

State of the State Recreational Places

A

Four Step Plan to Restore
State Parks, Harbors, Trails, and Forest Access



Department of Land and Natural Resources
December 2010

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Ke'ehi SBH, O'ahu

DLNR

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Hapuna Beach SRA, Hawai'i DLNR



Kawaihae SBH, Hawai'i DLNR

INTRODUCTION



Polihale State Park, Kaua'i DLNR

Hawai'i residents flock to our State Parks, trails, cabins, small boat harbors and campgrounds to spend time with their families and friends in open, beautiful spaces. Our State recreational facilities provide residents and visitors with healthy activities and access to sustenance for hikers, fishers, hunters and gatherers.

But if our residents, small businesses and tourism industry rely upon these places, how come they look so junk?

The reason is that for two decades the State has rarely provided the funding to repair and replace dilapidated facilities as they aged, and essentially annually cut DLNR General Funds and raided DLNR Special Funds that were supposed to operate and maintain these places. As a result, there is currently a minimum of \$240 million in backlogged repair and replacement needed to make a visible difference in our Parks, harbors and trails, and operational budgets are so decimated that they do not support any meaningful level of maintenance.



Ala Wai SBH, O'ahu DLNR

Despite this obvious backlog, no dollars – zero – were allocated to fix any facilities in State Parks in 2011. In contrast, the City and County of Honolulu invested nearly \$40 million in capital improvements for their parks in 2011.

This failure to provide a sustained base level of investment is increasing the speed of deterioration and closure of State public recreational sites and increasing the cost of the solution.



Kalalau Trail, Kaua'i DLNR

The good news is the problem can be fixed. Other states have glorious parks with family-friendly cabins, trails, campgrounds and vibrant harbors that serve residents and a number of small businesses. We can too.

The solution is not complicated, but it requires perseverance and commitment by three distinct groups, – Legislature, Governor/ Department of Land and Natural Resources (DLNR) and communities. We need to break this pattern of blame and neglect and fix it together.



Wai'anapanapa SP, Maui DLNR

The \$240 million minimum backlog of repairs and replacement of public recreational facilities is too large to be fixed incrementally. The solution is to provide a time-limited surge of investment to repair and replace facilities, followed by a lower level of reliable and targeted operational support that includes scheduled repair and maintenance budgets.

The cost of the surge must be borne by a combination of general funds and non-taxpayer sources of revenue. Funds can be stretched through strategic compromises to lower costs of construction. The cost of the subsequent scheduled maintenance can be borne by user fees combined with base operating general funds.

This Report identifies the past practices that created the \$240 million backlog in repairs and replacements; the targeted solutions that will fix our parks, harbors and trails; and the means to maintain these areas to a higher standard in the future. This Report also includes funding and cost-efficiency strategies to support this effort. Fixing these places does not have to come at the expense of other worthwhile needs across our State.

By working together in a concentrated effort over five years we can make these treasured places ones which we safely enjoy with our families and are proud to share with our many visitors.



Kihei Small Boat Harbor, Maui

DLNR

PART ONE

HAWAI‘I’S PARKS, HARBORS AND TRAILS ARE IN DEPLORABLE CONDITION DUE TO TWO DECADES OF LITTLE INVESTMENT IN FACILITIES AND ESSENTIALLY ANNUAL CUTS TO OPERATIONAL SUPPORT

The State Budget

The Legislature sets the budget for the State. The Budget dictates whether any capital improvements can be constructed; and establishes the level of operating funds to run Parks, harbors and trails.

Capital Improvement Funds include building, replacing or doing major repairs on cabins, boat ramps, comfort stations, trails, water lines and other improvements, as well as hazard mitigation like removing the threat of rockfall.

Operational Funds cover small repair and maintenance, utilities, supplies for public facilities, service contracts like tree trimming, and payroll for people to manage facilities and places.

The State of Hawai‘i manages 67 State Parks and Park Reserves; 20 small boat harbors and 25 additional ramps, piers and landings; and, over 600 miles of Trails and Forest access roads, located across six islands.

Parks, harbors and trails include many miles of roads, parking areas, comfort stations, pavilions, picnic areas, campgrounds, cabins, walkways, administration buildings, shower areas, electrical, water and sewer lines, large capacity septic and water systems.

The public heavily uses these improvements. A single comfort station in a park may service well over half a million people a year. A single trail frequently has hundreds of walkers each day. A single harbor may host dozens of small businesses and hundreds of thousands of visitors each year.

In addition to the wear and tear inflicted by human traffic, these facilities are generally located in areas where weather takes a toll – coastal environments, in the ocean, or on rain swept mountainsides. Furthermore, the cost of maintaining these facilities is often at a premium due to their remote location.

Keeping these places and improvements in good shape requires reliable capital investment for routine repairs and reasonable operational support for regular maintenance.



Visitors participate in commercial tours at Lahaina Small Boat Harbor, Maui

DLNR

Two Decades of Little Capital Investment has resulted in a Minimum of \$240 Million Backlog of Repairs and Improvements to fix Parks, Harbors and Trails

The minimum backlog of capital improvements needed to make a visible difference in Parks, harbors and trails totaled \$240 million dollars in 2009.

Only minimal capital improvements have been conducted since that time to remedy the problem.

In 2009 DLNR examined the backlog of capital improvements across our statewide system of Parks, harbors and trails. The Department identified the most critical improvements that provided essential, long-overdue repairs that benefitted residents on all our islands. The minimum backlog of capital improvements needed to make a visible difference in Parks, harbors and trails totaled \$240 million dollars.¹

How did we get to this point of having \$240 million in backlogged repairs?

Most of our State Parks and harbors were built when we were a young state – 30-50 years ago. Many of these places still contain the original facilities built when the Park or harbor first opened. We have piers in the Ala Wai Small Boat Harbor that were built in the 1950s; most of our Park cabins were built in the 1960s.



Pier failure at Kaunakakai Small Boat Harbor, Moloka'i

DLNR

¹ The backlog is a minimum of \$240 million in 2009 dollars. The specific improvements the Department proposed to resolve the backlogged improvements is detailed in Appendix A.

However, there are additional public facilities which were not included on that list which are also aging and will require additional investment in future years. Furthermore, the \$240 million only addressed the public facilities, and none of the repairs needed to fix support facilities such as base yards, that are essential for operating Parks, harbors and trails, although not open to the public.

The State invested zero dollars (\$0) in 14 of the past 20 years in repair or removal of safety hazards on the 600 miles of trails and forest access roads.

As facilities and infrastructure age, they require routine, and frequently expensive, repairs. Accordingly, you would expect to see the State providing steady or even rising expenditures on repairs, and periodic replacements for a statewide system of Parks, harbors and trails infrastructure, as these improvements aged.

However, when you look at the State's record of capital investment in our Parks, harbors and trails between 1992 and 2011, the 20-year period when most of these facilities reached 30-50 years of age, what you see is a lack of State commitment to maintain these public facilities.



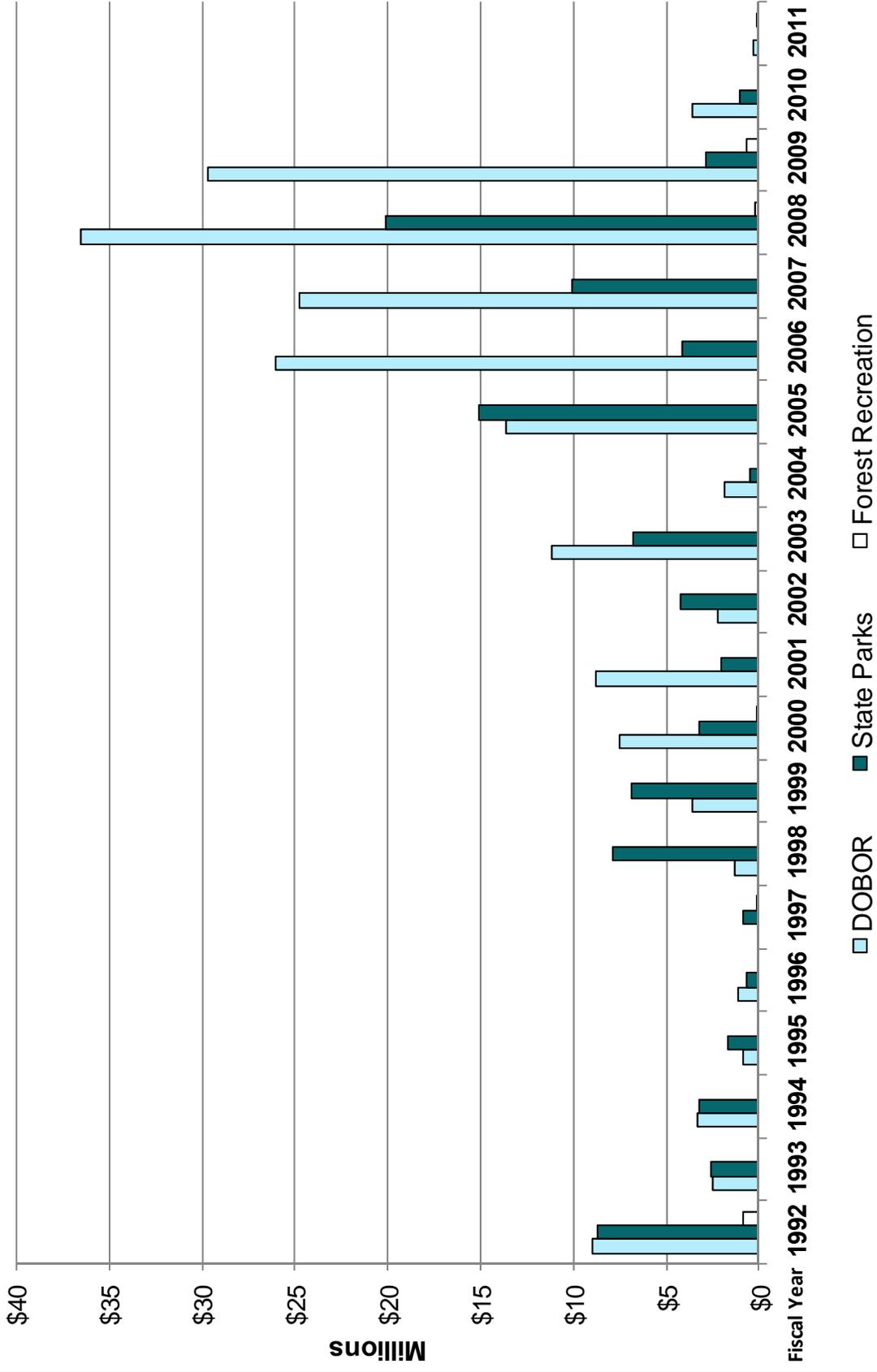
Heavy rains in late 2008 damaged the access road to Polihale State Park, Kaua'i



In March 2009 Volunteers completed repairs to the access road to Polihale State Park, Kaua'i

DLNR

DLNR All Funds CIP Budget Over 20 Year Period for DOBOR, Parks, and Forest Recreation



* Amount is total CIP budget approved by legislature for each program from all funding sources. Does not include pass through grant - in -aids.

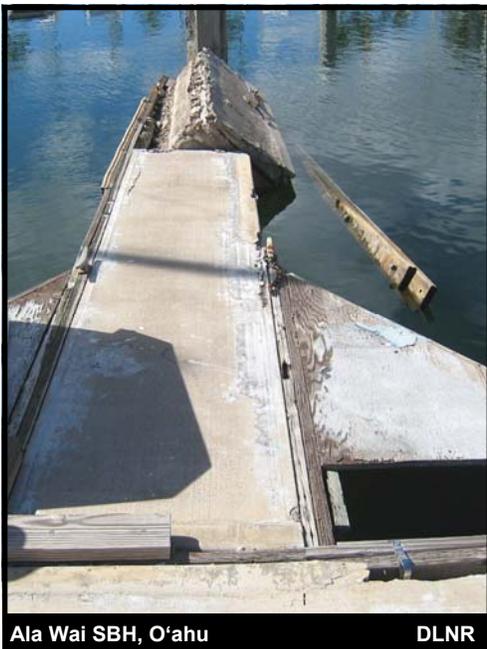
In viewing the history, the first thing that stands out is that there has been absolutely no reliable capital investment in Parks, harbors and trails over the past two decades.

In the past eight years, DLNR replaced one-third of the total State slips, many of which had been condemned and shut down.

The lack of *reliable* investment in repair and replacement leads to facilities that are more costly to maintain, services that are disrupted, and facilities that are unpleasant and even unsafe. ***The failure to reliably invest in fixing these places over the past 20 years is the reason why most of the facilities in our Parks, harbors and trails look the way they do.***

The second thing that stands out is that the investment in Boating and Ocean Recreation between 2000 and 2009 was pretty good, in comparison to everything else.

In the past five years, DLNR replaced over 660 of the roughly 2,000 slips in its small boat harbors. That is a complete replacement of one-third of the total State slips, many of which had been condemned and shut down. We went from disgrace - the picture of the left - to showcase - the picture on the right - in a few short years with this investment.



This surge of investment in small boat harbors over the past eight years demonstrates that the problem is solvable. The Ala Wai improvements demonstrate the achievability of the solution: a targeted, reliable surge of capital investment can fix our Parks, harbors and trails; and following that with a lower, reliable level of capital investment for routine repairs will make sure we don't repeat the same failures in the future.



Installing modular piers at Ala Wai Small Boat Harbor, O'ahu

DLNR

Two Decades of Essentially Annual Cuts to Operating Budgets has Rendered DLNR Unable to Provide Routine Repair and Maintenance for Parks, Harbors and Trails



Anyone visiting a State Park, harbor or trail quickly notices two things: first, the location is beautiful. Our State recreational areas are iconic sites that are unparalleled for their beauty, history and striking locations.

But the second thing everyone quickly notices is that the places look junk. Signs are dilapidated and don't provide interpretive information about the rich history; a lot of minor repairs and maintenance work is obviously not being done; bathrooms are dirty, trails are rough and narrow; and in many cases no one from the State is there to help people or take care of the mess.

While the big problems require capital improvements, these places would look a lot better even if we only did small-time repairs like painting, fixing broken doors, put up new signs, and routinely cleaned the facilities. These daily maintenance chores are funded through operational budgets. The operational budget determines the number of staff to do the work, supplies and equipment for maintenance, and service contracts like tree-trimming.

So why isn't this routine maintenance being done in Parks, harbors and trails? Is it because the DLNR employees are off napping, or is it because there are insufficient operational budgets to staff and maintain these areas?

As illustrated in the following section, the answer is that the operational budgets for Parks, harbors and trails have essentially been cut annually for the past two decades, thereby rendering DLNR unable to meet the needs of routine maintenance and operations of these heavily used public recreational places.

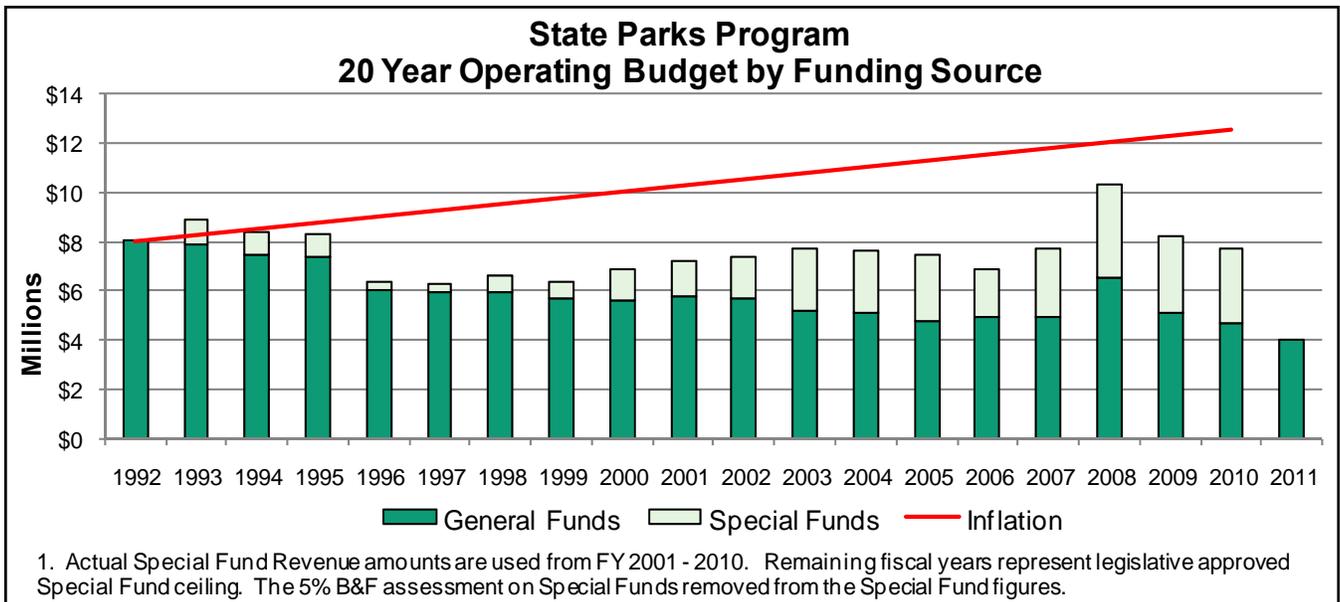
For 20 Years, Parks and Trails State Operating Budgets have been Cut, and Harbors has Effectively Remained Flat, Despite Increased Operating Costs, Mandates, and Aging Facilities

The State has cut Parks and Trails General Funds 17 out of the Past 20 years. The result: despite raising user fees, the total State funds to operate these places has declined annually over the past two decades.

State Parks

Between 1992 and 2010, the General Fund operational budget for State Parks was literally cut on an annual basis to a point where it is now half the level it was two decades ago.² Parks was directed to offset the cuts by developing new Special Fund revenues, but has been unable to do so at the same pace as the annual budget cuts.

The total State operating budget for Parks was over \$8 million in 1992, and composed entirely of General Funds. In 2010 the total State operating budget was under \$8 million, General Funds had been halved, and the rest was Special Funds or fees.



² In 1998 and 2001 the General Fund operating budget for Parks was increased by a tiny amount; 2008 was the only year with a substantial increase. All 17 other years from 1992 to 2010 the General Fund operating budget for State Parks was cut.

Considering inflation, the State operating funds for State Parks would need to be at \$12,525,711 in 2010 just to be even with the operational budget in 1992.³ Accordingly, *the State funds dedicated to operate State Parks was effectively cut by more than 38% over the past 20 years.*

While some federal grants have been available, most of these formula funds are passed through to the local level under the federal program.

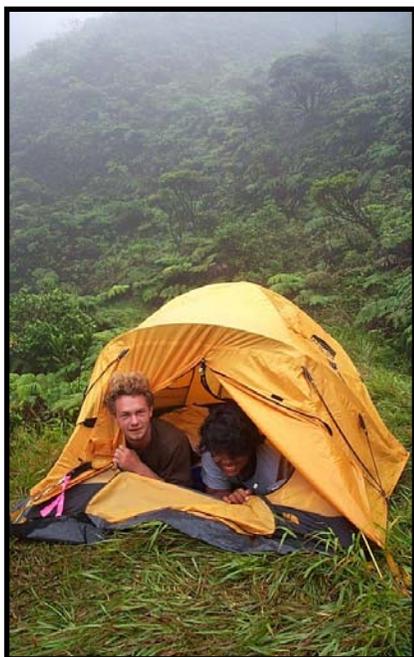
During this same period, several thousands of acres of new lands were designated State Parks and Park Reserves; new mandates were placed on Parks including providing American with Disabilities Act accommodations, compliance with historic preservation and environmental laws; and visitor counts increased dramatically as tourism increased.

Trails and Forest Recreation

Between 1992 and 2010, the General Fund operational budget for Forest Recreation was cut almost annually to a point where it is now half the level it was two decades ago.⁴ Forestry was also directed to offset the cuts by developing new Special Fund revenues, but has been unable to do so at the same pace as the annual budget cuts.

The total State operating budget for Forest Recreation was over \$2 million in 1992, and composed entirely of General Funds. In 2010 the total State operating budget was under \$2 million.

Considering inflation, the State operating funds for Forest Recreation would need to be over \$3 million in 2010 just to be even with the operational budget in 1992. Accordingly, *the State funds dedicated to operate Forest Recreation was effectively cut by nearly 55% over the past 20 years.*

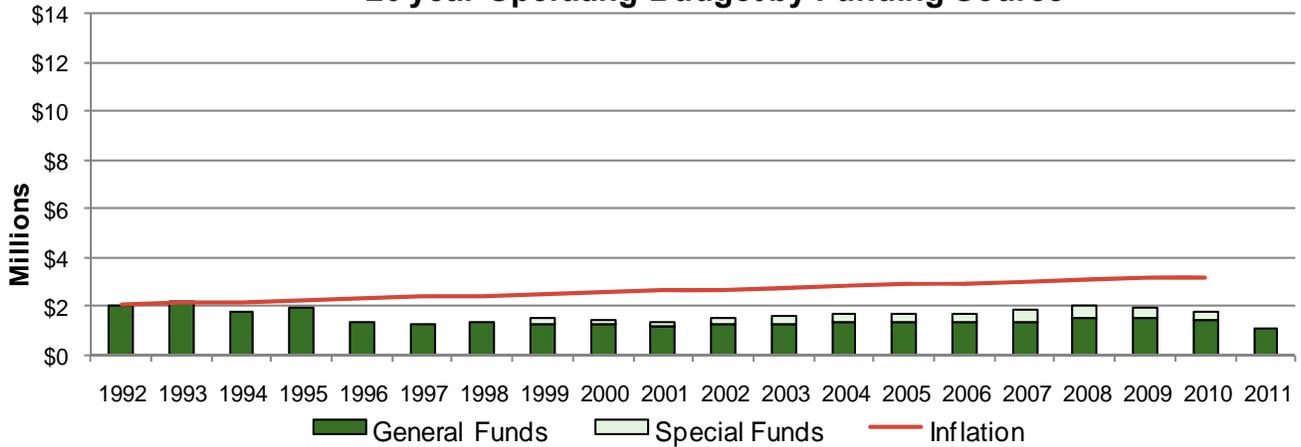


³ Inflation is accounted for by using the Bureau of Labor Statistics CPI Inflation Calculator.

⁴ The operational budget for over 600 miles of trails and forest access roads is combined with all other Forest Recreation programs within DLNR, including wilderness camping, recreational hunting, and game management programs. The budget figures shown here must cover all these operations, and are not just for trails and forest access.



DLNR Forest Recreation Program 20 year Operating Budget by Funding Source



1. Actual Special Fund Revenue amounts are used from FY 2001 - 2010. Remaining fiscal years represent legislative approved Special Fund ceiling. The 5% B&F assessment on Special Funds removed from the Special Fund figures.

While Forest Recreation has been able to obtain federal grants, these are limited to specific programs. In addition, the loss of State base operational funds limits the ability to access federal dollars, which require State match.

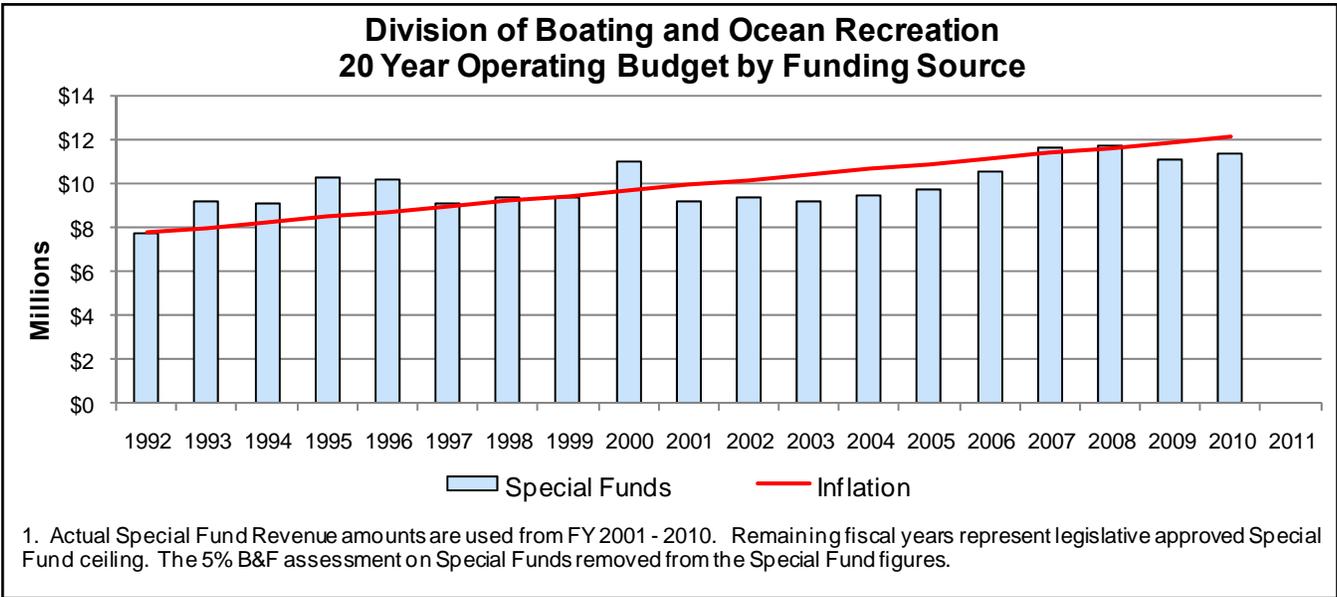
During this same period, several thousands of acres of new lands were placed in Forest Reserves; new trails were developed; new mandates were placed on Trails similar to Parks; and visitor counts increased dramatically.

Boating and Ocean Recreation

Between 1992 and 2010, the State operational budget for Boating and Ocean Recreation increased from under \$8 million to over \$11 million. This division has always been operated through Special Funds and fees, with no General Fund support.

Considering inflation, the budget would need to be over \$12 million in 2010 just to be even with the operational budget in 1992.

Accordingly, *the State funds dedicated to operate ocean recreation also declined nearly 6% the past 20 years.*



While some federal funds are available, these are predominantly mandated for recreational boating safety, and are not available for routine operations or repairs.

During this same period of essentially flat operating budgets, the majority of ocean recreation facilities were aging and in need of preventative maintenance; new mandates were placed on harbor operations similar to Parks; and visitor counts and small business operations in harbors increased dramatically.

Conclusion

Twenty years of little capital investment in Parks, harbors and trail infrastructure and essentially annual cuts to operating budgets are responsible for the deplorable condition of our State recreational facilities.

The good news is that the neglect can be corrected, and these facilities can be revitalized for our residents and visitors, as described in the next section.

PART TWO

A FOUR STEP PLAN TO RESTORE PARKS, HARBORS AND TRAILS

- 1. Invest \$50 Million per year in Capital Improvements for Five Years to Eliminate the Minimum \$240 Million of Backlogged Repairs and Replacements.*
- 2. Commit to a Steady Increase in Base Operational Support for Parks, Harbors and Trails that Provides Meaningful Maintenance and operational standards.*
- 3. Develop an Asset Management System within DLNR during the FY 12-13 Biennium to Maintain Property to Professional Standards.*
- 4. Increased Responsibility Requires Increased Commitment – New Lands and Recreational Sites need to come with Capital Investment and Operational Funding.*

While \$240 million in backlogged repairs is daunting, a steadfast approach can eliminate the backlog.

Much of the cost can be borne by non-taxpayer revenue, provided that revenues from State land leases managed by DLNR are dedicated to maintain open, public spaces, operational budgets are restored, and no more “raids” of DLNR funds take place.

Strategic compromises can stretch funds even farther to repair more places, more quickly.

Following the repairs with scheduled maintenance in a targeted, strategic manner is also possible by borrowing a page from the playbook of private sector and National Parks method of managing their physical assets.

In short, the solution is achievable, provided the Governor, Legislature, DLNR and communities are willing to commit resources and work together in a four-step plan.



Cabin at Mālaekahana State Recreation Area, O’ahu

DLNR

Invest \$50 Million per year in Capital Improvements for Five Years to Eliminate the Minimum \$240 Million of Backlogged Repairs and Replacements

The State can eliminate the backlogged repairs and replacements and make a visible difference in the condition of Parks, harbors and trails on six islands by investing \$50 million per year in capital improvements for Parks, harbors and trails for five years.

Considering the total State capital improvement budget in 2011 was nearly \$1.7 billion, \$50 million per year for five years is a small, time-limited investment which will benefit all islands, residents, small businesses and industries that operate in these areas, including tourism and film.

DLNR has developed an innovative phased construction schedule so it can start work expeditiously and maximize each dollar invested in capital improvements.

The list of projects for the first year have already undergone design, which means DLNR can initiate construction on those projects within the first year funds are approved. During that first year, DLNR will also complete design on the next phase so that the next series of projects will break ground in year two. This coordinated rhythm of design and construction continues throughout the five years. The



New restrooms at Lahaina Small Boat Harbor received 2009 ADA Award of Merit, Maui
DLNR

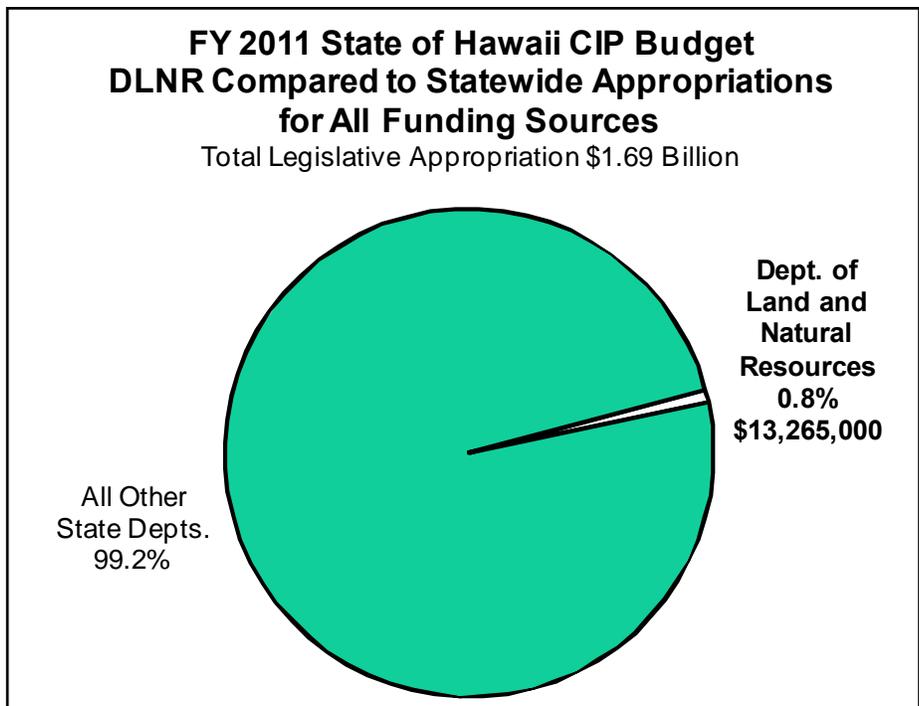


project schedule was designed to allow DLNR to contract for and stage improvements on a regional basis, thereby reducing the overall construction and oversight costs.

DLNR receives, on average, less than 1% of the total State CIP allocation, despite being responsible to maintain all State recreational places.

Eliminating the minimum \$240 million backlogged repairs and replacements in Parks, harbors and trails through a time-limited surge of investment is achievable. But it does require a capital investment beyond what has traditionally been allocated to DLNR.

In contrast, the City and County of Honolulu Dept. of Parks and Recreation received nearly \$40 million in CIP in 2011—over three times the amount allocated to the entire DLNR.



In FY 2011 DLNR was allocated \$300,000 for improvements at harbors, \$25,000 for trails, and absolutely nothing (\$0) for State Parks.⁵ Dedicating \$50 million per year for capital improvements in Parks, harbors and trails alone will require a proportional increase in the overall CIP allocations to DLNR.

⁵ Much of the CIP allocated to DLNR is for the purpose of dam safety upgrades, flood control and rockfall hazard removal. These capital allocations must continue during the surge in order to protect public safety.

Restore Operating Budgets to Provide Routine Repair, Maintenance and Secure Operations

A dedicated increase in maintenance and small repairs will reduce the ultimate costs of fixing these areas, keep these places open and operating, and keep our residents safe. The operational budgets of Parks, harbors and trails should be stepped up over the current biennium with the explicit understanding that the increases shall be utilized for repair and maintenance of these places.

DLNR can use the increased State investment to garner additional federal matching grants, thereby multiplying the investment in improved operations.

Operational Support for State Parks and Forest Recreation Should be Restored to Same Level as 20 Years Ago.

State Parks and Forest Recreation base General Fund operational budgets should be increased back to the operational levels they were at two decades ago, when the annual budget cuts were initiated. Taking inflation into consideration, Parks annual General Fund operating budget should be \$12,600,000, and Forest Recreation should be \$3,200,000.



Waimea Canyon SP, Kaua'i

DLNR



Kaena Point NAR, O'ahu

DLNR



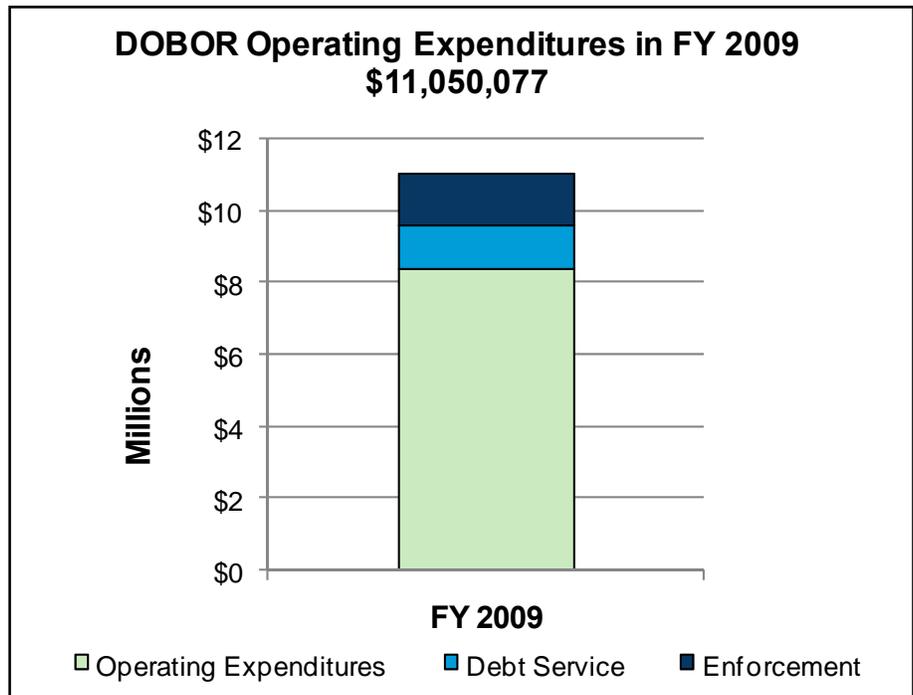
Ala Wai SBH egress, O'ahu

DLNR



Harbors Operations are Compromised Due to the Fact that it Pays for Enforcement Out of its Operational Budget

The 20-year operational budget chart shows that harbors have a slightly higher operational budget than Parks. However, unlike State Parks, the operational budget for Boating and Ocean Recreation must cover debt service on capital improvements and the cost of enforcement, which leaves less of its total operational budget to cover basic operations.



Boating and Ocean Recreation Enforcement should be supported by General Funds

Boating and Ocean Recreation is the only division within DLNR that is assigned to cover the cost of enforcement from its operational budget.⁶ Shifting the enforcement salaries from the harbors special

⁶ This due to the fact that when small boat harbors were transferred from the Department of Transportation to DLNR in the early 1990s, DOT allocated a proportion of their centralized enforcement staff and budget to be transferred. The tradition of requiring the harbor special funds to pay for enforcement has continued for nearly 20 years.

fund to general funds would free up a significant portion of revenues to be used to improve operations, repair and maintenance.

However, given the high demands for more enforcement officers, not fewer, there cannot be a “cut” or reduction of enforcement. Rather, a planned and scheduled transition would provide harbors with the ability to put user fees to work on repairs and maintenance, without negatively impacting DLNR’s enforcement capacity.



DOCARE officers on patrol near Manana Island Seabird Sanctuary, O'ahu

DLNR



DOCARE officers at Sand Island Launch Ramp, O'ahu

DLNR

Develop an Asset Management System within DLNR during the FY 12-13 Biennium to Maintain Property to Professional Standards

Outsourcing vs. Government Run Facilities

Hawai‘i undergoes a perennial debate on whether to fund government operated harbors or to privatize them; and whether State Parks belong with the counties or the State.

Regardless if some public recreational places are outsourced or transferred, there is no question that DLNR will remain responsible for managing many state lands and improvements.

Investment in transitioning the department to a professional asset management system will have many benefits and cost savings, and should be done regardless of the debate on specific parks or harbors.

The \$240 million backlog of repairs due to the lack of capital investment the past 20 years has resulted in dilapidated, aging infrastructure that often fails. Parks, harbors and trail staffs are caught in a downward spiral of emergency response that is more expensive to fix in staff time as well as dollars.

Shifting to a centralized asset management system will enable the State to: identify which facilities can be repaired and which require replacement, thereby concentrating capital improvements where most effective; schedule preventative maintenance by region and maximize staff time on comprehensive efforts facility-by-facility; and, centralize purchasing of supplies, equipment and contracts to reduce costs and duplicative staff efforts. Furthermore, public accounting for expenditures, time and results will be readily available and can even be posted on-line.

DLNR has begun preliminary testing of an “off the shelf” asset management program. However, the system is complex and the detailed inventory and cost estimates necessary to develop the system is time consuming. DLNR needs targeted help to transition to a professional property management system without further compromising operations during the transition.

DLNR recommends contracting a complete inventory of all Park, harbor and trail facilities and infrastructure; technical training for staff to operate and manage asset management software and database; and, strategic designation of a couple positions for centralized departmental support for asset management of public recreational facilities.



Wai‘anapanapa SP cabins constructed in 1960’s—early 70’s, Maui

DLNR



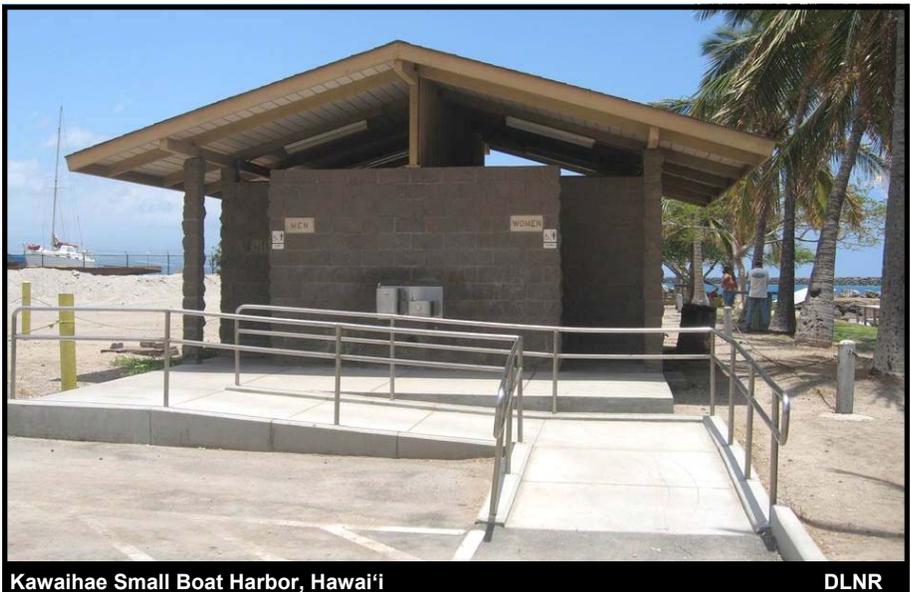
MacKenzie SRA, Hawai'i DLNR

DLNR's asset management should begin with all public recreational facilities first, and then methodically add the support facilities (base yards and administrative buildings) and resource protection improvements (ungulate fencing to protect a Natural Area Reserves and native forests; day-use moorings to protect coral) into the new departmental asset management software database so that all these public service facilities can benefit from improved management.

Centralized DLNR asset management support staff can manage the inventory database and master repair, maintenance and replacement schedule, supply and service contracts schedule, and accounting budget.

Parks, harbors and trails staff can each be responsible for divisional staff assignments, oversight and daily operations in accordance with the asset management system. Ideally, the divisional staff would work together on a regional basis to combine their expertise, muscle and equipment to develop repair and maintenance strike forces that operate across harbors, Parks and trails on a collaborative basis when the need arose, such as an unexpected failure of a facility or hazard mitigation.

The cost of developing an asset management system is a one-time \$2 million investment, which will reap far greater cost savings in construction, maintenance, purchases and staff productivity due to increased efficiencies.



Kawaihae Small Boat Harbor, Hawai'i

DLNR

Increased Responsibility Requires Increased Commitment – New Lands and Recreational Sites need to come with Capital Investment and Operational Funding



The sharpest and steepest economic decline in our State's history occurred over the past four years. Between FY08 and FY11, the State operational budget for DLNR dropped over 33%.⁷

Yet during the past five years the State acquired over 21,000 acres of new land and assigned DLNR to manage these areas. No new operational funds for these 21,000 acres was allocated; no new dedicated funding streams were identified.

In addition to the acquisition of new lands noted above, an additional 128,185 acres of unprotected State land was designated for DLNR to provide a higher protection status due to the importance of the resources housed in those areas.⁸ Again, no new operational funds were allocated to increase protections; no new dedicated funding streams were identified.

Absolutely no private business or non-profit organization would take on the responsibility to manage hundreds of thousands of acres of lands and waters with no source of funding or increased budget – and during a time when base budgets are dropping precipitously.

During the past five years, when DLNR budget was cut over 33%, the State acquired over 20,000 acres of new lands and directed DLNR to manage and maintain these areas.

There is an alarming disconnect between the advocates and policy makers clamoring to acquire and preserve open space and resources, and the actual cost of managing these lands and waters. This disconnect leads to increased expectations among the community that these new public lands or more highly protected public lands will receive attention and services. Unfortunately, and entirely predictably, those services cannot be provided without the operational support.

DLNR, policy makers and advocates for additional open space need to have a thoughtful conversation about the real cost of land management and the sources of operational support. While Hawai'i should continue to preserve open spaces and protect public trust resources, the state cannot continue to accept responsibility without making a commitment to meet that responsibility.

⁷ General Funds were cut 33%; Special Fund revenues dropped 35%.

⁸ This does not count the addition of Papahānaumokuākea National Marine Monument, which is an additional 674,841 acres of the highest protection status which DLNR co-manages with NOAA and USFWS.

*Hawai‘i must consider
the real cost of land
and resource
management, including
enforcement and
administrative support.*

The real cost of land management includes not just caring for the physical assets (buildings; historic sites; etc.), but also the cost of managing the people visiting these areas (Enforcement and compliance; programs; etc.) and the administrative, “back office” support (fiscal, personnel and IT).

The enforcement costs are particularly important, as once the lands are designated under DLNR management and/or higher protected status, existing rules protecting resources on these lands become applicable. Accordingly, for every acre of Park land added to State Parks, the operational impacts reverberate within the ranks of the Division of Conservation and Resource Enforcement as well as within State Parks (and frequently within State Historic Preservation Division as well).

Accordingly, as the State starts to quantify the cost of managing new areas, it needs to consider these essential support costs. For example, when considering adding a new Park, one can’t just look at the operational budget for State Parks, but must also consider the additional support necessary from the Division of Conservation Resource Enforcement, administrative fiscal, personnel, IT support and Engineering services for improvements and asset management.



Picnic area at Sand Island State Recreation Area, O'ahu

DLNR

PART THREE

HOW TO PAY FOR THE NECESSARY SURGE OF CAPITAL IMPROVEMENTS AND REPAIRS TO FIX OUR PUBLIC RECREATIONAL PLACES

DLNR can pay for much of the \$240 million in capital improvements out of non-taxpayer revenues, provided General Fund appropriations are returned to original levels, raids on DLNR Special Funds cease and the department can dedicate revenues from public urban and industrial lands to support fixing open public spaces.

1. Much of the \$240 million in capital improvements can be paid for through non-taxpayer revenue

Non-taxpayer user fees, combined with the restored base General Fund operational budgets, will be sufficient to cover the routine repairs that follow the capital improvements to protect and extend the life of each improvement.

2. User fees combined with restored operational budgets will cover the scheduled repair and maintenance

Strategic compromises can hasten repairs and stretch dollars to increase the amount of facilities restored.

3. Strategic compromises will stretch dollars farther and finish improvements more quickly



Hikers on Poamoho Trail, O'ahu

DLNR

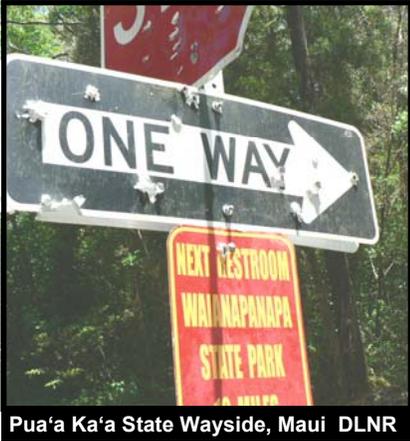
Use Revenues from Urban Public Lands to Support Public Open Spaces

The State should dedicate revenues from State urban and industrial land leases to repair open public spaces. If the State makes that commitment, DLNR can support much of the \$240 million in improvements from non-taxpayer revenues generated by commercial and industrial leases in urban areas.

Given the huge backlog in essential repairs, the State must find a new source of revenue to defray placing the full \$240 million burden on taxpayers. There is a direct nexus in using revenue generated from public urban and commercial lands to support the maintenance and repair of public open space and recreational lands, as many of the recreational users are from urban areas.

In 2009 DLNR identified State lands currently leased by DLNR for commercial and industrial uses that can be dedicated to support immediate capital improvements. In addition, DLNR identified vacant State lands appropriate for commercial and industrial development that could generate revenues to support the debt service on future capital improvements – once they were fully developed.



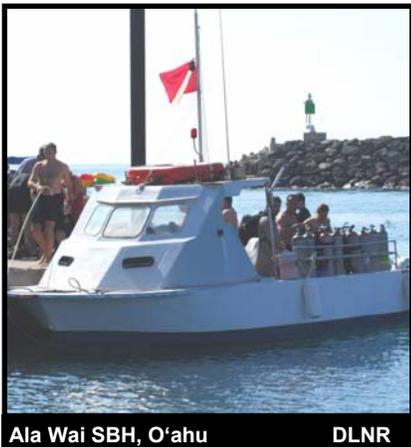


Pua'a Ka'a State Wayside, Maui DLNR

Unfortunately, the past trend has been to use revenues from State leases managed by DLNR to offset General Fund budget cuts within DLNR, such as the defunding of the dam safety program, a lifeguard contract, and invasive species programs. In addition, the State lease revenues have been “raided,” or directed to compensate for shortfalls in other departments. This has left the State with no source of funds to support the improvements of State recreational facilities, and, consequently, these areas have been in a downward spiral for two decades.

If the State can commit to dedicating revenues from commercial and industrial leases developed by DLNR to support capital improvements in Parks, harbors and trails, and restore the General Fund operating budgets of Parks and trails so that these lease revenues no longer have to subsidize base operations, then much of the cost of the \$240 million improvements can be borne within the Department.

User Fees Combined with Restored Operating Budgets Will Cover the Scheduled Repair and Maintenance



Ala Wai SBH, O'ahu DLNR

A common belief is that increasing user fees will pay for the improvements needed at Parks, harbors and trails. Perhaps this was true 30 years ago when these facilities were in good shape. However, a dedicated surge to resolve a backlog of \$240 million repairs and replacement cannot be fixed through fees.

The debt service for \$240 million in bonds will be between \$12 to \$15 million per year for 20 years, depending on the interest rate.

The total Special Fund revenues Parks, harbors and trails generated through all user fees, lease rents, concessions and any other source in FY 10 was only \$14,873,565.⁹ If the State relied upon fees to pay for

⁹ Appendix C provides all sources of revenues for these programs. Most of these DLNR lands are ceded lands, and 20% of the revenues generated are presented to the Office of Hawaiian Affairs as part of the ceded land payments, and accordingly are not available for debt service or operations.

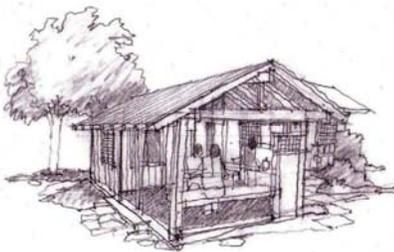
the improvements, it would essentially eliminate half the operations of State Parks, a substantial portion of the Forest Recreation programs, and entirely shut down operations of the harbors.

What about the new fees generated recently by DLNR under Recreational Renaissance “Plan B?” The reality is that those increases in user fees implemented by DLNR over the past two years were the first fee increases in years, and merely brought user fees up to a level that could offset the relentless annual cuts to General Fund operational budgets and keep pace with inflation.

User fees will be essential to address the second part of the solution – providing the scheduled maintenance and asset management necessary to expend and protect the life of the capital improvements. DLNR anticipates modest annual increases in revenue as the economy recovers. The Department will be phasing in increased repair and maintenance to put these revenues to work improving the daily operations of Parks, harbors and trails.

The adoption of the asset management scheduled maintenance system will provide a disciplined and transparent procedure for allocating revenues and staff time to preventative maintenance; ensuring users receive the benefit of their fees.

Strategic Compromises



DLNR’s 2009 inventory of backlogged repairs and replacements showed the State has a minimum of \$240 million of capital improvements necessary to make a visible difference in Parks, harbors and trails.

That is the minimum for public facilities. It does not include the essential repairs needed to non-public support facilities, which will eventually compromise operations if not repaired. It does not include the improvements needed to more recently acquired lands dedicated for public recreational use. Nor does it include the deferred work that over the next five years will shift into the essential category, and need to be addressed in year six.

For the same price, Hawai‘i can build 10 new, customized cabins as specified in a single park Master Plan, or install 100 pre-fabricated cabins in five State Parks.

The strategic compromise is to use the pre-fabricated cabins to maximize results, and use the savings to fix additional areas.

Realistically, we need to identify some strategic compromises that will allow us to stretch capital improvement dollars farther and use limited staff more efficiently on core areas of importance.

A short list of strategic compromises to generate discussion as we move forward to fix these places includes:

Take the Chevy

You want a Cadillac. You can only afford a Chevy. It’s either buy the Chevy or continue to walk. You take the Chevy.

Community groups and DLNR staff involved in preparing Master Plans for Parks or identifying improvements for harbors are developing lists of ideas without attaching any cost or revenue source to support the implementation. DLNR has shelves of Master Plans that will never be implemented because the capital investment needed for a single Park or harbor is in the tens of millions.

For example, while communities and State Parks staff would prefer a customized cabin design reflecting the unique history and culture of the region, the cost of building a customized cabin is ten times more than the cost of a prefabricated cabin or yurt. Furthermore, the time it takes to complete the work of building 20 customized cabins is at least twice as long as installing 20 prefabricated cabins – which adds to the “cost” where residents lack cabins for public use during construction.



Mauna ‘Ala Comfort Station prior to fresh coat of paint by volunteers, O‘ahu DLNR

Hawai'i faces a choice of whether we replace 10 cabins in one Park or 100 cabins across all State Parks. For years, everyone has insisted on the Cadillac. The result: State Parks has not replaced a single cabin. Ever. Almost every cabin is in dilapidated and embarrassing condition and in some cases contains safety hazards.

A strategic compromise is to set aside the custom-built cabin plans and purchase prefabricated cabins or yurts. Replace every single disgraceful State Park cabin within a four-year period, and use the remainder of the funds to repair the salvageable cabins and upgrade the infrastructure serving all of them. This compromise benefits everyone in the State and gets the improvements on the ground fastest.

The State Doesn't Have to Own It or Run It, So Long as It Serves the Public

1. Counties Run Parks Too

Several studies have evaluated State Parks to identify the active parks compatible with County parks, compared to the iconic, historic and wilderness parks more suited to a State Park system.

The bottom line is all parks should serve the public. However, State Parks also have a public trust obligation to serve the natural and cultural resources housed in them. Yet limited State Park staff is not able to meet all these needs.



Vandalism at Pala'au State Park picnic shelter, Moloka'i

DLNR

State Parks has a dedicated Big Island staff at Mauna Kea State Recreational Area to manage the Park cabins. However, there is no dedicated staff at Kiholo Historic Park Reserve or Kealahou Bay Historic Park, both of which contain crucial cultural and historic resources subject to daily abuse from high numbers of visitors that would greatly benefit from reallocating State staff to their operations.

While the State shouldn't force a County to take a park it doesn't want or give up the iconic, historic or wilderness parks to the Counties, in the event a County seeks the transfer of a County-compatible park, that transfer should be seriously considered so long as the area remains a public park.

Transferring Mauna Kea State Park to Hawai'i County, and reassigning State Park resources to Kiholo and Kealahou would better serve both the public and the public trust obligations.

2. "Partnerships" Can Help Manage Areas, So Long as the Public Interest is Met

The State works with non-profit organizations and private developers to build affordable housing. We can do the same thing with managing small boat harbors and some functions in Parks. The critical component is that the State retains ownership of the area and public access is protected; leases have ironclad provisions to ensure the public interest is protected during the term of the lease, including caps on fees; and the income to the State reflects the fact that revenues are supporting a statewide system of Parks and harbors.



Iconic scenery of Kuka'emo'oku at 'Iao Valley State Monument, Maui

DLNR



DLNR Should Continue to Build Departmental Capacity, not just Divisional Strength

In the past few years DLNR has made tremendous progress in coordinating efforts across the various divisions for the benefit of the entire Department.¹⁰ As the economy recovers, this effort should continue because it will achieve faster operational improvements, more consistent and cost efficient approaches to managing lands and staff time, and consequently, better services for the public and the public trust.

The strategic increases of operational support for the Department's land management responsibilities in the next few years should concentrate on building centralized essential support services. This would include:

- Centralized procurement support for more sophisticated proposals to generate revenues from suitable vacant lands and obtain specialized support services on behalf of all divisions;
- Centralized land management to bring all leases and revocable permits into conformity to protect State and public interests;
- Centralized asset management to coordinate the scheduling of repair and maintenance of facilities and sites, contracting of services and purchasing of equipment and supplies.

¹⁰ Apparently there are a few silver linings to a fiscal crisis of unprecedented proportions.

CLOSING REMARKS

In my first year as Chairperson of DLNR, I learned that the backlog of repairs in Parks and Harbors was between \$200 and \$300 million. I also learned that the average annual capital improvement for each program ranged from \$5 - \$10 million per year. Clearly this path was not going to fix parks, harbors and trails up to the standards where everyone could enjoy them.

As an avid backpacker and camper, I wanted our residents to have the outdoor recreational opportunities available in many other states – great cabins for family vacations, long trails and backwoods camping for groups, safe harbors and reliable ocean safety to protect our people and the coral and marine resources in our waters. So I called the DLNR Administrators together and challenged them to come up with a comprehensive plan to fix our parks, harbors, trails and forest access within five years.

DLNR is an agency that has never received that kind of capital improvement budget. Needless to say the staff was skeptical we'd receive the support. But we "borrowed" the State Economist and Deputy Director of the Department of Business, Economic Development and Tourism, and they gave us an education in bond financing. Once we learned that the debt service on \$200 million in bonds would range from \$10 to \$15 million per year, the task became possible and the staff got to work.

Land Division identified vacant State lands from which they could generate new revenues if given permission; Engineering redesigned how they managed projects in order to handle more contracts in an expeditious manner; Parks, harbors and trails staff got creative and generated new ideas like coordinated land and water/kayak trails between Parks to maximize recreational opportunities.

The result: an entrepreneurial, creative and comprehensive proposal to revitalize State recreational places much of which would be paid for out of new, non-taxpayer revenue, designed by DLNR staff and managers which included internal restructuring of the agency to increase efficiency. It quickly garnered the support of the Department of Budget and Finance, Governor and many legislators.

Unfortunately, the biggest economic crisis in our State's history intervened, and the capital investment in these areas the past two years plummeted to historic lows. Despite the setback, DLNR staff

persisted in trying. Unlike other states, we managed to keep our parks, harbors and trails open to the public and the small businesses operating there throughout the world-wide economic crisis.

As the economy recovers, DLNR remains ready to revitalize our State recreational places. Hawaii residents, small businesses and tourism industry remain ready to help. It is time to move forward to fix these places and support improved care and management of the resources that are contained within their boundaries.

Many thanks to the following DLNR, DBEDT and B&F staff who developed the original Recreational Renaissance. Our State is lucky to have dedicated people like you working year in and year out to care for our state public trust resources.

Ken Kawahara	Dan S Quinn	Ed Underwood
Russell Tsuji	Curt Cottrell	Eric Yuasa
Annette Kahalewai	Alan B Carpenter	Clifford Inn
Claire Kodama	Russell Kumabe	Kevin Yim
Laura Stevens	Holly McEldowney	Morris Atta
Paul Conry	Stephen Thompson	Gavin Chun
Nelson Ayers	Eric Kato	Cyrus Chen
Dan Kawika Smith	Pearl Imada-Iboshi	Georgina Kawamura
Eric Hirano	Mark Anderson	Scott Kami
Alyson Yim	Dennis Kim	



Laura H. Thielen
DLNR Chairperson
December 2010

APPENDIX A

RECREATIONAL RENAISSANCE CAPITAL IMPROVEMENTS

In 2009 DLNR and Governor Lingle proposed a Recreational Renaissance to restore, reinvigorate and preserve our parks, trails, and ocean recreation facilities; enhance our environmental and cultural assets; provide safe outdoor spaces for residents and visitors to enjoy; and maintain our recreational infrastructure.¹¹

The heart of the Recreational Renaissance consisted of a 5-year rhythmic cycle of \$240 million in infrastructure improvements to recreational facilities across the state.

DLNR coordinated land and ocean recreation infrastructure projects island by island to maximize cost efficiency. DLNR identified comprehensive improvements at parks, harbors and trails to be implemented on a rotational schedule to minimize disruption within the areas and to provide total upgrading of standards and operations within each project. The Recreational Renaissance also proposed to provide enriched recreational experiences through increased interpretive programs and educational opportunities across all the restored places.

While events, including the precipitous economic decline, intervened and the capital improvement funds were not appropriated by the Legislature, the need to fix these places has grown even more dire over the past two years. Now that the economy is stabilizing, there is no excuse to continue to delay. DLNR remains ready to implement a coordinated, phased project implementation where we can break ground the first year capital improvement funds are appropriated.

\$240 million Capital Improvement Projects for Recreational Infrastructure
\$150 million for Land Based Recreation
\$90 million for Ocean Based Recreation

First Year: \$31,350,000 projects ready to bid for construction
Second Year: \$20,600,000 projects ready to bid for construction

Kaua'i: \$63,295,000

\$43,520,000 Land Based Recreation
\$19,775,000 Ocean Based Recreation

Maui County: \$40,940,000

Maui: \$35,680,000
Lāna'i: \$770,000
Moloka'i: \$4,490,000

Park and Trail Improvements

- Ha'ena State Park
- Nā Pali Coast State Wilderness Park

Park and Trail Improvements

- Pua'a Ka'a State Wayside
- Wai'anapanapa State Park

¹¹ The detailed spreadsheets of capital improvements and other information regarding the Recreational Renaissance are posted at www.hawaii.gov/dlnr/recreate/improvement-plans

- Wailua River State Park
- Russian Fort Elisabeth State Park
- Koke'e State Park
- Koke'e Trail System
- Polihale State Park
- Alakai Wilderness Area
- Mana Waterbird Sanctuary
- Līhu'e Koloa Forest Reserve
- Nā Pali-Kona Forest Reserve

Ocean Recreation Improvements

- Kikiaola Small Boat Harbor
- Kukui'ūla Small Boat Harbor
- Nawiliwili Small Boat Harbor
- Port Allen Small Boat Harbor
- Waikaea Boat Ramp

- Polipoli Springs State Recreation Area
- Makena State Park
- 'Iao Valley State Monument
- Halekii-Pihana Heiau State Monument
- Palaau State Park
- Ho'olehua Wetlands
- Wahikuli Off Highway Vehicle Trail

Ocean Recreation Improvements

- Lahaina Small Boat Harbor
- Ma'alaea Small Boat Harbor
- Kahului Small Boat Harbor
- Kihei Small Boat Harbor
- Mala Small Boat Harbor
- Maliko Boat Ramp
- Manele Small Boat Harbor
- Kaunakakai Small Boat Harbor

Hawai'i: \$ 58,285,000
 \$40,140,000 Land Based Recreation
 \$18,145,000 Ocean Based Recreation

O'ahu: \$72,580,000
 \$43,350,000 Land Based Recreation
 \$29,230,000 Ocean Based Recreation

Park and Trail Improvements

- Hapuna Beach State Recreation Area
- Kiholo State Park
- Kekaha Kai State Park
- 'Akaka Falls State Park
- Wailoa River State Recreation Area
- Wailuku River State Park Complex
- Lapakahi State Historic Park
- Kalopa State Recreation Area
- Kealakekua Bay State Historic Park
- Mauna Kea State Recreation Area
- Pu'u O'o Saddle House
- Kīpuka 21 Wildlife Viewing Area
- Mauna Kea Campsite
- Mauna Kea Forest Reserve
- Kapapala Forest Reserve
- Pu'u Anahulu Game Management Area
- Kapaloa Falls Trail
- Ala Kahakai National Historic Trail

Park and Trail Improvements

- Diamond Head State Monument
- 'Iolani Palace State Monument
- Ka Iwi Scenic Shoreline
- Mālaekahana State Recreation Area
- Nu'uānu Pali State Wayside
- Sand Island State Recreation Area
- Keaiwa Heiau State Recreation Area
- Ka'ena State Park & NAR
- Peacock Flats
- Honolulu Watershed Forest Reserve
- Makiki - Tantalus Recreation Area
- Wahiawā State Freshwater Recreation
- Kahana Valley State Park
- Pu'u 'Ualaka'a State Wayside
- Manoa Falls Trail
- Lanikai Trail
- Maunawili Falls Trail
- Wa'ahila Ridge State Recreation Area
- Mokule'ia Forest Reserve

- Monalua Forest Reserve
- Pupukea-Paumalu Wilderness Area

Ocean Recreation Improvements

- Honokohau Small Boat Harbor
- Kawaihae Small Boat Harbor
- Keauhou Small Boat Harbor
- Wailoa Small Boat Harbor
- Kailua Kona Wharf
- Puako Boat Ramp

Ocean Recreation improvements

- Ala Wai Small Boat Harbor
- Hale'iwa Small Boat Harbor
- He'eia Kea Small Boat Harbor
- Ke'ehi Small Boat Harbor
- Wai'anae Small Boat Harbor
- Kahana Boat Ramp
- Maunalua Bay Boat Ramp
- Sand Island Boat Ramps

Statewide support: \$4,900,000

- Implement a facilities maintenance scheduling system to ensure regular repair and maintenance of all DLNR recreational facilities and spaces to maximize lifespan of improvements.
- Install entry gates, lighting and other security improvements at parks and small boat harbors.
- Implement a statewide mooring and demarcation buoy installation/replacement program to ensure safe maritime activities.
- Install interpretive signage and displays at statewide recreational facilities to educate residents and visitors on Hawai'i's history, culture, environment and how to protect and preserve Hawai'i's unique beauty.

Appendix B

List of Public Lands to Support Public Places

Status of Existing Revenue Generating Properties

Properties with Immediate Revenue Potential:			
PROPERTY/DESCRIPTION	TMK	SIZE	COMMENTS
Former Ewa Feed Lot, Campbell Industrial Park, Ewa, Oahu	(1) 9-1-31:01	110 Ac	Large industrial-zoned parcel. A public notice of the RFQ/RFP process for the subject site was issued on November 8, 2009. Based on the foregoing, an applicant was qualified and selected as the developer. The selected developer recently entered into a Development Agreement with DLNR, allowing the Developer to conduct due diligence and pursue all necessary entitlements for its proposed development. If the Developer is successful, DLNR will issue a long-term lease to the Developer and pursuant to the approved proposal, the Developer will pay DLNR an initial minimum annual rent of \$5.5M per annum.
Six (6) Mill Town industrial lots, Waipahu, Oahu	(1) 9-4-166: 1, 2, 3, 24, 25 26	16-18,000 sf (each)	Six subdivided industrial-zoned lots with infrastructure. Ground leases were scheduled to be offered by public auction on March 18, 2010. In addition to upset rents set below market rents, the proposed lease did not require any minimum improvements. Notwithstanding the foregoing and despite numerous prior inquiries of interest, no qualified applications for the auction were received in response to the auction's public notice. Follow up interviews with previously interested parties revealed that the primary reason for lack of response was due poor economic conditions that negatively impacted the availability of any construction financing.
Kawaihae Lot, near Kawaihae Harbor, Island of Hawaii	(3) 6-1-3:15	1.32 Ac	Mixed Commercial/Industrial ground lease sold at public auction in 2008. Lease rent of \$69,000 per year. Successful bidder obtained all necessary entitlements and a 65-year lease was issued effective 6/1/2010.

Kanoelehua Commercial Center & Industrial Park, So. Hilo, Island of Hawaii	(3) 2-1-12:41, 149	13.7 Ac	Industrial zoned parcel located adjacent to 11 acres of DHHL lands. A joint RFQ/RFP with DHHL was issued October 2009. Minimum upset rents for DLNR over \$207,000 per year.
Ualena Street Industrial, Five (5) improved industrial lots near Honolulu Int'l Airport, Oahu	(1) 1-1-04:01, 02, 03, 05 & 06	3.45 Ac	Five improved industrial lots currently EO'd to DOT-Airports to be transferred to DLNR. Transfer requires FAA approval, which has been requested by DOT. In a letter dated May 11, 2010 from FAA to DOTA, FAA indicated it would not support this transfer.

Properties with Long-Term Revenue Potential:			
PROPERTY/DESCRIPTION	TMK	SIZE	COMMENTS
Mana Industrial Park, So. Hilo, Island of Hawaii	(3) 2-1-012:04, 05, 06 por., 25, 26 & 69 & 2-1-013:151	150 Ac	Industrial zoned lands located near Hilo Airport. Will issue RFP to seek a master ground lessee to develop industrial park, including infrastructure. Long-range revenue potential (i.e., \$1.2 million/yr at full build out). May be developed in phases.
Commercial zoned lot at Ainahola St/Komohana Ave, So. Hilo, Island of Hawaii	(3) 2-4-41:45	2.957 Ac	Commercial ground lease scheduled to be offered by public auction in early 2010. Ground lease was scheduled for a public auction on March 18, 2010. Despite several inquiries of interest, DLNR received no response to the public notice for the auction. Follow up interviews with parties that expressed interest in leasing the property revealed that the current economic conditions that had an adverse effect on financing availability to develop the site for productive use.
East Kapolei lots, along North-South road and proposed rail transit line, Kapolei, Oahu	(1) 9-1-17:86, 9-1-18:05	106.6 Ac	Large Ag zoned parcels located in State Urban District. Long-range development potential due to proximity to H-1 Fwy, North-South Road, and proposed transit line. City & County is undertaking Transit Oriented Development rezoning, allowing for commercial uses and issued a draft TOD plan for the East Kapolei area in the second quarter of 2010. City is working on finalizing TOD plans based on comments received. City's TOD plans still require City Council approval.

PROPERTY/DESCRIPTION	TMK	SIZE	COMMENTS
Kekaha Town Commercial Lot, Waimea, Kauai	(4) 1-3-08:05	13,703 sf	This vacant subdivided lot has direct roadway access, utility infrastructure, and is zoned for neighborhood commercial use. Public auction of this site was scheduled for September 3, 2010. No response to the public notice for the auction was received.
Kanoelehua Industrial-Commercial Lot, So. Hilo, Island of Hawaii	(3) 2-2-37:41	2.847 Ac	The revenue potential for this vacant parcel improved significantly when DLNR obtained rezoning approval in 2004 from residential district to the industrial-commercial mixed-use district. The parcel is in a prime location at the entry intersection to the Hilo International Airport. The Board approved the sale of a 65-year lease by public auction on October 8, 2004 (Item D-1) and February 25, 2005 (Item D-5).
Kona Airport Industrial Land, N. Kona, Island of Hawaii	(3) 7-3-43:01 por.; 02 por., & 03 por.	Up to approx. 626 Ac	These lands represent a portion of a larger 4,201.1-acre site currently set aside to DOT by Governor's Executive Order (EO) No. 3074 for "airport, an energy research project, and their associated purposes". Whereas DOT's Kona International Airport Master Plan does not identify these lands as critical for airport activities and/or airport facilities, DOT has requested the Federal Aviation Administration to release subject lands from the terms and conditions contained within certain grant agreements between DOT and the FAA. Considering its proximity to the Kona International Airport, and frontage along Queen Kaahumanu Highway, these lands present an excellent opportunity for development and revenue generation.
Hart Street Industrial, Honolulu, Oahu	(1) 1-5-33:01, 02 por., 18 & 21	.61 Ac	The industrial zoning and central location contribute to excellent revenue potential for these combined sites. Land Division intends to auction these properties in the first quarter of 2011.

PROPERTY/DESCRIPTION	TMK	SIZE	COMMENTS
Pohukanina Lot, Honolulu, Oahu	(1) 2-1-59:09	3.42 Ac	Kamehameha Schools recently submitted an application to the Hawaii Community Development Authority for development of a mixed-use urban village in Kakaako Mauka. The proposed development is expected to enhance the revenue generation potential of the Pohukaina lot. Revenue generating opportunities include, but are not limited to, entering into a lease or joint development agreement with a government agency, or other method of disposition permitted under HRS Chapter 171.
Kapaa Town Lot, Kawaihau, Kauai	(4) 4-5-09:10	6,813 sf	This parcel is presently under Revocable Permit for landscaping and additional parking purposes. Permittee is not in compliance with the terms of the RP and Land Division is in the process of canceling the RP. Subject location, county zoning, and surrounding commercial land uses indicate revenue generation potential.

Selected Properties for Designation of "Income-Producing Assets"					
Lease/Permit No.	TMK	Land Area (Ac.)	Current Annual Lease Rent*	Lessee/Tenant	Comments
Oahu					
GL 5219	1-5-31:333	1.615	\$180,000	Tyco International, Ltd	Commercial/Industrial (submerged lands)
RP 7566	2-6-08:29	0.090	405,192	Hilton Hawaiian Village, LLC	Commercial (pier lease)
GL 4095	4-1-13:10	129.859	144,500	Olomana Golf Links Inc.	Recreational/Commercial
GL 3709	4-1-14:04 & 13	105.937	91,200	Oceanic Institute	Research/Commercial
Subtotals Oahu (4)		237.495	\$820,892		
Maui					
GL 4212	3-9-04:29	1.119	87,739	Western Apt. Supply & Maintenance Co.	Hotel
GL 5731	4-8-01:01	200.000	150,000	Kaheawa Wind Power, LLC	Renewable energy
Subtotals Maui (2)		201.119	\$237,739		

Hawaii

GL 5844	2-1-01:12 2-1-05: 13, 16, 17, 27, 32 & 46	70.125	500,000	Hawaii Outdoor Tours	Hotel Resort
GL 3961	2-1-03:05	5.000	101,280	Hilo-Hawaiian Associates	Hotel Resort
GL 3269	2-1-05:20	0.920	49,000	Country Club-Hawaii, Inc.	Hotel Resort
GL 5018	2-1-05:21	1.091	24,540	Bayview Banyan Corp	Hotel Resort
GL 3029	2-1-05:22	1.190	23,860	Reeds Bay Resort Hotel, Ltd.	Hotel Resort
GL 3265	2-1-05:33	0.586	11,460	Hilo Bay Hotel, Inc.	Hotel Resort
GL 3266	2-1-05:34	0.531	10,380	Hilo Bay Hotel, Inc.	Hotel Resort
GL 3267	2-1-05:35	0.495	9,660	Hilo Bay Hotel, Inc.	Hotel Resort
GL 4252	2-1-05:45	0.215	4,300	Hilo Bay Hotel, Inc.	Hotel Resort
GL 5187	2-1-09:06, 07, 42, 48	2.919	50,760	Equilon Enterprises & Aloha Petroleum	Industrial
GL 4323	2-1-10:33	3.706	60,600	Kalaniana'ole Real Estate & Aloha Petroleum	Industrial
GL 4662	2-1-12:25	1.418	27,300	Southern Foods Group, LP	Industrial
LLO 357	2-1-13:02	14.990	180,000	Yamada and Sons, Inc.	Industrial/Commercial
GL 5001	2-2-32:10	0.988	25,829	Pubtime, inc.	Commercial
GL 3723	2-2-32:11, 85, 86	1.934	27,360	Constructors Hawaii, Inc.	Office
GL 3611	2-2-32:21	2.334	44,790	Wm MacKenzie Trust et al.	Commercial
GL 5642	2-2-32:62 & 63	0.810	27,125	JJCO Properties, LLC	Commercial
GL 3597	2-2-32:64	0.339	11,359	Sure Save Supermarket, Ltd.	Commercial
GL 4333	2-2-37:56	0.448	10,238	Hawaiian Fruit Flavors, inc.	Industrial
GL 5848	2-2-37:63	0.900	72,000	David S. Deluz, Sr., Trustee	Industrial
GL 3935	2-2-37:66	0.304	9,100	Alan R. Nagakura Trustee	Commercial
GL 3592	2-2-32:67 & 78	0.778	16,440	HPM Building Supply	Industrial
GL 3609	2-2-32:68 & 70	2.363	44,190	Hawaii Planing Mill, Ltd.	Commercial
GL 3583	2-2-37:52, 92, 93	2.565	43,000	Yamada Consolidated, Inc.	Commercial/Industrial
GL 4284	2-2-37:81	0.826	17,520	Kapalama Commercial Center	Industrial
GL 4359	2-2-37:88	0.413	8,700	Michael Nakashima	Industrial
GL 4302	2-2-37:89	4.823	73,080	Yamada Transfer, Inc.	Industrial
GL 4663	2-2-37:94	0.916	21,000	Yamada Transfer, Inc.	Industrial
GL 5186	2-2-37:96	0.312	19,500	Hawaii Petroleum, Inc.	Industrial
GL 4664	2-2-37:97	0.391	10,800	Jack D. & John D. Umphrey	Industrial
GL 4665	2-2-37:98	1.019	22,800	DMS Diesel Repair, LLC	Industrial
GL 4330	2-2-37:122	0.416	8,700	Michael T. Nakashima	Industrial
GL 4331	2-2-37:144	0.516	10,060	J.W. McCully, Trustee	Industrial
GL 4332	2-2-37:144	0.546	10,640	J.W. McCully, Trustee	Industrial
GL 3604	2-2-49:02	0.258	8,280	Roger Antonio	Industrial
GL 3620	2-2-49:04	0.604	15,300	Chika Nakano Repair Shop, Inc.	Industrial
GL 3621	2-2-49:06	0.895	20,340	Crescent City Properties, Inc.	Industrial
GL 3601	2-2-49:07	0.775	17,010	William T. White, III	Industrial
GL 3596	2-2-49:11	0.382	10,200	D.L. Downing	Industrial
GL 3593	2-2-49:12	0.367	10,719	Hilo Automotive Supply Center	Industrial
GL 3619	2-2-49:13	0.321	9,660	Mauna Kea Electric Co.	Industrial
GL 3602	2-2-49:14	0.364	10,620	Mar-Les Corporation	Commercial
GL 3603	2-2-49:15 & 16	0.293	8,400	Arthur K.K. & Cynthia L. Wong	Commercial
GL 3591	2-2-49:17	0.354	10,380	VetPro, Inc.	Commercial
GL 3698	2-2-49:22	0.687	46,800	Bank of Hawaii	Commercial
GL 3716	2-2-50:15	0.556	14,400	Hawaiian Fresh Produce	Commercial
GL 3750	2-2-50:76	0.274	6,900	Art K.K. & Cynthia L. Wong	Commercial
GL 3660	2-2-50:77	0.275	7,300	Hilo Bay Printing Company, Ltd.	Commercial
RP 7391	2-2-50:79	0.356	18,564	Hilo Termite & Pest Control, Ltd.	Commercial
RP 6931	2-2-50:80	0.258	5,232	Kent Kaneko	Industrial
GL 3594	2-2-50:83	0.224	7,440	Raymond T. Izuno	Industrial
GL 3598	2-2-50:85	0.258	8,280	Mauna Kea Infrared, LLC	Commercial

* Annual lease rents are rounded to the nearest dollar

(Continued on following page)

Lease/ Permit No.	TMK	Land Area (Ac.)	Current Annual Lease Rent*	Lessee/Tenant	Comments
GL 3595	2-2-50:86	0.258	7,140	Opportunity Management Hawaii, Inc.	Industrial
GL 3599	2-2-50:90	0.775	18,300	Central Supply, Inc.	Industrial
GL 3875	2-2-50:93	0.689	26,400	Alternative Energy Marketing, Inc.	Commercial
GL 3622	2-2-50:95	0.320	9,660	Hiroshi & Naoe Matsubara	Industrial
GL 3606	2-2-50:96	0.344	8,400	Hilo Kala Inc.	Industrial
GL 3600	2-2-50:97	0.344	10,200	Hilo Mechanical, inc.	Industrial
GL 3670	2-2-50:98	0.344	8,250	Machida Inc.	Commercial
GL 4443	2-2-58:01	2.049	36,780	I. Kitagawa and Company, Limited	Industrial
GL 4308	2-2-58:02	0.551	14,400	Hilo Sheetmetal, Inc.	Industrial
GL 4307	2-2-58:03	0.278	8,400	GEO's Company, Inc.	Industrial
GL 4306	2-2-58:04	0.331	9,600	Sear's, Roebuck & Co.	Industrial
GL 4667	2-2-58:12	0.559	15,000	A. P. Water Supply	Industrial
GL 3742	2-2-58:14	2.165	48,100	JH Moku Ola, LLC	Industrial
GL 4303	2-2-58:15	0.608	11,280	David De Luz	Industrial
GL 4379	2-2-58:15	0.895	12,480	David De Luz	Industrial
GL 5656	2-2-58:17	0.895	16,000	Big Island Toyota, Inc.	Industrial
GL 3925	2-2-58:20, 21, 22	3.718	66,000	Hawaii Electric Light Co. Inc.	3 industrial-zoned lots
GL 4314	2-2-58:23	0.273	6,060	Scott T. Nakahara	Industrial
GL 4313	2-2-58:24	0.255	5,670	Scott T. Nakahara	Industrial
GL 4283	2-2-58:25	0.439	10,500	Kapalama Commercial Center	Industrial
GL 4312	2-2-58:26	0.439	14,300	Gary J. & Karen Rubio	Industrial
GL 3999	2-2-58:29 & 30	0.918	30,800	Ms Auto, Inc.	Industrial
GL 4310	2-2-58:31	0.459	10,500	Alumside Products, Inc.	Industrial
GL 4309	2-2-58:32	0.459	12,000	Western Pacific Investments	Industrial
GL 4201	2-2-58:33	0.474	10,960	David De Luz, Sr.	Industrial
GL 4300	2-2-58:35 & 40	1.435	19,470	William A. Miller	Industrial
GL 4668	2-2-58:39	0.601	13,830	Myong Nan Park	Industrial
GL 5862	6-9-07:14	1.337	71,500	Global Resort Partners	Hotel Resort
Subtotal Hawaii (80)		156.840	\$2,355,176		
Kauai					
GL 3832	4-5-11:46	0.593	122,360	Pixar Development, LLC	Hotel Resort
GL 5578	4-5-12:05	0.221	26,910	Pixar Development, LLC	Hotel Resort
Subtotal Kauai (2)		0.814	\$149,270		
Total (88)		596.268	\$3,563,077		
80% of Revenues to SLDF			<u>\$2,850,462</u>	(rounded)	

Appendix C

Accounting for Fees Developed Through Recreational Renaissance "Plan B"

DEPARTMENT OF LAND AND NATURAL RESOURCES
RECREATIONAL REVENUE AND EXPENDITURE SUMMARY
STATE FUNDS
FY 2011

STATE PARKS	Operating Funds	
Fiscal Year 2010	Quarter	Annual
General Fund Appropriation	1,161,694	4,646,776
Special Fund Revenues	771,991	3,087,963
TOTAL FY10 OPERATING BUDGET	1,933,685	7,734,739
Fiscal Year 2011	Quarter (actual)	Annual (projected for Special Funds)
General Fund Appropriation (Actual)	1,010,968	4,043,870
FY11 Special Fund Revenues		
Base Special Fund Revenues	672,837	3,591,348 *
New Special Fund Revenues (New Fees Generated by Rec Ren Plan B)	85,078	419,472 **
Deduction for OHA Trust (20% Ceded Land Revenue)	(131,888)	(541,283)
Deduction for B&F Assessment	(31,301)	(173,477)
TOTAL FY11 OPERATING BUDGET	1,605,693	7,339,930
DIFFERENCE BETWEEN FY10 AND FY11 OPERATING BUDGET	(327,992)	(394,809)

* Includes Annual Allocation of \$900,000 from TAT

**Includes Projected FY11 Annual Special Fund Revenue from New Rec Ren Fees Not Fully Implemented in First Quarter

Iao Valley Entry Fees (Initiated October, 2010)

Akaka Falls Entry Fees (Projected Initiate January, 2011)

STATE PARKS - SPECIAL FUND REVENUES
 FOR THE PERIOD JULY 1, 2010 TO SEPTEMBER 30, 2010

	<u>TOTAL SPECIAL FUND REVENUES</u>	<u>SUB-TOTAL: SPECIAL FUND REVENUES DUE TO RECREATIONAL RENAISSANCE PLAN B FEES</u>
Rentals, Park Concessions	277,287	0
Entry/Parking Fees		
Diamond Head Entrance Fees	226,407	0
Parking/Entrance Fees (Pali Look-Out)	37,123	37,123
Sub-Total Entry/Parking Fees	<u>263,530</u>	<u>37,123</u>
Camping Permits	62,449	34,571
Cabin Rentals	44,705	12,899
Landing Fees/	41,911	0
Rentals of Land & Wharf, Leased Lands	39,524	0
Rentals, Temporary/Special Permit	9,285	0
Commission, Vendor Sales	5,900	0
Miscellaneous	13,324	485
Sub-Total	<u>757,915</u>	<u>85,078</u>
Deduction for OHA Trust (20% Ceded Land Revenue)	(131,888)	
Deduction for B&F Assessment	(31,301)	
AVAILABLE SPECIAL FUND REVENUES	<u>594,726</u>	

STATE PARKS - SPECIAL FUND EXPENDITURES
 FOR THE PERIOD JULY 1, 2010 TO SEPTEMBER 30, 2010

	TOTAL
STATE PARK FACILITIES EXPENSES	
Repairs and Maintenance	
Maintenance Supplies	46,095
Grounds Maintenance	22,967
Building Structure	22,374
Sub-Total, Repairs & Maintenance	91,436
Services on Fee Basis	344,760
Utilities (Water, Sewer & Electricity)	95,311
Rental of Helicopters	18,900
Machinery & Equipment	13,057
Telephone & Telecommunication	2,199
Other Operating Expenses	16,850
Sub-Total	582,513
PAYROLL/PERSONNEL EXPENSES	336,382
ADMINISTRATIVE OFFICE EXPENSES	
Operating Supplies	8,809
Postage & Telephone	3,695
Copy Machine & Other EDP Rental	1,586
Other Operating Expenses	5,395
Sub-Total	19,485
Total Payroll and Administrative Expenses	355,867
GRAND TOTAL	938,380

DEPARTMENT OF LAND AND NATURAL RESOURCES
RECREATIONAL REVENUE AND EXPENDITURE SUMMARY
STATE FUNDS
FY 2011

BOATING AND OCEAN RECREATION	Operating Funds	
Fiscal Year 2010	Quarter	Annual
General Fund Appropriation	0	0
Special Fund Revenues	2,850,032	11,400,129
TOTAL FY10 OPERATING BUDGET	2,850,032	11,400,129
Fiscal Year 2011	Quarter (actual)	Annual (projected for Special Funds)
General Fund Appropriation (Actual)	0	0
FY11 Special Fund Revenues		
Base Special Fund Revenues	1,948,630	12,800,000
New Special Fund Revenues (New Fees Generated by Rec Ren Plan B)	102,568	800,000
Deduction for OHA Trust (20% Ceded Land Revenue)	(140,158)	(1,000,000)
Deduction for B&F Assessment	(95,552)	(630,000)
TOTAL FY11 OPERATING BUDGET	1,815,488	11,970,000 *
DIFFERENCE BETWEEN FY10 AND FY11 OPERATING BUDGET	(1,034,544)	569,871

* DOBOR's revenue stream is not consistent every quarter. For example, the division receives minimal revenue in July and receives substantially larger amounts in June. Additionally, the first quarter balance did not include approximately \$800,000 in deposits due to delay in Department of Budget & Finance's processing. There has been an increase in the amount of time to process Treasury Deposit Receipts (TDRs). The normal processing time was 3-4 business days. In the current fiscal year, it is taking between 17-20 business days. The division expects this trend to continue throughout fiscal year 2011.

DOBOR expects to have an increase in Rec Ren Plan B funds resulting from the Ala Wai Parking plan. These revenues are not subject to OHA.

DOBOR has estimated OHA payments to be consistent with the previous year with a slight increase for the increase in mooring fees.

BOATING & OCEAN RECREATION - SPECIAL FUND REVENUES
 FOR THE PERIOD JULY 1, 2010 TO SEPTEMBER 30, 2010

	TOTAL SPECIAL FUND REVENUES	SUB-TOTAL: SPECIAL FUND REVENUES DUE TO RECREATIONAL RENAISSANCE PLAN B FEES
Liquid Fuel-Small Boat Tax	450,894	0
Mooring Charges	697,369	37,999
Rental of Land, Lease Rental on Gross Sales	642,991	64,569
Ramp Permit Fee	107,868	0
Boat Registration Fee	31,941	0
Miscellaneous Fee	120,135	0
Sub-Total	2,051,198	102,568
Deduction for OHA Trust (20% On Ceded Land Revenue)	(140,158)	
Deduction for B&F Assessment	(95,552)	
AVAILABLE SPECIAL FUND REVENUES	1,815,488	

BOATING & OCEAN RECREATION - SPECIAL FUND EXPENDITURES

FROM JULY 1, 2010 TO SEPTEMBER 30, 2010

	<u>TOTAL</u>
HARBOR FACILITIES EXPENSES	
Repairs and Maintenance	
Maintenance Supplies	24,589
Buildings /Piers	78,788
Grounds	22,534
Motor Vehicle & Boats	14,689
Navigational Aids	198
Sub-total, Repairs and Maintenance	<u>140,798</u>
Utilities (Gas, Water, Sewer & Electricity)	245,364
Operating Supplies	26,555
Services on A Fee Basis	20,682
Machinery & Equipment	20,247
Other Operating Expenses	17,228
Sub-Total	<u>470,874</u>
PAYROLL/PERSONNEL EXPENSES	1,136,996
ADMINISTRATIVE OFFICE EXPENSES	
Services on A Fee Basis	101,210
Operating Supplies	13,956
Land & Building Rental	20,982
Books, Subscriptions, Printing & Binding	16,831
Postage, Freight & Telephone	22,240
Machinery & Equipment	9,743
Other Operating Expenses	4,871
Sub-Total	<u>189,833</u>
Total Payroll and Administrative Expenses	<u>1,326,829</u>
GRAND TOTAL	<u>1,797,703</u>

DEPARTMENT OF LAND AND NATURAL RESOURCES
RECREATIONAL REVENUE AND EXPENDITURE SUMMARY
STATE FUNDS
FY 2011

Trails and Forest Recreation	Operating Funds	
Fiscal Year 2010	Quarter	Annual
General Fund Appropriation	348,011	1,392,045
Special Fund Revenues	96,368	385,473
TOTAL FY10 OPERATING BUDGET	444,380	1,777,518
Fiscal Year 2011	Quarter (actual)	Annual (projected for Special Funds)
General Fund Appropriation (Actual)	279,777	1,119,106
FY11 Special Fund Revenues		
Base Special Fund Revenues	102,483	409,932
New Special Fund Revenues (New Fees Generated by Rec Ren Plan B)	11,684	46,736
Deduction for OHA Trust (20% Ceded Land Revenue)	(7,840)	(31,360)
Deduction for B&F Assessment	(5,316)	(21,265)
TOTAL FY11 OPERATING BUDGET	380,787	1,523,149
DIFFERENCE BETWEEN FY10 AND FY11 OPERATING BUDGET	(63,592)	(254,370)

TRAILS & FOREST RECREATION - SPECIAL FUND REVENUES

FOR THE PERIOD JULY 1, 2010 TO SEPTEMBER 30, 2010

	<u>TOTAL SPECIAL FUND REVENUES</u>	<u>SUB-TOTAL: SPECIAL FUND REVENUES DUE TO RECREATIONAL RENAISSANCE PLAN B FEES</u>
Liquid Fuel-Highway Tax	72,644	0
Fees and Donations	27,505	0
Camping Permit	11,684	11,684
Investment Pool Interest	2,334	0
TOTAL	<u>114,167</u>	<u>11,684</u>
Deduction for OHA Trust (20% On Ceded Land Revenue)	(7,840)	
Deduction for B&F Assessment	(5,316)	
AVAILABLE SPECIAL FUND REVENUES	<u>101,011</u>	

TRAILS & FOREST RECREATION - SPECIAL FUND EXPENDITURES

FROM JULY 1, 2010 TO SEPTEMBER 30, 2010

	TOTAL
PAYROLL/PERSONNEL EXPENSES	78,253
ADMINISTRATIVE OFFICE EXPENSES	
Operating Supplies	3,537
Utilities (Gas, Water, Sewer & Electricity)	319
Sub-Total	<u>3,856</u>
TOTAL	<u>82,109</u>

Appendix D

Park, Harbor, Trail, and Forest Access Repair and Maintenance after Implementation of “Plan B”

Hawaii

Arboreal hazard mitigation at State Parks in East and West Hawaii Districts	Comfort Station repairs at Wailoa State Park (SP) Boat Harbor and Hapuna Beach SRA	Forest Reserve Campsite maintenance at Waimanu FR, Ainapo FR, Keanakolu Ranger and Bunkhouse Cabin.
Entry road and parking improvements at Lava Tree State Monument	Parking restriping at Wailoa visitor center, Rainbow Falls, Boiling Pots, Akaka Falls, Kalopa SRA, and Mauna Kea SRA.	Trail Grading Ala Kahakai Trail, Doctor’s Pit Trail, Humuula Trail, Muliwai Trail, Onomea Trails, Pololu Trail, Puakea Bay Trail, Puna Trail, Puu Huluhulu Trail, Puu Oo Horse Trail, Ainapo Access Road, Mauna Kea Access Road, Mauna Loa Observatory Access Road, Puu Laau Access Road, Mauna Kea Upper Waiakea ATV/Dirtbike Park 2000 ac., Kaulana Manu Native Bird & Plant Sanctuary
Water System Improvements at Honokohau SBH	Loop trail and lookout improvements at Akaka Falls SP	
Improvements to Dock #2 at North Kawaihae SBH	Repairs to Marginal Wharf at North Kawaihae SBH.	
Improvements at Honokohau Harbor Access Road, Honokohau SBH, Kawaihae Small Boat Harbor (South), North Kawaihae SBH, Kailua Kona Wharf	Trail Maintenance at Ainapo Trail, Kaumana Trail, Keauhou-Napoopoo Trail	

Maui County

Painting bridge and handrails and repairs to parking lot at Iao Valley State Monument	Facility Improvements at Hana Ramp and Kahului Boat Ramp	Lanai: Accessibility Pier replacement at Manele SBH and trail grading at Hulopoe-Huawai Fisherman Trail, Kanepuu Dryland Forest Trail, #3 Access Road, #5 Access Road, #7 Access Road, #57 Access Road, Awalua Access Road, Federation Camp Access Road, Guard Access Road, Honopu Access Road, Kaena Access Road, Kahua Access Road, Kahue Access Road, Keone Access Road, Kuamoo Access Road, Lapaiki Access Road, Mahana Access Road, Nanahoa Access Road, and Naupaka Access Road
Repair public drinking fountain, and other fixtures in cabins and comfort station at Waianapanapa State Park	Trail maintenance at Hoapili Trail, Kahakapao Loop Trail, Ke Alaloe O Maui, Keanae Arboretum, Mokuleia Stairs Beach Access, Ohai Loop Trail, Skyline Trail, Waikamoi Ridge Trail, and Maui Moto X trails	
Replace water heaters and windows, waterline and electrical repairs at 12 cabins in Waianapanapa State Park	Trail grading at Boundary Trail, Haleakala Ridge Trail, Kaulahuki Trail, Lahaina Pali Trail, Mamane Trail, Plum Trail, Polipoli Trail, Redwood Trail, Tie Trail, Waiakoa Loop, Waiakoa Trail, Waihee Ridge Trail, Waiohuli Trail, Waipoli Access Road, and Waihou Spring Trail	Molokai: Trail maintenance at Kahanui Access Roads and trail grading at Waikolu Overlook and Maunahui-Makakupaia Access Road
Replace roof and repair drain for cabin #5 at Waianapanapa State Park		
Pier and utility improvements at Lahaina SBH and Maalaea SBH		
Accessibility barrier removal at Maalaea/Lahaina SBH		

Kauai

Repainting Comfort Stations at Kokee and Waimea Canyon State Park

Reconstruct roadway, drainage, and guardrail improvements between 16 and 17 mile marker at Kokee State Park

New viewing platform and improvements to walkway and guardrail for accessibility improvements at 'Opaeka'a Falls Lookout, Wailua River State Park

Repairs at Fern Grotto complex for accessible walkway and comfort station in Wailua River State Park

Park and Trail maintenance, ungulate management, and rockfall mitigation in Napali Coast State Wilderness Park

Maintenance Dredging at Kikiaola SBH and repairs to Light Draft Harbor

Forest Reserve Campsite maintenance at Hipalau, Kaluahaulu, Kawaikoi, Lonomea, Sugi Grove, Waialae Cabin, Waikoali, Wiliwili

Trail maintenance at Alakai Swamp Trail, Awaawapuhi Trail, Iliiau Nature Loop, Kawaikoi Stream Trail, Koaie Canyon Trail, Kohua Ridge Trail, Kukui Trail, Milolii Vista Trail, Mohihi-Waialae Trail, Nounou East and West Trails, Nualolo Cliff Trail, Nualolo Trail, Okolehau Trail, Pihea Trail, Poomau Canyon Vista Trail, Waimea Canyon Trail

Trail grading at Kuilau Trail, Kuamoo Trail, Kaaweiki Ridge Access Road, Kauhao Ridge Access Road, Makaha Arboretum Access Road, Milolii Ridge Access Road, Mohihi-Camp 10 Access Road, Pine Forest Access Road, Polihale Ridge Access Road, Wailua Forest Management Road

Oahu

Picnic pavilion and/or comfort stations roofing repairs at Puu Ualaka State Wayside and Malaekahana State Recreation Area, and Ahupuaa o Kahana Valley State Park

Park entrance kiawe tree removal and trail improvements at Diamond Head State Monument

New gate and fencing repairs at Wahiawa Freshwater State Recreation Area

Entry road and parking improvements at Wa'ahila Ridge State Recreation Area

Repairs and maintenance provided by volunteers at Sand Island State Recreation Area and Malaekahana State Recreation Area

Maintenance dredging at Haleiwa SBH and Waianae SBH

Pier replacements at Haleiwa SBH and Keehi SBH

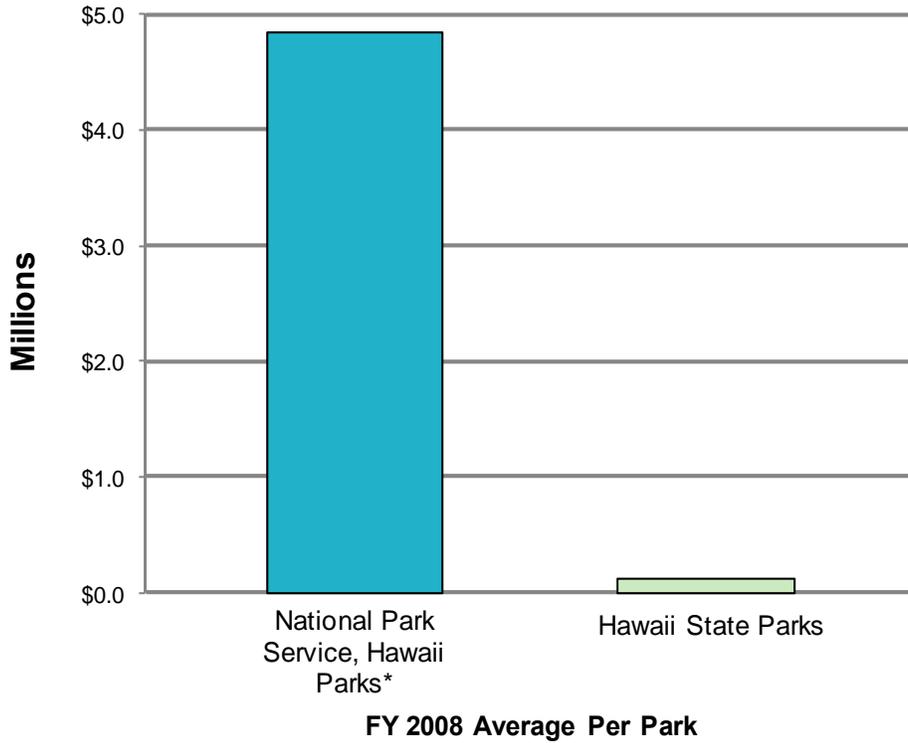
Transient docks, and infrastructure (water and sewer) improvements at Ala Wai SBH

Pier Improvements at Waianae SBH, Keehi SBH, and 700 row at Ala Wai SBH

Forest Reserve Campsite maintenance at Peacock Flats, Hauula-Maakua Trails, Maakua Ridge Trail, Kaunala Trail, Kuliouou Valley and Ridge Trails, Kuaokala and Mokuleia Access Roads

Trail grading at Hauula-Maakua Trails, Hawaiiiloa Ridge Trail, Honolulu Mauka Trail System, Kaiwa Ridge Trail, Kaunala Trail, Kealia Trail, Kuaokala Trail, Kuliouou Valley and Ridge Trails, Manana Trail, Maunawili Trails, Poamoho Trail, Schofield-Waikane Trail, Waimano Trail, Wiliwilinui Trail, Kulana'ahane Trail, Kealia Access Road, Kuaokala & Mokuleia Access Roads, Poamoho Access Road, Kamananui Valley Road, Kahuku OHV Park, Sand Island OHV Park

Comparison of Average Operating Funds per Park in Fiscal Year 2008 for National Park Service vs. Hawaii State Parks



* Represents Ave. of 5 National Parks in Hawaii: Haleakala, Volcanoes, Kaloko-Honokohau, Puukohola Heiau, Puuhonua O Honaunau

FY 2010 Operating Budgets for Hawaii State Parks vs. Counties Parks and Recreation

