



MINUTES

**Joint Meeting of Finance Committee and
Project Oversight Committee
Alii Place, Suite 150
1099 Alakea Street, Honolulu, Hawaii
Thursday, January 28, 2016, 9:00 am**

PRESENT:

Ivan Lui-Kwan
Colleen Hanabusa
Donald G. Horner

George Atta
William "Buzz" Hong
Terri Fujii
Michael Formby

**ALSO IN ATTENDANCE:
(Sign-In Sheet and Staff)**

Daniel Grabauskas
Valerie Sadural
Barbara Armentrout
Mel Kahele
Joseph Stewart
Nicole Chapman
Ivan Torigoe
Morris Atta
Tom LeBeau

Lisa Hirahara
Joyce Oliveira
Cindy Matsushita
Talita Sulunga
Randall Ishikawa
Natalie Iwasa
Sam Carnaggio
Randall Ishikawa
Reid Yamashiro
John Moore

EXCUSED:

Terrence Lee

Ford Fuchigami
Damien Kim

I. Call to Order by Chair

Finance Committee Chair Ivan Lui-Kwan called the meeting to order at 10:00 a.m.

II. Public Testimony on All Agenda Items

Mr. Ivan Lui-Kwan asked for a moment of silence to honor the 12 Marines from Kaneohe Marine Corp Air Station that were still missing from the helicopter crash off of Haleiwa, as well as a moment of remembrance for Senator Gil Kahele who passed away on January 26, 2016.

Mel Kahele indicated that he would comment after the CEO report.

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Natalie Iwasa testified that some numbers on a West Oahu Farrington Highway (WOFH) escalation spreadsheet, which was discussed at the previous meeting, were not being carried forward into the slide presentation.

Barbra Armentrout indicated she would possibly testify following the CEO report.

III. Approval of Minutes of the December 17, 2015 Joint Meeting of the Finance Committee and Project Oversight Committee Meeting.

Mr. Lui-Kwan called for the approval of the minutes of the December 17, 2015 minutes of the joint meeting of the Finance Committee and Project Oversight Committee meeting. There were no objections, or corrections; the minutes were approved as distributed.

IV. Change Order – West Oahu/Farrington Highway Escalation Due to Schedule Impacts

HART Executive Director and CEO Daniel Grabauskas introduced HART Project Manager for Elevators and Escalators and On-Call Contractor, John Moore, to make a PowerPoint presentation on the WOFH escalation change order, a copy of which is attached hereto as Attachment A. Mr. Lui-Kwan said that the change order had previously been presented to the joint committee, and members had deferred decisionmaking.

Mr. Moore reported that the provisional sum change order was the continuation of a change order issued approximately a year prior. The change order was based on notice to proceed (NTP) delays of 20 months, as well as 13 months of delay resulting from the Supreme Court decision. HART and Kiewit could not come to an agreement regarding the calculation methodology for escalation, so HART decided to base it on actual costs incurred. He noted that the costs were divided into five categories: craft labor, staff labor, fuel, oil and grease, small tools and other consumables, and ready mix concrete.

Mr. Lui-Kwan verified that the matter involved the resolution of a delay claim, and Mr. Moore said it did.

Mr. Moore said that the new completion date for the change is July 2016. The initial change order sum of \$15 million had been approved the previous year, with the understanding that staff would report back to the joint committee. To date, approximately \$10 million had been settled with the contractor from that initial \$15 million appropriation. He said that all costs would be audited before any final payment.

Mr. Moore summarized the escalation methodology for the five categories, as well as the contractor's original requested amount. He reported that HART was requesting \$11.75 million, for a total amount of \$26.75 million.

Ms. Hanabusa asked whether the \$15 million was HART's estimate or Kiewit's estimate. Mr. Moore said that HART staff and Lance Wilhelm of Kiewit had agreed to the amount as being fair for 21 months. He said that the original period was 33 months. Mr. Grabauskas added that although HART did not think it would be enough, staff wanted to be transparent and return with a report to the joint committee. Mr. Moore reiterated that all costs would be audited before the final payment.

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Ms. Hanabusa asked whether the \$11.75 million would be the maximum amount that would take HART to the end of the contract, and Mr. Moore confirmed it would. Ms. Hanabusa asked what the total cap is, and Mr. Moore said it would be \$26.75 million. Ms. Hanabusa said that this amount was approximately \$4 million from HART's original estimate, and Mr. Moore said it was.

Ms. Hanabusa asked whether a protocol was being built into agreements to address situations such as these going forward. Mr. Grabauskas advised that HART is endeavoring not to have another situation like this again, and suggested paying actual costs again in any similar future situations.

Mr. Horner asked about the accuracy of the diesel prices. Mr. Moore said that fuel prices are updated every month, and that there was \$65,000 in fuel savings in the month of December. Mr. Horner asked about steel, and Mr. Moore said the issue had been resolved. Mr. Horner asked about capping commodity prices, and Mr. Moore said that Kiewit had an agreement with Ameron for a 5% lock on concrete prices.

Mr. Lui-Kwan summarized that for the 33-month delay for NTP and the Supreme Court case, Kiewit's initial demand was approximately \$65,000,000. HART had decided to settle the escalation claim based on actual cost. He noted that this claim concerned the WOFH section, and that escalation for the Kamehameha Highway Guideway section would need to be resolved at a later date.

Committee member Terri Fujii asked about the line item for Ace Auto Glass. Mr. Moore said that HART had agreed to pay for that, as Ace's equipment had been on site for five or six years. He noted that amount would also be subject to audit.

Committee member William "Buzz" Hong commended Mr. Moore for his work, and requested an update on Kiewit's progress. HART Deputy Director of Construction Tom LeBeau replied that although they are on schedule for the guideway, the Leeward Community College at-grade section is about six months behind schedule. Mr. Hong asked whether the contract contained liquidated damages, and Mr. LeBeau confirmed that it did.

Committee member Michael Formby confirmed that HART had already exhausted the initial \$15 million, and were already drawing down on the \$11.75 million, and Mr. Moore confirmed that payment of the contractor's outstanding invoice would put HART in that position.

Barbra Armentrout inquired as to who executed the contract in 2009, and why escalation wasn't factored into labor and materials. She also questioned the number and types of employees on the Staff Escalation Chart. Ms. Armentrout questioned the contract vis-à-vis the Archeological Inventory Survey (AIS).

Mr. Lui-Kwan clarified that the Department of Land and Natural Resources (DLNR) and State Historical Preservation Department (SHPD) interpreted the rules to mean that the AIS could be done in segments. The Circuit Court and Court of Appeals agreed with HART; however, when the Supreme Court disagreed, the project was stopped in order to complete the AIS in 13 months.

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Mr. Lui-Kwan added that the Department of Transportation Services (DTS) entered into the contract prior to July 2011.

Mr. Lui-Kwan called for a motion to approve the second provisional sum for the WOFH escalation change order in the amount of \$11.75 million, for a total of \$26.75 million.

Ms. Fujii disclosed that her brother-in-law works for Kiewit, but that there is no conflict.

Mr. Horner moved for approval of the change order, and Ms. Hanabusa seconded the motion. All being in favor, the motion carried unanimously.

V. Executive Session

Mr. Grabauskas recalled that there had been a request at a prior joint meeting for a presentation on the current status of the sale of AnsaldoBreda and Ansaldo STS to Hitachi. He offered a discussion in executive session for HART counsel to discuss the matter with the joint committee.

Mr. Lui-Kwan declined, as the Board endeavors to enter into executive session only when absolutely necessary.

VI. Sale of AnsaldoBreda and Ansaldo STS to Hitachi

HART's Director of Contracts and Procurement Nicole Chapman and Joseph Stewart of Kobayshi, Sugita, & Goda requested a discussion in executive session, as the sale of AnsaldoBreda and Ansaldo STS is still an open matter involving confidential information. Mr. Grabauskas suggested presenting the status, and reserving executive session in case the discussion leads to confidential information.

Mr. Stewart advised that the Core Systems contract with Ansaldo Honolulu Joint Venture (AHJV) predates the existence of HART. Hitachi Rail Italy has purchased AnsaldoBreda and 40% of the stocks of Ansaldo STS. Although the entity would remain AHJV, the upstream ownership transfer is being discussed. HART has an obligation to act in good faith and fair dealing, and to evaluate whether this is it was reasonable for Hitachi to request HART to consent to the transaction. He said that the key is to determine what information HART needs from Hitachi, and to ensure that HART receives it. HART's ultimate goal is an amendment of the Core Systems contract related to Hitachi. Mr. Stewart said that the procurement staff had received direction that HART would welcome business with a solid entity such as Hitachi.

Mr. Stewart said that he is attempting to ensure that the contract provides the same protections from AnsaldoBreda to Hitachi; he is still awaiting some information. Staff will report to the Board once the process is complete.

Mr. Lui-Kwan noted that Hitachi Rail Italy would be replacing AnsaldoBreda as a member of the joint venture.

Mr. Horner asked whether Finmeccanica is a guarantor. Mr. Stewart replied that it was, and would continue to be a guarantor following the sale.

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Mr. Lui-Kwan asked whether the contract required reasonableness in the actions of the parties with respect to consent, and Mr. Stewart replied that although the contract did not state so expressly, case law requires reasonableness.

Mr. Horner noted that HART knew AnsaldoBreda and Ansaldo STS were for sale when it entered into the contract. Accordingly, it requested guarantees and bonds by the parent company Finmeccanica. Mr. Stewart said that he had received written confirmation that surety bonds remain in place, with the same credit rating.

Mr. Lui-Kwan asked Mr. Stewart to explain the difference between Hitachi Rail Italy and other Hitachi entities. Mr. Stewart said that Hitachi Rail Italy was an entity created solely for the acquisition, and that it had no history like its parent company, Hitachi Ltd. Mr. Horner requested information on the entity that is supporting the guarantees by Hitachi Rail Italy. Mr. Stewart said that Hitachi Ltd., the parent company, would replace Finmeccanica in its support.

Mr. Grabauskas posited whether HART should proactively seek a guaranty from Hitachi Ltd.

Mr. Lui-Kwan asked whether the Board needed to approve HART's consent to the sale. Ms. Chapman indicated that no Board approval was required, and that they were just informing the board.

Mr. Lui-Kwan noted that the main question for the moment was whether HART would consent to the sale or not. He asked whether there was any confidential information that Ms. Chapman and Mr. Stewart needed to impart to the joint committee. Ms. Chapman said that it did not. She said that staff had conveyed to Hitachi and Ansaldo that HART required the same provisions of the original contract, and received confirmation from the two entities that HART would enjoy the same protections.

Ms. Hanabusa asked what would happen if HART withheld consent, and Mr. Stewart said it might be a liability issue. Ms. Chapman noted that discussion involves legal advice better suited for executive session.

Mr. Horner opined that it was unlikely HART would withhold its consent, and expressed his strong support for Hitachi's involvement with the project. Ms. Hanabusa agreed, but added that she was concerned about the contract with Ansaldo, who was in a tenuous financial situation.

Joint committee member Michael Formby said that although he supports the Board's efforts at transparency, he was not against having an executive session that would allow the joint committee to have a full discussion. Mr. Grabauskas assured Mr. Formby all necessary information was being imparted to the Board.

Joint committee member George Atta asked whether the contract with AnsaldoBreda was executed before HART. Mr. Lui-Kwan said it was, and that the HART Board had held a briefing with Ansaldo executives early in HART's existence to gain a better understanding of the contract.

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Mr. Horner noted that Finmeccanica had given HART a guaranty, which they have honored to date. Mr. Grabauskas added that Hitachi Rail Italy and Hitachi Ltd. had also been fully cooperative. Mr. Lui-Kwan noted the importance of having guarantees in place with a good partner. He expressed his appreciation for the expertise of Mr. Stewart and Ms. Chapman.

Ms. Hanabusa noted operations would be affected for the five-year life of the contract, as they were to be performed by Ansaldo STS. She requested information on that.

Mr. Horner asked when HART would make a final decision on the consent. Mr. Stewart said that he was awaiting further documentation, and that tentative approval for the AnsaldoBreda sale had been provided.

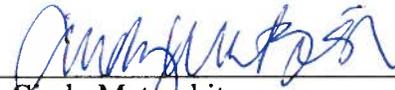
Mr. Lui-Kwan asked whether a closing date had been set. Mr. Stewart said it had not, and that there were certain obligations to be met prior to setting a closing date.

Ms. Chapman said that staff would make a presentation prior to the contract amendment and once all documentation had been submitted. As the contract amendment was a procurement function, there is no requirement for the Board to approve the amendment, and staff would be giving the Board a status update at the appropriate time.

VII. Adjournment

There being no further business before the Committee, Mr. Lui-Kwan adjourned the meeting at 11:20 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Ivan Lui-Kwan, Esq.
Chair, Finance Committee



Colleen Hanabusa
Chair, Project Oversight Committee

FFR 18 2016

Date

ATTACHMENT A



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

FINANCE
COMMITTEE MEMBERS

Ivan M. Lui-Kwan, Esq.
CHAIR

Terri Fujii
VICE CHAIR

George I. Atta
Michael D. Formby
Ford N. Fuchigami
Donald G. Horner
Terrence M. Lee

December 17, 2015

TO: HART Board of Directors

THROUGH: Daniel A. Grabauskas *DAG*
Executive Director and CEO

FROM: Charles S. Carnaggio *CSC*
Officer-In-Charge

John Moore
Deputy Director of project Management

SUBJECT: Escalation Due to Schedule Impacts Part 2
West Oahu Farrington Highway Guideway
Contract No. CT-HRT-10H0137

PROJECT OVERSIGHT
COMMITTEE MEMBERS

Colleen Hanabusa
CHAIR

Damien T.K. Kim
VICE CHAIR

Michael D. Formby
William "Buzz" Hong
Donald G. Horner
Ivan M. Lui-Kwan, Esq.

Overview

This Contract Change Order will establish a second provisional sum for actual costs incurred from May 2015 to July 1, 2016, due to price escalation for certain matters, including, but not limited to, wage rate increases for craft and staff labor; fuel, oil, and grease; and small tools and supplies, resulting from the Archaeological Inventory Survey (AIS) delay and the Notice to Proceed (NTP) delays which affected the project schedule. The initial provisional sum provided in change order 28 for \$15,000,000 has been exhausted resulting in the need for a second provisional sum change order. The provisional sum is an amount of money tentatively agreed upon between HART and the Contractor to be performed, in cases in which the full extent of the work and/or cost is not yet known. Providing this second provisional sum allows work to proceed, with the expectation that payment will be awarded for the actually incurred and reimbursable escalation costs.

Justification

The project schedule incurred a 13-month delay resulting from the court imposed requirement that HART complete the full AIS prior to resuming construction. Additionally, the project schedule incurred a 20-month extension due to the NTP delays. The Contractor, Kiewit Infrastructure West Co. (Kiewit) submitted a request seeking compensation for the cost escalation resulting from these delays. This Contract Change Order provides additional funds to compensate Kiewit for actual cost incurred as a result of price escalation, related to the AIS delay and the NTP delays to the Contract.



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Recommendation

HART Board of Directors to approve a second Provisional Sum Contract Change Order in the amount of \$11,750,000.00. This will bring the total amount for estimated actual escalation incurred to \$26,750,000.

Fiscal Impact

There is not sufficient contract allocated contingency budget remaining. The cost will be covered as a budget transfer from unallocated contingency to the Contract's contingency.

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

**FINANCE
COMMITTEE MEMBERS**

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CHAIR

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Ivan M. Lui-Kwan, Esq.



**Evaluation of KIWC West Oahu
Farrington Highway Escalation Costs
December 17, 2015**

WOFH Provisional Sum

- Originally presented to HART Board on November 13, 2014
- Total delay 33 months
- HART and Kiewit could not come to an equitable agreement for escalation payment
- Original provisional sum estimated to cover first 21 months
- HART and Kiewit agreed escalation would be based on actual escalation realized on:
 - Craft labor
 - Staff labor
 - Fuel, oil, grease (FOG)
 - Small tools, supplies and other consumables
 - Ready-mix concrete
- Provisional sum changed order developed based on AIS Suspension Provisional Sum Protocol

WOFH Contract Delay

The following events delayed the WOFH DB Contract:

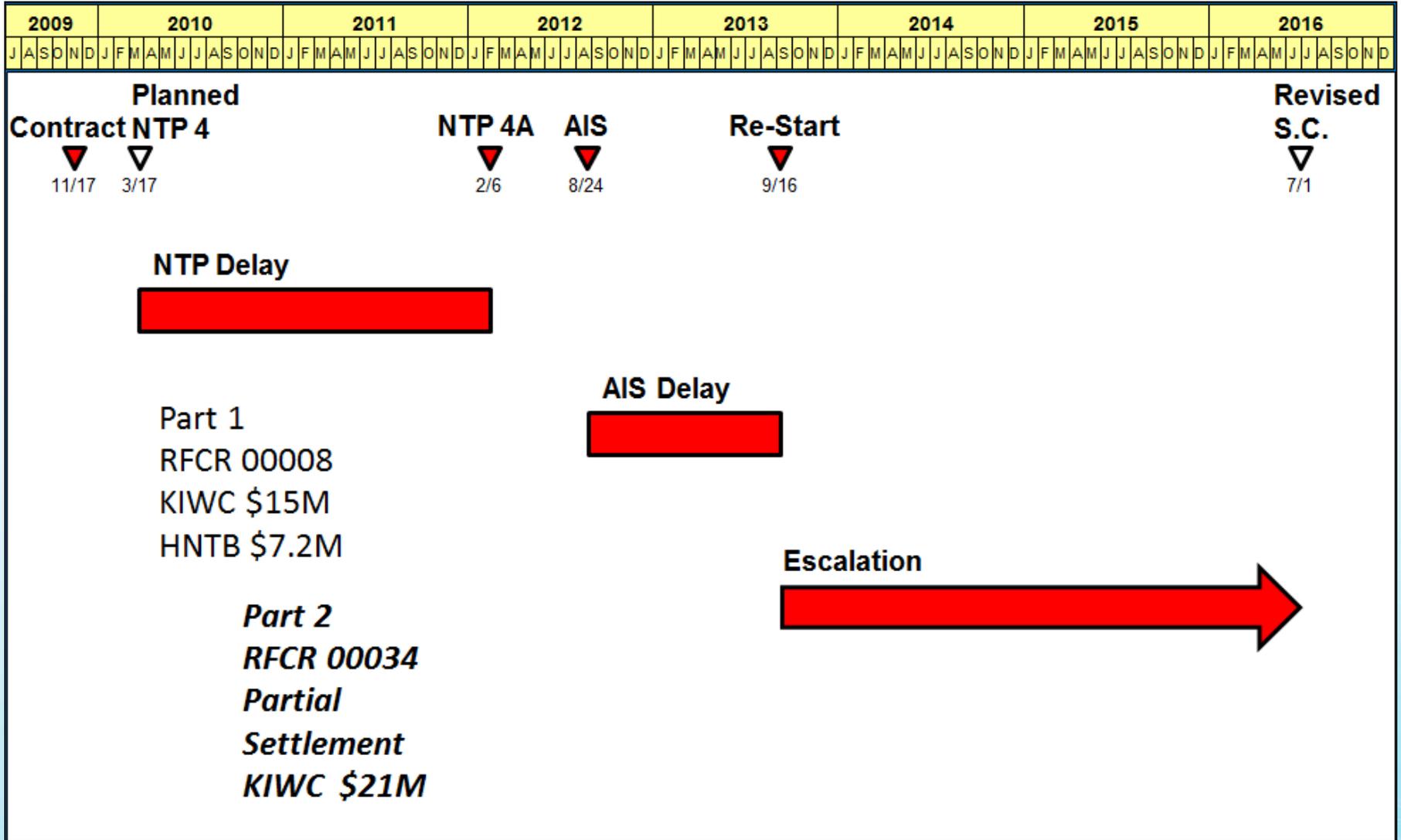
- The delayed issuance of NTP 2, 3, & 4
- Program's construction was halted due to court ruling requiring completion of the Archeological Investigative Survey (AIS)

Resolution of the cost with KIWC due to delay were stagnated. A path forward was developed to come to an equitable adjustment with KIWC. It consisted of:

- Complete the AIS Audit, Develop Provisional Sum Change Orders, and Individual Item Evaluation
- All other issues with WOFH contract are resolved within change orders issued
- This is the second provisional sum change order for actual escalation.

Initial Claim submitted on September, 2013 and settled July, 2015.

WOFH Contract Delay Overview



Cost Escalation

- Escalation is the increase in the cost of goods and services over a defined period of time. This includes the cost of labor and materials due to market forces.
- In the case of the WOFH contract the original time period in which the construction was anticipated to be accomplished was extended due to AIS and NTP delays. This has resulted in increased costs of construction in a later period of time than originally anticipated.

West Oahu/Farrington Highway Escalation Due to Schedule Impacts

- \$15,000,000
 - Provisional sum change order 48 executed for escalation costs due to delays
 - Based on 13 months of AIS delays and 20 months of NTP delays
 - Wage rate increases for craft and staff labor; fuel, oil, and grease including repair parts; small tools and supplies including consumables; and Ready-Mix Concrete
 - Provisional sum forecast for 21 of 33 months through June 30, 2015
 - Funded through unallocated contingency

WOFH Escalation Settled

Sub-Contractors and Suppliers	Original KIWC Estimate	Settled Amount	Cost Delta
Ameron for aggregate	\$476,370	\$464,413	(\$11,957)
Tensor Intl. for MESA blocks	\$72,474	\$71,663	(\$811)
T Bailey, Inc. for permanent shaft casing	\$188,356	\$102,675	(\$85,681)
Schwager Davis for post tensioning components	\$961,701	\$767,177	(\$194,524)
PAC Electric	\$1,154,070	\$777,883	(\$376,187)
Road Builders	\$746,176	\$716,665	(\$29,511)
HPD Spec. Duty	\$160,936	\$156,123	(\$4,813)
Honolulu Paint	\$22,137	\$21,476	(\$661)
Kiewit Equipment	\$2,586,642	\$746,176	(\$1,840,466)
CMC - Rebar	<u>\$9,414,474</u>	<u>\$6,228,445</u>	<u>(\$3,186,029)</u>
Total Settled	\$15,783,336	\$10,052,696	(\$5,730,640)

Provisional Sum Protocols to Determine Actual Escalation

Establish Escalation protocols to determine actual costs realized for the following:

- Staff Labor
- Craft Labor
- Fuel, Oil, and Grease (FOG)
- Concrete
- Small Tools and Supplies (ST&S) and Undefined Consumables

Protocols for determining actual escalation costs mutually agreed upon

HART reviews billing for conformance

Staff Escalation

Step 1: Build Staff Rate Table

Effective Start	Effective End	ID	Name	Weekly Base Wage	Year	COLA	COLA Amount	Type	Payroll Tax	Payroll Insurance	PTO	Med /Dis/ Dental/ Life	401k	Weekly Fringe	Total Weekly Rate	Total Hourly Rate
9/16/2011	4/1/2012	302846	STAFF NAME	\$1,105	2011	30%	\$332	Taxable	\$0.0825	\$0.0072	\$0.0772	\$175.38	\$76.38	\$491.51	\$1,928.01	\$48.20
4/2/2012	6/30/2012	302846		\$1,125	2012	30%	\$338	Taxable	\$0.0825	\$0.0072	\$0.0772	\$175.38	\$76.38	\$495.85	\$1,958.35	\$48.96
7/1/2012	8/12/2012	302846		\$1,125	2012	30%	\$338	Base	\$0.1111	\$0.0136	\$0.1354	\$0.1715	\$0.0625	\$555.86	\$2,018.36	\$50.46
8/13/2012	3/17/2013	302846		\$1,125	2012	30%	\$338	Base	\$0.1111	\$0.0136	\$0.1354	\$0.1715	\$0.0625	\$555.86	\$2,018.36	\$50.46
3/18/2013	7/7/2013	302846		\$1,160	2013	40%	\$464	Base	\$0.1111	\$0.0136	\$0.1354	\$0.1715	\$0.0625	\$573.16	\$2,197.16	\$54.93
7/8/2013	3/16/2014	302846		\$1,160	2013	40%	\$464	Base	\$0.1263	\$0.0089	\$0.1668	\$0.1127	\$0.0528	\$542.30	\$2,166.30	\$54.16
3/17/2014	7/6/2014	302846		\$1,205	2014	40%	\$482	Base	\$0.1263	\$0.0089	\$0.1668	\$0.1127	\$0.0528	\$583.34	\$2,250.34	\$56.26
7/7/2014	1/8/2015	302846		\$1,205	2014	40%	\$482	Base	\$0.1201	\$0.0089	\$0.1224	\$0.1253	\$0.058	\$523.81	\$2,210.81	\$55.27

Step 2: Build an Exclusion Table

Staff is verified for involvement with WOFH Project.

FARRINGTON GUIDEWAY	WBS	UserD7	Exclude for Staff	Exclude for Craft	Exclude for Undefined	Exclude for Concrete	Exclude for Equipment	Code match
Financial Results Analysis								100146.1000
CCO 42 BWS IMPACT - KUALAKAI [WATER]	1298	Change Orders	Yes	Yes	Yes	Yes	Yes	100146.1233
CCO 42 CONCRETE JACKET - KUALAKAI [WATER]	1299	Change Orders	Yes	Yes	Yes	Yes	Yes	100146.1234
BUILDERS RISK EVENTS	3402	Indirects	Yes	Yes	Yes	Yes	Yes	100146.2481
OCIP GENERAL LIAB DEDUCTIBLE	3403	Indirects	Yes	Yes	Yes	Yes	Yes	100146.2482
OCIP SUBCONTRACTOR HIGHER LIM	3404	Indirects	Yes	Yes	Yes	Yes	Yes	100146.2483

Step 3: Download payroll data from Kiewit's accounting program

NAME & ADDRESS	EMPLOYEES#		SOC. SEC. NO					TOT HOUR	TY HR	BASE RATE
	NO. OF	HOURS	WORKED	THIS	JOB					
	NOI	0908	0909	0910	0911	0912	0913	0914		
PRNG07 Default Level		8.00	8.00	8.00	8.00	8.00	0.00	0.00	40.00	ST 30.1250

Contractor provides Staff Payroll as backup and hours are backchecked against Staff Escalation spreadsheet.

Rates are compared to the rates 24 months prior

Step 4: Calculate rate difference & Step 5: Summarize

Last name First name	Date	Base Pay Rate	Att./Absence type	Hours	Pay Type	Years of Escalation	Prior Date (Date - Years of Escalation)	Current Rate ST	Current Rate OT	Prior Rate ST	Prior Rate OT	Escalation Per HR ST	Escalation Per HR OT	Escalation Amount	Billable	Billing Month
STAFF NAME	3/13/2014	\$29,000	1000	8,000	ST	2	3/13/2012	\$54.16	\$ -	\$48.20	\$ -	\$5.96	\$ -	\$47.66	Yes	07 Mar - 2014
	3/14/2014	\$29,000	1000	8,000	ST	2	3/14/2012	\$54.16	\$ -	\$48.20	\$ -	\$5.96	\$ -	\$47.66	Yes	07 Mar - 2014
	3/17/2014	\$30,1250	1000	8,000	ST	2	3/17/2012	\$56.26	\$ -	\$48.20	\$ -	\$8.06	\$ -	\$64.47	Yes	07 Mar - 2014
	3/18/2014	\$30,1250	1000	8,000	ST	2	3/18/2012	\$56.26	\$ -	\$48.20	\$ -	\$8.06	\$ -	\$64.47	Yes	07 Mar - 2014
	7/7/2014	\$30,1250	1000	8,000	ST	2	7/7/2012	\$55.27	\$ -	\$50.46	\$ -	\$4.81	\$ -	\$38.49	Yes	11 July - 2014
	7/8/2014	\$30,1250	1000	8,000	ST	2	7/8/2012	\$55.27	\$ -	\$50.46	\$ -	\$4.81	\$ -	\$38.49	Yes	11 July - 2014

Craft Labor Escalation

Step 1: Build Rate Comparison Tables

Step 3: Pull in wage differences

CRAFT CODE	DESCRIPTION	EFFECTIVE SEPTEMBER 1, 2013 THROUGH PRESENT													EFFECTIVE OCTOBER 4, 2010 THROUGH FEBRUARY 16, 2011													DELTA
		RATE OF PAY	TAXABLE	FRINGE VAC/DUES	Stab/Ind	H&W	PENS.	Annulity	TRNG	ADM FEE	TOTAL NON-TAX FRINGE	TAX % 19.62%	INS COST	RATE OF PAY	FRINGE VAC/DUES	TAXABLE	Stab/Ind	H&W	PENS.	annulity	TRNG	ADM FEE	TOTAL NON-TAX FRINGE	TAX % 8.22%	COST			
201	LABORER	ST	\$32.30	\$32.30	\$2.78	\$0.250	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$16.36	\$4.37	\$63.05	\$29.30	\$2.73	\$32.03	\$0.150	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$13.48	\$2.95	\$48.46	\$4.67	
201	LABORER GRP 1	OT	\$48.45	\$48.45	\$2.78	\$0.250	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$16.36	\$6.55	\$71.38	\$43.95	\$2.73	\$46.68	\$0.150	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$13.48	\$4.30	\$84.46	\$8.80	
201		DT	\$64.60	\$64.60	\$2.78	\$0.250	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$16.36	\$9.73	\$89.89	\$59.60	\$2.73	\$61.33	\$0.150	\$5.60	\$3.12	\$4.01	\$0.45	\$0.145	\$13.48	\$6.65	\$90.46	\$9.29	
101	OPERATOR	ST	\$36.44	\$36.44	\$5.93	\$0.535	\$8.89	\$11.39	\$0.00	\$1.35	\$1.00	\$29.10	\$4.83	\$70.47	\$33.69	\$4.88	\$38.57	\$0.54	\$8.44	\$9.14	\$0.00	\$1.35	\$1.00	\$20.47	\$3.56	\$62.80	\$7.67	
101	OPERATOR GRP A-1	OT	\$54.66	\$54.66	\$5.93	\$0.535	\$8.89	\$11.39	\$0.00	\$1.35	\$1.00	\$29.10	\$7.39	\$91.16	\$50.54	\$4.88	\$58.42	\$0.54	\$8.44	\$9.14	\$0.00	\$1.35	\$1.00	\$20.47	\$5.11	\$80.86	\$10.18	
101		DT	\$72.88	\$72.88	\$5.93	\$0.535	\$8.89	\$11.39	\$0.00	\$1.35	\$1.00	\$29.10	\$9.85	\$111.88	\$67.38	\$4.88	\$72.26	\$0.54	\$8.44	\$9.14	\$0.00	\$1.35	\$1.00	\$20.47	\$6.66	\$98.38	\$12.44	
601	CARPENTER	ST	\$40.75	\$40.75	\$5.25	\$0.07	\$7.85	\$6.45	\$0.71	\$0.87	\$0.095	\$21.30	\$5.51	\$67.66	\$36.20	\$5.25	\$41.45	\$0.05	\$7.20	\$6.20	\$0.78	\$0.77	\$0.095	\$15.10	\$3.82	\$80.37	\$7.19	
601		OT	\$61.13	\$61.13	\$5.25	\$0.07	\$7.85	\$6.45	\$0.71	\$0.87	\$0.095	\$21.30	\$8.26	\$90.88	\$54.30	\$5.25	\$59.55	\$0.05	\$7.20	\$6.20	\$0.78	\$0.77	\$0.095	\$15.10	\$5.49	\$80.14	\$10.66	
601		DT	\$81.50	\$81.50	\$5.25	\$0.07	\$7.85	\$6.45	\$0.71	\$0.87	\$0.095	\$21.30	\$11.02	\$118.82	\$72.40	\$5.25	\$77.65	\$0.05	\$7.20	\$6.20	\$0.78	\$0.77	\$0.095	\$15.10	\$7.16	\$88.81	\$13.81	
810	ELECTRICIAN	ST	\$41.55	\$41.55	\$4.82	\$1.25	\$6.25	\$6.15	\$6.65	\$0.50	\$0.30	\$25.92	\$5.62	\$78.08	\$39.75	\$4.61	\$44.36	\$1.193	\$6.15	\$6.00	\$6.36	\$0.25	\$0.25	\$20.20	\$4.09	\$88.86	\$4.44	
810	ELECTRICIAN JOURNEYMAN	OT	\$62.33	\$62.33	\$4.82	\$1.87	\$6.25	\$6.15	\$6.65	\$0.50	\$0.30	\$26.54	\$8.43	\$97.30	\$59.63	\$4.61	\$64.24	\$1.789	\$6.15	\$6.00	\$6.36	\$0.25	\$0.25	\$20.80	\$5.52	\$90.86	\$8.34	
810		DT	\$83.10	\$83.10	\$4.82	\$2.49	\$6.25	\$6.15	\$6.65	\$0.50	\$0.30	\$27.16	\$11.24	\$121.60	\$79.50	\$4.61	\$84.11	\$2.385	\$6.15	\$6.00	\$6.36	\$0.25	\$0.25	\$21.40	\$7.76	\$113.27	\$8.23	

Step 2: Gather man hour data and distribute

Date Range:	10/1/2013 - 10/31/2013	Plan Status:	Final - Complete
Project Name:	Farrington Guideway	Supt's Name:	Timothy Knott
Plan Description:	RICCA - 10/29/2013 - E/L/B 30" WATER	Engineer:	Michael Neal
Plan ID Number:	C8E00037745B4FF1B5E160161D450B8	Foreman:	Joshua Riosa
		Location:	FH STA 77+8 - 75+60
		Shift:	Third Shift

Employee Hours - Final - Complete Emp. Hours Export

WBS #	WBS Description	Employee #	First Name	Last Name	Craft Description	ST Hours	OT Hours	DT Hours	Other Hours	Total Hours
100146.4267	B/F STREET [WATER]	00151016	Ronald	Colburn	Operator Group 7	5.0	2.0	0.0	0.0	7.0
		00197811	Renee	Hoomanawanui	Laborer Foreman	7.0	0.5	0.0	0.0	7.5

Labor rates are backchecked against Master Agreement labor rates and fringe benefits for each Craft

Labor rates are compared to the same month 36 months prior

Contactor submits Plan History Craft Hours and spot checks are done to verify hours translate correctly onto Man Hour Data Table

Personnel Number	Craft Code	Last name First name	WBS Element	ACTIVITY	Cost Element	Document Date	Excluded from Direct Calc	Reg Lab MH	OT Lab MH	DT Lab MH
159729	201	KANAE JR, STANLEY JAMES	100146.1026	FH CLOSURES [MOT] - DELETE	810110	9/17/2013	N	3.000		
329737	201	ELI, COTY	100146.1040	MAINTAIN KRAIL - FH (24 Mo) [STRUCT ACCE	810110	12/11/2013	N		1.000	
197811	201	HOOMANAWANUI, RENEE	100146.4267	B/F STREET [WATER]	810110	10/29/2013	N	7.000		
329737	201	ELI, COTY	100146.4267	B/F STREET [WATER]	810110	10/9/2013	N		1.500	
182919	601	LIUA, PA'U	100146.1822	ASSEMBLE/DEMOBE FORMS [PRECAST YARD SETU	810110	9/25/2013	N	8.000		
182919	601	LIUA, PA'U	100146.1822	ASSEMBLE/DEMOBE FORMS [PRECAST YARD SETU	810110	9/25/2013	N		1.000	
304021	601	VANDIKE, KENNETH	100146.1822	ASSEMBLE/DEMOBE FORMS [PRECAST YARD SETU	810110	12/13/2013	N	8.000		
304021	601	VANDIKE, KENNETH	100146.1822	ASSEMBLE/DEMOBE FORMS [PRECAST YARD SETU	810110	12/14/2013	N		7.000	
330784	810	DURAN, CARLOS	100146.1580	INSTALL LICENSE PLATE READER	810110	10/18/2013	N	8.000		
330784	810	DURAN, CARLOS	100146.1580	INSTALL LICENSE PLATE READER	810110	10/18/2013	N		0.500	

Activities are reviewed to verify that only activities aligned with the Craft Labor Escalation Agreement are being billed

Step 4: Calculate escalation

Craft Code	Craft Description	WOFH Labor		STRAIGHT TIME		OVERTIME		DOUBLE TIME			
		WOFH 4th Qtr 2013 Total MH	2013 ST Lab MH	Labor Difference to 4th Qtr 2010	Escalation from 2010 to 2013	2013 OT Lab MH	Labor Difference to 4th Qtr 2010	Escalation from 2010 to 2013	2013 DT Lab MH	Labor Difference to 4th Qtr 2010	Escalation from 2010 to 2013
Craft Labor Costs 9/16/13 to 12/31/13 - Excluding CCO Work and B/C											
201	Laborer Group 1	9,411.50	8,134.00	\$4.57	\$37,172.38	1,276.00	\$6.90	\$8,804.40	1.50	\$9.23	\$13.85
601	Carpenter	3,373.00	3,168.00	\$7.19	\$22,777.92	205.00	\$10.55	\$2,182.75	0	\$13.91	\$0
810	Elect Journeymen	558.00	533.50	\$4.44	\$2,368.74	18.00	\$6.34	\$114.12	6.50	\$8.23	\$53.50

Fuel Escalation

Step 1: Gather price history for fuel purchased (differentiate by Unleaded, Clear Diesel, Dyed Diesel and by quarter for comparison)

2011Q4		
	Sum of Total quantity (Gallons)	Average of Ave Unit Price (\$/GAL)
2011Q4	6,963.16	\$4.01
CLEAR DIESEL	1,009.82	\$4.59
Bulk	772.00	\$4.24
Pump	237.82	\$4.70
DYED DIESEL	4,852.00	\$3.69
Bulk	4,852.00	\$3.69
UNLEADED	1,101.34	\$3.87
Pump	1,101.34	\$3.87

Average Unit Price for 2011Q4 Clear Diesel Bulk Fuel							
Fuel Type	Additional Detail	Purchase Type	Description	Period	Invoice Amount (\$)	Total quantity (Gallons)	Ave Unit Price (\$/GAL)
CLEAR DIESEL	Garlow Petroleum	Bulk	133363	2011Q4	\$839.53	199	\$4.22
CLEAR DIESEL	Garlow Petroleum	Bulk	132707	2011Q4	\$1,301.42	298	\$4.40
CLEAR DIESEL	Garlow Petroleum	Bulk	132127	2011Q4	\$1,139.58	277	\$4.11
AVERAGE PRICE							\$4.24

Step 2: Gather current fuel purchase data

2013Q4		
	Sum of Total quantity (Gallons)	Average of Ave Unit Price (\$/GAL)
2013Q4	98,994.86	\$4.07
CLEAR DIESEL	5,627.75	\$4.74
Bulk	3,778.00	\$4.78
Pump	1,849.75	\$4.73
DYED DIESEL	80,696.00	\$3.81
Bulk	80,696.00	\$3.81
UNLEADED	12,671.11	\$3.99
Pump	12,671.11	\$3.99

Average Unit Price for 2013Q4 Clear Diesel Bulk Fuel							
Fuel Type	Additional Detail	Purchase Type	INVOICE #	Period	Invoice Amount (\$)	Total quantity (Gallons)	Ave Unit Price (\$/GAL)
CLEAR DIESEL	Oahu Petroleum Inc	Bulk	INV005045	2013Q4	\$4,709.51	974	\$4.84
CLEAR DIESEL	Oahu Petroleum Inc	Bulk	INV003860	2013Q4	\$3,796.32	792	\$4.79
CLEAR DIESEL	Oahu Petroleum Inc	Bulk	INV003434	2013Q4	\$981.55	203	\$4.84
CLEAR DIESEL	Garlow Petroleum Inc	Bulk	INV150472	2013Q4	\$3,093.67	720	\$4.14
CLEAR DIESEL	OAHU PETROLEUM INC	Bulk	INV004611	2013Q4	\$4,214.88	891	\$4.73
CLEAR DIESEL	OAHU PETROLEUM INC	Bulk	INV003137A	2013Q4	\$1,061.04	198	\$5.36
AVERAGE PRICE							\$4.78

Fuel Type	Additional Detail	Type	Invoice	Period	Total QTY (Gal)	Billable
CLEAR DIESEL	OAHU PETROLEUM	Bulk	003137A	2013Q4	198	Yes
CLEAR DIESEL	OAHU PETROLEUM	Bulk	004611	2013Q4	891	Yes
CLEAR DIESEL	Garlow Petroleum	Bulk	150472	2013Q4	720	Yes
CLEAR DIESEL	Oahu Petroleum	Bulk	003434	2013Q4	203	Yes
CLEAR DIESEL	Oahu Petroleum	Bulk	003860	2013Q4	792	Yes
CLEAR DIESEL	Oahu Petroleum	Bulk	005045	2013Q4	974	Yes
					3,778	

Step 3: Calculate differences

Baseline Fuel Data			Fuel Data 2-Years Prior			Escalation Calculation		
Period/Type of Fuel		Original Total Quantity (Gallons)	Average Unit Price (\$/GAL)	Period/Type of Fuel	Total Quantity (Gallons)	Average Unit Price (\$/GAL)	2-Year Delta	Original Escalation Amount
2013Q4	Quarter	Total	\$4.07	2011Q4	6,963.16	\$4.01	2013Q4 vs. 2011Q4	
CLEAR DIESEL			\$4.74	CLEAR DIESEL	1,009.82	\$4.59		
Bulk	2013Q4	3,778.00	\$4.78	Bulk	772.00	\$4.24	\$0.54	\$2,035.09
Pump	2013Q4	1,849.75	\$4.73	Pump	237.82	\$4.70	\$0.03	\$61.11
DYED DIESEL			\$3.81	DYED DIESEL	4,852.00	\$3.69		
Bulk	2013Q4	80,696.00	\$3.81	Bulk	4,852.00	\$3.69	\$0.12	\$9,446.70
UNLEADED			\$3.99	UNLEADED	1,101.34	\$3.87		
Pump	2013Q4	12,671.11	\$3.99	Pump	1,101.34	\$3.87	\$0.11	\$1,440.73

All invoices are reviewed for correct dollar value, number of gallons, and that individuals included for "PUMP CLEAR DIESEL" and "PUMP UNLEADED" are involved with the WOFH Project Only.

Fuel averages are compared to the average of rates 24 months prior

Ready Mix Concrete Escalation

Step 1: Building Exclusion Table

WBS	UserID7	Exclude for Staff	Exclude for Craft	Exclude for Undefined	Exclude for Concrete	Exclude for Equipment
AGGREGATE	Civil			Yes	Yes	
ESCALATION - STAFF LABOR 2012	Indirects	Yes	Yes	Yes	Yes	Yes
CCO 4 - NON-OCIP & BR 12/31/11	Change Orders	Yes	Yes	Yes	Yes	Yes
CCO 6 ADDITIONAL SURVEY	Change Orders	Yes	Yes	Yes	Yes	Yes
Miscellaneous Revenue Internal	Misc Rev	Yes	Yes	Yes	Yes	Yes
PIER 253 ATTENUATOR - 6.6.14	Misc Rev	Yes	Yes	Yes	Yes	Yes
CONCRETE 5000 PSI - SUBSTRUCTURE GENERAL	Deleted	Yes	Yes	Yes	Yes	Yes
CONCRETE 6500 PSI - PRECAST SOUNDWALLS	Deleted	Yes	Yes	Yes	Yes	Yes
SUSPENSION RELATED COST - POTENTIAL PCO	Deleted	Yes	Yes	Yes	Yes	Yes
Financial Results Analysis						
MAINTENANCE DEPT.	Maintenance					
MAINTENANCE	Maintenance					
CIVIL [ALL]	Civil					
CIVIL DIRECT	Civil					
ELECTRICAL [ALL]	Electrical					
ELECTRICAL/COMMITTS - DIRECT	Electrical					

Step 2: Build Escalation Rate Table

Date	Escalation	Yearly	Escalation	Cum. Escalation
2011	1.0000		4%	0.04
2012	1.0400		4%	0.0416
2013	1.0816		4%	0.043264
2014	1.124864	only entitled to 3 years of escalation		
2015	1.124864	only entitled to 3 years of escalation		
2016	1.124864	only entitled to 3 years of escalation		

Agreement:

Concrete Purchased/Delivered 2012 = 4%
 Concrete Purchased/Delivered 2013 = 8.16%
 Concrete Purchased/Delivered 2014-2016 = 12.49%

Excluded items are verified

Escalation rates are verified and checked for proper incorporation by Document Date

All backup invoices are reviewed to ensure billable items are related to WOFH (Shaft, Column, and Superstructure Ready Mix Concrete) and that invoices match what's included in Concrete Escalation Spreadsheet.

Step 3: Download ZSMM Payment Report and Analyze Concrete Purchasing Data

Document Number	Document Date	Name	Ref No.	HART Review	Fiscal Year	Amount In Invoice	Document Year	Escalation Factor	Unescalated Amount	Escalation Amount	Excluded Date	Excluded Code	Excluded Other (Manual)	Billable	Clearing Month
4000263016	11/12/2013	Ameron International Corporation	389591	4000 PSI Mix	2014	\$9,567.20	2013	1.0816	\$8,845.41	\$721.79		0		Yes	07 Mar - 2014
4000263014	11/13/2013	Ameron International Corporation	389638	4000 PSI Mix	2014	\$15,945.33	2013	1.0816	\$14,742.35	\$1,202.98		0		Yes	07 Mar - 2014
4000263011	11/14/2013	Ameron International Corporation	389691	4000 PSI Mix	2014	\$7,972.67	2013	1.0816	\$7,371.18	\$601.49		0		Yes	07 Mar - 2014
4000274127	11/15/2013	Ameron International Corporation	389731	4000 PSI Mix	2014	\$7,281.94	2013	1.0816	\$6,732.56	\$549.38		0		Yes	08 Apr - 2014
4000274129	12/9/2013	Ameron International Corporation	390453	4000 PSI Mix	2014	\$7,675.56	2013	1.0816	\$7,096.49	\$579.07		0		Yes	08 Apr - 2014
4000274132	12/31/2013	Ameron International Corporation	391088	4000 PSI Mix	2014	\$7,872.37	2013	1.0816	\$7,278.45	\$593.92		0		Yes	08 Apr - 2014
4000254166	12/5/2013	Ameron International Corporation	390333	6500 PSI Mix	2014	\$4,375.97	2013	1.0816	\$4,045.83	\$330.14		0		Yes	07 Mar - 2014
4000274131	12/30/2013	Ameron International Corporation	391066	6500 PSI Mix	2014	\$6,563.96	2013	1.0816	\$6,068.75	\$495.21		0		Yes	08 Apr - 2014
4000263023	10/15/2013	Ameron International Corporation	388498	Flowable Fill CLSM	2014	\$6,285.77	2013	1.0816	\$5,811.55	\$474.22		0		Yes	07 Mar - 2014
4000276520	3/5/2014	Ameron International Corporation	393161	2500 PSI Mix	2014	\$684.32	2014	1.124864	\$608.36	\$75.96		0		Yes	08 Apr - 2014
4000334608	4/23/2014	Ameron International Corporation	394901	2500 PSI Mix	2014	\$855.41	2014	1.124864	\$760.46	\$94.95		0		Yes	10 June - 2014
4000334539	4/29/2014	Ameron International Corporation	395102	2500 PSI Mix	2014	\$855.41	2014	1.124864	\$760.46	\$94.95		0		Yes	10 June - 2014
4000334606	5/2/2014	Ameron International Corporation	395245	2500 PSI Mix	2014	\$513.24	2014	1.124864	\$456.27	\$56.97		0		Yes	10 June - 2014
4000346809	6/2/2014	Ameron International Corporation	396367	2500 PSI Mix	2014	\$8,697.22	2014	1.124864	\$7,715.79	\$983.43		0		Yes	11 July - 2014
4000263928	2/28/2014	Ameron International Corporation	393012	3000 PSI Mix	2014	\$417.81	2014	1.124864	\$371.43	\$46.38		0		Yes	08 Apr - 2014
4000263926	3/4/2014	Ameron International Corporation	393112	3000 PSI Mix	2014	\$1,671.21	2014	1.124864	\$1,485.70	\$185.51		0		Yes	08 Apr - 2014
4000263925	3/5/2014	Ameron International Corporation	393162	3000 PSI Mix	2014	\$1,671.21	2014	1.124864	\$1,485.70	\$185.51		0		Yes	08 Apr - 2014
4000263882	3/6/2014	Ameron International Corporation	393218	3000 PSI Mix	2014	\$1,504.09	2014	1.124864	\$1,337.13	\$166.96		0		Yes	08 Apr - 2014
4000263881	3/8/2014	Ameron International Corporation	393277	3000 PSI Mix	2014	\$2,506.82	2014	1.124864	\$2,228.55	\$278.27		0		Yes	08 Apr - 2014

Undefined Consumables Escalation

Step 1: Build an Exclusion Table

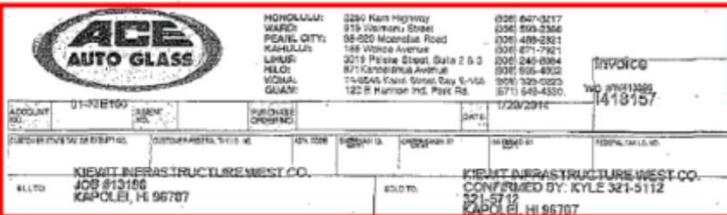
Name	Excluded Vendor	Notes
Ameron International Corporation	Yes	based on CCO 50 (Ameron Agg) and CCO 48 (Ameron Concrete - separate bucket)
CMC Steel Fabricators Inc	Yes	based on CCO XX
Garlow Petroleum Inc	Yes	based on CCO 48 (fuel escalation is separate bucket)
HNTB Corp	Yes	based on CCO XX
Honolulu Police Department	Yes	based on CCO 52
Laborers Local 368	Yes	
Local #830 OPCMIA	Yes	
Oahu Petroleum Inc	Yes	based on CCO 48 (fuel escalation is separate bucket)
Pao Electric Co Inc	Yes	based on CCO 57
Pohaku Paa Holdings LLC	Yes	Ameron (bought out by Pohaku)
Road Builders Corp	Yes	based on CCO 54
Schwager Davis Inc	Yes	based on CCO 55
T Bailey Inc	Yes	based on CCO 56
Tensar International Corp	Yes	based on CCO 53

Escalation Percentages are reviewed to verify that the correct percentages are applied per the Undefined Consumable Escalation Agreement:

- **24 Month Escalation (6.09%)** - Equipment Related Consumables, Equipment Overhaul, and Indirect Equipment Costs
- **36 Month Escalation (9.27%)** - Services Tools & Supplies, Permanent Materials, and Subcontractor Costs Excluding Change Orders 50 to 57

Step 2: Gather purchasing data for the current analysis period, Step 3: Filter data and extract escalation amount, & Step 4: Summarize

Name	Reference	HART Review	Amount in Invoice	Non-Escalated Amount (Amount in LC/Escalation Percent)	Escalation Amount (Amount in LC - Non-Escalated Amount)	Years of Escalation	Escalation Percent	Excluded Vendor	Excluded Code	Billable	Clearing Month
Emedco Co Inc	9322231493	2 in 1 Lookout	\$124.36	\$117.22	\$7.14	2	1.060900	0	0	Yes	05 Jan - 2014
Ace Auto Glass Inc	1418157	Labor to Replace Windshields	\$492.46	\$464.19	\$28.27	2	1.060900	0	0	Yes	06 Feb - 2014
The Lighthouse	0068625	LED Beacon	\$1,582.76	\$1,481.90	\$90.86	2	1.060900	0	0	Yes	14 Oct - 2014
Genie Industries Inc	4485279	Radiator and Belt for Ford	\$200.85	\$189.32	\$11.53	2	1.060900	0	0	Yes	15 Nov - 2014
Worthington Military Construction	5120	10' x 10' Hole Covers	\$4,670.16	\$4,273.86	\$396.30	3	1.092727	0	0	Yes	12 Aug - 2014
Energy Solution LLC	5010	12" Power Cooling Fan	\$314.13	\$287.47	\$26.66	3	1.092727	0	0	Yes	07 Mar - 2014
Allmand Bros Inc	1V00096181	18 Portable Light Towers	\$80,072.72	\$73,277.88	\$6,794.84	3	1.092727	0	0	Yes	14 Oct - 2014
Pacific Building Materials Inc	0004432	3/4" x 4 x 8 Plywood	\$5,076.46	\$4,645.68	\$430.78	3	1.092727	0	0	Yes	16 Dec - 2014



Contactors provides electronic invoices for each billed item. Invoices are reviewed for correct amounts in the Undefined Spreadsheet, potential doubling billings, and for non-conformances to the Undefined Consumable Escalation Agreement

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	TAX	TOTAL	ACCOUNT
1	LAM (RF)	LAMINATED - 30 X 36 LAS 1 TIME (DOOR)	\$157.68	\$157.68	\$157.68	\$470.36	Sub Total
1	LABOR	LABOR TO REPLACE	\$150.00	\$150.00	\$150.00	Tax	\$22.16
1	LABOR	LABOR TO CUT	\$20.00	\$20.00	\$20.00		
1	LABOR	LABOR TO REPLACE WINDSHIELD	\$150.00	\$150.00	\$150.00		
1	LABOR	LABOR TO REPLACE	\$24.60	\$24.60	\$24.60	Account	\$492.46

WOFH Escalation Summary for Provisional Sum Change Orders

NUMBER	CATEGORIES	Original KIWC Estimate	Original HART Estimate	KIWC Expended Costs Through June, 2015	HART Forecast From July 1, 2015 to July 1, 2016	Total Escalation Forecast
1	Staff Labor	\$2,769,856	\$2,000,000	\$2,813,369	\$1,081,101	\$3,894,470
2	Craft Labor	\$9,186,621	\$5,000,000	\$5,409,444	\$3,245,848	\$8,655,292
3	Fuel, Oil, & Grease (FOG)	\$2,670,530	\$2,000,000	(\$250,540)	(281,531)	(\$532,071)
4	Concrete	\$6,092,167	\$3,000,000	\$2,633,150	\$1,137,995	\$3,771,145
5	Small Tools and Supplies - Consumables	\$14,713,544	\$10,500,000	\$7,451,221	\$3,189,810	\$10,641,031
6	Sub Total – Provisional Sum Costs	\$35,432,718	\$22,500,000	\$18,056,644	\$8,373,223	\$26,429,867
7	Administrative Costs	Included	Included	\$253,004	\$67,129	320,133
8	Total – Provisional Sum Costs	\$35,432,718	\$22,500,000	\$18,309,648	\$8,440,352	\$26,750,000

Total cost for Provisional Sum including Staff Preparation of billing is \$26,750,000. A cost difference of \$8,682,718 or 75.5% of the Kiewit requested amount of \$35,432,718

Delay Escalation Summary

Original Requested Escalation Amount:	\$ 63,357,195
Removed escalation for HNTB:	<u>(8,247,966)</u>
Revised escalation request:	<u>\$ 55,109,229</u>
Total Escalation Settled:	
Escalation settled by change order (lump sum)	\$ 10,052,696
Escalation cost paid under provisional sum change order 48	15,000,000
Escalation cost to be paid under second provisional sum change order	<u>11,750,000</u>
Total estimated escalation excluding HNTB	<u>\$ 36,806,696</u>

A cost difference of \$18,306,533 or 66.8% of the revised requested amount

Questions

Mahalo!



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