HONOLULU RAIL TRANSIT PROJECT

HONOLULU AUTHORITY for RAPID TRANSPORTATION

2015 ANNUAL REPORT

REPORT TO THE GOVERNOR OF THE STATE OF HAWAII AND THE 2016 LEGISLATURE

HONOLULU RAIL TRANSIT

www.HonoluluTransit.org

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Glossary of Acronyms

AA	Alternatives Analysis
AHJV	Ansaldo Honolulu Joint Venture
AIT	Art-in-Transit
BOD	Board of Directors
BSC	Balanced Scorecard
CE&I	Construction engineering and inspection
DB	Design-Build contract project delivery method
DBB	Design-Bid-Build contract project delivery method
DBE	Disadvantaged Business Enterprise
DPP	Dept. of Planning and Permits, City & County of Honolulu
EAC	Estimate at Completion
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
GET	General Excise Tax
HART	Honolulu Authority for Rapid Transportation
HCDA	Hawaii Community Development Authority
HRTP	Honolulu Rail Transit Project
LPA	Locally Preferred Alternative
OCIP	Owners Controlled Insurance Program
OEQC	Office of Environmental Quality Control
OIBC	Oahu Island Burial Council
PMOC	Project Management Oversight Contractor
ROC	Rail Operations Center
TAC	Transit Art Committee
TOD	Transit-Oriented Development
TVM	Ticket Vending Machine

Introduction

Powers, Duties and Functions

The Honolulu Authority for Rapid Transportation (HART) is authorized to develop, operate, maintain, and expand the high-capacity fixed guideway rapid transit system of the City and County of Honolulu. Among its responsibilities are directing the planning, design, and construction of the fixed guideway system, and operating and maintaining the system; preparing and adopting annual operating and capital budgets; applying for and receiving grants of property, money and services, and other assistance for capital or operating expenses; making administrative policies and rules to effectuate its functions and duties; and to promote, create, and assist transit-oriented development (TOD) projects near fixed guideway system stations that promote transit ridership.

HART is governed by a ten-member Board of Directors that directs the organization's policy. The administration of the authority is overseen by its Executive Director and CEO.

HART Board of Directors
Donald Horner, Chair
Damien Kim, Vice-Chair
Terri Fujii
Colleen Hanabusa
William Hong
Terrence Lee
Ivan Lui-Kwan
George Atta, Ex-Officio
Michael Formby, Ex-Officio
Ford Fuchigami, Ex-Officio

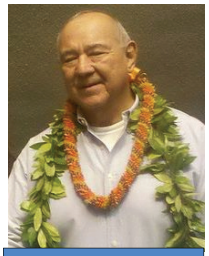
Daniel Grabauskas, Executive Director and Chief Executive Officer
Brennon Morioka, Deputy Executive Director

Donald Horner

Damien Kim

Terri Fujii

Colleen Hanabusa


William Hong

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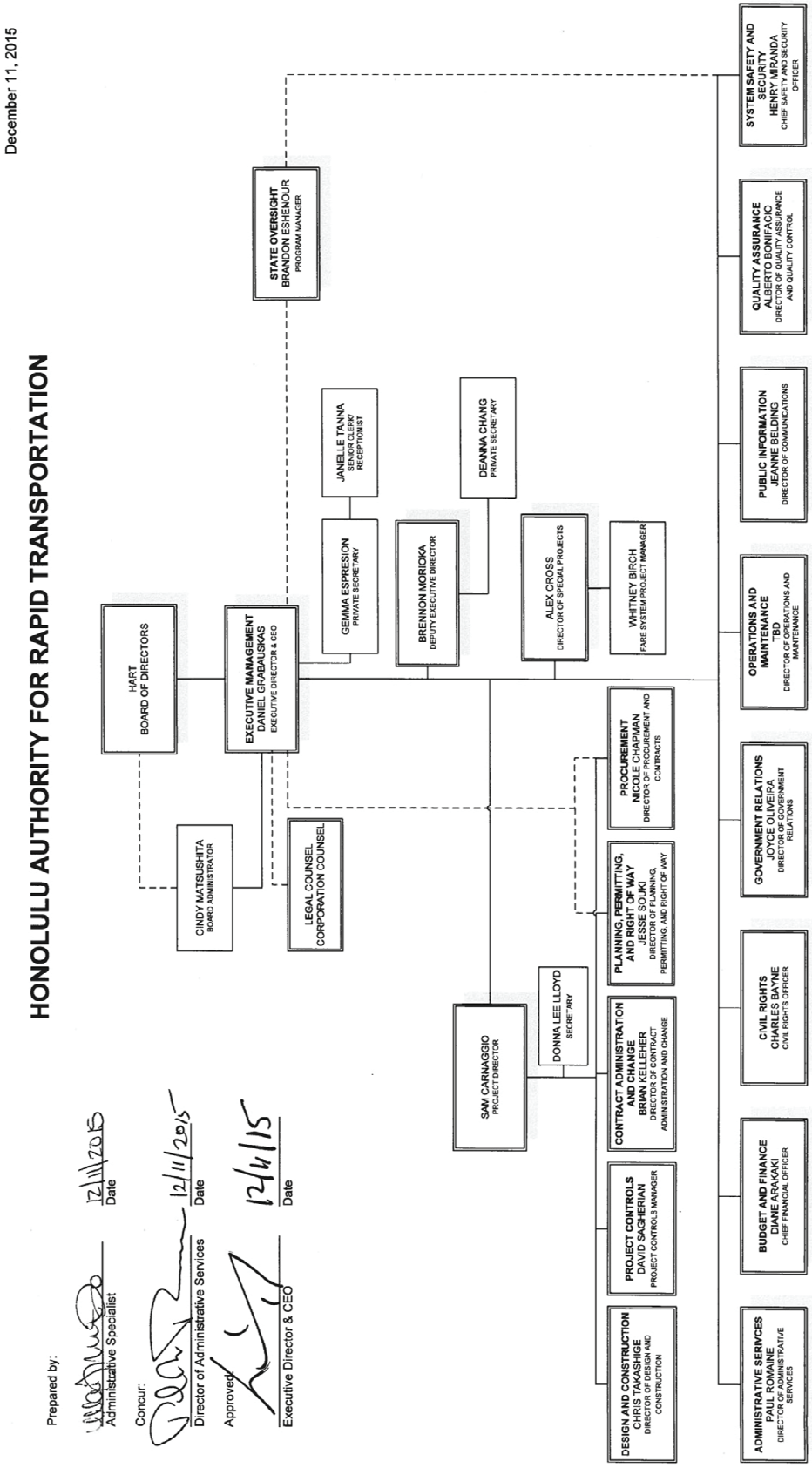
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
December 11, 2015
HART BOARD OF DIRECTORS
CINDY MATSUSHITA BOARD ADMINISTRATOR
EXECUTIVE MANAGEMENT DANIEL GRABAUSKAS EXECUTIVE DIRECTOR & CEO
LEGAL COUNSEL CORPORATION COUNSEL
STATE OVERSIGHT BRANDON ESHENOUR PROGRAM MANAGER
GEMMA ESPRESION PRIVATE SECRETARY
JANELLE TANNA SENIOR CLERK/ RECEPTIONIST
BRENNON MORIOKA DEPUTY EXECUTIVE DIRECTOR
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PROJECT CONTROLS DAVID SAGHERIAN PROJECT CONTROLS MANAGER
CONTRACT ADMINISTRATION AND CHANGE BRIAN KELLEHER DIRECTOR OF CONTRACT ADMINISTRATION AND CHANGE
PLANNING, PERMITTING, AND RIGHT OF WAY JESSE SOUKI DIRECTOR OF PLANNING, PERMITTING, AND RIGHT OF WAY
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ADMINISTRATIVE SERVICES PAUL ROMANE DIRECTOR OF ADMINISTRATIVE SERVICES
BUDGET AND FINANCE DIANE ARAKAKI CHIEF FINANCIAL OFFICER
CIVIL RIGHTS CHARLES BAYNE CIVIL RIGHTS OFFICER
GOVERNMENT RELATIONS JOYCE OLIVEIRA DIRECTOR OF GOVERNMENT RELATIONS
OPERATIONS AND MAINTENANCE TBD DIRECTOR OF OPERATIONS AND MAINTENANCE
PUBLIC INFORMATION JEANNE BELDING DIRECTOR OF COMMUNICATIONS
QUALITY ASSURANCE ALBERTO BONIFACIO DIRECTOR OF QUALITY ASSURANCE AND QUALITY CONTROL
SYSTEM SAFETY AND SECURITY HENRY MIRANDA CHIEF SAFETY AND SECURITY OFFICER
Prepared by:
Administrative Specialist
12/11/2015
Date
Concur:
Director of Administrative Services
12/11/2015
Date
Approved:
Executive Director & CEO
12/4/15
Date

Mission *(why the agency exists)*
HART's mission is to plan, design, construct, operate and maintain Honolulu's high-capacity, fixed guideway rapid transit system.

Vision Statement *(what HART is trying to achieve)*
In accomplishing its Mission, HART will contribute to the quality of life on Oahu by:

- Mobility: Improving mobility for all residents, visitors, and businesses on Oahu particularly in the densely populated and congested corridor along the urbanized southern shore of the island.

- Reliability: Improving the reliability of travel in the corridor by offering a travel choice that will not be subject to at-grade level traffic congestion.

- Land Use: Supporting the City's land development policy by providing access to an area targeted for development of a new urban center and helping create TOD along the rail line.

- Equity: Providing people who are dependent on public transportation with an improved means of accessing economic and social opportunities and activities.

- Sustainability: Protecting the environment and lessening dependence on non-renewable fossil fuels.

Note: This **Vision Statement** is based in part on the EIS prepared for the HRTP.

Goals *(how HART will go about accomplishing the Vision and fulfilling its Mission)*
In order to accomplish its Mission and realize the benefits described in the Vision, HART must accomplish the following goals:

1. Project Delivery: Complete the project while:

    - Ensuring the safety and security of the public, HART employees, and construction workers;
    - Minimizing the impacts on adjacent natural, cultural, and built environments and communities; and
    - Fulfilling environmental mitigation commitments.

2. Service Delivery: Ensure that the design and actual construction of the project will facilitate the delivery of safe, high quality, and cost-efficient service in the future.

3. Stewardship of Resources: Maintain public trust through the prudent and transparent use of financial, human, and environmental resources.

4. Livability: Support the creation of mixed use, pedestrian-friendly, compact development along the rail line.

5. Partnerships: Pursue partnerships with the private sector to create economic opportunities and generate income and cost savings for the rail transit system.

6. Agency Culture: Foster an organization that is open, accountable, inclusive, and delivers better than promised results.

Performance Metrics

Performance expectations and metrics flow out of the Vision and Goals for the agency and are intended to help an organization measure its progress toward achieving the Vision and Goals. Performance metrics for HART will help the BOD and agency management, as well as the Authority's stakeholders and the general public, measure and evaluate the agency's progress and will aid in maintaining transparency on what HART is doing with taxpayer money. Management staff will compile and provide periodic reports to the BOD on the performance metrics. The information will also be reported to the City Council and the community in an annual report.

Performance metrics for HART have been incorporated into a Balanced Scorecard (BSC) for the agency. The BSC establishes and will track over time metrics that measure performance in achieving the Goals which the BOD has established for the agency. The HART BSC is shown in Appendix B of the Annual Report.

As shown in Appendix B, the HART BSC is structured to provide performance measures and metrics encompassing the six Goals the BOD has approved. The BSC establishes the fiscal year objectives for each measure. Space is provided for HART management to provide information on actual results or status for each of the performance measures and metrics delineated in the BSC during quarterly reports to the HART BOD. These reports will include a summary of any material changes in the status of performance measures to enhance the transparency of the progress being made on implementing the HRTP.

In 2015 and for the next several years, HART will be engaged in completing the design and construction of the HRTP. As such, the BSC shown in Appendix B is heavily oriented toward project implementation. The BSC does include some measures dealing with Service Delivery as it relates to the current project implementation stage of the project. Additional metrics will become meaningful when actual revenue service begins. Illustrative examples of such metrics include:

- Ridership level.

- Reliability measures including:
    - On-time departures/arrivals.
    - Miles between mechanical failures.
    - Elevator and escalator availability (% of time available during operating hours).
    - Fare collection equipment availability (% of time available during operating hours).

- Safety and Security measures including:
  - Accidents per 100,000 passengers.
  - Security incidents per 100,000 passengers.
  - Employee on-the-job injuries.

- Financial measures including:
  - Operating Ratio.
  - Cost per vehicle hour and vehicle mile.
  - Cost per passenger.
  - Accident Claims received/closed/outstanding.

Given the current project implementation focus of HART's business activities, it is envisioned that HART management will provide quarterly updates of the HART BSC in reports to the BOD and the public. When actual revenue service begins on the rail line, monthly BSC reports will become relevant.

Using a BSC which ties to the Goals that HART has established will enable the agency to evaluate its progress on achieving the agency's Mission and Vision and to report to its stakeholders and to the community.

HART 2015 Annual Report

Executive Summary

Project Overview

The Honolulu Authority for Rapid Transportation (HART) made significant progress in 2015. HART and its contractors have completed more than five miles of the elevated guideway. Crews have built more than 250 columns and have erected more than 200 spans.

Guideway Construction

HART's first four railcars are now in assembly at the plant in Pittsburg, California. At the end of first quarter 2016, the cars will be shipped to Honolulu where it will undergo its initial testing at HART's Rail Operations Center (ROC) in Waipahu. The ROC is projected to be completed by spring 2016, in time for delivery of the first railcars to Oahu.

Rail Operations Center

In 2015, HART successfully awarded the following contracts: Farrington Highway Stations Group Construction, West Oahu Stations Group Construction, Ramp H2R2, On-Call Construction Contractor II, Construction Engineering and Inspection (CE&I) "II" Contract, Fare Collection System Technical Support Consultant, and Section 106 Programmatic Agreement Project Manager Kākoʻo II.

As the project proceeds, the number of direct jobs related to the project continues to increase. The number of jobs in 2015 grew to more than 1,500. The count includes construction contractors, various architectural and engineering firms working for the project as well as HART staff.

HART's contract for the Core Systems Contract is with Ansaldo Honolulu Joint Venture (AHJV), originally formed between two members, Ansaldo STS S.p.A. and AnsaldoBreda S.p.A. In November 2015, Hitachi closed the transactions relating to the acquisition of AnsaldoBreda's assets from Finmeccanica S.p.A. and Finmeccanica's 40% stake in Ansaldo STS.

HART Board

In 2015, the members of the HART Board of Directors unanimously elected Don Horner chairman of the board and Damien Kim as vice chairman.

Horner and Kim have served on the Board since its inception in 2011. Horner succeeds Ivan Lui-Kwan, who served two years as board chairman. Kim replaces Horner in the vice chair post.

In addition to a change in leadership in the Board, three members that had served on the Board since its inception have left, and three new members have since joined the Board of Directors.

Carrie Okinaga, Keslie Hui and Robert "Bobby" Bunda left the HART Board of Directors in June.

Mayor Kirk Caldwell appointed former Congresswoman Colleen Hanabusa to fill the remainder of Okinaga's term.

The Honolulu City Council appointed Terrence Lee to replace Hui on the HART Board.

In September, the HART Board selected Terri Fujii to fill the remainder of Bunda's term as the ninth voting member of the Board.

In 2015, Mayor Caldwell also reappointed Horner to the HART Board for a new five year term.

Rail Update

Overall Progress:

- Significant construction progress was made in 2015. As of November, the following construction had been completed:
  - 258 guideway support columns in place
  - 392 drilled shaft foundations completed
  - 3,763 guideway segments had been cast
  - 209 spans erected or more than 5 miles of guideway structure
  - Rail track installed at the ROC
  - 86% of the ROC completed

  While the construction of the guideway is behind schedule, the ROC is on schedule to be completed by spring 2016 in time for delivery of the first train to Oahu. The Core Systems contractor, Ansaldo Honolulu Joint Venture (AHJV), is on schedule with the design and manufacture of the project's railcars for the start of delivery of the first railcars in 2016. Please see Appendix A for a summary on the Project Background and Description.

Guideway Construction

Casting Yard

Rail Carshell

- With this construction and equipment progress, as of October, the overall project status can be quantified approximately as follows:

Project Progress* Through Oct. 30, 2015				
	Actual		Early Plan	Late Plan
Overall Project Progress	40.6%		69.2%	61.0%
Overall Construction Progress	32.2%		62.6%	53.4%
Overall Design Progress	87.3%		99.6%	98.2%
Overall Utilities Progress	39.5%		85.6%	73.0%

*All progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time.

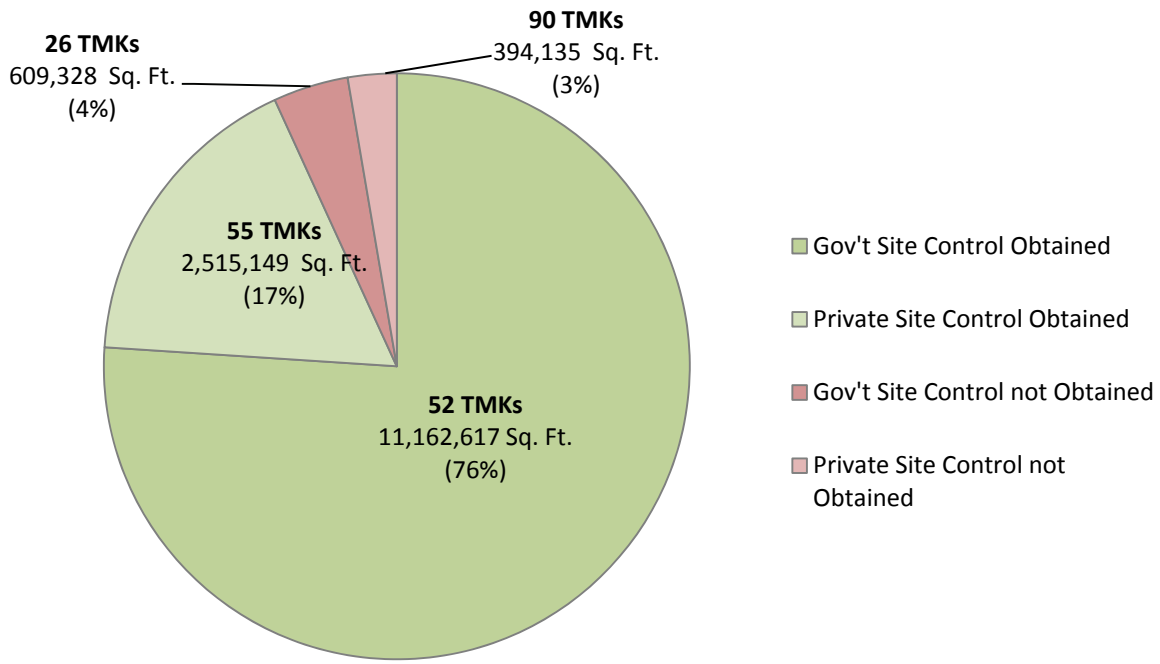
- While progress was made in 2015 under previously awarded construction and systems contracts, the letting of new construction contracts programmed for 2015 ran into major problems. In 2014, bids received for the 9 station Westside Station Group greatly exceeded budget estimates. This occurrence resulted in the cancellation of the solicitation and the suspension of the procurement for the Pearl Highlands Garage. A major effort was then undertaken to review the project including an analysis of the new circumstances now facing HART with the high level of construction underway on Oahu. This effort considered ways to reduce costs and maintain the 2020 opening date for the project and included extensive contractor interviews. Updated cost estimates were developed for the westside stations and the remaining portions of the rail alignment. The result of these efforts was a new plan for how construction of the remaining project elements should be carried out. This revised plan includes a re-packaging of contracts and a change in the delivery method for the eastern 10 mile section of the rail alignment with the following specific elements:
    - Construction of the nine westside stations was broken up into three packages of three stations each to increase competition.
    - The schedule for the start of interim service on the westside was pushed back from 2017 to 2018 to ease schedule pressure on prospective contractors.
    - The construction of the eastern portion of the rail alignment, including both the guideway and the stations, will be broken into two sections both of which will be procured using the design – build (DB) project delivery method.
    - A separate contract will be let for utility relocation and miscellaneous civil work in the City Center area.

- Implementation of the above described plan has been as follows:
    - Construction of the three westside stations on Farrington Highway was advertised and five bidders responded with the low bid being close to the revised cost estimate for the group. This contract has been awarded to the low bidder.
    - Four bidders responded to the West Oahu Stations Group construction package. The contract has been awarded and the low bid was under the revised cost estimate.
    - Kamehameha Highway Stations Group (KHSG) Construction Contract (Design-Bid-Build) RFB: Four firms submitted bids. The apparent low bid was within HART's estimate range. HART is now in the process of evaluating the bids.
    - In repackaging the station construction work into three smaller packages, HART was able to save more than $40 million.
    - Airport Guideway and Stations Design-Build RFP: HART is on schedule with the Part 2 solicitation timeline for Alternative Technical Concepts discussions.
    - City Center Guideway and Stations (CCGS) Design-Build RFP: The Qualifications proposals were received on Nov. 18, 2015.
    - The Fare Systems Contract RFP: Proposals were received on Nov. 13, 2015.
    - The Dillingham Utilities and Roadway Design-Bid-Build Contract is anticipated to be advertised in early 2016.

Right-of-Way:

- Land Acquisitions: HART has obtained site control for approximately 93% of the land area required for the project. To date, the real estate expenses are running $10.6 million under budget. Out of 223 property acquisitions identified as needed for the HRTP, to date, HART has obtained site control for 107 parcels, and acquired 41 parcels for $73.0 million.

- Parcel Site Control Status by Land Area and Ownership Type (as of Nov. 2, 2015):



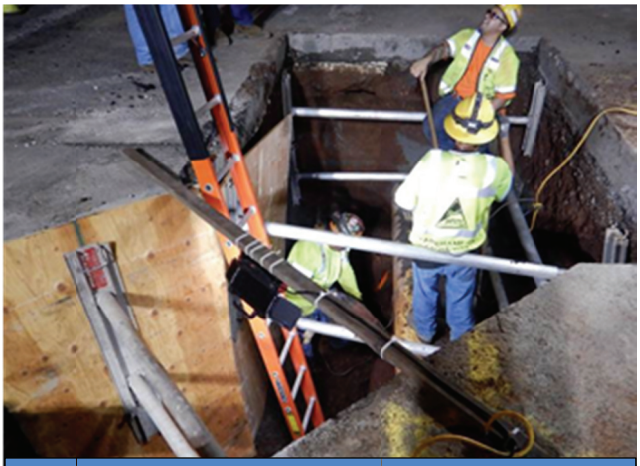
- Relocations: Out of 124 identified relocations, HART has completed 86 relocations, and 38 are in progress. Of the remaining relocations, 2 are residential and 36 are business. In addition, one non-profit organization has already been relocated. As of Nov. 2, 2015, the Right-of-Way budget is as follows:

	Baseline Budget	Expended	Remaining Budget Balance	Estimate to Completion	Forecast Variance
Acquisition	$ 201.70	$ 75.90	$ 125.80	$ 112.10	$ 13.70
Relocation	$ 20.50	$ 9.20	$ 11.30	$ 15.90	$ (4.60)
Total (Million)	$ 222.20	$ 85.10	$ 137.10	$ 128.00	$ 9.10

Note
* Administrative overhead costs aggregated with the Acquisition and Relocation numbers
* Estimate to complete based on offers, appraisals or assessed values

Utility Relocation:

- During 2015, work was underway across the length of the first 10 miles and in the section between Aloha Stadium and the Middle St. Transit Center past the Honolulu Airport. HART staff worked to resolve issues with HECO on their work progress; the power supply needs of the ROC; and on future relocation issues especially along Dillingham Boulevard with its high voltage line.



Installing a fuel line for the Kamehameha Highway Guideway contract.

Procurement:

- During 2015, the following contracts were awarded:
  - On-Call Construction Contractor II
  - Farrington Highway Stations Group
  - Ramp H2R2
  - West Oahu Stations Group
  - Construction Engineering and Inspection (CE&I) "II" Contract
  - Fare Collection System Technical Support Consultant
  - Section 106 Programmatic Agreement Project Manager Kākoʻo II

- Contracts yet to be awarded include:
  - Art-in Transit
  - Airport Guideway and Stations
  - City Center Guideway and Stations
  - Fare Systems Contract
  - Kamehameha Highway Stations Group Construction
  - Independent Financial Auditor "II" Contract
  - Dillingham Utilities and Roadway
  - East Kapolei and UH/West Oahu Park and Ride Lots

- Current plans for the remaining contracts are as follows:

Remaining Contracts						
Contract Code	Contract Name	Advertise Date	Bids Due/Part 1 Proposals Due	RFP Part 2 Proposals Due	Issue NTP	Projected Contract Substantial Completion Date
AP00	Art-in-Transit	May 9 '13	-	-	TBD	TBD
DB-450	Airport Guideway and Stations	Apr 07 '15	Aug 11 '15	Feb 23 '16	Apr 05' 16	NTP + 53 months
DB-550	City Center Guideway and Stations	Aug 04 '15	Nov 18 '15	TBD	Jun 01 '16	TBD
MI-900	Fare Systems Contract	Aug 11 '15	Nov 13 '15	-	Feb 12 '16	NTP + 120 months + 2 year option
DBB-371	Kamehameha Hwy Stations Group Construction	Aug 18 '15	Nov 17 '15	-	Jan 19 '16	NTP + 32 months
	Independent Financial Auditor "II" Contract	Oct 26 '15	Dec 01 '15	-	Feb 19 '16	NTP + 48 months
DBB-510	Dillingham Utilities and Roadway	Jan 11 '16	Mar 15 '16	-	Apr 13 '16	Jun 12 '18, NTP + 26 months
DBB-600	East Kapolei and UH/West O'ahu Park and Ride Lots	Nov 14 '16	Feb 15 '17	-	Apr 03 '17	Mar 01 '19

Planning:

- The Oahu Island Burial Council (OIBC) accepted the Burial Treatment Plan for the human skeletal remains encountered during the Archaeological Inventory Survey for the City Center section. The protective measures afforded by the provisions in the Burial Treatment Plan have been completed; all *iwi kupuna* have been reinterred into their specified locations.
- The State Historical Preservation Division accepted the Supplemental Archaeological Inventory Survey report for Kakaʻako and acknowledged that HART has satisfied all requirements for Hawaiʻi Revised Statues Chapter 6E for the City Center section.
- HART continues to work with the Federal Transit Administration on environmental documentation for refinements to project elements.
- HART continues to have regular meetings with city Department of Transportation Services on bus-rail integration planning to conceptualize and finalize plans for seamless bus and rail connections at rail stations.

As part of its sustainability initiative, HART has carefully removed trees affected by construction and transplanted them into parks and other areas along the corridor.

Construction Outreach:

- During 2015, HART held its third "Industry Day" event to educate local construction businesses and Disadvantaged Business Enterprise (DBE) firms on the opportunities for work on the project and to facilitate connections between prime contractors and subcontractors. These events are expected to increase competition for future construction contracts which will help keep construction costs as low as possible and should also increase participation by local firms and DBE's in the project.

Industry Day

Job Creation:

- In 2015, the number of direct jobs working on the project increased to more than 1,500, of which about 60% are local jobs. This level of job creation is on a pace consistent with the project's status toward achieving 4,000 direct jobs created in the 2017-19 construction period.

Art-In-Transit (AIT) Program:

- The Transit Art Committee (TAC) composed of art and design professionals and HART staff evaluated over 400 "Call for Artists" applications to select artists for the 21 stations, and the Operations and Servicing Building at the Rail Operations Center. Ranking of Artists for individual stations and the Rail Operations Center artwork is complete. Negotiations are currently underway with the top ranked artists for these assignments. This will be followed by execution of the respective contracts with the artists and notices to proceed issued.
- The TAC concluded that the initial Call for Artists needed to identify more candidates for windscreen artwork and that a new solicitation that targets this area is recommended. Selection of the artist to provide the windscreen artwork should be completed in the first quarter of 2016.

Transit-Oriented Development:

- HART participates in the State TOD Stakeholders Advisory Group, which brings state agencies together with the goal of identifying opportunities for TOD on state properties.
- HART continues to coordinate with the Hawaii Community Development Authority (HCDA) on the Kaka‘ako Community Development District TOD Overlay Environmental Impact Statement. HART also completed consultation with HCDA on the Civic Center and Kaka‘ako Stations.
- HART continues to coordinate with the City and County of Honolulu Department of Planning and Permitting, the Mayor’s Subcabinet, and other partner agencies and landowners regarding TOD plans for areas around the stations. The status of these plans is shown in Appendix C.
- The HCDA TOD Final Environmental Impact Statement (FEIS), which impacts Kaka‘ako and Civic Center Stations, was submitted to the Office of Environmental Quality Control (OEQC) on Nov. 24, 2015 and is currently undergoing the 60 day public review period.

Construction and Traffic Impact Mitigation:

- HART continued to take a multi-pronged approach in 2015 to keeping the public informed about construction and traffic impacts to communities and businesses along the alignment. Numerous community, town hall, and business meetings were held to address community and business concerns. HART staff also canvassed affected areas in advance of construction work, as well as disseminated traffic information to news media outlets and staffed a 24/7 project hotline.

Media Briefing

Neighborhood Board Meeting

- Business mitigation remains a priority for HART’s outreach team. As a part of HART’s outreach program, HART partnered with dozens of businesses to launch the Shop & Dine on the Line program, which is designed to assist businesses during construction.

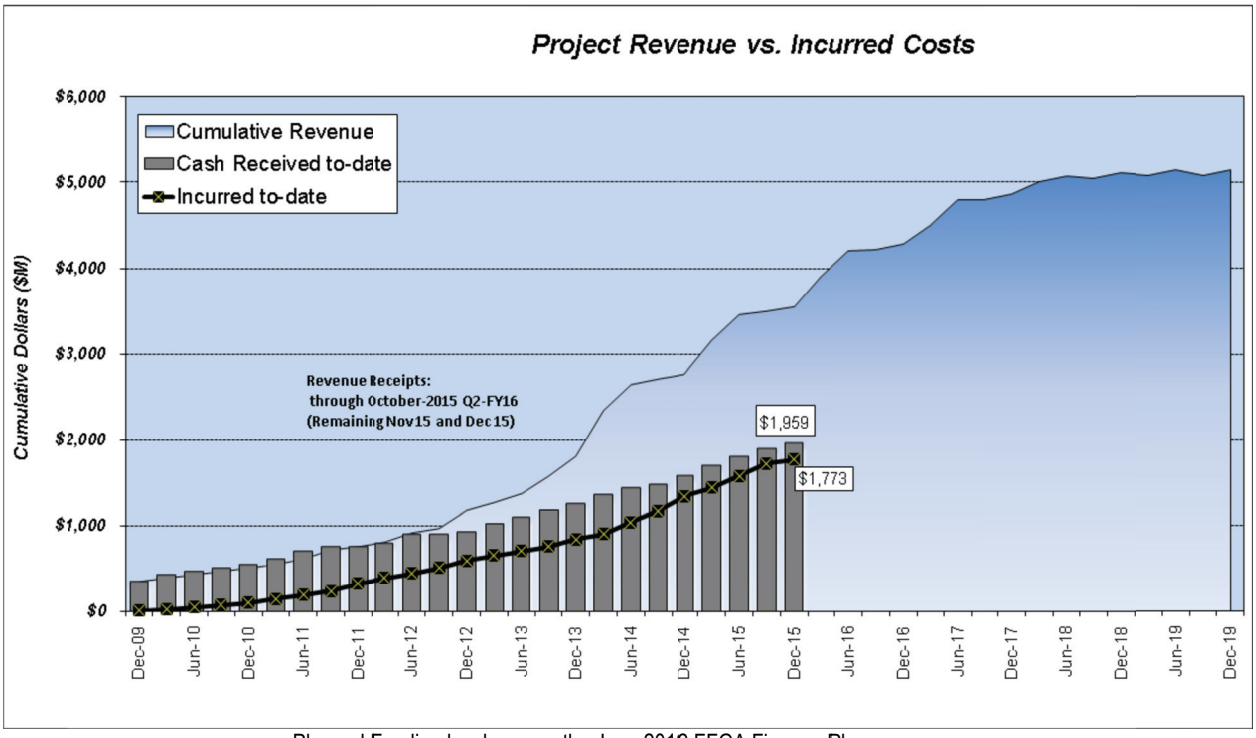
SHOP & DINE ON THE LINE

Financial and Revenue Update

- Events in 2015 produced a significant change in HART's financial picture. The significantly over budget bids for the Westside Station Group and feedback received from the construction community caused a re-setting of the project's budget and schedule. A new estimate of the cost to complete the project was prepared which added $594 million to the cost of the project. In addition, continued shortfalls in actual GET receipts during the year indicated that this critical funding source could come in $100 million less than what had been assumed in HART's original federal Full Funding Grant Agreement Financial Plan. Finally, the Honolulu City Council adopted legislation prohibiting the use of $210 million in federal Section 5307 formula funds on the project that is currently used on Oahu's extensive bus system. These three events combined to produce an estimated $910 million shortfall in the Financial Plan to complete the HRTP.

- To address the projected shortfall, HART staff worked with the HART Board of Directors and with the Mayor and City Council to develop a plan to address the estimated $910 million shortfall. This effort determined that the best course of action was to approach the State Legislature to seek an extension of the GET surcharge beyond its scheduled sunset date of December 31, 2022 to cover the increased cost of the project and the shortfall in revenue available to the project. The State Legislature approved a five year extension of the GET surcharge for the project that was then signed by the Governor in June. As of the writing of this report, the City Council's approval and signature of the Mayor are needed in order for the project to continue to move forward.

- HART currently estimates a five-year extension of the GET surcharge will total $1.5 billion through December 31, 2027.



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = Oct. 30, 2015

- HART's current planned versus received funding:

Planned vs. Received Project Funding				
Funding Source	*Pre-FFGA Project*[1]	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned[2] ($YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A +B
Beginning Project Cash Balance[3]	*0*	**298**	298	**n/a**
Interest Income on Cash Balance	*7*	**3**	2	**9**
FTA Section 5309 New Starts Revenue[4]	*0*	**1,550**	447	**447**
FTA Section 5307 Formula Funds	*0*	**210**	0	**0**
ARRA Funds	*0*	**4**	4	**4**
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	*378*	**3,291**	1208	**1,586**
Total	***385***	**5,356**	**1,959**	**2,046**

[1] GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

[2] FFGA Financial Plan, Table A-1 *Capital Plan Cash Flows*.

[3] Beginning Project Cash Balance at Entry into Preliminary Engineering (PE) on October 16, 2009 (the FFGA Project start date) = Pre-PE GET, investment and miscellaneous income minus pre-PE expenditures. The $298 million is included in the Pre-FFGA actual amounts received between 2007-2009 of $378 million.

[4] New Starts Funds Obligated Through Federal Fiscal Year 2014 Totals $806.3 Million

- GET collections in calendar year 2015 totaled $240 million, as of Oct. 31, 2015. The total collected is $1.59 billion, which is $30.5 million less than forecast in the original June 2012 Financial Plan, as of Oct. 31, 2015.

- Congressional appropriations for the project are $1.056 billion which is approximately two-thirds of the $1.55 billion committed to the project in the Full Funding Grant Agreement (FFGA). The President's 2016 budget includes another $250 million for the project, again the largest amount for any New Starts project in the Country. HART received $134.7 million in 2015 from the FTA grant, bringing total federal funding received for the HRTP to $447 million, as of Oct. 31, 2015.

- HART's third annual independent financial audit was conducted and submitted to the HART Board of Directors, Mayor and City Council for fiscal year 2014. The auditor's opinion was unmodified, and there were no findings in the audit.

- HART continued to work on improving financial reporting to the HART Board, the City Council and the State Legislature and to the community through the HART website. The project Monthly Reports and the agency's quarterly Balanced Scorecard are distributed widely and routinely. Please see Appendix B for the current Balanced Scorecard.

- HART paid most of the outstanding construction delay claims at a projected cost of $190 million.

Project Budget

Honolulu Rail Transit Project Summary

- By the end of 2015 nearly 65% of the Honolulu Rail Transit Project (HRTP) budget will be committed to contracts, with 35% remaining to bid as seen in the figure below. The two major construction packages remaining to be awarded are the Airport Guideway and Stations design-build and the City Center Guideway and Stations design-build contract packages which are both scheduled to be awarded in 2016. This section will describe the Total Project Cost projection that indicates cost will exceed the HRTP budget, the factors influencing this cost projection, and cost containment measures HART has taken to mitigate the projected overruns.

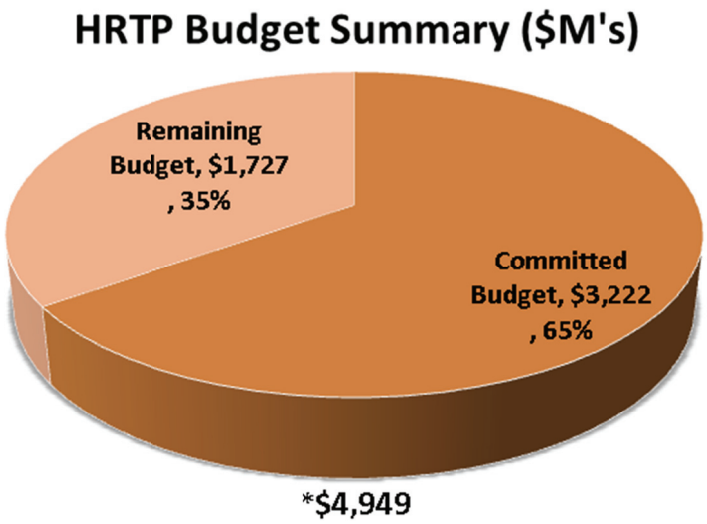


*Figure excludes $215M of budgeted debt financing costs

Total Project Cost

- As of October 2015, the Total Project Cost projection is approximately $6.477 billion. Since the FFGA budget was established in June 2012 the Project has experienced two legal challenges and cost impacts due to Notice-To-Proceeds (NTPs) that were prematurely issued which both substantially delayed construction. Those delays have resulted in shifting the procurement of many of the Project's major construction contracts into today's local economy where costs have escalated to the point where Hawaii is considered the most expensive market to do construction anywhere in the nation. Other influences to cost include increased cost projections for utility relocations, specifically identified clearance issues with high voltage power lines in the Airport and City Center segment of the alignment and soft costs associated with the Revenue Service Date extending to the fourth quarter of 2021.

- The following table provides a summary of the Total Project Cost projections since FFGA:

June 2012

[A]

Project Finances	Value (M's)
Net FFGA Revenue Total[1]	$5,163
Project Capital Cost	($4,948)
Debt Financing Costs	($215)
Total Project Cost	($5,163)
Project Balance	**$0**

[1] Net FFGA Revenue is net of $193M Project Cash Balance.

December 18, 2014

[B]

Project Finances	Value (M's)
Net FFGA Revenue Total[1]	$5,163
Project Capital Cost	($4,948)
Debt Financing Costs	($215)
GET Projected shortfall	($100)
FTA 5307 Funds Reduction	($210)
Lawsuits and Delay Claims	($190)
Utilities	($50)
Project Enhancements	($75)
Construction Cost Escalation	($45)
Allocated Contingency	($240)
Total Project Cost	($5,763)
Project Balance Adjustment	**($910)**

[1] Net FFGA Revenue is net of $193M Project Cash Balance.

October 15, 2015

[C]

Project Finances	Value (M's)
Net FFGA Revenue Total[1]	$5,163
Project Capital Cost	($4,948)
Debt Financing Costs	($215)
GET Revenue from Extension[2]	$1,524
FTA 5307 Funds Reduction	($210)
Lawsuits and Delay Claims	($190)
Utilities and Project Improvements	($120)
Project Enhancements	($130)
Construction Cost Escalation	($240)
Additional Debt Financing Cost	($95)
Allocated Contingency	($240)
Total Project Cost	($6,178)
Unallocated Contingency	($299)
Project Balance	**$0**

[1] Net FFGA Revenue is net of $193M Project Cash Balance and net of $110M in added revenue for Public/Private contributions for Pearl Highlands Transit Garage

[2] GET Revenue from Extension. Pending City Council Consideratio

Cost Containment

- While some of the above mentioned cost drivers are beyond HART's control, HART has responded with the following cost control strategies that have been effective so far:
    - Repackaging the nine station construction package into three separate station packages has resulted in more competition and lower bids for two of the three station packages which have been awarded.
    - Value engineering done on elements of the nine station package have helped to reduce costs on the repackaged station group contracts.
    - Utilizing the design-build method and combining the construction of stations and guideway on the Airport and City Center segment of the Project have been received very favorably in the construction community. As a result of this repackaging strategy, we are anticipating robust competition for both of those packages.

- In addition to containing costs, HART is taking efforts to offset costs by seeking additional funding sources by partnering with private and public entities i.e. the potential unused federal highway dollars where applicable, and leveraging TOD opportunities along the alignment. A study is underway to determine the viability of a PPP opportunity for the Pearl Highlands Transit Garage contract package by which up to 45% of the cost for that package could be offset with $110 million of private contribution.

Schedule

Master Project Schedule (MPS)

- In 3rd Quarter of 2015, it was announced the Revenue Service Date (RSD) will be beyond the January 2020 RSD established in the FFGA. As a result of a combination of past schedule events since the FFGA and considerations for schedule risk events that could potentially occur, current projections indicate the revised target RSD will be in 4th Quarter of 2021, pending review and acceptance from FTA. Please see below Past Schedule Delays events and Potential Schedule Risk events for factors pushing the RSD into late 2021:

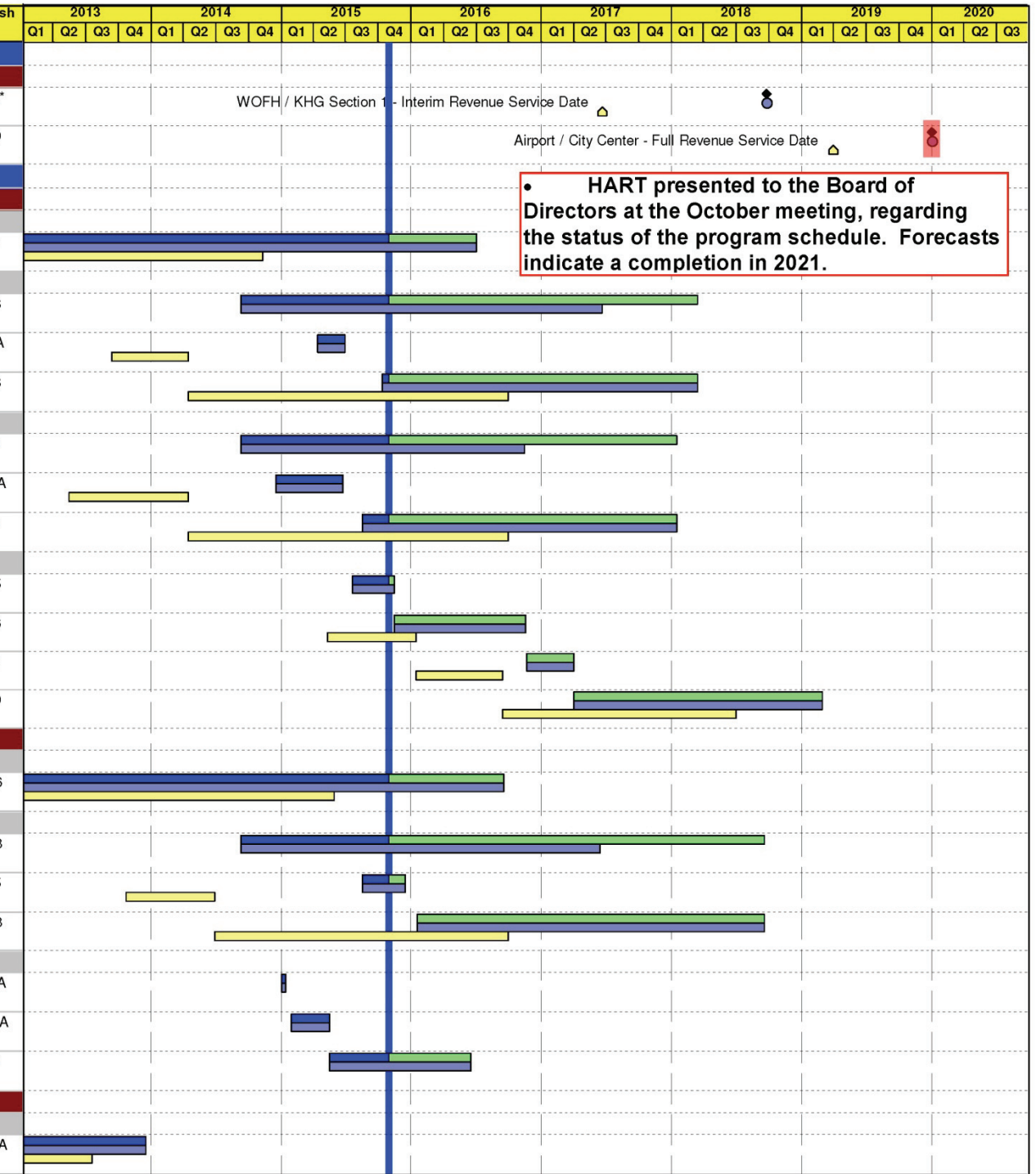
  Past Schedule Delays:
  - Federal court case delays
  - Protests and NTP delays
  - Third party approval delays
  - Third party Right-of-Way acquisition
  - Contractor productivity issues
  - Traffic modifications

  Potential Schedule Risk Events:
  - Contracting protests
  - Revisions to contracting strategy to increase competition
  - Third party cooperation for utilities and permitting
  - Right-of-Way acquisitions
  - Archeological Inventory Survey delays
  - Contractor performance
  - Other concurrent public and private construction activities
  - Legal challenges
  - Traffic modifications to accommodate business/public concerns

  (While it is unlikely all potential schedule risk events may occur, historical trends indicate a few will.)

HART continues to work with contractors on both the West Oahu Farrington Highway Guideway design-build and the Kamehameha Highway Guideway design-build contracts where the work is behind approved planned schedules. Until accepted contractor schedules become available the MPS only reflects approved schedule dates for active contracts and projected schedule dates for all other contracts.

Activity ID	Activity Name	Type	Current Start	Current Finish
KEY DATA				
MILESTONES				
A1030	WOFH / KHG Section 1 - Interim Revenue Service Date	M		24-Sep-18*
A1040	Airport / City Center - Full Revenue Service Date	M		31-Dec-19
CONTRACTS - DESIGN & CONSTRUCTION				
WEST OAHU / FARRINGTON HIGHWAY (WOFH) - SECTION 1				
WOFH Guideway & Utilities				
A1050	DB-120 - WOFH Guideway - Design & Construction	DB	01-Dec-09 A	01-Jul-16
West Oahu Station Group (WOSG)				
A1430	FD-140 West Oahu Station Group - Including Design Services During Construction	D	10-Sep-14 A	13-Mar-18
A1350	West Oahu Station Group - Bid & Award	A	13-Apr-15 A	01-Jul-15 A
A1360	DBB-171 West Oahu Station Group - Construction	C	13-Oct-15 A	13-Mar-18
Farrington Hwy Station Group (FHSG)				
A1370	FD-240 Farrington Highway Station Group - Including Design Services During Construction	D	10-Sep-14 A	16-Jan-18
A1380	Farrington Highway Station Group - Bid & Award	A	19-Dec-14 A	22-Jun-15 A
A1390	DBB-271 Farrington Highway Station Group - Construction	C	17-Aug-15 A	16-Jan-18
UH West Oahu Park n Ride & Ho`opili Station Finishes				
A1090	FD-600 UH West Oahu Park and Ride Lots - Procurement	D	20-Jul-15 A	13-Nov-15
A1100	FD-600 UH West Oahu Park and Ride Lots - Design	D	14-Nov-15	18-Nov-16
A1110	UH West Oahu Park and Ride Lots - Bid & Award	A	19-Nov-16	02-Apr-17
A1120	DBB-600 UH West Oahu Park and Ride Lots - Construction	C	03-Apr-17	01-Mar-19
KAMEHAMEHA HIGHWAY (KH) - SECTION 2				
Kamehameha Highway Guideway & Utilities				
A1130	DB-320 - KHG Guideway - Design & Construction	DB	12-Jun-11 A	16-Sep-16
Kamehameha Highway Stations				
A1400	FD-340 Kamehameha Highway Station Group - Including Design Services During Construction	D	10-Sep-14 A	18-Sep-18
A1410	Kamehameha Highway Station Group - Bid & Award	A	18-Aug-15 A	14-Dec-15
A1420	DBB-371 Kamehameha Highway Station Group - Construction	C	19-Jan-16	18-Sep-18
Pearl Highlands Ramp H2R2				
A1180	FD-340 Pearl Highlands Ramp H2R2 - Redesign	D	01-Jan-15 A	14-Jan-15 A
A1440	DBB-385 Pearl Highlands Ramp H2R2 - Bid & Award	A	30-Jan-15 A	18-May-15 A
A1450	DBB-385 Pearl Highlands Ramp H2R2 - Construction	C	18-May-15 A	17-Jun-16
AIRPORT - SECTION 3				
Airport Utility Relocation				
A1190	FD-430 - Airport Utilities - Design	D	05-Jan-12 A	16-Dec-13 A



HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
September 2015 Update
Remaining Work
Actual Work
FFGA Baseline Milestone
September 2015 Update Milestone
Milestone

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Honolulu Rail Transit Project
October 2015 Update
As of: 30-Oct-15

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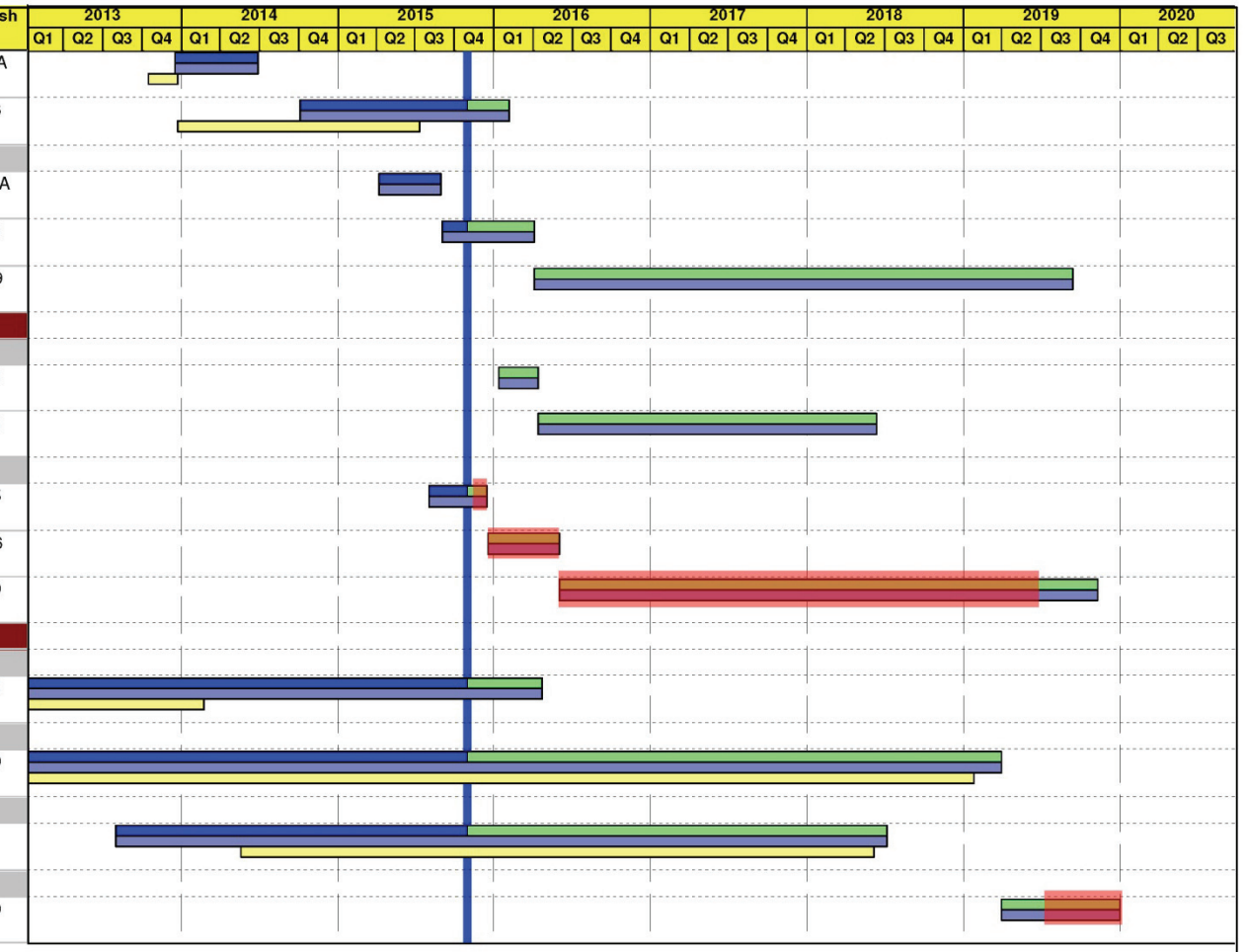
MPS Summary
Design & Construction Contracts

Activity ID	Activity Name	Type	Current Start	Current Finish
A1200	Airport Utilities - Bid & Award	A	17-Dec-13 A	30-Jun-14 A
A1210	DBB-505 - Airport Utilities - Construction	C	06-Oct-14 A	06-Feb-16
Airport Guideway & Stations				
A1480	Airport Guideway & Stations - Design Build Procurement Part 1	A	07-Apr-15 A	31-Aug-15 A
A1490	Airport Guideway & Stations - Design Build Procurement Part 2	A	01-Sep-15 A	04-Apr-16
A1500	DB-450 Airport Guideway & Stations - Design & Construction	DB	05-Apr-16	14-Sep-19
CITY CENTER (CC) - SECTION 4				
Dillingham Utilities and Road Widening				
A1510	Dillingham Utilities and Road Widening - Bid & Award	A	11-Jan-16	12-Apr-16
A1520	DBB-510 Dillingham Utilities and Road Widening - Construction	C	13-Apr-16	12-Jun-18
City Center Guideway & Stations				
A1530	City Center Guideway & Stations - Design Build Procurement Part 1	A	04-Aug-15 A	16-Dec-15
A1540	City Center Guideway & Stations - Design Build Procurement Part 2	A	17-Dec-15	31-May-16
A1550	DB-550 City Center Guideway & Stations - Construction	DB	01-Jun-16	09-Nov-19
PROJECT WIDE - ALL SECTIONS				
Maintenance & Storage Facility (MSF)				
A1320	DB-200 - MSF - Design & Construction (Design-Build)	DB	25-Jul-11 A	21-Apr-16
Core Systems				
A1330	DBOM-920 - Core Systems - Design & Construction	DB	13-Jan-12 A	31-Mar-19
Elevators & Escalators				
A1340	MI-930 - Elevators and Escalators - Design, Manufacture, Install, & Test	DB	02-Aug-13 A	05-Jul-18
Final Testing and Commissioning				
A1560	Final Testing and Commissioning	DB	01-Apr-19	31-Dec-19



Program Critical Path

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
September 2015 Update
Remaining Work
Actual Work
FFGA Baseline Milestone
September 2015 Update Milestone
Milestone

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Honolulu Rail Transit Project
October 2015 Update
As of: 30-Oct-15

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MPS Summary
Design & Construction Contracts

Look Ahead

Next Steps with the Federal Transit Administration (FTA)

As 2015 ends, HART has prepared a draft Schedule and a draft Estimate at Completion (EAC) Cost for the FTA's Project Management Oversight Contractor's (PMOC) review.

Both the Schedule and EAC contain assumptions and contingencies that the FTA/PMOC will want to be clarified in a cooperative effort to produce the most accurate prediction for the completion of the Project.

In the early part of 2016, the FTA will task the PMOC to perform a Risk Refresh based on the scope, schedule and cost estimate that currently exists and also consider any external issues (funding sources, third party agreements, Owner requested changes to the existing Project) that may affect the Full Funding Grant Agreement (FFGA).

The results of the Risk Refresh will be shared with HART and, in all likelihood, a plan to remedy FTA's concerns will be requested.

During this period of analysis and review, the resolution of additional funding through the General Excise Tax (GET) and the award of the contract for the Airport Guideway and Stations should help clarify the status of the Project and facilitate FTA's confidence in HART's projections.

Through a series of cooperative negotiations with FTA, HART should be able to establish agreement on a final scope, schedule and cost estimate that can eventually lead to an amendment to the FFGA.

2016 Milestones

In 2016, Milestones are expected to include:

January	Funding resolution through the Council Passage of Bill 23
February	FTA's Risk Refresh
March	Arrival of the first HART Train
2nd Quarter	Substantial Completion of the Rail Operations Center (ROC) Notice to Proceed for Airport Guideway and Stations
3rd Quarter	Notice to Proceed for City Center Guideway and Stations Substantial Completion of the West O'ahu/ Farrington Highway Guideway
4th Quarter	Substantial Completion of Ramp H2R2

Appendices

Appendix A
Project Background and Description

The Alternatives Analysis (AA) for the project was initiated in August 2005 and the Honolulu High-Capacity Transit Corridor Project Alternatives Analysis Report was presented to the Honolulu City Council in November 2006. The purpose of the report was to provide the City Council with the information necessary to select a mode and general alignment for high-capacity transit service on Oahu. The report summarized the results of the AA that was conducted following the FTA's planning guidance. It also provided information on the costs, benefits, and impacts of four alternatives: No Build Alternative, Transportation System Management Alternative, Managed Lane Alternative, and Fixed Guideway Alternative.

During November and December 2006, public meetings were held on the AA. On December 22, 2006, the Honolulu City Council enacted Ordinance No. 07-001, which selected a fixed guideway alternative from Kapolei to the University of Hawaii at Manoa with a connection to Waikiki as the Locally Preferred Alternative (LPA) for the project. Ordinance 07-001 identified a specific alignment for the majority of the corridor but left options open in two locations. At the western end of the corridor, the LPA selection identified two alignments (described in the AA Report as Section I – Saratoga Avenue/North-South Road and Kamokila Boulevard/Farrington Highway), with the notation "as determined by the city administration before or during preliminary engineering." In the center of the corridor, the LPA selection also identified two alignments (described in the AA Report as Section III – Salt Lake Boulevard and Aolele Street), also with the notation "as determined by the city administration before or during preliminary engineering."

The LPA selection was made recognizing that the then-identified revenue sources, including revenues from the 0.5 percent county GET surcharge in place from January 1, 2007, through December 31, 2022, and a reasonable expectation of FTA New Starts funds, would not be sufficient to fund the capital cost of the LPA. Thus, a financially feasible project needed to be identified. On February 27, 2007, the Honolulu City Council initially selected a segment of the LPA from East Kapolei to Ala Moana Center, via Salt Lake Boulevard (Resolution 07-039, FD1(c)). However, on January 28, 2009, the Honolulu City Council, under Resolution 08-261, recommended replacing the Salt Lake portion of this initial alignment with a route that includes direct service to Pearl Harbor and the Airport. This section of the LPA, from East Kapolei to Ala Moana Center, which serves the Airport is referred to as "the project" and is shown in **Figure 1.** The LPA is now known as the Honolulu Rail Transit Project (HRTP) and described in Project Description found on the page which follows Figure 1.

Figure 1: The Project

Project Description

The HRTP consists of the design and construction of a 20-mile, grade-separated, fully-automated fixed rail system following the alignment depicted in Figure 1. The rail line will operate in an exclusive right-of-way and be elevated except for a 0.6 mile at-grade section near Leeward Community College. The line will be powered with third rail electrification.

The project scope includes 80 light metro fully automated (driverless) rail vehicles and a Rail Operations Center (ROC) on a 44-acre parcel near Leeward Community College. The ROC will have four buildings that will house various maintenance facilities, a vehicle wash area and a system control center. The ROC site will also include a track storage area for the railcars and an employee parking area. The ROC buildings will be designed to meet Leadership in Energy and Environmental Design silver certification requirements.

The project includes 21 stations with passenger canopies, seating areas and art work. All stations, except for the one at Leeward Community College, will be elevated. There will be four park-n-ride facilities with a total of 4,100 spaces. The park-n-ride facility at Pearl Highlands Station will be a parking structure which will feature an access ramp from the H-2 freeway directly into the parking structure.

Hours of operation in the opening year will be from 4 am to midnight on weekdays. On weekends and holidays service will run from 6 am to midnight. In the opening year, service will operate every 5 minutes during weekday peak periods, every 11 minutes during weekday off-peak periods, and every 18 minutes on weekday evenings. On weekends in the opening year, service will operate every 18 minutes all day. In the project forecast year of 2030, service will operate every 5 minutes during weekday peak periods, every 9 minutes during off-peak times and every 15 minutes during the evening. On weekends in the forecast year, service will operate every 15 minutes during the day and evening. Average weekday passenger boardings are projected to be 104,300 in the opening year and 119,500 in 2030.

System-wide Elements

The selected transit technology is electrically powered, industry-standard steel wheel on steel rail powered from a third-rail system. The selected vehicle is to be capable of a top speed greater than 50 mph. The vehicles will be fully automated and driverless although train attendants are planned to be riding trains for customer relations and emergency situations. The driverless option is possible because the fixed guideway will operate in exclusive right-of-way with no vehicular or pedestrian crossings.

The traction power distribution system consists of about 14 substations and main line track power distribution facilities. The substations will be spaced at approximately one and one-half mile intervals along the alignment.

Train signaling will use automatic train control and automatic train operations technology. The communications and security systems include emergency phones, closed-circuit television, and public address and information display systems.

The railcars will have a length of roughly 60 feet and the capacity to carry upwards of 160 persons. Trains will consist of four railcars. Additional vehicles can be added to the fleet as passenger demand requires in the future. The ROC will have the capacity to maintain and store up to 150 railcars.

In FY2014, a decision was made to add platform screen barriers and doors to the project scope. As a result, the project will now utilize a Platform Screen Gate system that is more like a fence with automated openings at all rail stations. Safety is the principal benefit for passengers, as the installation of these gates will preclude accidental train track guideway incursion and reduce the risk of accidents, especially when trains are entering the station. Active barrier systems create a safety separation between the track area and the platform to protect people from falling off the platform thereby eliminating the potential hazard of being struck by a moving train or being shocked or electrocuted by the third power rail. This change will also serve to minimize the potential for service interruptions caused by incursions on the track guideway in station areas.

Fare Collection

A unified fare structure is planned, which will be integrated with the City's existing bus system, TheBus. The HRTP was originally contemplated to have a barrier-free, proof-of-payment fare collection system utilizing fare vending machines in all stations and fare inspectors riding the system to verify proof of fare payment. In FY2015, the decision was made to utilize a traditional barrier fare collection system with fare gates that require payment to enter the rail station. This type of system is feasible for the HRTP since nearly all rail stations will be elevated with controlled access. Fare gate systems cost more to initially install but are less expensive to operate long term. They also reduce the potential for fare evasion by train users and provide information on travel and usage patterns which will help with planning service levels and bus-rail connections.

The fare collection system currently planned will be a multi-modal, account-based smart card system using proven technology. Rail fare system components will include both standard and ADA gates with smart card readers and ticket vending machines (TVMs) at each station. Bus fare collection will utilize on-board smart card readers in addition to cash payment. The overall integrated system will include various back office systems with redundancy.

Appendix B
HART Balanced Scorecard

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

APPENDIX A
Q1 FY16
Data Date: Sept. 25, 2015

Comments and Legend

- On track or ahead of plan.
- Monitoring.
- Monitoring; Requires special attention.
- Immediate attention needed; Requires recovery/resolution.
- No current target/activity to date; Action pending.
- N/A Not Applicable.
- TBD To be determined.
- New Balanced Scorecard items are shaded in blue for ease of identification.
- Status color changes are shaded in yellow.

For Project Finances, reporting will be based on Current Quarter, Fiscal Year, FFGA Financial Plan and Inception to Date data as appropriate.

		Activity	Time Period	*Actual*	*Plan*	*Variance*	*Status*	Comments
1	Financials	**Project Finances**						
2		**Operating Budget** [Negative = below Plan]						
3		Operating Expenditures	**Current Quarter (Q1 FY16)** July, August, September 2015	$3.3	$5.3	($2.0)		For Current Quarter monitoring purposes: $21.2M FY16 Total Budget (before debt svc.)/4 quarters = $5.3M. The Plan number for Inception to Date = the FY12 to Q1 FY16 budgets + actual expenditures for fiscal years 2007 through 2011. The Plan number for the Financial Plan = the FY12 to Q1 FY16 budgets + actual expenditures for Oct. 16, 2009 through FY11. *Inception is from January 2007 when GET surcharge revenue, interest revenue and expenditures were first reported in the City's FY2007 Comprehensive Annual Financial Report (CAFR) in the Transit Fund which also includes expenditures for other City Departments (e.g., DPP for TOD expenditures, BFS and City Council which were paid with GET surcharge revenues).
4			**FY2016 Total** July 2015 - September 2015	$3.3	$5.3	($2.0)		
5			**FFGA Financial Plan** Oct. 16, 2009 - September 2015	$79.2	$102.3	($23.1)		
6			**Inception* to Date** Jan. 2007 - September 2015	$83.2	$106.3	($23.1)		
7		**Capital Budget** [Negative = below Plan]						
8		Capital Expenditures	**Current Quarter (Q1 FY16)** July, August, September 2015	$146.5	$187.0	($40.5)		Plan amounts are per the Full Funding Grant Agreement Financial Plan. *Inception is from January 2007 when GET surcharge revenue, interest revenue and expenditures were first reported in the City's FY2007 Comprehensive Annual Financial Report (CAFR) in the Transit Fund. The Plan numbers for Inception to Date = the Plan amounts from 10/16/2009 to 09/30/2015 + actual expenditures for fiscal year 2007 through 10/15/2009. The expenditures for fiscal years 2007 to 2011 were reconciled to the expenditures reported in the Transit Fund included in the City's CAFR report. The "Current Quarter" and "FY16 Total" actual amounts are on a cash basis. All audit adjustments for the previous years are now reflected in the "FFGA Financial Plan" and "Inception to Date" actual amounts. Actual expenditure amounts continue to be below plan due to contractor work lagging, slow station construction starts, and schedule of milestones billing. The Master Project Schedule has been revised and will be presented to the Board in October. Key remaining bid packages are Kamehameha Highway Stations Group, and the Airport and City Center Design-Build packages, all of which are under procurement.
9			**FY2016 Total** July 2015 - September 2015	$146.5	$187.0	($40.5)		
10			**FFGA Financial Plan** Oct. 16, 2009 - September 2015	$1,688.3	$3,234.1	($1,545.7)		
11			**Inception* to Date** Jan. 2007 - September 2015	$1,771.9	$3,317.6	($1,545.7)		
12		**Revenues** [Negative = below Plan]						
13		*GET Collections*						
14		Net GET Surcharge Receipts	**Current Quarter (Q1 FY16)** July, August, September 2015	$52.3	$60.8	($8.5)		GET receipts are reported on a cash basis. The $52.3M received in July 2015 is for the April - June 2015 quarter. The Current Quarter plan is based on annual reporting. $3,291M = Total Net GET Surcharge revenue forecast for FYs 2010-2023. Actual amounts from inception are the collections from January 2007 to 07/31/2015. The $1,560.5M Plan amount is equal to the Financial Plan amount of $1,182.1M from the Project Start date of 10/16/2009 to 07/31/2015 plus $378.4M collected prior to the Project Start Date. GET surcharge revenue collected prior to Oct. 16, 2009 is included in the Financial Plan as beginning cash balance of $298M (actual GET collections of $378M before Oct. 16, 2009, less expenditures of $80M during that same period). *Inception is from January 2007 when GET surcharge revenue, interest revenue and expenditures were first reported in the City's FY2007 Comprehensive Annual Financial Report (CAFR) in the Transit Fund. Status for the Current Quarter has changed from green to yellow.
15			**FY2016 Total** July 2015 - September 2015	$52.3	$60.8	($8.5)		
16			**FFGA Financial Plan** Oct. 16, 2009 - September 2015	$1,143.2	$1,182.1	($38.9)		
17			**Inception* to Date** Jan. 2007 - September 2015	$1,521.6	$1,560.5	($38.9)		
18		*Federal Grants*						
19		Federal Grant Funds New Starts §5309 (Reimbursed)	**Current Quarter (Q1 FY16)** July, August, September 2015	$35.5	$0	+$35.5		Forecasted FTA Uses by fiscal years, per HART's 6/2012 Financial Plan, are FY2011 $21M; FY2012 $99M; FY2013 $258M, FY2014 $442M, FY2015 $250M, Q1 FY2016 $0: Total $1,070M. The variance for FFGA Financial Plan indicates the prior fiscal years' appropriated amounts not yet used. Status for the Current Quarter and FY2016 Total have changed from yellow to green.
20			**FY2016 Total** July 2015 - September 2015	$35.5	$0	+$35.5		
21			**FFGA Financial Plan** Oct. 16, 2009 - September 2015	$447.0	$1,070.0	($623.0)		
22		Federal Grant Funds §5307 (Reimbursed)	**Current Quarter (Q1 FY16)** July, August, September 2015	---	---	N/A		Total forecasted §5307 funds per the plan is $210M. This section will be removed after the financial plan has been updated.
23			**FY2016 Total** July 2015 - September 2015	---	---	N/A		
24			**FFGA Financial Plan** Oct. 16, 2009 - September 2015	---	---	N/A		

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HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

APPENDIX A
Q1 FY16
Data Date: Sept. 25, 2015

Comments and Legend

On track or ahead of plan. Immediate attention needed; Requires recovery/resolution.
Monitoring. No current target/activity to date; Action pending.
Monitoring; Requires special attention. N/A Not Applicable. TBD To be determined.
New Balanced Scorecard items are shaded in blue for ease of identification. Status color changes are shaded in yellow.

For the remainder of the Balanced Scorecard, reporting will be based on Current Quarter and Inception to Date data.

		Activity	Current Quarter (Q1 FY16)				Inception to Date				
			July, August, September 2015				January 2007 - September 2015				
			Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
25	Financials (Continued)	**Project Budget**									
26		FFGA Baseline Project Budget	N/A	N/A	N/A	○	$5,122	$5,122	N/A	●	$M FFGA Baseline Project Budget (including contingencies and FTA-eligible finance charges), in accordance with FTA New Starts project guidelines.
27		Committed ($)	$65	----	----	●	$3,148	$4,456	($1,308)	●	$M Total Committed (awarded Contract Values + approved Change Orders) this quarter and to date vs. the current Total FFGA Project Budget, excluding remaining contingencies and finance charges. Contract awards have been shifted to future years due to AIS delays and the repackaging of contracts. A new baseline budget and Master Project Schedule is being developed.
28		Committed (%)	1.5%	----	----	●	70.6%	----	N/A	●	% $M Committed of the Inception to Date current Plan FFGA Project Budget, excluding contingencies and finance charges.
29		Incurred ($M)	$146	----	----	●	$1,727	$4,456	($2,729)	●	$M Incurred (Expenditures + approved Requests for Payment) this quarter and to date vs. the current Total FFGA Project Budget, excluding remaining contingencies and finance charges. The plan is based on the original program cost curve issued in 2009 and is projected to be rebaselined in 2016.
30		Incurred (%)	3%	----	----	●	39%	----	----	●	% $M Incurred (Expenditures + approved Requests for Payment) of the Inception to Date current Plan FFGA Project Budget, excluding contingencies and finance charges.
31		Estimate at Completion (EAC)	N/A	N/A	N/A	●	$5,715	$5,122	N/A	●	$M current forecasted vs. original Estimate at Completion (EAC = contract values as budgeted or awarded + executed change orders + pending and potential changes). Forecast includes revised cost estimates for future construction contracts projecting higher than their respective FFGA Budget.
32		**Contingency**									
33		Allocated Cost Contingency	($1)	N/A	N/A	●	$446	$542	($96)	●	Current Quarter = Allocated Project Contingency debited or credited for the quarter, Inception to Date = Current Budget Allocated Project Contingency vs. the Baseline Budget Allocated Project Contingency. Revised cost estimates for future construction contracts includes additional contingency required for those contracts.
34		Unallocated Cost Contingency	($7)	N/A	N/A	●	$47	$102	($55)	●	Current Quarter = Unallocated Project Contingency debited or credited for the quarter. Inception to Date = Current Budget Unallocated Project Contingency vs. the Baseline Budget Unallocated Contingency. Revised cost estimates for future construction contracts includes additional contingency required for those contracts.
35		*Total Project Cost Contingency = Allocated + Unallocated*	*($9)*	*N/A*	*N/A*	●	*$493*	*$644*	*($151)*	●	*See the HART Progress Report for more detailed information on contingency. Current Quarter = Total Project Contingency usage for the quarter, Inception to Date = Current Budget Project Contingency value vs. Baseline Budget Project Contingency. Revised cost estimates for future construction contracts includes additional contingency required for those contracts.*
36		Schedule Contingency	0	N/A	N/A	●	1	20	(19)	●	Schedule contingency has been further reduced due to the protest of the award for Farrington Highway Station Group Construction package and the new procurement strategy to go Design-Build on the east section of the guideway and stations. Current target Full Opening date is December 2019.
37	Project Progress	PROJECT DELIVERY - OVERALL									
38		**Overall Progress** [Positive = ahead of Late Plan; Negative = behind Late Plan]*									** All progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time.*
39		Overall Project Progress Completed	3.0%	6.9%	(3.9%)	●	39.2%	54.6%	(15.4%)	●	% Complete of Final Design and Construction contracts (FD, DBB-DBOM design levels-of-effort and DB, DBB, DBOM and E/E construction) actual vs. late plan. Revised project schedules for WOFH, MSF and KHG have been incorporated into the overall project progress curve and the interim opening will likely be 2018. HART has canceled the solicitation to build the first nine rail stations and HART has repackaged the original contract into three smaller contracts. HART has also canceled the solicitation for the Airport-City Center Guideway and Utilities Construction Contract and has repackaged the Airport Section Guideway and Stations & City Center Guideway and Stations into Design-Build contracts and an advanced City Center Utility and Civil Work construction package.
40		Overall Design Progress Completed	1.4%	2.2%	(0.8%)	●	87.1%	96.7%	(9.6%)	●	% Complete of Final Design contracts & DB-DBOM design levels-of-effort actual vs. late plan. The design progress schedule has been rebaselined and the interim opening will likely be 2018. Due to bids coming in higher than HART had budgeted, HART has canceled the solicitation to build the first nine rail stations and repackaged that contract into three smaller contracts. Value Engineering and design modifications have been performed to improve on pricing.
41		Overall Construction Progress Completed	3.1%	6.6%	(3.5%)	●	30.7%	46.6%	(15.9%)	●	% Completion of Construction (DB, DBB, DBOM & E/E) contracts vs. planned. The construction progress schedule has been rebaselined and includes revised project schedules for WOFH, MSF and KHG DB contracts. HART has canceled the solicitation to build the first nine rail stations and HART has repackaged the original contract into three smaller contracts. The change will likely delay by one year the planned opening of the first ten miles of the rail system between Aloha Stadium and east Kapolei. HART has also canceled the solicitation for the Airport-City Center Guideway and Utilities Construction Contract and has repackaged the Airport Section Guideway and Stations & City Center Guideway and Stations into Design-Build contracts and an advanced City Center Utility and Civil Work construction package.
42		Overall Utility Progress Completed	1.7%	20.1%	(18.4%)	●	34.5%	58.7%	(24.2%)	●	% Completion of Utilities progress based on the weighted average progress of the Design-Build and Design-Bid-Build utilities level of effort. Status for the Current Quarter and Inception to Date are red as utility relocations are affecting construction progress. HART's CEO and staff are meeting with HECO's executive management on a bi-weekly basis to attempt to mitigate impacts to HART's construction efforts. Although the two agencies are working together, the impacts are now affecting both design and construction efforts.

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		Activity	Current Quarter (Q1 FY16) July, August, September 2015				Inception to Date January 2007 - September 2015				Comments
			Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
43	Project Progress (continued)	**Contracts Awarded**									
44		Total Number of Contracts Awarded	2	2	-0-		44	44	-0-		Contracts awarded: Construction Engineering and Inspection "II" Contract and West Oahu Station Group Construction Contract. For a full list of contracts awarded, please see the HART Progress Report. The numbers have been reconciled to reflect the latest bid packaging.
45		Total Value of Contracts Awarded	$111.12	$110.29	+$0.8		$3,517.80	$3,335.00	+$182.8		$M Awarded. The plan numbers for the West Oahu Station Group are based on the FTA Full Funding Grant Agreement. The Construction Engineering and Inspection "II" ("CE&I II") Contract replaces the existing East Construction Engineering and Inspection ("East CE&I") Contract and the plan numbers were derived by a budget transfer $55,000,000. The award and plan amounts include the operating and maintenance cost for the Core Systems DBOM and Elevators and Escalators DFIM Contracts. The numbers have been reconciled to reflect the latest bid packaging.
46		**Change Orders**									
47		Change Orders (#)	18	N/A	N/A		235	N/A	N/A		# Change Orders executed this quarter (5 Final Design, 10 Construction and 3 Professional Services).
48		Change Orders ($)	($28.3)	N/A	N/A		$351.0	N/A	N/A		$M Change Orders executed this quarter ($1.3M Final Design, $17M Construction and ($46.6)M Professional Services). MM-595 ($47.8M) Reduced Scope and Funding, Util $8.9M funds increase and DB-120 $6.2M Delay of NTP's and CMC Escalation.
49		**Claims**									
50		Claims Filed	0	0	N/A		0	0	N/A		# Claims filed vs. anticipated.
51		Claims Resolved	0	0	N/A		0	0	N/A		# Claims resolved vs. filed.
52		**Agreements***									**Inception to Date Plan numbers vary each quarter due to advancement of design.*
53		Utility Agreements - Engineering Services	0	0	-0-		28	28	0		Inception to Date Plan = total number of agreements planned for the project WOFH - all 9 agreements executed. KHG - all 10 agreements executed. KHG/Airport/City Center - 1 agreement executed. Airport/City Center - all 8 agreements executed.
54		Utility Agreements - Construction Agreement	0	4	(4)		17	24	(7)		Inception to Date Plan = total number of agreements planned for the project WOFH - all 7 agreements executed. KHG - all 6 agreements executed. Airport - 3 of the 4 planned are executed. City Center - 1 of the 6 planned are executed. Airport/City Center - 0 of the 1 planned are executed.
55		*Total Utility Agreements*	*0*	*4*	*(4)*		*45*	*52*	*(7)*		*Inception to Date Plan = total number of agreements planned for the project* *WOFH - all 16 agreements executed.* *KHG - all 16 executed.* *KHG/Airport/City Center ESA - 1 agreement planned/executed.* *Airport/City Center ESA - all 8 agreements executed.* *Airport Construction - 3 agreements executed (4 agreements planned).* *City Center Construction- 1 agreement executed (6 agreements planned).* *Airport/City Center Construction - 0 agreement executed (1 agreement planned).* *The status is based on the potential for construction to be delayed.*
56		Other Utility Agreements/Memorandums of Understanding (MOU)	4	7	(3)		6	10	(4)		Inception to Date Plan = total number of currently identified MOU's/agreements planned for the project HECO Master Agreement - Executed HECO 95% Design MOU - Executed HECO ROE MOU - 1 of 2 Executed HECO Access MOU - Executed HECO Derrick Truck MOU - Executed HECO MSF Advanced Construction MOU - Executed HECO West Clearance MOU - Pending HECO Dillingham Materials MOU - Pending HECO Power Quality MOU - Pending The status is based on the potential for construction to be delayed; the remaining pending MOUs are expected to be executed in early 2Q FY16 and not cause construction delays.
57		HDOT Master Agreements/Joint Use & Occupancy/Amendments/MOU	0	0	-0-		4	8	(4)		Inception to Date Plan = total number of agreements planned for the project WOFH and a combined Master Agreement for KHG, Airport and City Center sections are executed (2). KHG and WOFH JUOA - executed (2). Airport JUOA pending airport guideway contract. WOFH JUOA and Master Agreement amendments pending, Betterment MOU pending.

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	Activity		Current Quarter (Q1 FY16)				Inception to Date				
			July, August, September 2015				January 2007 - September 2015				
			Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
58	Project Progress (continued)	Third-Party Agreements	2	5	(3)		11	21	(10)		Data is current as of Sept. 17, 2015. Inception to Date Plan = total number of agreements planned for the project. Inception to Date Actual and Plan numbers may vary each quarter due to advancement of design. The actual numbers are based on "site control obtained." Properties for which HART has obtained site control means that the contractor shall have unrestricted access to the property no later than the NTP date. High priority agreements which could impact ongoing construction are in **bold and in red**. A master agreement and its ancillary agreements are counted as one entity. ***AGREEMENTS NEEDED FOR SITE CONTROL – YET TO BE OBTAINED*** **WOFH, KHG, Airport, City Center:** **-City - Various parcels (DFM, DTS, BFS, DPR)** **WOFH:** **-UH-WO (UH -West O'ahu)** **KHG:** **-Aloha Stadium station park & ride** **Airport:** **-U.S. Post Office Honolulu Processing Center** **City Center:** **-UH-HCC (UH Honolulu Community College)** -OCCC (Dept. of Public Safety) -GSA/Federal Court House -HCDA (Hawaii Community Development Authority) -DAGS (Dept. of Accounting & General Services) -DAGS/DBEDT/HHFDC ***AGREEMENTS WITH SITE CONTROL OBTAINED*** **WOFH, KHG, Airport:** -U.S. Navy Easement Agreements **WOFH:** -D.R. Horton -DLNR (Dept. of Land & Natural Resources) for Kapolei Park & Ride -DOE (Dept. of Education)/DLNR for Waipahu High School -DHHL (Dept. of Hawaiian Home Lands) for MSF -DPR (City Dept. of Parks & Recreation) for MSF drainage -UH-LCC (UH Leeward Community College) **KHG:** -UH Urban Gardens -Aloha Stadium guideway **AIRPORT:** -DFM (City Dept. of Facility Maintenance) for Kamehameha Hwy/Makalapa Manor -DLNR (Dept. of Land & Natural Resources) for Keehi Lagoon
59		**Real Estate/Right-of-Way (ROW)**									
60		*Acquisitions**									**Data is current as of Sept. 17, 2015. Inception to Date Plan numbers are the total number needed for the project. Inception to Date Actual and Plan numbers may vary each quarter due to advancement of design. The actual numbers are based on "site control obtained." Properties for which HART has obtained site control means that the contractor shall have unrestricted access to the property no later than the NTP date. Data is provided by the Real Estate Acquisition Database (READ).*
61		WOFH Full Acquisitions	0	0	-0-		14	14	-0-		Site control obtained for all full acquisitions in the WOFH section.
62		WOFH Partial Acquisitions	1	1	-0-		2	2	-0-		Status for Current Quarter and Inception to Date have changed from orange to green because site control has been obtained for all partial acquisitions in the WOFH section.
63		*Summary WOFH Acquisitions (Full + Partial)*	*1*	*1*	*-0-*		*16*	*16*	*-0-*		*Status for Current Quarter and Inception to Date have changed from orange to green because site control has been obtained for all parcels in the WOFH section.*
64		KHG Full Acquisitions	0	0	-0-		3	3	-0-		Site control obtained for all full acquisitions in the KHG section.
65		KHG Partial Acquisitions	0	1	(1)		3	4	(1)		Working to complete negotiations. Status for the Current Quarter and Inception to Date have changed from orange to yellow, as this remaining parcel does not impact the construction schedule and there are no known issues that may prevent the acquisition at this time.
66		*Summary KHG Acquisitions (Full + Partial)*	*0*	*1*	*(1)*		*6*	*7*	*(1)*		*Status for the Current Quarter and Inception to Date have changed from orange to yellow.*

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		Activity	Current Quarter (Q1 FY16)				Inception to Date				Comments
			July, August, September 2015				January 2007 - September 2015				
			Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
67	Project Progress (continued)	Airport Full Acquisitions	0	0	-0-		5	5	-0-		Site control obtained for all full acquisitions in the Airport section. However, status for the Current Quarter has changed from green to orange due to an issue with one of the parcels whose signatory's authority to execute a ROE is in question. Construction is not impacted, as this parcel is in the roadway. The status for Inception to Date remains orange due to continuing negotiations and ongoing relocation activity.
68		Airport Partial Acquisitions	0	2	(2)		1	4	(3)		Offers have been tendered on outstanding partial acquisitions and are in negotiations. HART will work to obtain site control to ensure construction site access. Status for the Current Quarter and Inception to Date is orange due to project schedule and extended negotiations.
69		*Summary Airport Acquisitions (Full + Partial)*	*0*	*2*	*(2)*		*6*	*9*	*(3)*		
70		City Center Full Acquisitions	1	1	-0-		16	16	-0-		Status for Inception to Date has changed from orange to green because site control has been obtained for all full acquisitions in the City Center section.
71		City Center Partial Acquisitions	1	19	(18)		7	69	(62)		Appraising properties and tendering of offers are nearly completed. While we have received eminent domain approval for some of the parcels, HART is striving to reach an agreement with each owner to obtain site control and ensure construction site access. Status for the Current Quarter and Inception to Date is orange because the deadline for completion of acquisitions has changed due to design and construction timeline adjustments. HART is working with design and construction on the availability dates for the remaining parcels, as well as is working through alternatives to address the few properties that will not be available by the NTP date.
72		*Summary City Center Acquisitions (Full + Partial)*	*2*	*20*	*(18)*		*23*	*85*	*(62)*		*Status for the Current Quarter and Inception to Date is orange because the deadline for completion of acquisitions has changed due to design and construction timeline adjustments.*
73		Expenditures for Acquisitions	N/A	N/A	N/A		$73.0	$83.7	$10.7		$M in expenditures.
74		*Easements**									**Data is current as of Sept. 17, 2015. Inception to Date Plan numbers are the total number needed for the project. Inception to Date Actual and Plan numbers may vary each quarter due to advancement of design. The actual numbers are based on "site control obtained." Properties for which HART has obtained site control means that the contractor shall have unrestricted access to the property no later than the NTP date. Data is provided by the Real Estate Acquisition Database (READ)*
75		WOFH Easements	1	2	(1)		2	3	(1)		Negotiations are ongoing on the remaining non-government easement including a request for right of entry for necessary work in WOFH. Status for the Current Quarter and Inception to Date is orange because there is no impact on the construction schedule.
76		KHG Easements	0	0	-0-		0	0	-0-		There are no non-government easements in this section.
77		Airport Easements	0	7	(7)		0	7	(7)		Appraising properties and tendering of offers are completed. While HART has received eminent domain approval, HART is striving to reach an agreement with each owner to obtain site control and ensure construction site access. TMK 1-2-013-020 and TMK 1-2-013-021 still have significant issues to resolve, but the remaining easements are moving forward. Status for the Current Quarter and Inception to Date were previously red because the Post Office was included in this section. Since the Post Office is in the Third Party Agreement section of this report, the red status has been changed to orange.
78		City Center Easements	0	15	(15)		0	20	(20)		Appraising properties and preparation of offers are ongoing. While HART has received eminent domain approval, HART is striving to reach an agreement with each owner to obtain site control and ensure construction site access. There may be complex issues with one owner who oversees 14 parcels. Status for the Current Quarter and Inception to Date are orange because the deadline for completion of easements has changed due to design and construction timeline adjustments.
79		*Summary Easements*	*1*	*24*	*(23)*		*2*	*30*	*(28)*		*Status for the Current Quarter and Inception to Date have changed from red to orange because overall risks for all easements are being carefully monitored and there is no threat to the construction schedule.*
80		**Safety**									
81		HART OSHA Reportable Injuries	0	0	-0-		0	0	-0-		HART # Occupational Safety and Health Agency (OSHA) Reportable Injuries to date. Reportable incidents, requiring OSHA to be notified within 8 hours, include the death of an employee or hospitalization of three or more employees. For additional information on recordable incidents, please see the HART Progress Report.
82		Contractor OSHA Reportable Injuries	0	0	-0-		0	0	-0-		Contractor's # Occupational Safety and Health Agency (OSHA) Reportable Injuries to date. Reportable incidents, requiring OSHA to be notified within 8 hours, include the death of an employee or hospitalization of three or more employees. For additional information on recordable incidents, please see the HART Progress Report.
83		**Quality Assurance (QA)**									
84		Completion of QA Audits	6	5	+1		83	68	+15		# QA Audits of HART, consultants, contractors and suppliers completed vs. planned. Buy America Audits are included.
85		Successful Closure of Design NCRs	1	1	-0-		33	33	-0-		# Design Non-Conformance Reports (NCRs) closed vs. issued. For more information on NCRs, please see the HART Progress Report.
86		Successful Closure of Construction NCRs	140	124	+16		647	730	(83)		# Construction NCRs closed vs. issued. For more information on NCRs, please see the HART Progress Report. Status for the Current Quarter has changed from yellow to green.
87		**Economic Multipliers** [Negative = below plan]									
88		DBE Participation (%)	0.15%	0.13%	+0.02%		1.58%	13%	(11.42%)		% actual vs. target participation rate of Disadvantaged Business Enterprises (DBE) to date since Sept. 24, 2007. The planned DBE participation rate is an overall project goal.
89		DBE Participation ($)	$2.72	$2.29	+$0.43		$27.88	$229	($201.12)		$M actual vs. target participation of DBE to date since Sept. 24, 2007. The planned DBE participation rate is an overall project goal.

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			July, August, September 2015				January 2007 - September 2015				
			Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
90	Workforce Development	**PERSONNEL**									
91	Workforce Development	HART Staffing Level	(3)	0	(3)	●	124	139	(15)	●	# Current HART Full-Time Equivalents (FTEs) vs. planned positions in the FY16 Operating Budget. There are 124 FTEs onboard as of Sept. 30, 2015. This includes 103 City employees and 21 Project Management Support Consultant (PMSC) employees. The actual number reported in "Current Quarter" reflects all new hires as well as departures and internal fills. The "Inception to Date" numbers reflect the total number of employees onboard as of Sept. 30, 2015. Please see the HART Progress Report, which lists detailed position fills.
92	Workforce Development	Direct Project Jobs Created	----	----	----	○	1,512	----	----	○	# Direct project jobs created. Actual number reflects either input from contractors or agencies, or a calculated count based on invoices presented to HART.
93	Partnerships	**Transit-Oriented Development (TOD) Planning***									**TOD planning is being overseen by the city Department of Planning and Permitting and the HCDA*
94	Partnerships	City Department of Planning and Permitting Draft TOD Plans	0	0	N/A	●	10	14	N/A	●	City Department of Planning and Permitting (DPP) is responsible for TOD plans for 19 of the 21 stations. A total of 10 stations have Draft TOD neighborhood plans at this time. DPP started developing Draft TOD plans for the remaining 4 stations: Pearl Harbor Naval Base, Airport, Lagoon Drive and Aloha Stadium. The Ala Moana TOD plan is currently under public review. The Kalihi and Downtown Draft TOD plans were sent to City Council and are under review. The remaining Draft TOD plans will be sent to City Council for review and adoption during the fourth quarter of 2015. In the interim, the Legislature has adopted Bill 71 Land Use Ordinance (LUO) Amendment Relating to Interim Plan Development Permits for TOD, which will allow for negotiations on TOD projects as per the Draft TOD plans before zoning is in place.
95	Partnerships	Hawai'i Community Development Authority Draft TOD Overlay Plan	0	0	N/A	●	2	2	N/A	●	HCDA developed a Draft TOD Overlay Plan for the areas around Kaka'ako and Civic Center Stations. It will be finalized in the Kaka'ako Environmental Impact Statement. HART submitted comments to the Draft EIS for TOD in the Kaka'ako Community District on Feb. 20, 2015.
96	Partnerships	Stations with Final TOD Plans	0	0	N/A	●	5	5	N/A	●	The Waipahu Neighborhood TOD plan (Waipahu and West Loch Stations) and Aiea Pearl City TOD plan (LCC, Pearl Highlands and Pearlridge Stations) have been adopted.
97	Partnerships	*Total Stations with Draft or Final TOD Plans*	*0*	*0*	*N/A*	●	*17*	*21*	*N/A*	●	*TOD plans are being created for 21 stations.*
98	Customer Perspective	**PUBLIC OUTREACH**									
99	Customer Perspective	Build a Social Media Community	(301)	----	N/A	●	2,519	----	N/A	●	# of unique Facebook followers. The number is lower this quarter due to merging both Facebook sites -- deleting duplicate users.
100	Customer Perspective	Proactive Community Outreach: Neighborhood Board Meetings	22	----	N/A	●	1,016	----	N/A	●	# Neighborhood Board Meetings in which HART has participated to date since 2006.
101	Customer Perspective	Proactive Community Outreach: Presentations/Events	58	----	N/A	●	1,873	----	N/A	●	# Events in which HART has participated to date since 2006.
102	Customer Perspective	**SERVICE DELIVERY**									
103	Customer Perspective	Fare Collection System				○				○	The Fare Collection System Technical Support Consultant has been awarded. The Fare Systems Contract is under procurement.
104	Customer Perspective	Bus-Rail Integration Plan				○				○	In April 2014, Bus-Rail Integration Plans were issued. The plans are subject to change and do not reflect operating costs.
105	Customer Perspective	HART Operating Organization Plan				○				○	TBD
106	Customer Perspective	HART Service Policy/Standards				○				○	TBD
107	Customer Perspective	**LIVABILITY**									
108	Customer Perspective	HART Sustainability Policy				○				○	TBD

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Appendix C
Status of DPP Station Area TOD Planning

Station Name	Neighborhood TOD Plan	Adopted	Draft Final	Public Review	Planning
East Kapolei	**East Kapolei** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-east-kapolei.html			X	
UH West Oahu					
Ho‘opili					
West Loch	**Waipahu** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-waipahu.html	X (April 2014)			
Waipahu Transit Center					
Leeward Community College	**Aiea Pearl City** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-aiea-pearlcity.html	X (September 2014)			
Pearl Highland Station					
Pearlridge Station					
Aloha Stadium	**Halawa Makai** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-halawa-makai.html				X
Pearl Harbor Naval Base Station	**Airport** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-airport.html				X
Honolulu International Airport					
Lagoon Drive					
Middle Street Transit Center	**Kalihi** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-kalihi.html		X		
Kalihi					
Kapalama					
Iwilei	**Downtown** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-downtown.html		X		
Chinatown					
Downtown					
Ala Moana Center	**Ala Moana Center** http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-alamoana.html			X	