type of report the auditor issued on whether the financial statements audited were prepared in accordance with GAAP:

Unmodified

Internal control over financial reporting:

- Material weakness(es) identified? ___ Yes √ No
- Significant deficiency(ies) identified? ___ Yes √ None reported
- Noncompliance material to financial statements noted? ___ Yes √ No

Federal Awards

Internal control over major program:

- Material weakness(es) identified? ___ Yes √ No
- Significant deficiency(ies) identified? √ Yes ___ None reported

Type of auditors' report issued on compliance for major federal program:

Unmodified

Any audit findings disclosed that are required to be reported in accordance with 2 CFR Section 200.516(a)?

√ Yes ___ No

Identification of major federal program:

CFDA Number

Name of Federal Program or Cluster

20.205

U.S. Department of Transportation –
Highway Planning and Construction

Dollar threshold used to distinguish between Type A and Type B programs?

\$3,000,000

Auditee qualified as low-risk auditee?

√ Yes ___ No

(Continued)

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Schedule of Findings and Questioned Costs (Continued)

Year Ended June 30, 2016

SECTION II – FINANCIAL STATEMENT FINDINGS

None noted.

SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS

Refer to Appendix 1.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Single Audit Findings

June 30, 2016

**Finding 2016-001
Davis-Bacon Act**

**U.S. Federal Highways Administration
Highway Planning and Construction
CFDA No. 20.205**

Condition

Certain Highways Division construction projects are subject to the provisions of the Davis-Bacon Act (the Act). In order to monitor compliance with these provisions, the Highways Division has developed policies and procedures requiring contractors and subcontractors to submit weekly certified payroll reports within 7 calendar days after the pay checks are disbursed. Upon receipt of the certified payroll reports, the Highways Division would then date and time stamp the reports, and forward the reports to the respective project engineer for his or her review to determine compliance with the Act.

During our audit, we selected and tested a sample of 50 certified payroll reports. We noted that 19 of the certified payroll reports were received after the 7-day deadline. Additionally, we identified 4 instances where the certified payroll reports did not contain any evidence (e.g., signature, initial, check marks, etc.) documenting the review by the Highways Division project engineer.

Criteria

The Highways Division must ensure that contractors and subcontractors working on construction projects funded with Federal financial assistance comply with the provisions of the Act and the U.S. Department of Labor regulations (29 CFR part 5). Specifically, contractors and subcontractors must submit weekly, for each week in which any contract work is performed, a copy of the payroll and a statement of compliance (certified payroll reports), evidencing that their employees were paid wages not less than those established for locality of the project (i.e., prevailing wage rates).

Cause

The Highways Division did not adhere to its internal policies and procedures requiring project engineers to obtain and review certified payroll reports on a timely basis to determine that the contractor or subcontractor is complying with the prevailing wage rates. We also noted that each district office has different procedures in place to document compliance with provisions of the Act.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Single Audit Findings

June 30, 2016

Effect

The Highways Division was not in compliance with the provisions of the Act requiring the timely receipt and review of certified payroll reports submitted by contractors and subcontractors to determine that their employees are paid prevailing wage rates.

Identification of a Repeat Finding

This is a report finding from the immediate previous audit reported as Finding 2015-001.

Recommendation

We again recommend that the Highways Division adhere to its internal policy requiring project engineers to obtain and review certified payroll reports on a timely basis (i.e., within 7 days after the pay checks are disbursed) to determine that the contractor or subcontractor is complying with the prevailing wage rate requirement. We also recommend that the Highways Division develop standardized procedures to document the date and time of receipt of the certified payroll reports, as well as the review and approval of those certified payroll reports by the project engineers.

Views of Responsible Officials and Planned Corrective Action

Management concurs with the finding. The Highways Division's existing policies on certified payroll submission, specifically Procedure No. 10-02-08 of the Highways Procedures Manual and the 2005 Standard Plans and Specifications, are strictly being enforced by constantly following up with the District Engineers that certified payroll must be received from contractors, date stamped and reviewed for compliance in a timely basis. Highways will also make sure that all the field construction offices are provided with date stamp equipment. The detail of this finding is being analyzed by the Construction and Maintenance Branch to find further solutions to this non-compliance. Fiscal year 2016 shows significant improvement in the timely receipt and review of certified payrolls as compared to fiscal year 2015 and is expected to continue in future fiscal years. All certified payrolls were date stamped when received and only a very few failed to show evidence documenting the review by the project engineer. Highways Division will also ensure that construction field offices are provided with the date stamp equipment.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Single Audit Findings

June 30, 2016

**Finding 2016-002
Subrecipient Monitoring**

**U.S. Federal Highways Administration
Highway Planning and Construction
CFDA No. 20.205**

Condition

For certain Highways Division capital projects, the Highways Division provides a portion of its federal awards to subrecipients such as the local counties in the State of Hawaii. Accordingly, the Highways Division is subject to subrecipient monitoring requirements applicable to federal awards. Under the terms of the Uniform Guidance, the Highways Division is required to include specific information about the federal award in all applicable subaward agreements.

As of June 30, 2016, the Highways Division had not yet implemented procedures to modify its subrecipient subaward agreements to include the level of detail required by the Uniform Guidance. Shortly after year-end, in September 2016, the Highways Division implemented a new subaward process, which included the preparation of subaward agreements containing all information specified by the Uniform Guidance. As a result, the Highways Division fully resolved this finding in September 2016.

Criteria

In accordance with the Uniform Guidance (2 CFR Part 200.331(a)), pass-through entities must ensure that every subaward is clearly identified to the subrecipient as a subaward and includes, amongst other required information; the subrecipient name, the period of performance start and end date, the federal award date, description of the project, applicable indirect cost rate, and CFDA number.

Cause

The Highways Division was fully aware of the importance of complying with the new subrecipient monitoring as defined in the Uniform Guidance. The Highways Division began its efforts early on to implement a revised subaward process that included modifying the format of subaward agreements to be in compliance with the Uniform Guidance. However, this proved to be a laborious and lengthy undertaking. The process was additionally challenging due to the unavailability of timely guidance and training until 2015.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Single Audit Findings

June 30, 2016

Effect

During fiscal year 2016, the Highways Division was not in compliance with the requirements of the Uniform Guidance requiring specific award information be included in applicable subaward agreements. However, as previously discussed, the Highways Division fully implemented their new subaward process in September 2016, which brought them into compliance with the subrecipient monitoring requirements as specified in the Uniform Guidance.

Recommendation

We recommend that the Highways Division continue to adhere to the new subrecipient award policy and procedures implemented in September 2016.

Views of Responsible Officials and Planned Corrective Action

Management concurs with this finding. As noted above, in September 2016, the Highways Division implemented a new subaward process, which included the preparation of subaward agreements containing all information specified by the Uniform Guidance. The Highways Division is now fully compliant with the respective requirements.

ORIGINAL



DEPT. COMM. NO. 338

**Highways Division
Department of Transportation
State of Hawaii**

Management Letter

June 30, 2016

Submitted by
THE AUDITOR
STATE OF HAWAII

January 17, 2017

The Auditor
Office of the Auditor
State of Hawaii

Mr. Ford Fuchigami
Director of Transportation
Highways Division
Department of Transportation
State of Hawaii

Ladies and Gentlemen:

In planning and performing our audit of the financial statements of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division), as of and for the year ended June 30, 2016, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, we considered the Highways Division's internal control over financial reporting (internal control) as a basis for designing auditing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Highways Division's internal control.

During the audit, we became aware of the following matters that we believe are opportunities for strengthening internal controls and operating efficiency. This letter does not affect our report dated January 17, 2017, on the Highways Division's financial statements.

Timely Transfer of Infrastructure Projects Placed in Service

In accordance with the Highways Division's policy, projects are transferred from construction in progress to the infrastructure account when a project is greater than 90% complete, which approximates when the project is actually placed in service. During the first year of service, the Highways Division records 50% of a full year's depreciation. In order to facilitate the identification of projects that should be transferred to the infrastructure account, the fiscal office provides a listing of all projects in the construction in progress account at year-end to the respective district engineers for their review and approval. The district engineers are requested to identify projects that are greater than 90% complete, projects that have been abandoned or impaired, and verify that the costs for the respective projects are reasonable.

During our audit, we noted that there were several projects aggregating \$63.0 million that were completed and physically placed in service during fiscal years 2013 through 2016; however, these projects were not properly transferred out of the construction in progress balance in the respective fiscal years. We noted that approximately \$4.5 million of additional depreciation expense should be recognized as of June 30, 2016, of which approximately \$2.7 million pertained to prior years.

Recommendation

We recommend that the Highways Division adhere to established policies and procedures to ensure that construction in progress is properly reviewed and transferred to the infrastructure account in a timely manner for financial reporting purposes.

Accounting for Capital Assets

The capital assets for all State departments and agencies are maintained by the Department of Accounting and General Services (DAGS) in the Fixed Asset Information System (FAIS). This information is used to inventory the State of Hawaii's (the State) capital assets and to facilitate the reporting of capital assets and related accumulated depreciation and depreciation expense in the State's comprehensive annual financial report.

The Highways Division's capital assets, net of accumulated depreciation, amounted to \$5 billion (92% of total assets) at June 30, 2016, and depreciation expense amounted to \$203 million for the year then ended. The Highways Division maintains detailed capital asset schedules contained in extensive multiple-tabbed Excel spreadsheets. These spreadsheets are used to track capital assets at a more detailed level than recorded in FAIS, to compute depreciation expense, and to maintain the accumulated depreciation balances. The Highways capital asset information should be reconciled to FAIS on a timely basis to maintain the integrity of the State's capital assets inventory.

During our audit of capital assets, we noted the following:

- The Highways Division cost information for infrastructure assets has historically been reconciled to FAIS on a one-year lag. We noted that the Highways Division provided the June 30, 2015 capital asset cost information to DAGS during fiscal year 2016. We noted that cost information for all other capital asset categories were provided to DAGS on a timely basis.
- In accordance with established policies and procedures, accumulated depreciation and depreciation expense are not reconciled to FAIS as those amounts are derived by the Highways Division based upon calculations using the Excel spreadsheets. Accumulated depreciation and depreciation expense amounts derived by DAGS using information contained by FAIS are significantly different from the Highways Division's amounts, and consequently, are not used by the Highways Division. This is primarily due to the difference in estimated useful lives used by the Highways Division and the State (FAIS) to depreciate various infrastructure assets.

We have been informed that an asset management module will be included in the requirements for a new Highways Division financial management system to allow the Highways Division to properly track the cost basis of capital assets, calculate annual depreciation expense, track accumulated depreciation balances, and

produce reports on a timely basis. An automated system should reduce the amount of time spent on manually tracking and calculating these amounts in Excel, minimize the potential for calculation errors, and enable the Highways Division to provide capital asset information to DAGS on a timely basis.

Recommendation

We again recommend that the Highways Division continue its efforts to implement an asset management module. Until an asset management module is implemented, we recommend that the Highways Division review existing policies and procedures to ensure that capital asset schedules are prepared accurately, are reviewed by a qualified individual, and reported to DAGS on a timely basis. The policies and procedures should include detailed instructions on how to accumulate the data necessary to update the capital asset spreadsheets, where data should be input into the spreadsheet to properly populate formulas, and which control totals should be used to ensure accuracy and completeness of the finalized schedules.

We also recommend that the Highways Division reconcile all infrastructure cost information to FAIS on a timely basis. Depreciation and accumulated depreciation information as calculated by the Highways Division should be provided to DAGS annually on a timely basis. This will enable the State to properly inventory the State's capital assets and to facilitate the reporting of capital assets and related accumulated depreciation and depreciation expense in the State's CAFR.

Implementation of New Financial Management System

The HWYAC system is the Highways Division's proprietary accounting system used to capture financial and project cost information. The HWYAC system provides more detailed information than FAMIS, the State's financial management system, and is used by the Highways Division for financial reporting, project costing, and federal reimbursement purposes.

Recognizing the need for a more efficient financial reporting and project costing system to replace the aging HWYAC system, the Highways Division entered into a contract with a developer in 2008 to implement a new financial management system (FAST) to replace the HWYAC system. FAST was brought on-line in July 2013; however, due to multiple issues encountered with the functionality of the system, FAST was taken off-line shortly thereafter. As of January 2017, nearly nine years after the Highways Division entered into an agreement to develop and implement FAST, the system has yet to be implemented. The project is currently at a halt due to a dispute with the software developer. The Highways Division is evaluating how to best proceed with the implementation of a new financial management system.

As of June 30, 2016, capitalized costs related to this project aggregated \$9 million, net of an \$8 million impairment loss recognized in the prior year. The Highways Division anticipates that significant additional developer and consultant costs, as well as significant Highways Division management and staff time, will be required to complete the implementation of a new financial management system.

Recommendation

We recommend that the Highways Division continue its efforts to implement a new financial management system that fully meets the accounting and reporting needs of the Highways Division, the State of Hawaii, and federal granting agencies.

January 17, 2017

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We also recommend that the Highways Division periodically review the valuation of capitalized software costs to ensure that there are no additional impairments due to technological advancements or other factors.

This communication is intended solely for the information and use of the Auditor, and the management and others within the Highways Division, and is not intended to be, and should not be, used by anyone other than these specified parties.

Sincerely,

KKDLV LLC

**Highways Division
Department of Transportation
State of Hawaii**

Financial Statements
(With Independent Auditors' Report Thereon)

June 30, 2016

Submitted by
THE AUDITOR
STATE OF HAWAII

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Financial Statements

June 30, 2016

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Independent Auditors' Report

The Auditor
State of Hawaii:

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and each major fund of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division), as of and for the year ended June 30, 2016, and the related notes to the basic financial statements, which collectively comprise the Highways Division's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of the Highways Division as of June 30, 2016, and the respective changes in financial position and the respective budgetary comparison of the State Highway Fund thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter – Relationship to the State of Hawaii

As discussed in Note 1 to the basic financial statements, the basic financial statements of the Highways Division are intended to present the financial position and the changes in financial position of only that portion of the governmental activities and each major fund of the State of Hawaii that is attributable to the transactions of the Highways Division. They do not purport to, and do not, present fairly the financial position of the State of Hawaii as of June 30, 2016, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

Other Matter – Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated January 17, 2017, on our consideration of the Highways Division's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Highways Division's internal control over financial reporting and compliance.

KKDLV LLC

Honolulu, Hawaii
January 17, 2017

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

The following Management's Discussion and Analysis (MD&A) of the Highways Division, Department of Transportation, State of Hawaii (the Highways Division) activities and financial performance provides the reader with an introduction and overview to the financial statements of the Highways Division as of and for the year ended June 30, 2016. This discussion has been prepared by management and should be read in conjunction with the financial statements and the notes thereto, which follow this section.

The Territorial Highway Department was created by the Territorial Legislature on April 24, 1925 by Act 78 to qualify Hawaii for participation in the Federal-Aid Program. The purpose of the Federal-Aid Program was to ensure the development of an integrated network of highways in the United States. Congress defined that the Federal government would provide the funds for construction on a matching contribution basis while the State or its political subdivisions would administer the highway.

The Department of Transportation was created in 1959 by the Hawaii State Government Reorganization Act. In creating the new department, the legislature transferred the responsibilities of the old Highway Department to the Highways Division of the new Department of Transportation.

The mission of the Highways Division is to facilitate the rapid, safe, and economical movement of people and goods within the State by providing, maintaining, and operating land transportation facilities and support services. The major goals of the Highways Division are to plan, design, construct, and maintain highway facilities. In addition, the Highways Division, together with the Statewide Transportation Planning Office, implements innovative and diverse approaches to congestion management to increase the efficiency of the transportation system.

The Highways Division is managed by the Division Administrator. Each island in the system is managed by a district manager with the exception of the Maui District, which includes the islands of Molokai and Lanai. The Staff Services Office, headed by the Administrative Services Officer, is responsible for personnel, budget, procurement, financial management, and methods, standards and evaluation functions of the Highways Division. Other major functional operations within the Highways Division include Project Coordination and Technical Services Office, Engineering Services Office, Motor Vehicle Safety Office, Planning Branch, Design Branch, Rights-of-Way Branch, Materials Testing and Research Branch, Construction and Maintenance Branch, and Traffic Branch.

OVERVIEW OF THE FINANCIAL STATEMENTS

This discussion and analysis is intended to serve as an introduction to the Highways Division's basic financial statements. The Highways Division's basic financial statements consist of three sections: 1) government-wide financial statements, 2) fund financial statements and 3) notes to the basic financial statements. These sections are described as follows:

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

Government-Wide Financial Statements

The government-wide statements report information about the Highways Division as a whole in a manner similar to a private-sector business. The statements provide both long-term and short-term information about the Highways Division's overall financial status. They are prepared using the economic resources measurement focus and the accrual basis of accounting. They take into account all revenues and expenses connected with the fiscal year, regardless of when cash is received or paid. The government-wide financial statements include the following two statements:

The *Statement of Net Position* presents all of the Highways Division's assets, deferred outflows of resources, and liabilities, with the difference reported as "net position." Over time, increases or decreases in the Highways Division's net position are an indicator of whether its financial health is improving or deteriorating.

The *Statement of Activities* presents information showing how the Highways Division's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will not result in cash flows until future fiscal periods.

The Highways Division's activities are considered governmental activities and are primarily funded by taxes, charges for services, and intergovernmental revenues.

The government-wide financial statements can be found on pages 15 and 16 of this report.

Fund Financial Statements

Governmental Funds

A fund is a grouping of related accounts that are used to maintain control over resources that have been segregated for specific activities or objectives. The Highways Division, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All funds of the Highways Division are considered governmental funds.

The fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on the balances of spendable resources available at the end of the fiscal year. Fund financial statements are prepared using the current financial resources measurement focus and the modified-accrual basis of accounting. These statements provide a detailed short-term view of the Highways Division's finances that assist in determining whether there will be adequate financial resources available to meet the current needs of the Highways Division.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
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Management's Discussion and Analysis – Unaudited

June 30, 2016

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the Highways Division's near-term financing decisions. A reconciliation to facilitate this comparison between governmental fund financial statements and government-wide financial statements is included on pages 19 and 22 of this report.

The Highways Division has three governmental funds, all of which are considered major funds for presentation purposes. That is, each major fund is presented in a separate column in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures, and changes in fund balances. The Highways Division's three governmental funds are the State Highway Fund (SHF) (a Special Revenue Fund), the Debt Service Fund, and the Capital Projects Fund.

The governmental funds financial statements can be found on pages 17 through 22 of this report.

Statement of Revenues and Expenditures - Budget and Actual - State Highway Fund (Non-GAAP Budgetary Basis)

The governmental funds financial statements are followed by a budgetary comparison statement, which compares the SHF's original budget, final budget, and actual amounts prepared on a budgetary basis. A reconciliation between the actual SHF revenues and expenditures compared to the SHF revenues and expenditures prepared for budgetary purposes is included in Note 3 to the basic financial statements.

The Statement of Revenues and Expenditures - Budget and Actual - State Highway Fund (Non-GAAP Budgetary Basis) can be found on page 23 of this report.

Fiduciary Funds

Fiduciary funds are used to account for assets held by the Highways Division on behalf of other departments of the State. The statement of fiduciary net position of the agency fund can be found on page 24.

Notes to the Basic Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and the governmental funds financial statements. The notes to the basic financial statements can be found on pages 25 through 58 of this report.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

FINANCIAL HIGHLIGHTS

Government-wide Financial Statements

The assets and deferred outflows of resources of the Highways Division exceeded its liabilities at June 30, 2016 by \$5 billion. Of this amount, \$220 million is considered unrestricted and may be used to meet the Highways Division's ongoing obligations.

The current year change in net position was an increase of \$4 million. This resulted from a change in net position before transfers of \$6 million and transfers of \$2 million to other State departments for debt service payments on general obligation bonds.

Fund Financial Statements

At June 30, 2016, the Highways Division's Governmental Funds reported a combined ending fund balance of \$378 million. The combined fund balance increased by \$65 million from the prior year's ending fund balance.

The Highways Division's State Highway Fund (SHF), the major operating fund, reported an ending fund balance of \$317 million. There was a \$91 million increase in fund balance for the year ended June 30, 2016.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
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Management's Discussion and Analysis – Unaudited

June 30, 2016

GOVERNMENT-WIDE FINANCIAL ANALYSIS

Statements of Net Position

As noted earlier, net position may serve over time as a useful indicator of the Highways Division's financial position. The Highways Division's assets and deferred outflows of resources exceeded liabilities by \$5 billion at June 30, 2016 and 2015.

	<u>2016</u>	<u>2015</u>
Assets		
Current and other assets	\$ 449,232,275	\$ 432,578,424
Capital assets, net	<u>5,031,609,267</u>	<u>5,047,490,243</u>
Total assets	<u>5,480,841,542</u>	<u>5,480,068,667</u>
Deferred Outflows of Resources		
Deferred charge on refunding, net	<u>751,619</u>	<u>1,332,534</u>
Liabilities		
Current liabilities	71,436,109	119,568,522
Long-term liabilities	<u>515,352,826</u>	<u>470,524,449</u>
Total liabilities	<u>586,788,935</u>	<u>590,092,971</u>
Net Position		
Net investment in capital assets	4,643,081,471	4,659,092,795
Restricted	31,870,137	41,289,211
Unrestricted	<u>219,852,618</u>	<u>190,926,224</u>
Total net position	<u>\$ 4,894,804,226</u>	<u>\$ 4,891,308,230</u>

**HIGHWAYS DIVISION
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The largest portion of the Highways Division's net position (95% at June 30, 2016 and 2015) reflects its net investment in capital assets (e.g., land and land improvements, buildings and improvements, vehicles and equipment, and infrastructure), which is net of any related debt used to acquire those assets that is still outstanding and deferred charge on refunding, net. The Highways Division uses these capital assets to provide services to citizens; therefore, these assets are not available for future spending. Although the Highways Division's net investment in capital assets is reported net of related debt, it should be noted that the resources needed to repay the debt must be provided from other sources, since capital assets themselves cannot be used to liquidate these liabilities.

An additional portion of the Highways Division's net position (1% at June 30, 2016 and 2015) represents resources that are subject to restrictions as to how they may be used. This primarily relates to net assets reserved for payment of the Highways Division's revenue bond debt service and capital activity. The remaining balance of unrestricted net position may be used to meet the Highways Division's on-going obligations to citizens and creditors.

Current and other assets increased by \$17 million from June 30, 2015 to June 30, 2016, primarily due to the increase in the other asset balance of \$60 million related to the assets underlying an equipment lease purchase agreement. This increase was offset by the decrease in restricted cash for debt service of \$22 million, cash and cash equivalents of \$11 million, and receivables from the U.S. government of \$12 million.

Capital assets, net decreased by \$16 million from June 30, 2015 to June 30, 2016, primarily because net additions to capital assets of \$187 million were offset by depreciation expense of \$203 million.

Current liabilities decreased by \$48 million from June 30, 2015 to June 30, 2016, primarily due to a \$21 million decrease in contracts payable related to capital and operating expenses, and a \$21 million decrease in revenue bonds payable from restricted assets.

Long-term liabilities increased by \$45 million from June 30, 2015 to June 30, 2016, primarily due to a new equipment purchase lease obligation of \$60 million, offset by a \$35 million decrease in revenue bonds payable attributable to principal repayments during the year.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

Statements of Activities

The following condensed financial information was derived from the government-wide Statements of Activities and reflects how the Highways Division's net position changed during the year.

	<u>2016</u>	<u>2015</u>
Expenses:		
Operations and maintenance	\$ 178,254,738	\$ 157,405,275
Depreciation expense	202,549,264	196,114,054
Administration of Highways Division	34,551,843	31,959,453
Interest expense	18,107,045	18,746,205
Motor Vehicle Safety Office	14,525,237	14,537,272
Surcharge on gross receipts	12,077,445	10,670,819
Other	9,146,487	23,549,715
Total expenses	<u>469,212,059</u>	<u>452,982,793</u>
Revenues:		
Program revenues:		
Capital grants and contributions	112,876,627	141,999,082
Operating grants and contributions	82,201,259	90,287,631
Charges for services	55,218,469	53,628,379
Total program revenues	<u>250,296,355</u>	<u>285,915,092</u>
General revenues:		
Taxes	222,174,654	215,188,108
Investment income and other	2,566,853	1,689,982
Total general revenues	<u>224,741,507</u>	<u>216,878,090</u>
Total revenues	<u>475,037,862</u>	<u>502,793,182</u>
Change in net position before transfers	5,825,803	49,810,389
Transfers	<u>(2,329,807)</u>	<u>(3,762,535)</u>
Change in net position	3,495,996	46,047,854
Net Position, beginning of year	<u>4,891,308,230</u>	<u>4,845,260,376</u>
Net Position, end of year	<u>\$ 4,894,804,226</u>	<u>\$ 4,891,308,230</u>

**HIGHWAYS DIVISION
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Total revenues decreased by \$28 million or 6% from \$503 million in fiscal year 2015 to \$475 million in fiscal year 2016, due primarily to a decrease in program revenues of \$36 million, offset by an increase in general revenues of \$8 million.

Program revenues, which comprise charges for services as well as capital and operating grants, accounted for 53% and 57% of total revenues in fiscal years 2016 and 2015, respectively. The largest components of program revenues (78% for fiscal year 2016 and 81% for fiscal year 2015) resulted from capital and operating grants and contributions primarily from the Federal Highway Administration for the maintenance and construction of roads and other infrastructure. Capital and operating grants and contributions decreased by \$37 million from \$232 million in fiscal year 2015 to \$195 million in fiscal year 2016.

General revenues, which consist of taxes, including state fuel taxes, vehicle weight taxes and penalties, and rental motor and tour vehicle surcharge taxes, as well as investment income, accounted for 47% and 43% of total revenues in fiscal year 2016 and 2015, respectively.

Total expenses increased by \$16 million or 4% from \$453 million in fiscal year 2015 to \$469 million in fiscal year 2016. Operating and maintenance, depreciation, and administrative expenses increased by \$21 million, \$6 million, and \$3 million, respectively, offset by a decrease in other expenses of \$14 million.

The fiscal year 2016 increase in net position of \$4 million resulted from the change in net position before transfers of \$6 million and a transfer out of \$2 million to other State departments for the payment of debt service on general obligation bonds. The fiscal year 2015 increase in net position of \$46 million resulted from the change in net position before transfers of \$50 million and a transfer out of \$4 million to other State departments for the payment of debt service on general obligation bonds.

FINANCIAL ANALYSIS OF THE HIGHWAYS DIVISION'S GOVERNMENTAL FUNDS

As noted earlier, the Highways Division uses fund accounting to ensure and demonstrate compliance with finance-related requirements.

The focus of the Highways Division's governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Highways Division's financing requirements.

At June 30, 2016, the Highways Division's Governmental Funds reported combined ending fund balances of \$378 million, representing an increase of \$65 million from the prior year. \$317 million of the fund balance is committed to indicate that amounts can only be used for specific purposes pursuant to formal action of the Legislature. \$60 million of the fund balance is restricted to indicate that amounts are restricted to specific purposes imposed by external parties.

**HIGHWAYS DIVISION
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June 30, 2016

At June 30, 2015, the Highways Division's Governmental Funds reported combined ending fund balances of \$313 million, representing an increase of \$105 million from the prior year. \$227 million of the fund balance is committed to indicate that amounts can only be used for specific purposes pursuant to formal action of the Legislature. \$86 million of the fund balance is restricted to indicate that amounts are restricted to specific purposes imposed by external parties.

The SHF is the major operating fund of the Highways Division. The State imposes taxes, fees, and charges relating to the operation and use of motor vehicles on the public highways of the State. These funds are deposited into the SHF established under Section 248-8, Hawaii Revised Statutes (HRS). Monies deposited in the SHF are used for acquisition, planning, design, construction, operation, repair, and maintenance of the State Highway System.

The current taxes, fees, and charges deposited to the SHF consist of: (1) the highway fuel taxes; (2) vehicle registration fees; (3) the vehicle weight tax; and (4) the rental motor vehicle and tour vehicle surcharge taxes. Together, these taxes, fees and charges accounted for most of the receipts of the SHF. Other sources of revenues include interest earnings on monies previously credited to the SHF, vehicle weight tax penalties, certain rental income from State Highway System properties, passenger motor vehicle inspection charges, overweight permits, sales of surplus lands, commercial license fees, and other miscellaneous revenues.

At June 30, 2016 and 2015, the total fund balance of the SHF was \$317 million and \$226 million, respectively. SHF's fund balance increased by \$91 million in the current year compared to a \$53 million increase in the prior year. The current year increase was mainly due to revenues over expenditures of \$71 million and capital debt proceeds related to an equipment lease of \$60 million, offset by transfers to other funds of \$40 million.

The Debt Service Fund (DSF) is used to track the revenue bond debt service for the Highways Division. Debt service requirements are transferred from the SHF. The debt service expenditures were \$33 million and \$53 million for fiscal year 2016 and fiscal year 2015, respectively.

The Capital Projects Fund accounts for the Highways Division's capital improvements program. At June 30, 2016, the CPF had a total fund balance of \$60 million. The CPF fund balance decreased by \$26 million in fiscal year 2016 as compared to a \$52 million increase in the prior year. The significant increase in the prior year fund balance was mainly due to \$121 million in other financing sources from the revenue bond issuances. Current year capital grants and contribution revenue decreased by \$29 million from the prior year, while expenditures for capital projects decreased by \$47 million, due primarily to a reduction in spending on Federal-aid projects.

HIGHWAYS DIVISION
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Management's Discussion and Analysis – Unaudited

June 30, 2016

STATE HIGHWAY FUND BUDGETARY HIGHLIGHTS

The final SHF budget had total revenues of \$259 million. The actual revenues on a budgetary basis were \$19 million more than the final budget, primarily due to actual rental motor and tour vehicle surcharge taxes, and other fees and penalties revenues being \$16 million more than budgeted.

Expenditures on the budgetary actual basis were \$19 million lower than the final budgeted amounts. The majority of the difference was due to actual operations and maintenance expenditures being \$10 million lower than the final budget. The lower than budgeted expenditures were mainly a result of two factors 1) payroll expenditures were lower than budgeted due to staffing vacancies, and 2) several projects were deferred due to higher priority federal-aid projects. Additionally, actual expenditures related to the administration of the Highways Division was \$10 million less than budgeted due to 1) lower payroll expenditures due to staffing vacancies, 2) lower debt service payments, and 3) administrative projects that were deferred to future years.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The Highways Division's investment in capital assets as of June 30, 2016 amounted to \$5 billion, net of accumulated depreciation of \$6 billion. This investment in capital assets includes land and land improvements, buildings and building improvements, vehicles and equipment, infrastructure assets and construction in progress. Infrastructure assets consist of land, roadways, tunnels and bridges, and miscellaneous roadway components.

During fiscal year 2016, the Highways Division had bid openings for 16 projects, with contract amounts totaling approximately \$67 million. There were 13 projects on Oahu, 2 projects on Maui, (includes Molokai and Lanai), and 1 project on Hawaii.

During fiscal year 2015, the Highways Division had bid openings for 7 projects, with contract amounts totaling approximately \$76 million. There were 4 projects on Oahu, 2 projects on Maui, (includes Molokai and Lanai), and 1 project on Kauai.

Additional information on the Highways Division's capital assets can be found in Note 8 to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

Long-Term Debt

As of June 30, 2016, outstanding State of Hawaii Highway Revenue Bonds amounted to \$408 million, compared to \$443 million as of June 30, 2015. These revenue bonds are payable solely from, and collateralized solely by, certain revenues held in the State Highway Fund. The proceeds of the revenue bonds are used to finance highway capital improvement projects and other related projects for the State Highways System.

See Notes 10 and 11 to the basic financial statements for additional information on the State of Hawaii Highway Revenue Bonds.

On September 8, 2016, the Highways Division issued \$103 million in Series 2016 A and \$101 million in Series 2016 B Revenue Bonds (the Bonds). The Bonds bear interest from 2.0% to 5.0% with maturity dates through January 2036. The Series 2016 B Revenue Bonds refunded \$72 million of Series 2008 Bonds and \$40 million of Series 2011 A Revenue Bonds. The refunding of the Series 2008 and the Series 2011 A Bonds provided net present value savings of approximately \$17 million.

As of June 30, 2016, \$3 million of State of Hawaii General Obligation Bonds were outstanding, compared to \$5 million as of June 30, 2015. These bonds are considered general obligations of the State, and not the Highways Division. Accordingly, no amounts are recorded by the Highways Division for these liabilities. The Highways Division makes debt service payments to repay principal and interest on these amounts. The payments for the fiscal year ended June 30, 2016 amounted to \$2 million, and the amount was recorded as a transfer in the accompanying financial statements. See Note 12 to the basic financial statements for further information on the general obligation bonds.

The Highways Division's revenue bond rating by Moody's Investors Service, Inc., Standard & Poor's Corporation, and Fitch IBCA, Inc. are "Aa2," "AA+," and "AA," respectively.

Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies, and assumptions of its own. There is no assurance that such ratings will continue for any given period of time or that such ratings will not be revised downward, suspended, or withdrawn entirely by the rating agencies if, in the judgment of such rating agencies, circumstances so warrant. The State undertakes no responsibility to oppose any such revision, suspension, or withdrawal.

In July 2015, the Highways Division entered into a \$60 million equipment lease purchase agreement to fund the installation and acquisition of energy conservation measures at selected Highways Division locations. Lease payments will commence on August 1, 2017 and continue through August 1, 2031 at an interest rate of 2.63%. See Note 15 to the basic financial statements for further information on this capital lease obligation.

Additional information on the Highways Division's other long-term liabilities can be found in Note 10 to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Management's Discussion and Analysis – Unaudited

June 30, 2016

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the Highways Division's finances for all interested parties. Questions concerning any of the information provided in this report or requests for additional information should be addressed to Gerald Dang, Administrative Services Officer, State of Hawaii, Department of Transportation, Highways Division, 869 Punchbowl Street, Honolulu, Hawaii, 96813.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Activities

Statement of Net Position

June 30, 2016

Assets:	
Cash and cash equivalents	\$ 329,923,589
Receivables, net:	
Due from U.S. government	26,331,358
Due from city and counties	12,158,961
Due from State of Hawaii	1,568,970
Other receivables	220,302
Restricted cash and cash equivalents:	
Revenue bond debt service	9,750,839
Security deposits	8,992,165
Other assets	60,286,091
Capital assets, net of accumulated depreciation	<u>5,031,609,267</u>
Total assets	<u>5,480,841,542</u>
Deferred outflows of resources:	
Deferred charge on refunding, net	<u>751,619</u>
Liabilities:	
Accounts payable	21,727,042
Accrued payroll	4,795,007
Contracts payable:	
Current portion	19,547,345
Retained payable	6,608,411
Other liabilities	15,300
Payable from restricted assets:	
Interest payable	9,750,839
Security deposits	8,992,165
Long-term liabilities:	
Due within one year:	
Accrued vacation payable	3,394,963
Workers' compensation payable	887,279
Revenue bonds payable	35,800,000
Due after one year:	
Accrued vacation payable	8,104,587
Workers' compensation payable	4,745,318
Accrued interest payable	1,379,014
Capital lease obligation	60,286,091
Revenue bonds payable	<u>400,755,574</u>
Total liabilities	<u>586,788,935</u>
Net Position:	
Net investment in capital assets	4,643,081,471
Restricted for debt service and capital projects activity	31,870,137
Unrestricted	<u>219,852,618</u>
Total net position	<u>\$ 4,894,804,226</u>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Activities

Statement of Activities

Year Ended June 30, 2016

Expenses:

Operations and maintenance:	
Oahu highways and services	\$ 85,126,618
Kauai highways and services	4,748,963
Maui highways and services	18,711,347
Hawaii highways and services	14,079,586
Molokai highways and services	7,073,977
Lanai highways and services	545,259
Pass through for County highways and services	47,968,988
Depreciation expense	202,549,264
Administration of Highways Division	34,551,843
Motor Vehicle Safety Office	14,525,237
Surcharge on gross receipts	12,077,445
Capital projects	8,678,687
Loss on disposal of capital assets	467,800
Interest expense	18,107,045
	<hr/>
Total expenses	469,212,059

Program Revenues:

Capital grants and contributions	112,876,627
Operating grants and contributions	82,201,259
Charges for services:	
Vehicle registration fees	45,044,087
Other fees and permits	3,235,168
Penalties and fines	5,577,415
Rentals	1,361,799
	<hr/>
Total program revenues	250,296,355

General Revenues:

Taxes:	
State fuel taxes	87,767,626
Vehicle weight taxes and penalties	79,534,591
Rental motor and tour vehicle surcharge taxes	54,872,437
Investment income	1,824,443
Non-imposed fringe benefits	742,410
	<hr/>
Total general revenues	224,741,507
	<hr/>
Total revenues	475,037,862
	<hr/>
Change in net position before transfers	5,825,803

Transfers

	<hr/>
Change in net position	(2,329,807)
	<hr/>
	3,495,996

Net Position:

Beginning of year	4,891,308,230
	<hr/>
End of year	\$ 4,894,804,226
	<hr/>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Funds

Balance Sheet

June 30, 2016

	State Highway Fund	Debt Service Fund	Capital Projects Fund	Total
Assets:				
Cash and cash equivalents	\$ 214,514,611	\$ -	\$ 115,408,978	\$ 329,923,589
Receivables:				
Due from capital projects fund	52,002,305	-	-	52,002,305
Due from U.S. government	15,368,931	-	10,962,427	26,331,358
Due from city and counties	12,151,096	-	7,865	12,158,961
Due from State of Hawaii	1,568,970	-	-	1,568,970
Other receivables	220,302	-	-	220,302
Restricted cash and cash equivalents:				
Revenue bond debt service	-	9,750,839	-	9,750,839
Security deposits	8,992,165	-	-	8,992,165
Other assets	60,286,091	-	-	60,286,091
Total assets	<u>\$ 365,104,471</u>	<u>\$ 9,750,839</u>	<u>\$ 126,379,270</u>	<u>\$ 501,234,580</u>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Activities (Continued)

Balance Sheet

June 30, 2016

	State Highway Fund	Debt Service Fund	Capital Projects Fund	Total
Liabilities:				
Accounts payable	\$ 20,636,569	\$ -	\$ 1,090,473	\$ 21,727,042
Accrued payroll	4,795,007	-	-	4,795,007
Contracts payable:				
Current portion	9,635,362	-	9,911,983	19,547,345
Retainage payable	3,637,194	-	2,971,217	6,608,411
Payable from restricted assets:	-			
Interest payable	-	9,750,839	-	9,750,839
Security deposits	8,992,165	-	-	8,992,165
Due to State Highway Fund	-	-	52,002,305	52,002,305
Other liabilities	15,300	-	-	15,300
Total liabilities	47,711,597	9,750,839	65,975,978	123,438,414
Fund Balances:				
Restricted - Capital Projects Fund	-	-	60,403,292	60,403,292
Committed - State Highway Fund	317,392,874	-	-	317,392,874
Total fund balances	317,392,874	-	60,403,292	377,796,166
Total liabilities and fund balances	\$ 365,104,471	\$ 9,750,839	\$ 126,379,270	\$ 501,234,580

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Reconciliation of the Governmental Funds Balance Sheet to the Statement of Net Position

June 30, 2016

Total Fund Balances - Governmental Funds	\$ 377,796,166
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Amounts reported for governmental activities in the statement of net position are different because:

Capital assets used in governmental activities are not financial resources and therefore are not reported in the Governmental Funds financial statements. These assets consist of:

Governmental capital assets	\$ 10,627,840,650	
Less accumulated depreciation	<u>(5,596,231,383)</u>	
		5,031,609,267

Deferred charges on refunding are recorded as expenditures in Governmental Funds financial statements when incurred. However, in Government-Wide financial statements, such amounts are recorded as a deferred outflow of resources and amortized over the life of the related bonds.

751,619

Long-term liabilities are not due and payable in the current period and therefore are not reported in the Governmental Funds financial statements:

Revenue bonds payable	(436,555,574)	
Capital lease obligation	(60,286,091)	
Accrued vacation payable	(11,499,550)	
Workers' compensation payable	(5,632,597)	
Accrued interest payable	<u>(1,379,014)</u>	
		<u>(515,352,826)</u>

Net Position of Governmental Activities	<u>\$ 4,894,804,226</u>
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See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances

Year Ended June 30, 2016

	State Highway Fund	Debt Service Fund	Capital Projects Fund	Total
Expenditures:				
Operations and maintenance:				
Oahu highways and services	\$ 99,533,775	\$ -	\$ -	\$ 99,533,775
Kauai highways and services	18,091,519	-	-	18,091,519
Maui highways and services	25,906,402	-	-	25,906,402
Hawaii highways and services	22,856,210	-	-	22,856,210
Molokai highways and services	7,073,977	-	-	7,073,977
Lanai highways and services	545,259	-	-	545,259
Pass through for County highways and services	47,968,988	-	-	47,968,988
Administration of Highways Division	42,738,907	-	-	42,738,907
Motor Vehicle Safety Office	14,525,237	-	-	14,525,237
Surcharge on gross receipts	12,077,445	-	-	12,077,445
Capital projects	-	-	143,471,385	143,471,385
Debt service:				
Principal payments	-	13,640,000	-	13,640,000
Interest expense	-	19,778,778	-	19,778,778
Total expenditures	291,317,719	33,418,778	143,471,385	468,207,882
Program Revenues:				
Charges for services:				
Vehicle registration fees	45,044,087	-	-	45,044,087
Other fees and permits	3,229,890	-	-	3,229,890
Penalties and fines	5,577,415	-	-	5,577,415
Rentals	1,361,799	-	-	1,361,799
Operating grants and contributions	82,201,259	-	-	82,201,259
Capital grants and contributions	-	-	112,881,905	112,881,905
Total program revenues	137,414,450	-	112,881,905	250,296,355

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Governmental Funds

Statement of Revenues, Expenditures, and Changes in Fund Balances (Continued)

Year Ended June 30, 2016

	State Highway Fund	Debt Service Fund	Capital Projects Fund	Total
General Revenues:				
Taxes:				
State fuel taxes	\$ 87,767,626	\$ -	\$ -	\$ 87,767,626
Vehicle weights taxes and penalties	79,534,591	-	-	79,534,591
Rental motor and tour vehicle surcharge taxes	54,872,437	-	-	54,872,437
Investment income	1,824,443	-	-	1,824,443
Non-imposed fringe benefits	742,410	-	-	742,410
Total general revenues	224,741,507	-	-	224,741,507
Revenues over (under) expenditures	70,838,238	(33,418,778)	(30,589,480)	6,829,980
Other Financing Sources (Uses):				
Transfers in	-	33,418,778	4,530,514	37,949,292
Transfers out	(40,279,099)	-	-	(40,279,099)
Capital debt proceeds	60,286,091	-	-	60,286,091
Total other financing sources (uses)	20,006,992	33,418,778	4,530,514	57,956,284
Revenues and other financing sources over (under) expenditures and other financing uses	90,845,230	-	(26,058,966)	64,786,264
Fund Balances:				
Beginning of year	226,547,644	-	86,462,258	313,009,902
End of year	\$ 317,392,874	\$ -	\$ 60,403,292	\$ 377,796,166

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION**

Reconciliation of the Governmental Funds Statement of Revenues, Expenditures,
and Changes in Fund Balances to the Statement of Activities

Year Ended June 30, 2016

Net Change in Fund Balances - Total Governmental Funds		\$ 64,786,264
Amounts reported for governmental activities in the statement of activities are different because:		
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives and reported as depreciation expense:		
Expenditures for capital assets	\$ 187,136,088	
Loss of disposal of capital assets	(467,800)	
Less current fiscal year depreciation	<u>(202,549,264)</u>	
		(15,880,976)
Capital debt proceeds provide current financial resources to governmental funds; however, issuing debt increases long-term liabilities in the statement of net assets.		(60,286,091)
Repayment of long-term debt is reported as expenditures in the Governmental Funds financial statements, but the repayment reduces long-term liabilities in the Government-Wide financial statements:		
Bond principal repayment	34,920,000	
Change in debt service liability recognized in debt service fund	<u>(21,280,000)</u>	
		13,640,000
Original issue premium and deferred charge on refunding are reported as incurred in governmental funds as they require the use of current financial resources. However, in the Government-Wide financial statements, these amounts are deferred and amortized to expense over the remaining life of the related bond:		
Amortization of bond premiums	3,631,662	
Amortization of deferred charge on refunding	<u>(580,915)</u>	
		3,050,747
Other revenues and expenditures in the Government-Wide financial statements do not provide or use current financial resources and therefore are not reported as revenues and expenditures in Governmental Funds financial statements.		<u>(1,813,948)</u>
Change in Net Position - Governmental Activities		<u><u>\$ 3,495,996</u></u>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

State Highway Fund

Statement of Revenues and Expenditures - Budget and Actual (Non-GAAP Budgetary Basis)

Year Ended June 30, 2016

	<u>Original</u>	<u>Final</u>	<u>Actual on Budgetary Basis</u>	<u>Variance Over (Under)</u>
Revenues:				
State fuel taxes	\$ 87,689,000	\$ 87,689,000	\$ 87,767,626	\$ 78,626
Vehicle weight taxes	78,076,000	78,076,000	79,440,183	1,364,183
Rental motor and tour vehicle surcharge taxes	43,713,000	43,713,000	54,872,437	11,159,437
Vehicle registration fees	44,004,000	44,004,000	44,071,387	67,387
Investment income	714,000	714,000	1,809,202	1,095,202
Other fees and penalties	4,998,000	4,998,000	9,815,081	4,817,081
	<u>259,194,000</u>	<u>259,194,000</u>	<u>277,775,916</u>	<u>18,581,916</u>
Expenditures:				
Operations and maintenance:				
Oahu highways and services	107,380,915	107,585,029	106,612,657	(972,372)
Kauai highways and services	15,650,246	15,428,843	13,741,262	(1,687,581)
Maui highways and services	21,240,610	21,114,993	19,939,271	(1,175,722)
Hawaii highways and services	27,704,384	27,780,912	21,864,176	(5,916,736)
Molokai highways and services	5,691,107	5,862,678	5,595,170	(267,508)
Lanai highways and services	4,017,070	4,020,107	3,908,290	(111,817)
Administration of Highways Division including debt service	57,867,342	58,278,128	48,736,256	(9,541,872)
Surcharge on gross receipts	11,277,751	11,277,751	12,795,718	1,517,967
Motor Vehicle Safety Office	9,191,109	9,232,858	8,869,674	(363,184)
	<u>260,020,534</u>	<u>260,581,299</u>	<u>242,062,474</u>	<u>(18,518,825)</u>
Revenues over (under) expenditures and other uses	<u>\$ (826,534)</u>	<u>\$ (1,387,299)</u>	<u>\$ 35,713,442</u>	<u>\$ 37,100,741</u>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Agency Fund

Statement of Fiduciary Net Position

June 30, 2016

Asset:

Cash and cash equivalents	<u>\$ 4,106,873</u>
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Total asset	<u><u>\$ 4,106,873</u></u>
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Liability:

Due to others	<u>\$ 4,106,873</u>
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Total liability	<u><u>\$ 4,106,873</u></u>
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See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to the Basic Financial Statements

June 30, 2016

(1) Financial Reporting Entity

Act 1, Session Laws of Hawaii (SLH), Second Special Session 1959, the Hawaii State Government Reorganization Act of 1959 (the Act), established the Department of Transportation (the Department) whose function is to establish, maintain, and operate transportation facilities of the State of Hawaii (the State), including highways, airports, harbors and such other transportation facilities and activities as may be authorized by law. The Department's activities are carried out through three primary operating divisions: Airports, Harbors, and Highways (the Highways Division). Through the Highways Division, the Department has general supervision of the management and maintenance of the State Highways System and the location, design, and construction of new highways and facilities. The Highways Division provides supervision to assure completion of State highway contracts in accordance with plans and specifications.

Taxes, fees and charges authorized and collected relating to the operation and use of motor vehicles on public highways of the State are deposited into the State Highway Fund, and expenditures for purposes of the Act are made from the State Highway Fund.

The State Highway Fund also includes the Motor Vehicle Safety Office (MVSO). The MVSO was originally established as the Highway Safety Coordinator's Office to implement the 1967 Hawaii Highway Safety Act. It was reorganized by the 1977 State Legislature to encompass the additional duty of the safety of operations of heavy motor vehicles. The MVSO is assigned as a staff office under the Highways Division.

The accompanying financial statements present only the activities of the Highways Division and are not intended to present fairly the financial position of the governmental activities and the respective major funds of the State, and the respective changes in financial position and the respective budgetary comparison for the year then ended in conformity with accounting principles generally accepted in the United States of America (GAAP).

(2) Significant Accounting Policies

Basis of Presentation

The Highways Division's financial statements are prepared in conformity with GAAP. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles.

Governmental Funds Financial Statements

The accounts of the Highways Division are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues and

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to the Basic Financial Statements

June 30, 2016

expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. For financial reporting purposes, the Highways Division includes all funds that are controlled by or dependent on the Highways Division's administrative head. Control by or dependence on the Division was determined on the basis of statutory authority and monies flowing through the Highways Division to each fund or account.

Governmental funds are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Under this method, revenues are recognized when measurable and available. The Highways Division considers all revenues reported in the governmental funds to be available if the revenues are collected within 90 days after year-end. Revenues susceptible to accrual include federal grants and tax and fee revenues. Expenditures are recorded when the related fund liability is incurred, except for principal and interest on general long-term debt, claims and judgments, and compensated absences, which are recognized as expenditures when payment is due. General capital asset acquisitions are reported as expenditures in governmental funds. Proceeds of general long-term debt are reported as other financing sources.

A description of the funds administered by the Highways Division and included in the governmental funds financial statements follows:

State Highway Fund – The State Highway Fund generally accounts for revenues and expenditures for highway operations, maintenance and administration.

The State Highway Fund is a special revenue fund of the State established by Section 248-8, Hawaii Revised Statutes (HRS). All fuel taxes collected under Section 243-4, HRS except county fuel taxes, aviation fuel taxes, and taxes on fuel sold for use by small boats are deposited in the State Highway Fund.

Section 248-9, HRS provides that monies in the State Highway Fund shall be expendable by the Department of Transportation for the design, construction, reconstruction, repair and maintenance, and for acquisition of rights-of-way for public highways included in the State Highway Fund established under Section 264-41, HRS.

Debt Service Fund – The Debt Service Fund accounts for the Highways Division's financial resources obtained and used for the payment of principal and interest on State of Hawaii Highway Revenue Bonds.

Capital Projects Fund – The Capital Projects Fund accounts for the Highways Division's construction projects and the related sources of financing.

The accompanying financial statements include highway projects authorized by legislative acts through June 30, 2016.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to the Basic Financial Statements

June 30, 2016

GASB Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions*, provides guidance on classifying fund balances into specially defined classifications and clarifies definitions for governmental fund types.

Nonspendable – Balances that cannot be spent because they are either (a) not in spendable form or (b) legally or contractually required to be maintained intact.

Restricted – Balances that are restricted for specific purposes by external parties such as creditors, grantors or other governments.

Committed – Balances that can only be used for specific purposes pursuant to constraints imposed by formal action of the state legislature.

Assigned – Balances that are constrained by management to be used for specific purposes, but are neither restricted nor committed.

Unassigned – Residual balances that are not contained in the other classifications.

Government-Wide Financial Statements

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met. The effect of interfund activity has been removed from these financial statements.

Statement of Net Position – The statement of net position includes all capital assets and long-term liabilities that are excluded from the Governmental Funds financial statements. The net position is reported in three categories: net investment in capital assets; restricted for debt service and capital projects activity; and unrestricted.

Statement of Activities – The statement of activities reports expenses and revenues in a format that focuses on the cost of the Highways Division's programs. Revenues are classified as either program revenues or general revenues. Program revenues include charges paid by users, as well as capital or operating grants. Revenues that are not classified as program revenues, including all taxes are presented as general revenues.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to the Basic Financial Statements

June 30, 2016

Fiduciary Fund Financial Statement

The agency fund is used to account for assets held by the Highways Division on behalf of other departments of the State. Cash and cash equivalents reported in the agency fund statement of fiduciary net position consist of amounts held in State Treasury, including deposits received and held for others in the amount of \$4,106,873 at June 30, 2016.

Cash and Cash Equivalents

Cash and cash equivalents consist of amounts held in State Treasury as discussed in Note 4.

Restricted Cash and Cash Equivalents

Restricted cash and cash equivalents consist of amounts held in State Treasury, the use of which is legally restricted. Restricted cash and cash equivalents accounts for the principal and interest amounts accumulated to make debt service payments on the Highways Division's revenue bonds and also include security deposits collected from third parties.

Amounts Held in State Treasury

The State's investments held in the State Treasury are reported at fair value within the fair value hierarchy established by GAAP. Investments in U.S. government obligations are reported at fair value based on quoted prices or other observable inputs, including pricing matrices. Investments in certificates of deposit and repurchase agreements are reported at fair value using cost-based measures due to the nonparticipating nature of these securities.

Fair Value Measurements

The Highways Division measures the fair value of assets and liabilities as the price that would be received to sell an asset or paid to transfer a liability in the principal or most advantageous market in an orderly transaction between market participants at the measurement date. The fair value hierarchy distinguishes between independent observable inputs and unobservable inputs used to measure fair value, as follows:

- Level 1* - Quoted prices (unadjusted) in active markets for identical assets or liabilities.
- Level 2* - Inputs other than quoted market prices included in Level 1 that are observable for an asset or liability, either directly or indirectly.
- Level 3* - Unobservable inputs for an asset or liability reflecting the reporting entity's own assumptions. Level 3 inputs are used to measure fair value to the extent that observable Level 1 or 2 inputs are not available.

**HIGHWAYS DIVISION
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII**

Notes to the Basic Financial Statements

June 30, 2016

Receivables

Receivables are reported at their gross value when earned and are reduced by the estimated portion that is expected to be uncollectible. The allowance for uncollectible accounts is based on collection history and current information regarding the credit worthiness of the tenants and others doing business with the Highways Division. When continued collection activity results in receipt of amounts previously written off, revenue is recognized for the amount collected.

Capital Assets

Capital assets, which include land and land improvements, buildings and improvements, vehicles and equipment, infrastructure (i.e. roads, bridges, tunnels), and construction in progress, are reported in the government-wide statement of net position. Such assets are recorded at cost or at estimated fair market value at the date of donation. Capital outlays are recorded as expenditures of the State Highway Fund or Capital Projects Fund in the governmental funds and as assets in the government-wide statement of net assets to the extent the capitalization threshold is met.

Capital assets are depreciated by the straight-line method over their useful lives estimated by management as follows:

<u>Class of Assets</u>	<u>Estimated Useful Life</u>	<u>Capitalization Threshold</u>
Land improvements	15 years	\$ 100,000
Buildings	30 years	\$ 100,000
Building improvements	30 years	\$ 100,000
Vehicles and equipment	5 to 7 years	\$ 5,000
Infrastructure	28 to 75 years	\$ 100,000

Disposals of assets are recorded by removing the costs and related accumulated depreciation from the accounts with the resulting gain or loss recorded in operations.

Repairs and maintenance, and minor replacements, renewals, and betterments are charged against operations. Major replacements, renewals, and betterments are capitalized.

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The Highways Division only has one

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item that qualifies for reporting in this category. It is the deferred charge on refunding reported in the statement of net position.

In addition to liabilities, the statement of net position may include a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Highways Division does not have any deferred inflows of resources at June 30, 2016.

Long-Term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities. Bond premiums are deferred and amortized over the life of the bonds using the effective interest method.

In the governmental funds financial statements, bond premiums are recognized as paid. The face amount of debt and any related premium are reported as other financing sources.

Bond Issuance Costs

Costs relating to the issuance of bonds are expensed as incurred in the accompanying financial statements.

Refunding of Debt

The difference between the reacquisition price and the net carrying amount of the old debt is deferred and amortized as a component of interest expense in a systematic and rational manner over the remaining life of the old debt or the life of the new debt, whichever is shorter. The deferred charge on refunding, net amounted to \$751,619 at June 30, 2016, and is reported as deferred outflows of resources in the statement of net position.

Compensated Absences

It is the Highways Division's policy to permit employees to accumulate earned but unused vacation and sick leave benefits. There is no liability for unpaid accumulated sick leave since sick leave is not convertible to pay upon termination of employment. All vacation pay is accrued when incurred in the accompanying financial statements.

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Employees' Retirement System

The Highways Division's contributions to the Employees' Retirement System of the State of Hawaii (the ERS) are based on the current contribution rate determined by the State Department of Budget and Finance. The Highways Division's policy is to fund its required contribution each pay period.

Risk Management

The Highways Division is exposed to various risks of loss from torts; theft of, damage to, or destruction of assets; errors or omissions; natural disasters; and injuries to employees. The State is self-insured for workers' compensation as discussed in Note 17. Liabilities related to these losses are reported when it is probable that the losses have occurred and the amount of those losses can be reasonably estimated.

Intrafund and Interfund Transactions

Significant transfers of financial resources between activities included within the same fund are offset within that fund. Transfers of revenues from funds authorized to receive them to funds authorized to expend them have been recorded as operating transfers in the financial statements.

Use of Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Recently Issued Accounting Pronouncements

GASB Statement No. 72

The Highways Division adopted GASB Statement No. 72, *Fair Value Measurement and Application*, effective July 1, 2015. The statement requires governments to measure certain assets and liabilities at fair value using a consistent and more detailed definition of fair value and accepted valuation techniques. The statement also enhances fair value application guidance and disclosure. This statement did not have a material effect on the Highways Division's financial statements.

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GASB Statement No. 75

The GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions*, which will become effective for financial statements for the fiscal years beginning after June 15, 2017. This statement addresses accounting and financial reporting for OPEB plans that are provided to the employees of state and local governmental employers. This statement establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expense/expenditures.

This statement replaces the requirements of GASB Statement No. 45 (Statement No. 45), *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, as amended, and GASB Statement No. 57, *OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans*, for OPEB. The Highways Division is currently evaluating the impact that this statement will have on its financial statements.

GASB Statement No. 76

The Highways Division adopted GASB Statement No. 76, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*, effective July 1, 2015. The statement supersedes GASB No. 55, *The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments*. The statement reduces GAAP to two categories of authoritative GAAP and addresses the use of authoritative and nonauthoritative literature in the event that the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. This statement did not have a material effect on the Highway Division's financial statements.

GASB Statement No. 82

The GASB issued Statement No. 82, *Pension Issues - An Amendment of GASB Statements No. 67, No. 68, and No. 73*. This statement addresses certain issues that have been raised with respect to Statements No. 67, *Financial Reporting for Pension Plans*, No. 68, *Accounting and Financial Reporting for Pensions* (Statement No. 68), and No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68*. The requirements of this statement are effective for reporting periods beginning after June 15, 2016. The Highway Division is currently evaluating the impact that this statement will have on its financial statements.

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(3) Budget and Budgetary Accounting

State Highway Fund

In the statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) for the State Highway Fund, amounts reflected as original and amended budgeted revenues are the official estimates as compiled by the Highways Division's management and the State Department of Budget and Finance at the time of budget consideration and adoption by the State Legislature. Revenue received from federal grants-in-aid is not included in the statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) for the State Highway Fund since such grants are normally reimbursements of costs incurred on approved projects.

In the case of expenditures, the original and amended budgeted amounts reflected on the statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) for the State Highway Fund are derived primarily from acts of the State Legislature and from other authorizations contained in other specific appropriation acts in various Session Laws of Hawaii.

Allotments are made and expenditures are controlled at the program level for the State Highway Fund. Allotments for the State Highway Fund lapse at year-end.

The reconciliation of the budgetary actual revenues over expenditures as shown on the statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) for the State Highway Fund to the Governmental Funds statement of revenues, expenditures, and changes in fund balances for the State Highway Fund is as follows:

Revenues over expenditures and other uses, non-GAAP budgetary basis	\$ 35,713,442
Federal grants in aid	82,201,259
Operating transfers out of the Highways Division for debt service	2,329,807
Pass through expenditures for county projects	(47,968,988)
Other adjustments to modified accrual basis of accounting	<u>(1,437,282)</u>
Revenues over expenditures, before other financing sources (uses), GAAP basis	<u><u>\$ 70,838,238</u></u>

Capital Projects Fund

Excess Capital Projects Fund allotments lapse after completion of the project, which is generally two or three years subsequent to allotment. Funds allotted as part of a qualified federal award program do not lapse.

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(4) Cash and Cash Equivalents

Cash and cash equivalents at June 30, 2016, consisted of amounts held in State Treasury and are reflected in the accompanying financial statements at June 30, 2016 as follows:

	Governmental Activities	Agency Fund	Total
Cash and cash equivalents	\$ 329,923,589	\$ 4,106,873	\$ 334,030,462
Restricted cash and cash equivalents:			
Reserve bond debt service	9,750,839	-	9,750,839
Security deposits	8,992,165	-	8,992,165
Total cash and cash equivalents	<u>\$ 348,666,593</u>	<u>\$ 4,106,873</u>	<u>\$ 352,773,466</u>

Amounts Held in State Treasury

The State pools all excess funds into an investment pool that is administered by the State Department of Budget and Finance and is used by various state departments and agencies, including the Highways Division. The Director of Finance is responsible for the safekeeping of all monies paid into the State Treasury. The Director of Finance pools and invests any monies of the State, which in the Director of Finance's judgment, are in excess of the amounts necessary for meeting the specific requirements of the State. Investment earnings are allocated to the pool participants based upon their equity interest in the pooled monies. Legally authorized investments are listed in the Hawaii Revised Statutes.

At June 30, 2016, amounts held in State Treasury by the Highways Division totaled \$352,773,466. The amounts held in State Treasury reported in the accompanying statement of net position reflects the Highways Division's relative position in the State's investment pool based upon the average monthly investment balance of each participant in the investment pool.

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Information relating to the cash and investments in State Treasury is determined on a statewide basis and not for individual departments or agencies. Information regarding the carrying amount and corresponding bank balances of the investment pool and collateralization of the investment pool balances is included in the comprehensive annual financial report (CAFR) of the State.

The Employer-Union Benefits Trust Fund of the State of Hawaii maintains an investment pool that is held separately from the State investment pool. Accordingly, those investments are not presented in the accompanying State investment pool disclosures.

The following table presents the fair value of the investments included in the State's investment pool at June 30, 2016 (amounts expressed in thousands):

June 30, 2016				
Fair Value Measurements Using				
	Reported Value	Quoted Prices in Active Markets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Primary government:				
Investments measured by fair value level:				
U.S. government securities	\$ 2,079,266	\$ 948,149	\$ 1,131,117	\$ -
Investments measured at amortized cost:				
Certificates of deposit	861,410			
Repurchase agreements	29,704			
Total investments	<u>\$ 2,970,380</u>			
Fiduciary funds:				
Investments measured by fair value level:				
U.S. government securities	\$ 157,539	\$ 71,838	\$ 85,701	\$ -
Investments measured at amortized cost:				
Certificates of deposit	65,266			
Repurchase agreements	2,250			
Total investments	<u>\$ 225,055</u>			

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Investments in U.S. government securities consist of U.S. treasury bills and U.S. treasury notes and bonds, and are valued based on quoted prices in active markets or other observable inputs, including pricing matrices. Investments in certificates of deposit and repurchase agreements are valued at amortized cost.

The following table presents the investments included in the State's investment pool by maturity period at June 30, 2016 (amounts in thousands):

	Fair value	Maturity (in years)		
		Less than 1	1-5	>5
Investments - primary government:				
U.S. government securities	\$ 2,079,266	\$ 997,545	\$ 1,073,773	\$ 7,948
Certificates of deposit	861,410	829,635	31,775	-
Repurchase agreements	29,704	29,704	-	-
Total investments	<u>\$ 2,970,380</u>	<u>\$ 1,856,884</u>	<u>\$ 1,105,548</u>	<u>\$ 7,948</u>
Investments - fiduciary funds:				
U.S. government securities	\$ 157,539	\$ 75,581	\$ 81,356	\$ 602
Certificates of deposit	65,266	62,859	2,407	-
Repurchase agreements	2,250	2,250	-	-
Total investments	<u>\$ 225,055</u>	<u>\$ 140,690</u>	<u>\$ 83,763</u>	<u>\$ 602</u>

Interest Rate Risk

As a means of limiting its exposure to fair value losses arising from rising interest rates, the State's investment policy generally limits maturities on investments to not more than five years from the date of investment.

Credit Risk

The State's investment policy limits its investments to investments in state and U.S. treasury securities, time certificates of deposit, U.S. government or agency obligations, repurchase agreements, commercial paper, banker's acceptances, and money market funds maintaining a Triple-A rating.

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Custodial Risk

For an investment, custodial risk is the risk that, in the event of the failure of the counterparty, the State will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The State's investments are held at broker/dealer firms, which are protected by the Securities Investor Protection Corporation (SIPC) up to a maximum amount. Excess-SIPC coverage is provided by the firms' insurance policies. In addition, the State requires the institutions to set aside in safekeeping certain types of securities to collateralize repurchase agreements. The State monitors the market value of these securities and obtains additional collateral when appropriate.

Concentration of Credit Risk

The State's policy provides guidelines for portfolio diversification by placing limits on the amount the State may invest in any one issuer, types of investment instruments, and position limits per issue of an investment instrument.

(5) Tax and Fee Revenues

State Fuel Tax

The primary source of revenue for the State Highway Fund is the state tax on liquid (motor vehicle) fuel. For fiscal year 2016, the tax imposed on each gallon of fuel was as follows:

Gasoline	16 cents
Diesel fuel:	
Non-highway use	1 cents
Highway use	16 cents
Liquefied petroleum gas	5.2 cents

Vehicle Weight Tax and Penalties

The vehicle weight tax was 1.75 to 2.25 cents per pound of net vehicle weight, to a maximum of \$300 per vehicle.

Rental Motor and Tour Vehicle Surcharge Taxes

The rental motor vehicle surcharge tax was \$3.00 a day that a rental motor vehicle is rented or leased.

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The tour vehicle surcharge tax was \$65 a month for tour vehicles categorized by the Public Utilities Commission as an over 25-passenger carrier vehicle and \$15 a month for tour vehicles categorized as an 8 to 25 passenger carrier vehicle.

Vehicle Registration and Motor Carrier Safety Inspection Fees

The vehicle registration fee was \$45 per vehicle, of which \$5 is earmarked for deposit into the Emergency Medical Services (EMS) special fund. During the year ended June 30, 2016 the Highways Division collected approximately \$5,633,000 on behalf of the EMS special fund.

The motor carrier safety inspection fee was \$1.50 per vehicle every six months.

(6) Federal Grants-In-Aid

The Highways Division has projects in progress in which part of the funding is being provided by the Federal Highway Administration (FHWA) through grants-in-aid. Such projects are generally accounted for in the Capital Projects and State Highway Funds. At June 30, 2016, receivables totaling \$26,331,358 from the U.S. government are comprised of billed costs, pending reimbursement, as well as unbilled costs, which are eligible for reimbursement.

In addition, the MVSO has projects in progress in which part of the funding is being provided through federal grants-in-aid. The grants contain various compliance requirements, which must be met by the MVSO, including a matching of the grant amounts with state and local highway safety expenditures as defined in a formula. MVSO's matching requirement is met through the expenditures of the Division of Driver Education, The Judiciary, State of Hawaii. Cost reimbursement by the FHWA and National Highway Traffic Safety Administration (NHTSA) are subject to final audit by federal agencies. In addition, FHWA and NHTSA reserve the right to examine the Highways Division for economy, efficiency, and program results. The Highways Division's management believes that any federal aid received as of June 30, 2016 that might be required to be repaid to the FHWA or NHTSA based on federal audits would not be material to the financial position of the various funds of the Highways Division at June 30, 2016, or the results of operations of such funds for the year then ended.

(7) Non-Imposed Fringe Benefits

Payroll fringe benefit costs of employees of the Highways Division are assumed by the State and are not charged to the Highways Division's operating funds. These costs approximating \$742,000 for fiscal year 2016 have been reported as revenues and expenditures in the State Highway Fund.

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(8) Capital Assets

Changes in capital assets during the year ended June 30, 2016 was as follows:

	Balance July 1, 2015	Additions	Deductions	Transfers	Balance June 30, 2016
Nondepreciable assets:					
Land	\$ 440,373,145	\$ 943,205	\$ (467,800)	\$ -	\$ 440,848,550
Construction in progress	441,589,199	177,267,794	-	(280,651,927)	338,205,066
Software under development	9,272,719	-	-	-	9,272,719
Infrastructure	819,369,450	-	-	-	819,369,450
Total nondepreciable assets	1,710,604,513	178,210,999	(467,800)	(280,651,927)	1,607,695,785
Depreciable assets:					
Land improvements	2,215,473	-	-	-	2,215,473
Building and improvements	47,352,074			681,549	48,033,623
Vehicles and equipment	65,387,941	8,925,089	(962,152)	-	73,350,878
Infrastructure	8,616,574,513	-	-	279,970,378	8,896,544,891
	8,731,530,001	8,925,089	(962,152)	280,651,927	9,020,144,865
Less accumulated depreciation	(5,394,644,271)	(202,549,264)	962,152	-	(5,596,231,383)
Total depreciable assets, net	3,336,885,730	(193,624,175)	-	280,651,927	3,423,913,482
Total capital assets, net	\$ 5,047,490,243	\$ (15,413,176)	\$ (467,800)	\$ -	\$ 5,031,609,267

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(9) Net Position

At June 30, 2016, net position consisted of the following:

Net investment in capital assets:

Net property, plant and equipment	\$ 5,031,609,267
Less: Revenue bonds payable	(436,555,574)
Add: Unspent debt proceeds	47,276,159
Add: Deferred charge on refunding, net	<u>751,619</u>
Total net investment in capital assets	<u>4,643,081,471</u>

Restricted for debt service and capital projects activity:

Restricted for capital projects	60,403,292
Restricted for debt service	9,750,839
Restricted for security deposits	8,992,165
Less: Unspent debt proceeds	<u>(47,276,159)</u>
Total restricted for debt service and capital activity	<u>31,870,137</u>

Unrestricted

	<u>219,852,618</u>
Total net position	<u><u>\$ 4,894,804,226</u></u>

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(10) General Long-Term Liabilities

Changes in general long-term liabilities during the year ended June 30, 2016 were as follows:

	<u>Balance July 1, 2015</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance June 30, 2016</u>	<u>Amount Due Within One Year</u>
Accrued vacation payable	\$ 11,265,375	\$ 4,861,313	\$ (4,627,138)	\$ 11,499,550	\$ 3,394,963
Workers' compensation payable	5,431,838	1,088,038	(887,279)	5,632,597	887,279
Capital lease obligation	-	60,286,091	-	60,286,091	-
Accrued interest payable	-	1,379,014	-	1,379,014	-
Revenue bonds payable	442,810,000	-	(34,920,000)	407,890,000	35,800,000
Revenue bonds payable - unamortized premium	<u>32,297,236</u>	<u>-</u>	<u>(3,631,662)</u>	<u>28,665,574</u>	<u>-</u>
Total governmental activities long-term liabilities	<u>\$ 491,804,449</u>	<u>\$ 67,614,456</u>	<u>\$ (44,066,079)</u>	<u>\$ 515,352,826</u>	<u>\$ 40,082,242</u>

(11) Revenue Bonds

In 1993, the Director of the Department of Transportation issued the *Certificate of the Director of Transportation Providing for the Issuance of State of Hawaii Highway Revenue Bonds* (Certificate). Subsequent issues of revenue bonds were covered by supplemental certificates to the original 1993 Certificate.

These revenue bonds are payable solely from, and collateralized solely by, the revenues held in the State Highway Fund consisting primarily of highway fuel taxes, vehicle registration fees, vehicle weight taxes, rental motor vehicle and tour vehicle surcharge taxes, and interest earnings on monies previously credited to the State Highway Fund. The proceeds of the revenue bonds are used to

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finance certain highway capital improvement projects and other related projects for the State Highways System.

On July 1, 1998, the Highways Division issued \$94,920,000 in State of Hawaii Highway Revenue Bond, Series 1998 (1998 Bonds). The 1998 Bonds bear interest at rates ranging from 4.0% to 5.5% and mature in increasing annual installments through 2018. The 1998 Bonds maturing on and after July 1, 2009 through July 1, 2016 are subject to redemption at the option of the State on or after July 1, 2008 at prices at 100% of face value plus accrued interest.

On February 20, 2005, the Highways Division issued \$60,000,000 in State of Hawaii Revenue Bonds Series A (2005A Bonds). The 2005A Bonds bear interest at rates ranging from 3.0% to 5.0% and mature in annual installments through 2021. The 2005A Bonds maturing on and after July 1, 2016 are subject to redemption at the option of the State at 100% plus accrued interest. These bonds were issued at a premium of \$3,155,926, which will be amortized over the life of the bonds using the effective interest method.

On February 20, 2005, the Highways Division issued \$123,915,000 in State of Hawaii Revenue Bonds Series B (2005B Bonds) with interest rates ranging from 3.0% to 5.25% and mature in annual installments through 2021. The 2005B Bonds were issued to refund \$128,705,000 of outstanding bonds (refunded bonds) with interest rates ranging from 4.95% to 5.6% comprised of the following:

<u>Series</u>	<u>Interest Rates</u>	<u>Principal Refunded</u>
1996	5.25-5.60%	\$ 26,135,000
1998	5.00-5.25%	\$ 30,275,000
2000	4.95-5.50%	\$ 31,340,000
2001	5.25-5.38%	\$ 40,955,000

On December 17, 2008, the Highways Division issued \$125,175,000 in State of Hawaii Revenue Bonds, Series 2008 (2008 Bonds). The 2008 Bonds bear interest at rates ranging from 4.0% to 6.00% and mature in annual installments through 2029. The 2008 Bonds maturing on and after January 1, 2020 are subject to redemption at the option of the State at 100% plus accrued interest. These bonds were issued at a premium of \$857,616, which will be amortized over the life of the bonds using the effective interest method.

On December 15, 2011, the Highways Division issued \$112,270,000 in State of Hawaii Revenue Bonds Series 2011A (2011A Bonds). The 2011A Bonds bear interest at rates ranging from 0.75% to 5.0% and mature in annual installments through 2032. These bonds were issued at a premium of \$13,152,124, which will be amortized over the life of the bonds using the effective interest method.

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On December 15, 2011, the Highways Division issued \$5,095,000 in State of Hawaii Revenue Bonds Series 2011B (2011B Bonds) with an interest rate of 4.0% and mature in annual installments through 2032. These bonds were issued at a premium of \$466,702, which will be amortized over the life of the bonds using the effective interest method. The 2011B bonds were issued to provide funds for a current refunding of the outstanding 2001 Bonds. The payments for the current refunding of revenue bonds amounted to \$5,400,000.

On August 14, 2014, the Highways Division issued \$103,375,000 in State of Hawaii Revenue Bonds Series 2014A (2014A Bonds). The 2014A Bonds bear interest at rates ranging from 2.0% to 5.0% and mature in annual installments through 2034. These bonds were issued at a premium of \$17,291,491, which will be amortized over the life of the bonds using the effective interest method.

On August 14, 2014, the Highways Division also issued \$32,285,000 in State of Hawaii Revenue Bonds Series 2014B (2014B Bonds). The 2014B Bonds bear interest at rates ranging from 3.0% to 5.0% and mature in annual installments through 2026. These bonds were issued at a premium of \$5,865,358, which will be amortized over the life of the bonds using the effective interest method.

On August 14, 2014, the Highways Division also issued \$28,020,000 in State of Hawaii Revenue Bonds Series 2014C (2014C Bonds). The 2014C Bonds bear interest at rates ranging from 0.4% to 1.6% and mature in annual installments through 2018.

The following is a summary of revenue bonds issued and outstanding at June 30, 2016:

<u>Series</u>	<u>Interest Rates</u>	<u>Final Maturity Date (July 1)</u>	<u>Original Amount of Issue</u>	<u>Outstanding Amount</u>
1998	4.00-5.50%	2018	\$ 94,920,000	\$ 27,580,000
2005	3.00-5.25%	2021	183,915,000	27,630,000
2008	4.00-6.00%	2029	125,175,000	94,765,000
2011	0.75-5.00%	2032	117,365,000	101,295,000
2014	0.40-5.00%	2034	163,680,000	156,620,000
			<u>\$ 685,055,000</u>	407,890,000
Add: unamortized premium				28,665,574
Less: current portion				<u>(35,800,000)</u>
Noncurrent portion				<u>\$ 400,755,574</u>

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During 2016, \$33,418,778 was transferred from the State Highway Fund to the Debt Service Fund for repayment of revenue bonds principal of \$13,640,000 on January 1, 2016 and interest of \$10,027,939 and \$9,750,839 due on January 1, 2016 and July 1, 2016, respectively.

The approximate maturities in each of the next five years and thereafter are as follows:

<u>Years Ending June 30</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2017	\$ 35,800,000	\$ 19,501,678	\$ 55,301,678
2018	37,000,000	18,238,523	55,238,523
2019	38,860,000	16,464,719	55,324,719
2020	25,850,000	14,912,350	40,762,350
2021	27,125,000	13,615,275	40,740,275
2022-2026	114,535,000	50,874,681	165,409,681
2027-2031	97,245,000	21,914,088	119,159,088
2032-2034	31,475,000	2,738,100	34,213,100
Total	<u>\$ 407,890,000</u>	<u>\$ 158,259,414</u>	<u>\$ 566,149,414</u>

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(12) Operating Transfers

Operating transfers accounted for in the Governmental Funds statement of revenues, expenditures, and changes in fund balances as other financing sources and uses, and on the government-wide statement of activities as transfers, are summarized as follows:

	<u>State Highway Fund</u>	<u>Debt Service Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
Funding of highway capital projects	\$ (4,530,514)	\$ -	\$ 4,530,514	\$ -
Reimbursement to State for debt service on general obligation bonds	(2,329,807)	-	-	(2,329,807)
Funding of revenue bond debt service	<u>(33,418,778)</u>	<u>33,418,778</u>	<u>-</u>	<u>-</u>
	<u>\$ (40,279,099)</u>	<u>\$ 33,418,778</u>	<u>\$ 4,530,514</u>	<u>\$ (2,329,807)</u>

Funding of Highway Capital Projects

Funding of highway capital projects by the State Highway Fund is recognized when received by the Capital Projects Fund.

Reimbursement to State for Debt Service

Allocated portions of the State's general obligation bonds have been designated by the Director of Finance, State of Hawaii, to be reimbursed from the State Highway Fund. These bonds are the obligations of the State and are not included in these financial statements. The amount of the Highways Division's reimbursement to the State for debt service is primarily determined by the Director of Finance, State of Hawaii.

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The annual amounts required to amortize the designated portions of general obligation bonds as of June 30, 2016 are as follows:

<u>Years Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2017	\$ 1,913,584	\$ 50,379	\$ 1,963,963
2018	954,094	15,984	970,078
2019	2,433	389	2,822
2020	2,558	267	2,825
2021	2,688	139	2,827
2022 - 2027	99	18	117
Total	<u>\$ 2,875,456</u>	<u>\$ 67,176</u>	<u>\$ 2,942,632</u>

Debt service reimbursements are accounted for as expenditures of the Administration of Highway Division program on the Governmental Funds statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) for the State Highway Fund, and are accounted for as other financing transfers out of the State Highway Fund on the Governmental Funds statement of revenues, expenditures, and changes in fund balances. Reimbursement payments of \$2,329,807 consisted of \$2,240,796 for principal and \$89,011 for interest for the year ended June 30, 2016.

(13) Retirement Benefits

Pension Plan

Plan Description

Generally, all full-time employees of the State and counties, which includes the Highways Division, are required to be members of the ERS, a cost-sharing multiple-employer defined benefit pension plan that administers the State's pension benefits program. Benefits, eligibility, and contribution requirements are governed by HRS Chapter 88 and can be amended through legislation.

Benefits Provided

The ERS Pension Trust is comprised of three pension classes for membership purposes and considered to be a single plan for accounting purposes since all assets of the ERS may legally be used to pay the benefits of any of the ERS members or beneficiaries. The ERS provides retirement, disability, and death benefits with three membership classes known as the noncontributory, contributory, and hybrid retirement classes. The three classes provide a monthly retirement allowance equal to the benefit multiplier (generally 1.25% or 2%) multiplied by the average final

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compensation multiplied by years of credited service. Average final compensation for members hired prior to July 1, 2012 is an average of the highest salaries during any three years of credited service, excluding any salary paid in lieu of vacation for employees hired January 1, 1971 or later and the average of the highest salaries during any five years of credited service including any salary paid in lieu of vacation for members hired prior to January 1, 1971. For members hired after June 30, 2012, average final compensation is an average of the highest salaries during any five years of credited service excluding any salary paid in lieu of vacation.

Each retiree's original retirement allowance is increased on each July 1 beginning the calendar year after retirement. Retirees first hired as members prior to July 1, 2012 receive a 2.5% increase each year of their original retirement allowance without a ceiling. Retirees first hired as members after June 30, 2012 receive a 1.5% increase each year of their original retirement allowance without a ceiling. The annual increase is not compounded.

The following summarizes the provisions relevant to the largest employee groups of the respective membership class. Retirement benefits for certain groups, such as police officers, firefighters, some investigators, sewer workers, judges, and elected officials, vary from general employees.

Noncontributory Class

Retirement Benefits

General employees' retirement benefits are determined as 1.25% of average final compensation multiplied by the years of credited service. Employees with ten years of credited service are eligible to retire at age 62. Employees with 30 years of credited service are eligible to retire at age 55.

Disability Benefits

Members are eligible for service-related disability benefits regardless of length of service and receive a lifetime pension of 35% of their average final compensation. Ten years of credited service is required for ordinary disability. Ordinary disability benefits are determined in the same manner as retirement benefits but are payable immediately, without an actuarial reduction, and at a minimum of 12.5% of average final compensation.

Death Benefits

For service-connected deaths, the surviving spouse/reciprocal beneficiary receives a monthly benefit of 30% of the average final compensation until remarriage or re-entry into a new reciprocal beneficiary relationship. Additional benefits are payable to surviving dependent children up to age 18. If there is no spouse/reciprocal beneficiary or dependent children, no benefit is payable.

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Ordinary death benefits are available to employees who were active at the time of death with at least ten years of credited service. The surviving spouse/reciprocal beneficiary (until remarriage/reentry into a new reciprocal beneficiary relationship) and dependent children (up to age 18) receive a benefit equal to a percentage of member's accrued maximum allowance unreduced for age or, if the member was eligible for retirement at the time of death, the surviving spouse/reciprocal beneficiary receives 100% joint and survivor lifetime pension and the dependent children receive a percentage of the member's accrued maximum allowance unreduced for age.

Contributory Class for Members Hired Prior to July 1, 2012

Retirement Benefits

General employees' retirement benefits are determined as 2% of average final compensation multiplied by the years of credited service. General employees with five years of credited service are eligible to retire at age 55.

Police officers and firefighters' retirement benefits are determined using the benefit multiplier of 2.5% for qualified service, up to a maximum of 80% of average final compensation. Police officers and firefighters with five years of credited service are eligible to retire at age 55. Police officers and firefighters with 25 years of credited service are eligible to retire at any age, provided the last five years is service credited in these occupations.

Disability Benefits

Members are eligible for service-related disability benefits regardless of length of service and receive a one-time payment of the member's contributions and accrued interest plus a lifetime pension of 50% of their average final compensation. Ten years of credited service is required for ordinary disability. Ordinary disability benefits are determined as 1.75% of average final compensation multiplied by the years of credited service but are payable immediately, without an actuarial reduction, and at a minimum of 30% of average final compensation.

Death Benefits

For service-connected deaths, the surviving spouse/reciprocal beneficiary receives a lump sum payment of the member's contributions and accrued interest plus a monthly benefit of 50% of the average final compensation until remarriage or re-entry into a new reciprocal beneficiary relationship. If there is no surviving spouse/reciprocal beneficiary, surviving children (up to age 18) or dependent parents are eligible for the monthly benefit. If there is no spouse/reciprocal beneficiary or dependent children/parents, the ordinary death benefit is payable to the designated beneficiary.

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Ordinary death benefits are available to employees who were active at time of death with at least one year of service. Ordinary death benefits consist of a lump sum payment of the member's contributions and accrued interest plus a percentage of the salary earned in the 12 months preceding death, or 50% Joint and Survivor lifetime pension if the member was not eligible for retirement at the time of death but was credited with at least ten years of service and designated one beneficiary, or 100% Joint and Survivor lifetime pension if the member was eligible for retirement at the time of death and designated one beneficiary.

Contributory Class for Members Hired After June 30, 2012

Retirement Benefits

General employees' retirement benefits are determined as 1.75% of average final compensation multiplied by the years of credited service. General employees with ten years of credited service are eligible to retire at age 60.

Police officers and firefighters' retirement benefits are determined using the benefit multiplier of 2.25% for qualified service, up to a maximum of 80% of average final compensation. Police officers and firefighters with ten years of credited service are eligible to retire at age 60. Police officers and firefighters with 25 years of credited service are eligible to retire at any age, provided the last five years is service credited in these occupations.

Disability and Death Benefits

Members are eligible for service-related disability benefits regardless of length of service and receive a lifetime pension of 50% of their average final compensation plus refund of contributions and accrued interest. Ten years of credited service is required for ordinary disability. Ordinary disability benefits are 3.0% of average final compensation for each year of service for judges and elected officers and 1.75% of average final compensation for each year of service for police officers and firefighters and are payable immediately, without an actuarial reduction, at a minimum of 30% of average final compensation.

Death benefits for contributory members hired after June 30, 2012 are generally the same as those for contributory members hired June 30, 2012 and prior.

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Hybrid Class for Members Hired Prior to July 1, 2012

Retirement Benefits

General employees' retirement benefits are determined as 2% of average final compensation multiplied by the years of credited service. General employees with five years of credited service are eligible to retire at age 62. General employees with 30 years of credited service are eligible to retire at age 55.

Disability Benefits

Members are eligible for service-related disability benefits regardless of length of service and receive a lifetime pension of 35% of their average final compensation plus refund of their contributions and accrued interest. Ten years of credited service is required for ordinary disability. Ordinary disability benefits are determined in the same manner as retirement benefits but are payable immediately, without an actuarial reduction, and at a minimum of 25% of average final compensation.

Death Benefits

For service-connected deaths, the designated surviving spouse/reciprocal beneficiary receives a lump sum payment of the member's contributions and accrued interest plus a monthly benefit of 50% of the average final compensation until remarriage or re-entry into a new reciprocal beneficiary relationship. If there is no surviving spouse/reciprocal beneficiary, surviving dependent children (up to age 18) or dependent parents are eligible for the monthly benefit. If there is no spouse/reciprocal beneficiary or dependent children/parents, the ordinary death benefit is payable to the designated beneficiary.

Ordinary death benefits are available to employees who were active at time of death with at least five years of service. Ordinary death benefits consist of a lump sum payment of the member's contributions and accrued interest plus a percentage multiplied by 150%, or 50% Joint and Survivor lifetime pension if the member was not eligible for retirement at the time of death but was credited with at least ten years of service and designated one beneficiary, or 100% Joint and Survivor lifetime pension if the member was eligible for retirement at the time of death and designated one beneficiary.

Hybrid Class for Members Hired After June 30, 2012

Retirement Benefits

General employees' retirement benefits are determined as 1.75% of average final compensation multiplied by the years of credited service. General employees with ten years of credited service

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are eligible to retire at age 65. Employees with 30 years of credited service are eligible to retire at age 60. Sewer workers, water safety officers, and emergency medical technicians may retire with 25 years of credited service at age 55.

Disability and Death Benefits

Provisions for disability and death benefits generally remain the same except for ordinary death benefits. Ordinary death benefits are available to employees who were active at time of death with at least ten years of service. Ordinary death benefits consist of a lump sum payment of the member's contributions and accrued interest, or 50% Joint and Survivor lifetime pension if the member was not eligible for retirement at the time of death but was credited with at least ten years of service and designated one beneficiary, or 100% Joint and Survivor lifetime pension if the member was eligible for retirement at the time of death and designated one beneficiary.

Contributions

Contributions are established by HRS Chapter 88 and may be amended through legislation. The employer rate is set by statute based on the recommendations of the ERS actuary resulting from an experience study conducted every five years. Since July 1, 2005, the employer contribution rate is a fixed percentage of compensation, including the normal cost plus amounts required to pay for the unfunded actuarial accrued liabilities. The contribution rates for fiscal year 2016 were 25.0% for police officers, and firefighters and 17.0% for all other employees.

The employer is required to make all contributions for noncontributory members. Contributory members hired prior to July 1, 2012 are required to contribute 7.8% of their salary, except for police officers and firefighters who are required to contribute 12.2% of their salary. Contributory members hired after June 30, 2012 are required to contribute 9.8% of their salary, except for police officers and firefighters who are required to contribute 14.2% of their salary. Hybrid members hired prior July 1, 2012 are required to contribute 6.0% of their salary. Hybrid members hired after June 30, 2012 are required to contribute 8.0% of their salary.

The Highways Division's contributions to the ERS for fiscal years 2016, 2015, and 2014 were approximately \$8,652,000, \$8,182,000, and \$7,879,000, respectively. The Highways Division contributed 100% of its required contribution for each of those years.

Pension Liability, Pension Expense, and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pension

Measurement of the actuarial valuation of the pension liability, pension expense, and deferred outflows of resources and deferred inflows of resources related to pension is made for the State as a whole and is not separately computed for the individual state departments and agencies such as the Highways Division. The State's policy on the accounting and reporting for its pension plan

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allocates the pension liability, pension expense, and deferred outflows of resources and deferred inflows of resources related to pension to only component units and proprietary funds that are reported separately in stand-alone departmental financial statements or in the State's CAFR based upon a systematic methodology. Accordingly, the Highways Division's proportionate share of the State's pension liability, pension expense, and deferred outflows of resources and deferred inflows of resources related to pension is not reported in the accompanying financial statements.

Additional disclosures and required supplementary information stipulated by Statement Nos. 68 and 71 pertaining to the State's net pension liability, pension expense, and deferred outflows of resources and deferred inflows of resources related to pension can be found in the State's CAFR. The State's CAFR can be obtained at the Department of Accounting and General Services' website: <http://hawaii.gov/dags/rpts>.

Post-Retirement Health Care and Life Insurance Benefits

The State, pursuant to Act 88, SLH of 2001, is a participating employer in an agent, multiple-employer defined benefit plan providing certain health care and life insurance benefits to all qualified employees. The Employer-Union Health Benefits Trust Fund (the EUTF) was established on July 1, 2003 to provide a single delivery system of health benefits for state and county workers, retirees, and their dependents.

For employees hired before July 1, 1996, the State pays the entire base monthly contribution for employees retiring with ten or more years of credited service, and 50% of the base monthly contribution for employees retiring with fewer than ten years of credited service. A retiree can elect a family plan to cover dependents.

For employees hired after June 30, 1996, but before July 1, 2001, and who retire with fewer than ten years of service, the State makes no contributions. For those retiring with at least ten years but fewer than 15 years of service, the State pays 50% of the base monthly contribution. For those retiring with at least 15 years but fewer than 25 years of service, the State pays 75% of the base monthly contribution. For those employees retiring with at least 25 years of service, the State pays 100% of the base monthly contribution. Retirees in this category can elect a family plan to cover dependents.

For employees hired on or after July 1, 2001, and who retire with fewer than ten years of service, the State makes no contributions. For those retiring with at least ten years but fewer than 15 years of service, the State pays 50% of the base monthly contribution. For those retiring with at least 15 years but fewer than 25 years of service, the State pays 75% of the base monthly contribution. For those employees retiring with at least 25 years of service, the State pays 100% of the base monthly contribution. Only single plan coverage is provided for retirees in this category. Retirees can elect family coverage, but must pay the difference.

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For active employees, the employer's contributions are based upon negotiated collective bargaining agreements. Employer contributions for employees not covered by collective bargaining agreements and for retirees are prescribed by the HRS.

The State is required to contribute the annual required contribution of the employer (ARC), an amount actuarially determined. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal costs each year and to amortize any unfunded actuarial liabilities over a period not to exceed 30 years.

The State's CAFR includes the required footnote disclosures and required supplementary information in accordance with the provisions of GASB Statement No. 45, including the actuarial methods and assumptions used.

Contributions

Contributions are financed on a pay-as-you-go basis and the Highways Division's contributions for the years June 30, 2016, 2015, and 2014 were approximately \$4,765,000, \$5,053,000, and \$5,100,000, respectively.

OPEB Liability

The actuarial valuation of the EUTF does not provide other postemployment benefits (OPEB) information by department or agency. The State's policy on the accounting and reporting for OPEB is to allocate a portion of the State's ARC, interest, and any adjustment to the ARC, to component units and proprietary funds that are reported separately in stand-alone departmental financial statements or in the State's CAFR. Accordingly, the Highways Division's proportionate share of the State's OPEB liability is not reported in the accompanying financial statements.

Deferred Compensation Plan

The State offers its employees a deferred compensation plan created in accordance with Section 457 of the Internal Revenue Code. The plan, which is available to all State employees, permits employees to defer a portion of their compensation until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency.

All plan assets are held in a trust fund to protect them from claims of general creditors. The State has no responsibility for loss due to the investment or failure of investment of funds and assets in the plan, but does have the duty of due care that would be required of an ordinary prudent investor. Accordingly, the assets and liabilities of the State's deferred compensation plan are not reported in the accompanying financial statements.

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(14) Transactions With Other Government Agencies

The State assesses a surcharge of 5% for central service expenses on all receipts of the State Highway Fund, after deducting any amounts pledged, charged, or encumbered for the payment of bonds and interest during the year. During fiscal year 2016, the assessment amounted to approximately \$12,077,400, which is included as the caption surcharge on gross receipts expense/expenditures in the accompanying financial statements.

The Highways Division is also assessed a percentage of the cost of the general administration expenses of the Department. During fiscal year 2016, assessments net of amounts refunded amounted to approximately \$5,179,600 which is included in administration of Highways Division expense/expenditures in the accompanying financial statements.

(15) Lease Commitments

Capital Lease Obligation

On July 8, 2015, the Highways Division entered into an equipment lease purchase agreement with Johnson Controls, Inc. to fund the installation and acquisition of energy conservation measures at selected Highways Division locations. Proceeds of \$60,286,091 were deposited into an acquisition fund held in trust by an acquisition fund custodian to provide for future payments as requested by the Highways Division. The acquisition fund and costs incurred to date are reported as other assets in the accompanying statement of net position and balance sheet – governmental funds. The agreement also provides for financing the portion of interest accruing between July 8, 2015 through July 31, 2016, which will be applied toward the principal of the lease. Accrued interest payable at June 30, 2016 aggregated \$1,379,014, which will be financed over the term of the equipment lease obligation and is presented separately from the capital lease obligation in the accompanying statement of net position. Lease payments will commence on August 1, 2017 and continue through August 1, 2031 at an interest rate of 2.63%.

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Future minimum lease payments are as follows:

Years Ending June 30,	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2018	\$ 1,731,203	\$ 1,629,888	\$ 3,361,091
2019	1,984,121	1,584,357	3,568,478
2020	2,254,406	1,532,175	3,786,581
2021	2,543,062	1,472,884	4,015,946
2022-2026	17,755,372	6,190,838	23,946,210
2027-2031	28,427,030	3,329,201	31,756,231
2032	<u>6,969,911</u>	<u>191,404</u>	<u>7,161,315</u>
 Total future minimum lease payments	 61,665,105	 <u>\$ 15,930,747</u>	 <u>\$ 77,595,852</u>
 Less financed accrued interest through June 30, 2016	 <u>(1,379,014)</u>		
 Capital lease obligation	 <u>\$ 60,286,091</u>		

Operating Leases

Rental Expenditures

The Highways Division leases office and baseyard space under various long-term operating lease agreements expiring at various dates through fiscal year 2018. Rental expenditures are recorded based on the terms of the lease agreements.

Scheduled annual minimum rental payments are as follows:

Years Ending June 30,	
2017	\$ 665,000
2018	<u>498,000</u>
Total	<u>\$ 1,163,000</u>

The total rental expenditures during fiscal year 2016 for operating leases were approximately \$1,275,000.

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Rental Revenue

The Highways Division is a lessor of various properties under non-cancelable lease agreements that expire through fiscal year 2044. Scheduled annual minimum revenues through 2021 and in five-year increments thereafter are as follows:

Years Ending June 30,	
2017	\$ 446,000
2018	452,000
2019	415,000
2020	372,000
2021	372,000
2022-2026	1,840,000
2027-2031	940,000
2032-2036	405,000
2037-2041	370,000
2042-2044	191,000
Total	<u>\$ 5,803,000</u>

(16) Commitments

Condemnation Proceedings

The Highways Division occasionally finds it necessary to condemn property for construction of highways. These proceedings require the Highways Division to compensate existing property owners for the fair market value of their real property. Prior to the determination of the fair market value, the Highways Division is required to deposit funds in State courts for these proceedings. The amount of funds deposited in the State courts was approximately \$1,187,000 at June 30, 2016. Such funds deposited may not be sufficient to cover the full amount required for compensation purposes. Management, however, believes any additional compensation in excess of amounts deposited with State courts will not be material to the financial statements of the Highways Division. The funds deposited in the State courts are reflected in capital projects expenditures in the governmental fund statement of revenue, expenditures, and changes in fund balances and in capital assets on the government-wide statement of net position in the year in which the deposits were made.

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Accumulated Sick Leave

Full-time employees are credited with sick leave at the rate of one and three-quarters days for each month. It may be taken only in the event of illness and is not convertible to pay upon termination of employment. However, an employee who retires or leaves government service in good standing with 60 days or more of unused sick leave is entitled to additional service credits in the ERS. Accumulated sick leave at June 30, 2016 amounted to approximately \$25,998,000.

(17) Risk Management

The Highways Division is exposed to various risks of loss related to, among other risks, torts; theft of, damage to, or destruction of assets; errors and omissions; workers' compensation and acts of terrorism. The Highways Division records a liability for insurance related losses if it is determined that a loss has been incurred and the amount can be reasonably estimated.

The State retains various risks and insures certain excess layers with commercial insurance companies. Settled claims have not exceeded the coverage provided by commercial insurance companies in any of the past three fiscal years.

The State generally retains the first \$1,000,000 per occurrence of property losses, the first \$4,000,000 with respect to general liability claims, and the first \$500,000 of losses due to crime. Losses in excess of those retention amounts are insured with commercial insurance carriers. The limit per occurrence for property losses is \$200,000,000, except for terrorism, which is \$50,000,000 per occurrence. The annual aggregate limit for general liability losses is \$5,000,000 per occurrence and for crime losses, the limit per occurrence is \$10,000,000 with no aggregate limit.

The State and, thus, the Highways Division are generally self-insured for workers' compensation and automobile claims. The estimated reserve for losses and loss adjustment costs includes the accumulation of estimates for losses and claims reported prior to fiscal year end, estimates (based on projections of historical developments) or claims incurred but not reported, and estimates of costs for investigating and adjusting all incurred and unadjusted claims. Amounts reported are subject to the impact of future changes in economic and social conditions. The Highways Division believes that, given the inherent variability in any such estimates, the reserves are within a reasonable and acceptable range of adequacy. Reserves are continually monitored and reviewed, and as settlements are made and reserves adjusted, the differences are reported in current operations. Accrued workers' compensation amounted to approximately \$5,633,000 at June 30, 2016.

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(18) Contingent Liabilities and Other

The State is the defendant in lawsuits seeking damages allegedly related to State highways and highway construction contracts. While the ultimate liabilities, if any, in the disposition of these matters are presently difficult to estimate, it is management's belief that the outcomes are not likely to have a material adverse effect on the Highways Division's financial position. In addition, the State has not determined whether the ultimate liabilities, if any, will be imposed on the State Highway Fund. Accordingly, no provision for any liabilities that might result from the lawsuits have been made in the accompanying financial statements.

The Highways Division is subject to laws and regulations relating to the protection of the environment. The Division has been identified by the State Department of Health (DOH) as a potentially responsible party for petroleum contamination in the Honolulu Harbor/Iwilei area. Pursuant thereto, the Division entered into a voluntary agreement with the DOH and other third parties to share in the responsibility for the investigation and potential remediation of petroleum contamination in the Iwilei District.

This group of potentially responsible parties known as the Iwilei District Participating Parties (IDPP) has conducted various investigations to determine potential contamination in the Iwilei area from 1997 to present, which investigations have determined the existence of petroleum contamination at various locations. Potential remedial alternatives are still being studied. At this stage, the project has not yet advanced to the stage where total costs to the IDPP can reasonably be estimated, due to: (1) the extent of environmental impact, (2) the undetermined allocation among the potentially responsible parties, (3) the ongoing review of reasonable remediation alternatives, and (4) continued discussion with the regulatory authorities. As a result, it is not possible to reasonably estimate the amount of the potential cost to the IDPP and allocable share of the Division, and if there would be a material impact to the Division's financial statements. Accordingly, no estimate of loss has been recorded in the accompanying financial statements.

(19) Subsequent Events

On September 8, 2016, the Highways Division issued \$103,395,000 in Series 2016 A and \$101,090,000 in Series 2016 B Revenue Bonds (the Bonds). The Bonds bear interest from 2.0% to 5.0% with maturity dates through January 2036. The Series 2016 B Revenue Bonds refunded \$72,030,000 of Series 2008 Bonds and \$39,560,000 of Series 2011 A Revenue Bonds. The refunding of the Series 2008 and the Series 2011 A Bonds provided net present value savings of approximately \$17,400,000.

The Highways Division has evaluated subsequent events through January 17, 2017, the date the financial statements were available to be issued. There are no other matters to disclose.