



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

Financial Statements
(With Independent Auditors' Report Thereon)

June 30, 2015

Submitted by
**THE AUDITOR
STATE OF HAWAII**

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

Financial Statements

June 30, 2015

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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, 2015, 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, 2015, 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 Matters

Change in Accounting Principles

As discussed in Note 2 to the financial statements, the Highways Division adopted the provisions of Governmental Accounting Standards Board (GASB) Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment to GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date, an amendment of GASB Statement No. 68*, effective July 1, 2014. Our opinions are not modified with respect to this matter.

Relationship to the State of Hawaii

As discussed in Note 1 to the financial statements, the 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, 2015, 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 on pages 4 through 15 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the GASB 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 29, 2016, 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.

KKDL Y LLC

Honolulu, Hawaii
January 29, 2016

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

Management's Discussion and Analysis – Unaudited

June 30, 2015

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, 2015. 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:

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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 16 and 17 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.

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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 20 and 23 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 18 through 23 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 24 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 25.

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 26 through 57 of this report.

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FINANCIAL HIGHLIGHTS

Government-wide Financial Statements

The assets and deferred outflows of resources of the Highways Division exceeded its liabilities at June 30, 2015 by \$5 billion. Of this amount, \$191 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 \$46 million. This resulted from a change in net position before transfers of \$50 million and transfers of \$4 million to other State departments for debt service payments on general obligation bonds.

In August 2014, the Highways Division issued \$164 million in State of Hawaii Revenue Bonds Series 2014A, 2014B, and 2014C (the 2014 Bonds), which bear interest at rates ranging from .4% to 5% and mature in annual installments through 2034. A portion of the bond proceeds were used to advance refund \$63 million of outstanding callable Series 2005A and 2005B bonds.

Fund Financial Statements

At June 30, 2015, the Highways Division's Governmental Funds reported a combined ending fund balance of \$313 million. The combined fund balance increased by \$105 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 \$227 million. There was a \$53 million increase in fund balance for the year ended June 30, 2015.

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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 exceeded liabilities by \$5 billion at June 30, 2015 and 2014.

	<u>2015</u>	<u>2014</u>
Assets		
Current and other assets	\$ 432,578,424	\$ 311,368,426
Capital assets, net	<u>5,047,490,243</u>	<u>5,020,917,531</u>
Total assets	<u>5,480,068,667</u>	<u>5,332,285,957</u>
 Deferred Outflows of Resources		
Deferred charge on refunding, net	<u>1,332,534</u>	<u>1,207,948</u>
 Liabilities		
Current liabilities	119,568,522	103,537,802
Long-term liabilities	<u>470,524,449</u>	<u>384,695,727</u>
Total liabilities	<u>590,092,971</u>	<u>488,233,529</u>
 Net Position		
Net investment in capital assets	4,659,092,795	4,637,635,973
Restricted	41,289,211	43,273,413
Unrestricted	<u>190,926,224</u>	<u>164,350,990</u>
Total net position	<u>\$ 4,891,308,230</u>	<u>\$ 4,845,260,376</u>

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The largest portion of the Highways Division's net position (95% at June 30, 2015 and 96% at June 30, 2014) 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, 2015 and 2014) 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 \$121 million from June 30, 2014 to June 30, 2015, primarily due to the increase in unrestricted cash and cash equivalents of \$111 million. This primarily relates to the increase in unspent bond proceeds of \$81 million as a result of the bond issuance in August 2014, and the increase in the current year's net position of \$46 million.

Capital assets, net increased by \$27 million from June 30, 2014 to June 30, 2015, primarily because net additions to capital assets of \$231 million more than offset depreciation expense of \$196 million and an impairment loss of \$8 million.

Long-term liabilities increased by \$86 million from June 30, 2014 to June 30, 2015, primarily due to the issuance of \$164 million in State of Hawaii Highway Revenue Bonds Series 2014A, 2014B, and 2014C, issued at a premium of \$23 million. The increase in the long-term liability balance was offset by a \$63 million reduction due to a partial advance refunding of Series 2005A and 2005B bonds and \$32 million of principal repayments.

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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.

	2015	2014
Expenses:		
Program expenses:		
Operations and maintenance	\$ 157,405,275	\$ 254,462,220
Depreciation expense	196,114,054	201,002,969
Administration of Highways Division	31,959,453	29,685,789
Interest expense	18,746,205	16,773,507
Motor Vehicle Safety Office	14,537,272	13,065,617
Surcharge on gross receipts	10,670,819	10,159,432
Other	23,549,715	6,101,590
Total expenses	452,982,793	531,251,124
 Revenues:		
Program revenues:		
Capital grants and contributions	141,999,082	92,832,845
Operating grants and contributions	90,287,631	118,397,883
Charges for services	53,628,379	49,189,476
Total program revenues	285,915,092	260,420,204
General revenues:		
Taxes	215,188,108	205,332,242
Investment income and other	1,689,982	1,303,561
Total general revenues	216,878,090	206,635,803
Total revenues	502,793,182	467,056,007
Revenues over (under) expenses	49,810,389	(64,195,117)
 Transfers	(3,762,535)	(5,258,495)
Change in net position	46,047,854	(69,453,612)
 Net Position, beginning of year	4,845,260,376	4,914,713,988
Net Position, end of year	\$ 4,891,308,230	\$ 4,845,260,376

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Program revenues, which comprise charges for services as well as capital and operating grants, accounted for 57% and 56% of total revenues in fiscal years 2015 and 2014, respectively. The largest components of program revenues (81% for fiscal years 2015 and 2014) resulted from capital and operating grants and contributions primarily from the Federal Highway Administration for the maintenance and construction of roads and other infrastructure.

Revenues not classified as program revenues are considered general revenues and primarily consist of taxes.

The fiscal year 2015 increase in net position of \$46 million resulted from the excess of revenues over expenses of \$50 million due primarily to a \$97 million decrease in operating and maintenance expense, offset by a transfer out of \$4 million to other State departments for the payment of debt service on general obligation bonds and an increase in capital grants and contributions of \$49 million.

The fiscal year 2014 decrease in net position of \$69 million resulted from the excess of expenses over revenues of \$64 million due primarily to depreciation expense of \$201 million, offset by a transfer out of \$5 million to other State departments for the payment of debt service on general obligation bonds and capital improvement projects.

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, 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.

At June 30, 2014, the Highways Division's Governmental Funds reported combined ending fund balances of \$208 million, representing a decrease of \$34 million from the prior year. \$173 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. \$34 million of the fund balance is restricted to indicate that amounts are restricted to specific purposes imposed by external parties.

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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, 2015 and 2014, the total fund balance of the SHF was \$227 million and \$173 million, respectively. SHF's fund balance increased by \$53 million in the current year compared to a \$4 million decrease in the prior year. During the current year, the Highways Division's operations and maintenance expenditures decreased by \$52 million from the prior year due primarily to decreases in state funded repairs and maintenance on the State Highways System. Additionally, a reduction of approximately \$29 million in federal funding contributed to the decrease in operations and maintenance expenditures used to maintain the State Highways System. Further, net transfers out of the SHF decreased by \$29 million from the prior year primarily due to transfers from the Capital Projects Fund (CPF) of \$19 million, as compared to transfers to the CPF of \$15 million in the prior year.

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 \$53 million and \$48 million for fiscal year 2015 and fiscal year 2014, respectively.

The Capital Projects Fund accounts for the Highways Division's capital improvements program. At June 30, 2015, the CPF had a total fund balance of \$86 million. The CPF fund balance increased by \$52 million in fiscal year 2015 compared to a \$22 million decrease in the prior year. The change from the prior year was due primarily to \$121 million in other financing sources relating to the issuance of the State of Hawaii Highway Revenue Bond Series 2014A, 2014B, and 2015C, net of other financing uses related to the advance refunding of the 2005A and 2005B bonds. In addition, capital project expenditures increased by \$62 million, from \$129 million in fiscal year 2014 to \$191 million in fiscal year 2015, due primarily to accelerated spending on Federal-aid projects as a result of the Highways Division's shift to focus on decreasing federal obligation balances. Additionally, although the number of construction projects initiated in fiscal year 2015 approximated those of fiscal year 2014, several large projects that began at the end of fiscal year 2014, contributed to increased spending throughout fiscal year 2015. The Highways Division's focus on decreasing federal obligation balances is also evident in the \$49 million increase in capital grants and contributions from \$93 million in fiscal year 2014 to \$142 million in fiscal year 2015. Additionally, net transfers out of the CPF increased by \$33 million from the prior year

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primarily due to transfers to the SHF of \$19 million, as compared to transfers from the SHF of \$15 million in the prior year.

STATE HIGHWAY FUND BUDGETARY HIGHLIGHTS

The final SHF budget had total revenues of \$257 million. The actual revenues on a budgetary basis were \$12 million more than the final budget, primarily due to actual rental motor and tour vehicle surcharge taxes, and other fees and penalties revenues being \$12 million more than budgeted.

Expenditures on the budgetary actual basis were \$24 million lower than the final budgeted amounts. The majority of the difference was due to actual operations and maintenance expenditures being \$16 million lower than the final budget. The lower than budgeted expenditures were mainly a result of two factors 1) larger than anticipated federal funding used to supplement state maintenance projects, and 2) purchases of machinery and equipment were deferred to future years. Additionally, actual expenditures related to the administration of the Highways Division was \$8 million less than budgeted due to 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, 2015 amounted to \$5 billion, net of accumulated depreciation of \$5 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 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.

During fiscal year 2014, the Highways Division had bid openings for 15 projects, with contract amounts totaling approximately \$54 million. There were 8 projects on Oahu, 1 project on Hawaii, 4 projects on Maui, (includes Molokai and Lanai), and 2 projects on Kauai.

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

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Long-Term Debt

As of June 30, 2015, outstanding State of Hawaii Highway Revenue Bonds amounted to \$443 million, compared to \$374 million as of June 30, 2014. 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.

In August 2014, the Highways Division issued \$164 million in State of Hawaii Revenue Bonds Series 2014A, 2014B, and 2014C (the 2014 Bonds), which bear interest at rates ranging from .4% to 5% and mature in annual installments through 2034. A portion of the bond proceeds were used to advance refund \$63 million of outstanding callable Series 2005A and 2005B bonds. The Highways Division effectively reduced its aggregate debt service payments by \$5 million over the next 11 years and obtained an economic gain (difference between the present value of the old and new debt service payments) of \$5 million.

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

As of June 30, 2015, \$5 million of State of Hawaii General Obligation Bonds were outstanding, compared to \$9 million as of June 30, 2014. 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, 2015 amounted to \$4 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.

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

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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
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Governmental Activities

Statement of Net Position

June 30, 2015

Assets:

Cash and cash equivalents	\$ 340,886,421
Receivables, net:	
Due from U.S. government	37,903,360
Due from city and counties	12,119,756
Due from State of Hawaii	848,637
Other receivables	266,715
Prepaid expenses	174,664
Restricted cash and cash equivalents:	
Revenue bond debt service	31,822,626
Security deposits	8,556,245
Capital assets, net of accumulated depreciation	5,047,490,243
Total assets	<u>5,480,068,667</u>

Deferred outflows of resources:

Deferred charge on refunding, net	<u>1,332,534</u>
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Liabilities:

Accounts payable	26,027,651
Accrued payroll	4,304,888
Contracts payable:	
Current portion	40,820,838
Retained payable	6,534,138
Other liabilities	1,502,136
Payable from restricted assets:	
Revenue bonds payable - due within one year	21,280,000
Interest payable	10,542,626
Security deposits	8,556,245
Long-term liabilities:	
Due within one year:	
Accrued vacation payable	3,429,017
Workers' compensation payable	983,296
Revenue bonds payable	13,640,000
Due after one year:	
Accrued vacation payable	7,836,358
Workers' compensation payable	4,448,542
Revenue bonds payable	440,187,236
Total liabilities	<u>590,092,971</u>

Net Position:

Net investment in capital assets	4,659,092,795
Restricted for debt service and capital projects activity	41,289,211
Unrestricted	<u>190,926,224</u>
Total net position	<u><u>\$ 4,891,308,230</u></u>

See accompanying notes to the basic financial statements.

**HIGHWAYS DIVISION
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Governmental Activities

Statement of Activities

Year Ended June 30, 2015

Expenses:

Operations and maintenance:	
Oahu highways and services	\$ 65,268,532
Kauai highways and services	19,008,315
Maui highways and services	9,939,689
Hawaii highways and services	8,849,480
Molokai highways and services	8,687,370
Lanai highways and services	1,010,532
Pass through for County highways and services	44,641,357
Depreciation expense	196,114,054
Administration of Highways Division	31,959,453
Motor Vehicle Safety Office	14,537,272
Surcharge on gross receipts	10,670,819
Capital projects	15,553,148
Interest expense	18,746,205
Impairment loss	7,996,567
	<hr/>
Total expenses	452,982,793

Program Revenues:

Capital grants and contributions	141,999,082
Operating grants and contributions	90,287,631
Charges for services:	
Vehicle registration fees	43,985,380
Other fees and permits	3,658,801
Penalties and fines	4,794,509
Rentals	1,189,689
	<hr/>
Total program revenues	285,915,092

General Revenues:

Taxes:	
State fuel taxes	86,583,388
Vehicle weight taxes and penalties	76,664,958
Rental motor and tour vehicle surcharge taxes	51,939,762
Investment income	1,136,597
Non-imposed fringe benefits	553,385
	<hr/>
Total general revenues	216,878,090
	<hr/>
Total revenues	502,793,182
	<hr/>
Change in net position before transfers	49,810,389

Transfers

	<hr/>
Change in net position	(3,762,535)
	<hr/>
	46,047,854

Net Position:

Beginning of year	4,845,260,376
	<hr/>
End of year	\$ 4,891,308,230
	<hr/> <hr/>

See accompanying notes to the basic financial statements.

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

Governmental Funds

Balance Sheet

June 30, 2015

	<u>State Highway Fund</u>	<u>Debt Service Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
Assets:				
Cash and cash equivalents	\$ 189,617,813	\$ -	\$ 151,268,608	\$ 340,886,421
Receivables:				
Due from capital projects fund	52,312,069	-	-	52,312,069
Due from U.S. government	16,767,131	-	21,136,229	37,903,360
Due from city and counties	12,119,756	-	-	12,119,756
Due from State of Hawaii	848,637	-	-	848,637
Other receivables	266,715	-	-	266,715
Prepaid expenses	-	-	174,664	174,664
Restricted cash and cash equivalents:				
Revenue bond debt service	-	31,822,626	-	31,822,626
Security deposits	8,556,245	-	-	8,556,245
Total assets	<u>\$ 280,488,366</u>	<u>\$ 31,822,626</u>	<u>\$ 172,579,501</u>	<u>\$ 484,890,493</u>

(Continued)

See accompanying notes to the basic financial statements.

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

Governmental Funds (Continued)

Balance Sheet

June 30, 2015

	State Highway Fund	Debt Service Fund	Capital Projects Fund	Total
Liabilities:				
Accounts payable	\$ 24,957,359	\$ -	\$ 1,070,292	\$ 26,027,651
Accrued payroll	4,304,888	-	-	4,304,888
Contracts payable:				
Current portion	10,901,251	-	29,919,587	40,820,838
Retainage payable	3,718,843	-	2,815,295	6,534,138
Payable from restricted assets:	-			
Matured bonds and interest payable	-	31,822,626	-	31,822,626
Security deposits	8,556,245	-	-	8,556,245
Due to State Highway Fund	-	-	52,312,069	52,312,069
Other liabilities	1,502,136	-	-	1,502,136
Total liabilities	53,940,722	31,822,626	86,117,243	171,880,591
Fund Balances:				
Restricted - Capital Projects Fund	-	-	86,287,594	86,287,594
Committed - State Highway Fund	226,547,644	-	-	226,547,644
Nonspendable - prepaid expenses	-	-	174,664	174,664
Total fund balances	226,547,644	-	86,462,258	313,009,902
Total liabilities and fund balances	\$ 280,488,366	\$ 31,822,626	\$ 172,579,501	\$ 484,890,493

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, 2015

Total Fund Balances - Governmental Funds		\$	313,009,902
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		\$	10,442,134,514
Less accumulated depreciation			<u>(5,394,644,271)</u>
			5,047,490,243
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.			
			1,332,534
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			(453,827,236)
Accrued vacation payable			(11,265,375)
Workers' compensation payable			<u>(5,431,838)</u>
			<u>(470,524,449)</u>
Net Position of Governmental Activities		\$	<u><u>4,891,308,230</u></u>

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, 2015

	<u>State Highway Fund</u>	<u>Debt Service Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
Expenditures:				
Operations and maintenance:				
Oahu highways and services	\$ 87,426,898	\$ -	\$ -	\$ 87,426,898
Kauai highways and services	24,058,031	-	-	24,058,031
Maui highways and services	23,159,653	-	-	23,159,653
Hawaii highways and services	18,329,538	-	-	18,329,538
Molokai highways and services	8,687,370	-	-	8,687,370
Lanai highways and services	1,010,532	-	-	1,010,532
Pass through for County highways and services	44,641,357	-	-	44,641,357
Administration of Highways Division	37,176,819	-	-	37,176,819
Motor Vehicle Safety Office	14,537,272	-	-	14,537,272
Surcharge on gross receipts	10,670,819	-	-	10,670,819
Capital projects	-	-	190,764,715	190,764,715
Debt service:				
Principal payments	-	32,875,000	-	32,875,000
Interest expense	-	20,513,365	-	20,513,365
Bond issuance cost	-	-	1,167,896	1,167,896
Total expenditures	<u>269,698,289</u>	<u>53,388,365</u>	<u>191,932,611</u>	<u>515,019,265</u>
Program Revenues:				
Charges for services:				
Vehicle registration fees	43,985,380	-	-	43,985,380
Other fees and permits	3,658,801	-	-	3,658,801
Penalties and fines	4,794,509	-	-	4,794,509
Rentals	1,189,689	-	-	1,189,689
Operating grants and contributions	90,287,631	-	-	90,287,631
Capital grants and contributions	-	-	141,999,082	141,999,082
Total program revenues	<u>143,916,010</u>	<u>-</u>	<u>141,999,082</u>	<u>285,915,092</u>

(Continued)

See accompanying notes to the basic financial statements.

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

Governmental Funds (Continued)

Statement of Revenues, Expenditures, and Changes in Fund Balances

Year Ended June 30, 2015

	<u>State Highway Fund</u>	<u>Debt Service Fund</u>	<u>Capital Projects Fund</u>	<u>Total</u>
General Revenues:				
Taxes:				
State fuel taxes	\$ 86,583,388	\$ -	\$ -	\$ 86,583,388
Vehicle weights taxes and penalties	76,664,958	-	-	76,664,958
Rental motor and tour vehicle surcharge taxes	51,939,762	-	-	51,939,762
Investment income	1,136,597	-	-	1,136,597
Non-imposed fringe benefits	553,385	-	-	553,385
	<u>216,878,090</u>	<u>-</u>	<u>-</u>	<u>216,878,090</u>
Total general revenues	216,878,090	-	-	216,878,090
Revenues over (under) expenditures	<u>91,095,811</u>	<u>(53,388,365)</u>	<u>(49,933,529)</u>	<u>(12,226,083)</u>
Other Financing (Uses) Sources:				
Transfers in	-	53,388,365	6,074,282	59,462,647
Transfers out	(37,915,890)	-	(25,309,292)	(63,225,182)
Issuance of revenue bonds	-	-	163,680,000	163,680,000
Premium on revenue bonds	-	-	23,156,849	23,156,849
Payments for current refunding of revenue bonds	-	-	(65,668,953)	(65,668,953)
	<u>(37,915,890)</u>	<u>53,388,365</u>	<u>101,932,886</u>	<u>117,405,361</u>
Total other financing (uses) sources	(37,915,890)	53,388,365	101,932,886	117,405,361
Revenues and other financing sources over expenditures and other financing uses	53,179,921	-	51,999,357	105,179,278
Fund Balances:				
Beginning of year	<u>173,367,723</u>	<u>-</u>	<u>34,462,901</u>	<u>207,830,624</u>
End of year	<u>\$ 226,547,644</u>	<u>\$ -</u>	<u>\$ 86,462,258</u>	<u>\$ 313,009,902</u>

See accompanying notes to the basic financial statements.

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

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

Year Ended June 30, 2015

Net Change in Fund Balances - Total Governmental Funds		\$ 105,179,278
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	\$ 230,683,333	
Loss on impairment of capitalized costs	(7,996,567)	
Less current fiscal year depreciation	<u>(196,114,054)</u>	26,572,712
Borrowings provide current financial resources to governmental funds; however, issuing debt increases long-term liabilities in the statement of net assets. In the current period, proceeds were received from:		
Issuance of revenue bonds	(163,680,000)	
Premium on revenue bonds	<u>(23,156,849)</u>	(186,836,849)
Repayment of bond principal 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	31,890,000	
Change in debt service liability recognized in debt service fund	<u>985,000</u>	32,875,000
Payments for the current refunding of revenue bonds are reported as other financing uses in the Governmental Funds financial statements. However, in the Government-Wide financial statements, these amounts are reported as follows:		
Bond principal repayment	62,630,000	
Write-offs related to refunded bonds:		
Unamortized bond premiums	2,259,106	
Unamortized deferred charge on refunding	(313,734)	
Deferred charge on refunding	<u>1,093,581</u>	65,668,953
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	3,590,317	
Amortization of deferred charge on refunding	<u>(655,261)</u>	2,935,056
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>(346,296)</u>
Change in Net Position - Governmental Activities		<u>\$ 46,047,854</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, 2015

	<u>Original</u>	<u>Final</u>	<u>Actual on Budgetary Basis</u>	<u>Variance Over (Under)</u>
Revenues:				
State fuel taxes	\$ 87,253,000	\$ 87,253,000	\$ 86,583,388	\$ (669,612)
Vehicle weight taxes	77,112,000	77,112,000	75,983,477	(1,128,523)
Rental motor and tour vehicle surcharge taxes	43,281,000	43,281,000	51,939,762	8,658,762
Vehicle registration fees	43,568,000	43,568,000	44,487,303	919,303
Investment income	707,000	707,000	1,132,251	425,251
Other fees and penalties	4,957,000	4,957,000	8,534,449	3,577,449
	<u>256,878,000</u>	<u>256,878,000</u>	<u>268,660,630</u>	<u>11,782,630</u>
Expenditures:				
Operations and maintenance:				
Oahu highways and services	101,009,053	104,942,536	103,368,408	(1,574,128)
Kauai highways and services	17,846,977	17,984,174	15,078,577	(2,905,597)
Maui highways and services	20,308,394	20,491,517	19,625,669	(865,848)
Hawaii highways and services	27,921,711	28,226,265	19,266,126	(8,960,139)
Molokai highways and services	11,708,363	11,734,520	10,497,620	(1,236,900)
Lanai highways and services	763,643	768,813	521,628	(247,185)
Administration of Highways Division including debt service	82,143,132	78,283,073	70,222,375	(8,060,698)
Surcharge on gross receipts	9,964,529	9,964,529	11,453,313	1,488,784
Motor Vehicle Safety Office	9,149,114	9,199,181	7,964,048	(1,235,133)
	<u>280,814,916</u>	<u>281,594,608</u>	<u>257,997,764</u>	<u>(23,596,844)</u>
Revenues over (under) expenditures and other uses	<u>\$ (23,936,916)</u>	<u>\$ (24,716,608)</u>	<u>\$ 10,662,866</u>	<u>\$ 35,379,474</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, 2015

Asset:

Cash and cash equivalents	<u>\$ 6,600,986</u>
Total asset	<u><u>\$ 6,600,986</u></u>

Liability:

Due to others	<u>\$ 6,600,986</u>
Total liability	<u><u>\$ 6,600,986</u></u>

See accompanying notes to the basic financial statements.

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

Notes to the Basic Financial Statements

June 30, 2015

(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.

(2) Significant Accounting Policies

Basis of Presentation

The Highways Division's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP).

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 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.

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

Notes to the Basic Financial Statements

June 30, 2015

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, 2015.

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

Notes to the Basic Financial Statements

June 30, 2015

The Governmental Accounting Standards Board (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 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, 2015

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 \$6,600,986 at June 30, 2015.

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.

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.

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

Notes to the Basic Financial Statements

June 30, 2015

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 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, 2015.

Accrued Vacation and Compensatory Pay

The Highways Division accrues all vacation and compensatory pay at current salary rates, including additional amounts for certain salary-related expenses associated with the payment of compensated absences, in accordance with GASB Statement No. 16, *Accounting for Compensated Absences*. Vacation is earned at the rate of 168 or 96 hours per calendar year, depending on the employee's date of hire. Accumulation of such vacation is limited to 720 hours at calendar year-end and is convertible to pay upon termination of employment.

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

Notes to the Basic Financial Statements

June 30, 2015

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. Bonds payable are reported net of the applicable bond premium.

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 \$1,332,534 at June 30, 2015, and is reported as deferred outflows of resources in the statement of net position.

Employees' Retirement System

The Highways Division's contributions to the Employees' Retirement System of the State of Hawaii (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.

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

Notes to the Basic Financial Statements

June 30, 2015

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.

Change in Accounting Principles

Effective July 1, 2014, the Highways Division adopted the provisions of GASB Statement No. 68, *Accounting and Financial Reporting for Pensions – an amendment of GASB Statement No. 27* (Statement No. 68). This statement establishes standards of accounting and financial reporting for defined benefit pensions and defined contribution pensions provided to the employees of state and local governmental employers through pension plans that are administered through trusts or equivalent arrangements, such as the ERS.

Statement No. 68 replaces the requirements of GASB Statement No. 27, *Accounting for Pensions by State and Local Governmental Employers*, as well as the requirements of GASB Statement No. 50, *Pension Disclosures*, as they relate to pensions that are provided through pension plans administered as trusts or equivalent arrangements that meet certain criteria.

Simultaneously with the adoption of Statement No. 68, the Highways Division adopted the provisions of GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date, an amendment of GASB Statement No. 68* (Statement No. 71). This statement amends the requirement related to certain pension contributions made to defined benefit pension plans prior to implementation of Statement No. 68 by employers and nonemployer contributing entities.

The adoption of Statement Nos. 68 and 71 had no significant effect on the Highways Division's financial statements as it is the State's policy to allocate a portion of the State's pension liability and deferred outflows/inflows of resources related to pension only to component units and proprietary funds that are reported separately in stand-alone financial statements or in the State's Comprehensive Annual Financial Report (CAFR).

**HIGHWAYS DIVISION
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Notes to the Basic Financial Statements

June 30, 2015

Recently Issued Accounting Pronouncements

GASB Statement No. 72

The GASB issued Statement No. 72, *Fair Value Measurement and Application* (Statement No. 72), which will become effective for financial statements for the fiscal years beginning after June 15, 2015. This statement addresses accounting and financial reporting issues related to fair value measurements. The definition of *fair value* is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. This statement provides guidance for determining a fair value measurement for financial reporting purposes and for applying fair value to certain investments. In addition, this statement requires disclosures to be made about fair value measurements, the level of fair value hierarchy, and valuation techniques. The Highways Division is currently evaluating the impact that Statement No. 72 will have on its financial statements.

GASB Statement No. 75

The GASB issued Statement No. 75, *Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions* (Statement No. 75), which will become effective for financial statements for the fiscal years beginning after June 15, 2017. This statement addresses accounting and financial reporting for other postemployment benefits (OPEB) that are provided to the employees of state and local governmental employers. In this statement, distinctions are made regarding the particular requirements depending upon whether the OPEB plans through which the benefits are provided are administered through trusts that meet certain criteria, such as the Hawaii Employer-Union Health Benefit Trust Fund of the State of Hawaii.

This statement establishes standards for recognizing and measuring liabilities, deferred outflows of resources, deferred inflows of resources, and expense/expenditures. For defined benefit OPEB, this statement identifies the methods and assumptions that are required to be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. Note disclosure and required supplementary information requirements about defined benefit OPEB are also addressed.

In addition, this statement details the recognition and disclosure requirements for employers with payables to defined benefit OPEB plans that are administered through trusts that meet the specified criteria and for employers whose employees are provided with defined contribution OPEB.

This statement replaces the requirements of GASB 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 Statement No. 75 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 reflected in the statement of revenues and expenditures - budget and actual (non-GAAP budgetary basis) 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	\$ 10,662,866
Federal grants in aid	90,287,631
Operating transfers out of the Highways Division for debt service	3,762,535
Pass through expenditures for county projects	(44,641,357)
Other adjustments to modified accrual basis of accounting	<u>31,024,136</u>
Revenues over expenditures, before transfers, GAAP basis	<u>\$ 91,095,811</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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Notes to the Basic Financial Statements

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(4) Cash and Cash Equivalents

Cash and cash equivalents at June 30, 2015, consisted of amounts held in State Treasury and are reflected in the accompanying financial statements at June 30, 2015 as follows:

	Governmental Activities	Agency Fund	Total
Cash and cash equivalents	\$ 340,886,421	\$ 6,600,986	\$ 347,487,407
Restricted cash and cash equivalents:			
Reserve bond debt service	31,822,626	-	31,822,626
Security deposits	8,556,245	-	8,556,245
Total cash and cash equivalents	\$ 381,265,292	\$ 6,600,986	\$ 387,866,278

Amounts Held in State Treasury

At June 30, 2015, amounts held in State Treasury reflect the Highways Division’s relative position in the State’s investment pool which amounted to \$387,886,278.

The State maintains an investment pool that is used by various state departments and agencies, including the Highways Division. The State Director of Finance (the Director) is responsible for safekeeping of all monies paid into the State Treasury. The Director pools and invests any monies of the State, which, in the Director’s judgment, are in excess of amounts necessary for meeting the specific requirements of the State.

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 bank accounts, custodial risk is the risk that in the event of a bank failure, the State's deposits may not be returned to it. For demand or checking accounts and time certificates of deposit, the State requires that the depository banks pledge collateral based on the daily available bank balances to limit its exposure to custodial credit risk. The use of daily available bank balances to determine collateral requirements results in the available balances being under-collateralized at times during the fiscal year. All securities pledged as collateral are held either by the State Treasury or by the State's fiscal agents in the name of the State. The State also requires that no more than 60% of the State's total funds available for deposit and on deposit in the State Treasury may be deposited in any one financial institution.

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. Further, 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.

Information relating to the amounts held 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, as well as custodial credit risk, interest rate risk, and concentration of credit risk is included in the State's CAFR.

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Notes to the Basic Financial Statements

June 30, 2015

The Highways Division's share of the State's investment pool, as provided in the fiscal year 2015 CAFR of the State and summarized in the table below (amounts in thousands), was 11% at June 30, 2015:

	<u>Fair Value</u>	<u>Maturity (in Years)</u>		
		<u>Less than 1</u>	<u>1-5</u>	<u>>5</u>
Investments - Primary Government:				
Certificates of deposit	\$ 805,558	\$ 779,202	\$ 26,356	\$ -
U.S. government securities	1,445,267	611,840	833,422	5
Repurchase agreements	118,465	103,815	14,650	-
	<u>2,369,290</u>	<u>\$ 1,494,857</u>	<u>\$ 874,428</u>	<u>\$ 5</u>
Mutual funds	<u>12,643</u>			
Total primary government investments	<u>\$ 2,381,933</u>			
Investments - Fiduciary Funds:				
Certificates of deposit	\$ 133,146	\$ 128,790	\$ 4,356	\$ -
U.S. government securities	238,879	101,127	137,751	1
Repurchase agreements	19,580	17,159	2,421	-
	<u>391,605</u>	<u>\$ 247,076</u>	<u>\$ 144,528</u>	<u>\$ 1</u>
Mutual funds	<u>881,145</u>			
Total fiduciary fund investments	<u>\$ 1,272,750</u>			

(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 2015, the tax imposed on each gallon of fuel was as follows:

Gasoline	17 cents
Diesel fuel:	
Non-highway use	2 cents
Highway use	17 cents
Liquefied petroleum gas	5.2 cents

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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.

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, 2015 the Highways Division collected approximately \$5,448,800 on behalf of the EMS special fund. At June 30, 2015, approximately \$915,000 was payable to the EMS special fund. This amount has been included in other liabilities of the State Highways Fund in the Governmental Fund Balance Sheet.

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, 2015, receivables totaling \$37,903,360 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, 2015 that might be

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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, 2015, 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 \$553,000 for fiscal year 2015 have been reported as revenues and expenditures in the State Highway Fund.

(8) Capital Assets

Changes in capital assets during the year ended June 30, 2015 was as follows:

	Balance July 1, 2014	Additions	Deductions	Transfers	Balance June 30, 2015
Nondepreciable assets:					
Land	\$ 440,242,288	\$ 130,857	\$ -	\$ -	\$ 440,373,145
Construction in progress	368,898,952	224,035,519		(151,345,272)	441,589,199
Software under development	14,061,191	3,208,095	(7,996,567)	-	9,272,719
Infrastructure	819,369,450	-	-	-	819,369,450
Total nondepreciable assets	<u>1,642,571,881</u>	<u>227,374,471</u>	<u>(7,996,567)</u>	<u>(151,345,272)</u>	<u>1,710,604,513</u>
Depreciable assets:					
Land improvements	2,215,473	-	-	-	2,215,473
Building and improvements	45,872,074	-	-	1,480,000	47,352,074
Vehicles and equipment	62,518,192	3,308,862	(439,113)	-	65,387,941
Infrastructure	8,466,709,241	-	-	149,865,272	8,616,574,513
	8,577,314,980	3,308,862	(439,113)	151,345,272	8,731,530,001
Less accumulated depreciation	(5,198,969,330)	(196,114,054)	439,113	-	(5,394,644,271)
Total depreciable assets, net	<u>3,378,345,650</u>	<u>(192,805,192)</u>	<u>-</u>	<u>151,345,272</u>	<u>3,336,885,730</u>
Total capital assets, net	<u>\$ 5,020,917,531</u>	<u>\$ 34,569,279</u>	<u>\$ (7,996,567)</u>	<u>\$ -</u>	<u>\$ 5,047,490,243</u>

During the year ended June 30, 2015, the Highways Division recognized an impairment loss related to the financial accounting system implementation project aggregating \$7,996,567. The impairment loss has been included in the accompanying statement of activities for the year ended June 30, 2015.

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Notes to the Basic Financial Statements

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(9) Net Position

At June 30, 2015 net position consisted of the following:

Net investment in capital assets:

Net property, plant and equipment	\$ 5,047,490,243
Less: Revenue bonds payable	(475,107,236)
Add: Unspent debt proceeds	85,377,254
Add: Deferred charge on refunding, net	1,332,534
	<hr/>
Total net investment in capital assets	4,659,092,795
	<hr/>

Restricted for debt service and capital projects activity:

Restricted for capital projects	86,287,594
Restricted for debt service	31,822,626
Restricted for security deposits	8,556,245
Less: Unspent debt proceeds	(85,377,254)
	<hr/>
Total restricted for debt service and capital activity	41,289,211
	<hr/>

Unrestricted

	190,926,224
	<hr/>
Total net position	\$ 4,891,308,230
	<hr/> <hr/>

**HIGHWAYS DIVISION
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Notes to the Basic Financial Statements

June 30, 2015

(10) General Long-Term Liabilities

Changes in general long-term liabilities during the year ended June 30, 2015 were as follows:

	<u>Balance July 1, 2014</u>	<u>Additions</u>	<u>Reductions</u>	<u>Balance June 30, 2015</u>	<u>Amount Due Within One Year</u>
Accrued vacation payable	\$ 11,288,927	\$ 4,767,470	\$ (4,791,022)	\$ 11,265,375	3,429,017
Workers' compensation payable	5,061,990	1,353,144	(983,296)	5,431,838	983,296
Revenue bonds payable - unamortized premium	14,989,810	23,156,849	(5,849,423)	32,297,236	-
Revenue bonds payable	<u>373,650,000</u>	<u>163,680,000</u>	<u>(94,520,000)</u>	<u>442,810,000</u>	<u>34,920,000</u>
Total governmental activities long-term liabilities	<u>\$ 404,990,727</u>	<u>\$ 192,957,463</u>	<u>\$ (106,143,741)</u>	<u>\$ 491,804,449</u>	<u>\$ 39,332,313</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 finance certain highway capital improvement projects and other related projects for the State Highways System.

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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 2025. 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% 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.

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

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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. The Highways Division issued the bonds to advance refund \$36,195,000 of the outstanding callable series 2005A bonds with interest rates ranging from 3.8% to 5.0%. The net proceeds of \$37,926,543 (after payment of \$223,815 in underwriting fees, insurance, and other issuance costs) were used to purchase U.S. Treasury securities. These securities were deposited in an irrevocable trust to provide for all future debt service on the refunded portion of the 2005A series bonds. As a result, that portion of the 2005A series bonds is considered defeased, and the Highways Division has removed the liability from its accounts. Although the advance refunding resulted in the recognition of an accounting loss approximating \$265,000, for the year ended June 30, 2015, the Highways Division in effect reduced its aggregate debt service payments by approximately \$4,675,000 over the next 11 years and obtained an economic gain (difference between the present values of the old and new debt service payments) of approximately \$4,447,000.

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 Highways Division issued the bonds to advance refund \$26,435,000 of the outstanding callable series 2005B bonds with interest rates of 5.0%. The net proceeds of \$27,742,410 (after payment of \$277,590 in underwriting fees, insurance, and other issuance costs) were used to purchase U.S. Treasury securities. These securities were deposited in an irrevocable trust to provide for all future debt service on the refunded portion of the 2005B series bonds. As a result, that portion of the 2005B series bonds is considered defeased, and the Highways Division has removed the liability from its accounts. Although the advance refunding resulted in the recognition of an accounting loss of approximately \$829,000, for the year ended June 30, 2015, the Division in effect reduced its aggregate debt service payments by approximately \$458,000 over the next 2 years and obtained an economic gain (difference between the present values of the old and new debt service payments) of approximately \$671,400.

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The following is a summary of revenue bonds issued and outstanding at June 30, 2015:

<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	48,910,000
2008	4.00-6.00%	2029	125,175,000	99,775,000
2011	0.75-5.00%	2032	117,365,000	105,585,000
2014	0.40-5.00%	2034	163,680,000	160,960,000
			<u>\$ 685,055,000</u>	<u>442,810,000</u>
		Add: unamortized premium		32,297,236
		Less: current portion		<u>(34,920,000)</u>
		Noncurrent portion		<u>\$ 440,187,236</u>

During 2015, \$53,388,365 was transferred from the State Highway Fund to the Debt Service Fund for repayment of revenue bonds principal of \$11,595,000 and \$21,280,000 due on January 1, 2015 and July 1, 2015, respectively and interest of \$9,970,739 and \$10,542,626 due on January 1, 2015 and July 1, 2015, 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>
2016	\$ 34,920,000	\$ 20,570,565	\$ 55,490,565
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
2021-2025	117,410,000	56,565,456	173,975,456
2026-2030	106,270,000	27,509,988	133,779,988
2031-2034	46,700,000	5,066,700	51,766,700
Total	<u>\$ 442,810,000</u>	<u>\$ 178,829,979</u>	<u>\$ 621,639,979</u>

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Notes to the Basic Financial Statements

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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	\$ 19,235,010	\$ -	(19,235,010)	\$ -
Reimbursement to State for debt service on general obligation bonds	(3,762,535)	-	-	(3,762,535)
Funding of revenue bond debt service	<u>(53,388,365)</u>	<u>53,388,365</u>	<u>-</u>	<u>-</u>
	<u>\$ (37,915,890)</u>	<u>\$ 53,388,365</u>	<u>\$ (19,235,010)</u>	<u>\$ (3,762,535)</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, 2015 are as follows:

<u>Years Ending June 30,</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2016	\$ 2,240,785	\$ 89,018	\$ 2,329,803
2017	1,913,573	50,371	1,963,944
2018	954,083	15,977	970,060
2019	2,420	382	2,802
2020	2,545	261	2,806
2021	2,674	134	2,808
Total	<u>\$ 5,116,080</u>	<u>\$ 156,143</u>	<u>\$ 5,272,223</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 \$3,762,535 consisted of \$3,609,440 for principal and \$153,095 for interest for the year ended June 30, 2015.

(13) Retirement Benefits

Employees' Retirement System of the State of Hawaii

Plan Description

All eligible employees of the State and counties, which includes the Highways Division, are provided with pensions through a cost-sharing multiple-employer defined benefit pension plan administered by the ERS. Benefit terms, eligibility, and contribution requirements are established by HRS Chapter 88 and can be amended through legislation.

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Benefits Provided

The ERS provides retirement, disability, and death benefits that are covered by the provisions of 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 compensation multiplied by years of credited service. The benefit multiplier decreased by 0.25% for new hybrid and contributory class members hired after June 30, 2012. Average final compensation is an average of the highest salaries during any 3 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 employees hired prior to January 1, 1971.

For members hired before July 1, 2012, the original retirement allowance is increased by 2.5% each July 1 following the calendar year of retirement. This cumulative benefit is not compounded and increases each year by 2.5% of the original retirement allowance without a ceiling (2.5% of the original retirement allowance the first year, 5.0% the second year, 7.5% the third year, etc.). For members hired after June 30, 2012 the post-retirement annuity increase was decreased to 1.5% per year.

Retirement benefits for certain groups, such as police officers, firefighters, certain 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 10 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.

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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.

Ten years of credited service is required for ordinary death benefits. For ordinary death benefits, 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.

Contributory Class for Employees 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 5 years of credited service are eligible to retire at age 55.

Police and firefighters' retirement benefits are determined as 2.25% of average final compensation for each year of service up to a maximum of 80%. Police and firefighters with 5 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 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 to the surviving spouse/reciprocal beneficiary 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 1 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 10 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 Employees Hired After June 30, 2012

Retirement Benefits

Judges and elected officers' retirement benefits are determined as 3.0% of average final compensation multiplied by the years of credited service up to a maximum of 75%. Judges and elected officers with 10 years of credited service are eligible to retire at age 60.

Police and firefighters' retirement benefits are determined as 2.25% of average final compensation for each year of service up to a maximum of 80%. Police and firefighters with 10 years of credited service are eligible to retire at age 60.

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 and firefighters and are payable immediately, without an actuarial reduction, at a minimum of 30% of average final compensation.

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

Hybrid Class for Employees 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 5 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.

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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 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 to the surviving spouse/reciprocal beneficiary 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.

Ordinary death benefits are available to employees who were active at time of death with at least 5 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 10 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 Employees 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 10 years of credited service 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 EMTs 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 10 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 120%, or 50% Joint

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and Survivor lifetime pension if the member was not eligible for retirement at the time of death but was credited with at least 10 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, or if less than 10 years of service, return of member's contributions and accrued interest.

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 were 24.0% for police and firefighters and 16.5% for all other employees.

The employer is required to make all contributions for noncontributory members. For contributory class employees hired prior to July 1, 2012, general employees are required to contribute 7.8% of their salary and police and firefighters are required to contribute 12.2% of their salary. For contributory class employees hired after June 30, 2012, judges and elected officials are required to contribute 9.8% of their salary and police and firefighters 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 contribution to the ERS for fiscal years 2015, 2014, and 2013 was approximately \$8,182,000, \$7,879,000, and \$7,447,000, respectively. The Highways Division contributed 100% of its required contribution for each of those years.

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

Measurement of the actuarial valuation of the pension liability, pension expense, and deferred outflows/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 allocates the pension liability, pension expense, and deferred outflows/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/inflows of resources related to pension is not reported in the accompanying financial statements.

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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/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 10 or more years of credited service, and 50% of the base monthly contribution for employees retiring with fewer than 10 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 10 years of service, the State makes no contributions. For those retiring with at least 10 years but fewer than 15 years of service, the State pays 50% of the retired employees' 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 10 years of service, the State makes no contributions. For those retiring with at least 10 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.

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 amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years.

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The State's CAFR includes the required footnote disclosures and required supplementary information on the State's OPEB plans, 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, 2015, 2014, and 2013 were approximately \$5,053,000, \$5,100,000, and \$4,890,000, 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 established a deferred compensation plan (plan) in accordance with Section 457 of the Internal Revenue Code, which enables State employees to defer a portion of their compensation. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency.

All amounts of deferred compensation, as well as property and rights purchased with those amounts and income attributable to those amounts, are held in trust by third-party agents for the exclusive benefit of participants and their beneficiaries. The assets and liabilities of the deferred compensation plan are not reflected in the Highways Division's financial statements.

(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 2015, the assessment amounted to approximately \$10,671,000, 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 2015, assessments net of amounts refunded amounted to approximately \$6,108,400 which is included in administration of Highways Division expense/expenditures in the accompanying financial statements.

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(15) 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 2019. Rental expenditures are recorded based on the terms of the lease agreements. Scheduled annual minimum rental payments are as follows:

Years Ending June 30,	
2016	\$ 746,000
2017	746,000
2018	746,000
2019	<u>311,000</u>
Total	<u><u>\$ 2,549,000</u></u>

The total rental expenditures during fiscal year 2015 for operating leases were approximately \$1,509,000.

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 2019 and in five-year increments thereafter are as follows:

Years Ending June 30,	
2016	\$ 440,000
2017	446,000
2018	452,000
2019	415,000
2020	372,000
2021-2025	1,860,000
2026-2030	1,020,000
2031-2035	416,000
2036-2040	370,000
2041-2044	<u>225,000</u>
Total	<u><u>\$ 6,016,000</u></u>

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(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 \$993,000 at June 30, 2015. 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.

Accumulated Sick Leave

Sick leave accumulates at the rate of one and three-quarters working days for each month of service without limit. It may be taken only in the event of illness and is not convertible to pay upon termination of employment. Accordingly, no liability for sick pay is recorded in the Highways Division's financial statements. However, a public 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, 2015 aggregated approximately \$25,147,000.

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

The State has an insurance policy with a variety of insurers in a variety of layers for property coverage. The deductible for coverage is 3% of loss subject to a \$1,000,000 per occurrence minimum. This policy includes windstorm, earthquake, flood damage, terrorism, and boiler and machinery coverage. The limit of loss per occurrence is \$200,000,000 except for terrorism, which is \$50,000,000 per occurrence and a \$10,000 deductible.

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The State also has a crime insurance policy for various types of coverages with a limit of loss of \$10,000,000 per occurrence with a \$500,000 deductible per occurrence, except for claims expense coverage, which has a \$100,000 limit per occurrence with a \$1,000 deductible. Losses under the deductible amount are paid by the Risk Management Office of the Department of Accounting and General Services and losses not covered by insurance are paid from legislative appropriations of the State's General Fund.

Liability claims under \$10,000 and automobile claims under \$15,000 are handled by the Risk Management Office. All other claims are handled by the Department of the Attorney General. The State has personal injury and property damage liability, including automobile and public errors and omissions, insurance policy in force with a \$4,000,000 self-insured retention per occurrence. The annual aggregate per occurrence is \$15,000,000 and for crime loss, \$10,000,000 with no aggregate limit. Losses under the deductible amount or over the aggregate limit are paid from legislative appropriation of the State's General Fund.

The State is self-insured for workers' compensation. Accordingly, the Highways Division is liable for workers' compensation claims filed by its employees. Liabilities for workers' compensation claims are established if information indicates that it is probable that liabilities have been incurred and the amount of those claims can be reasonably estimated. The basis for estimating the liabilities for unpaid claims include the effects of specific incremental claim adjustment expenses, salvage and subrogation, and other allocated or unallocated claim adjustment expenses. These liabilities include an amount for claims that have been incurred but not reported. The workers' compensation reserve approximated \$5,432,000 at June 30, 2015.

(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.

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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 July 8, 2015, the Highways Division executed a \$60 million energy savings performance contract that provides for the installation of energy conservation measures (ECM) at selected Highways Division locations. The contractor executed a guarantee of the energy cost savings that should result from these ECMs. The project costs for this contract are funded by a tax-exempt lease bearing an annual interest rate of 2.63%. Payments for this lease are deferred for a two-year period matching the period to construct or to install the ECMs.

Act 207, 2007 Session Laws of Hawaii increased the fuel tax from \$0.16 per gallon to \$0.17 per gallon. Act 103, 2007 Session Laws of Hawaii was supposed to repeal Act 207 on December 31, 2009 however Act 198, 2009 Session Laws of Hawaii extended the sunset date to December 31, 2012. Act 188, 2012 Session Laws of Hawaii further extended the sunset date to December 31, 2015. There were no further acts to extend the sunset date beyond the December 31, 2015 date. Therefore, on December 31, 2015, the \$0.17 per gallon fuel tax was repealed and reduced back to the \$0.16 per gallon fuel tax rate.

The Highways Division has evaluated subsequent events through January 29, 2016, the date the financial statements were available to be issued. There are no other matters to disclose.