

Activity	Time Period	Actual	Plan	Variance	Status	Comments and Legend
						<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p><span style="color: green;">●</span> On track or ahead of plan.</p> <p><span style="color: yellow;">●</span> Monitoring.</p> <p><span style="color: orange;">●</span> Monitoring; Requires special attention.</p> <p><span style="background-color: lightblue; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> New Balanced Scorecard items are shaded in blue for ease of identification.</p> </div> <div style="width: 45%;"> <p><span style="color: red;">●</span> Immediate attention needed; Requires recovery/resolution.</p> <p><span style="border: 1px solid black; border-radius: 50%; width: 10px; height: 10px; display: inline-block;"></span> No current target/activity to date; Action pending.</p> <p>N/A Not Applicable.      TBD To be determined.</p> <p><span style="background-color: yellow; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Status color changes are shaded in yellow.</p> </div> </div>

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

1 Project Finances						
2 Operating Budget [Negative = below Plan]						
3 Operating Expenditures	Current Quarter (Q1 FY15) July, Aug., Sept. 2014	\$2.3	\$5.4	(\$3.1)	●	For Current Quarter monitoring purposes: \$21.5M FY15 Total Budget/4 quarters = \$5.37M. The Plan numbers for Inception to Date and the Financial Plan = the FY12 to Q1 FY15 budgets + actual expenditures for fiscal years 2007 through 2011. *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).
	FY2015 Total July 2014-Sept. 2014	\$2.3	\$5.4	(\$3.1)	●	
	FFGA Financial Plan Oct. 16, 2009 - Sept. 2014	\$63.1	\$80.9	(\$17.8)	●	
	Inception* to Date Jan. 2007 - Sept. 2014	\$67.0	\$84.9	(\$17.8)	●	
7 Capital Budget [Negative = below Plan]						
8 Capital Expenditures	Current Quarter (Q1 FY15) July, Aug., Sept. 2014	\$136.6	\$222.8	(\$86.2)	●	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 09/30/2014 + 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 "FY15 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 and schedule of milestones billing. HART is working with contractors to ensure timely payment. The rebaselining of the Master Project Schedule was completed in summer 2014. Due to unfavorable bids for the West Side Station Group package, HART is re-examining the packaging in the original plan and revamping the schedule. This process will be completed in late 2014.
	FY2015 Total July 2014-Sept. 2014	\$136.6	\$222.8	(\$86.2)	●	
	FFGA Financial Plan Oct. 16, 2009 - Sept. 2014	\$1,154.8	\$2,382.6	(\$1,227.8)	●	
	Inception* to Date Jan. 2007 - Sept. 2014	\$1,238.4	\$2,466.2	(\$1,227.8)	●	
12 Revenues [Negative = below Plan]						
13 GET Collections						
14 Net GET Surcharge Receipts	Current Quarter (Q1 FY15) July, Aug., Sept. 2014	\$49.5	\$57.8	(\$8.3)	●	GET receipts are reported on a cash basis. The \$49M received in July 2014 is for the April-June 2014 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 07/31/2014. The \$1,333M Plan amount is equal to the Financial Plan amount of \$955M from the Project Start date of 10/16/2009 to 07/31/2014 plus \$378M collected prior to the Project Start Date. GET surcharge revenue collected prior to October 16, 2009 is included in the Financial Plan as beginning cash balance of \$298M (actual GET collections of \$378M before October 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 and FY2015 Total have changed from green to yellow.
	FY2015 Total July 2014-Sept. 2014	\$49.5	\$57.8	(\$8.3)	●	
	FFGA Financial Plan Oct. 16, 2009 - Sept. 2014	\$919.3	\$954.9	(\$35.6)	●	
	Inception* to Date Jan. 2007 - Sept. 2014	\$1,297.7	\$1,333.3	(\$35.6)	●	
18 Federal Grants						
19 Federal Grant Funds New Starts \$5309 (Reimbursed)	Current Quarter (Q1 FY15) July, Aug., Sept. 2014	\$0	\$0	-0-	●	Forecasted FTA receipts by fiscal years to 6/30/14 per the Plan are FY2011 - \$21M; FY2012 - \$99M; FY2013 - \$258M, FY2014-\$442M, Total \$820M. The FY2015 New Starts award is expected to be \$250M. The variance for FFGA Financial Plan indicates the available appropriation amount. Based on clarification received from FTA this quarter, HART will be submitting a request for FTA reimbursement in Q2 FY2015 for delay claim payments.
	FY2015 Total July 2014-Sept. 2014	\$0	\$0	-0-	●	
	FFGA Financial Plan Oct. 16, 2009 - Sept. 2014	\$255.9	\$820.0	(\$564.1)	●	
22 Federal Grant Funds \$5307 (Reimbursed)	Current Quarter (Q1 FY15) July, Aug., Sept. 2014	---	---	N/A		No \$5307 funds will be used in FY15. Total forecasted \$5307 funds per the plan is \$210M. The forecasted amounts by fiscal year are: FY16 - \$35M; FY17 - \$35M; FY18 - \$36M; FY19 - \$37M; FY20 - \$33M; FY21 - \$34M
	FY2015 Total July 2014-Sept. 2014	---	---	N/A		
	FFGA Financial Plan Oct. 16, 2009 - Sept. 2014	---	---	N/A		

Financials

#	Activity	Current Quarter (Q1 FY15)				Inception to Date				Comments and Legend
		July, August, September 2014				January 2007 - September 2014				
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
<b>For the remainder of the Balanced Scorecard, reporting will be based on Current Quarter and Inception to Date data.</b>										
25	<b>Project Budget</b>									
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 (\$)	\$90	----	----	●	\$2,890	\$4,308	(\$1,418)	●	\$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. The contract awards have been shifted to future years due to AIS delays and the repackaging of contracts. A new baseline budget is being created. HART is implementing mitigation measures to maintain a late 2019 full revenue service date.
28	Committed (%)	2.1%	----	----	●	67.1%	----	N/A	●	% \$M Committed of the Inception to Date current Plan FFGA Project Budget, excluding contingencies and finance charges.
29	Incurred (\$M)	\$127	----	----	●	\$1,170	\$4,308	(\$3,138)	●	\$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 early 2015. HART is implementing mitigation measures to maintain a late 2019 full revenue service date. The amounts reflected are due in part to the construction delays.
30	Incurred (%)	3%	----	----	●	27%	----	----	●	% \$M Incurred (Expenditures + approved Requests for Payment) of the Inception to Date current Plan FFGA Project Budget, excluding contingencies and finance charges.
31	Direct Cost of Delay Due to Supreme Court Decision to Date	\$0.0	\$0.0	(\$0.0)	●	\$31.4	\$35.1	(\$3.7)	●	Direct costs incurred in \$M from AIS delay. Direct costs include equipment, manpower and subcontractor costs. Costs are already included in the incurred section above, not in addition to. Direct costs of the delay due to the Supreme Court decision were originally estimated at \$36.2M through September 2013. Actual amounts are through June 2014.
32	Escalation Costs Related to Supreme Court Decision to Date	\$0.0	N/A	N/A	●	\$0.0	N/A	N/A	●	Escalation value to be determined based on actual costs incurred.
33	Total Cost of Delay Due to Supreme Court Decision to Date	\$0.0	\$0.0	(\$0.0)	●	\$31.4	\$35.1	(\$3.7)	●	Actual and plan amounts are through June 2014.
34	Estimate at Completion (EAC)	N/A	N/A	N/A	●	\$5,122	\$5,122	N/A	●	\$M current vs. planned Estimate at Completion (EAC = contract values as budgeted or awarded + executed change orders + pending and potential changes).
35	<b>Contingency</b>									
36	Allocated Cost Contingency	(\$14)	N/A	N/A	●	\$483	\$542	(\$59)	●	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
37	Unallocated Cost Contingency	\$1	N/A	N/A	●	\$67	\$102	(\$35)	●	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
38	Total Project Cost Contingency = Allocated + Unallocated	(\$13)	N/A	N/A	●	\$550	\$644	(\$94)	●	See the HART Monthly Progress Report for more detailed information on contingency. Current Quarter = Total Project Contingency usage, Inception to Date = Current Budget Project Contingency value vs. Baseline Budget Project Contingency The status is green because the Inception to Date actual number is above the FFGA minimum buffer value of \$424M.
39	Schedule Contingency	20	20	-0-	●	20	20	-0-	●	# Months Total Buffer Float used vs. planned in the Draft FFGA Risk and Contingency Management Plan [RCMP], June 2012 (Table 6-2). HART is still on track to maintain the 2019 full revenue service date.
40	<b>PROJECT DELIVERY - OVERALL</b>									
41	<b>Overall Progress [Positive = ahead of Late Plan; Negative = behind Late Plan]</b>									
42	Overall Project Progress Completed	2.4%	3.6%	(1.2%)	●	27.4%	30.7%	(3.3%)	●	% 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. The bids received came in higher than HART had budgeted. HART plans to repackage the original contract into three smaller contracts.
43	Overall Design Progress Completed	2.4%	5.1%	(2.7%)	●	79.4%	80.7%	(1.3%)	●	% Complete of Final Design contracts & DB-DBOM design levels-of-effort actual vs. late plan. Design is progressing satisfactorily in support of the planned bid dates. 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. Value Engineering and design modifications will be performed. Status for the Current Quarter and Inception to Date have changed from green to yellow.
44	Overall Construction Progress Completed	3.0%	4.8%	(1.8%)	●	19.2%	23.1%	(3.9%)	●	% 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 due to the bids coming in higher than HART had budgeted. HART plans to repackage 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.

Activity	Current Quarter (Q1 FY15)				Inception to Date				Comments and Legend	
	July, August, September 2014				January 2007 - September 2014					
	Actual	Plan	Variance	Status	Actual	Plan	Variance	Status		
45	<b>Contracts Awarded</b>									
46	Total Number of Contracts Awarded	2	3	(1)	●	38	39	(1)	●	<p>The plan numbers are based off of the FTA Full Funding Grant Agreement Contract Packaging Plan (CPP) contracts. Contracts awarded: On-Call Construction Contractor and Airport Section Seven (7) Piers Construction Contract. Pending (not awarded yet): Westside Stations Group Construction Contract. Note: HART has canceled the solicitation for the Westside Stations Group Construction Contract due to the bids coming in higher than budgeted. HART plans to repackage the original contract into three smaller contracts. The change will likely delay the interim opening by one year.</p> <p>Status for the Current Quarter and Inception to Date have changed from green to yellow.</p>
47	Total Value of Contracts Awarded	\$4.97	\$188.97	(\$184.0)	●	\$3,173.77	\$3,424.17	(\$250.4)	●	
48	<b>Change Orders</b>									
49	Change Orders (#)	21	N/A	N/A	●	147	N/A	N/A	●	# Change Orders executed this quarter (13 Final Design and 8 Construction). These change orders reflect the Notice to Proceed and AIS delays.
50	Change Orders (\$)	\$12.9	N/A	N/A	●	\$319.3	N/A	N/A	●	\$M Change Orders executed this quarter (\$0.9M Final Design and \$12M Construction). These change orders are reducing our allocated, unallocated and known contingency. The most significant changes during the first quarter were \$3.4M (DB-120) for Insurance Coverage Rqmts 2014, \$1.4M (DB-320) Insurance Coverage Rqmts 9/1/13-6/30/14, \$2.7M (DB-120) Standard Specification Revision 2.0, and \$1.8M (DB-320) Delay in issuance of NTP 2 and 3.
51	<b>Claims</b>									
52	Claims Filed	0	0	N/A	○	0	0	N/A	○	# Claims filed vs. anticipated.
53	Claims Resolved	0	0	N/A	○	0	0	N/A	○	# Claims resolved vs. filed.
54	<b>Agreements*</b>									
55	Utility Agreements - Engineering Services	0	1	(1)	●	28	29	(1)	●	<p>*Inception to Date Plan numbers vary each quarter due to advancement of design.</p> <p>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 - 8 of the 9 agreements executed. The status for the overall progress is green because the only agreement needed is in the Airport/City Center areas and it does not impede current construction.</p>
56	Utility Agreements - Construction Agreement	1	4	(3)	●	12	26	(14)	●	<p>Inception to Date Plan = total number of agreements planned for the project WOFH - 6 out of 8 agreements executed. KHG - 5 out of 6 agreements executed. Airport - 1 of the 4 planned are executed. City Center - 0 of the 8 planned are executed.</p>
57	Total Utility Agreements	1	5	(4)	●	40	55	(15)	●	<p>Inception to Date Plan = total number of agreements planned for the project WOFH - 2 agreements of 17 outstanding. KHG - 1 agreement of 16 outstanding. KHG/Airport/City Center ESA - 1 agreement planned/executed. Airport/City Center ESA - 8 of 9 agreements executed. Airport Construction - 1 agreement executed (4 agreements planned). City Center Construction - 0 agreements executed (8 agreements planned). The status is based on the potential for construction to be delayed.</p>
58	HDOT Master Agreements/Joint Use & Occupancy	0	0	-0-	●	2	2	0	●	<p>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.</p>

Project Progress (continued)

	Activity	Current Quarter (Q1 FY15)				Inception to Date				<b>Comments and Legend</b> 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.
		July, August, September 2014				January 2007 - September 2014				
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
59	Other Agreements	0	5	(5)	●	10	21	(11)	●	Inception to Date Plan = total number of agreements planned for the project Agreements needed for the project ( <b>bold, red</b> items are high priority agreements): <b>WOFH, KHG, City Center:</b> <b>-University of Hawaii Master Agreement</b> <b>WOFH:</b> -Leeward Community College Pre-Construction Right of Entry Agreement -- COMPLETED <b>-Leeward Community College Construction Right of Entry Agreement</b> -UH West Oahu Pre-Construction Right of Entry Agreement -- COMPLETED -Department of Land and Natural Resources -- COMPLETED -Department of Education Master Agreement and Consent to Construct -- COMPLETED -D.R. Horton Agreement for Construction -- COMPLETED -DHHL MOU -- COMPLETED -DHHL Consent to Construct -- COMPLETED -DHHL License or Property Transfer (near completion) <b>KHG:</b> -UH Urban Garden Pre-Construction Right of Entry Agreement -- COMPLETED <b>-UH Urban Garden Construction Right of Entry Agreement</b> -Aloha Stadium/Department of Accounting & General Services (DAGS) -- COMPLETED <b>-Aloha Stadium Construction Right of Entry Agreement</b> <b>Airport:</b> -U.S. Navy/General Services Administration (GSA) -U.S. Post Office Honolulu Processing Center <b>City Center:</b> -Honolulu Community College (HCC) Pre-Construction Right of Entry Agreement -- COMPLETED -HCC Construction Right of Entry Agreement -Federal Court House/GSA -Hawaii Community Development Agreement -DAGS The status is based on the agreements needed for WOFH and KHG, which could impact ongoing construction.
60	<b>Real Estate/Right-of-Way (ROW)</b>									
61	Acquisitions*									
62	WOFH Full Acquisitions	0	0	-0-	●	14	14	-0-	●	*Inception to Date Plan numbers vary each quarter due to advancement of design; Actual numbers are based on property availability for construction. Data is provided by the Real Estate Acquisition Database (READ) Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
63	WOFH Partial Acquisitions	0	3	(3)	●	3	6	(3)	●	Inception to Date Plan = total number needed for project Finalizing agreements for two partial acquisitions. In escrow on West Loch Station property. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
64	Summary WOFH Acquisitions (Full + Partial)	0	3	(3)	●	17	20	(3)	●	Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
65	KHG Full Acquisitions	0	1	(1)	●	2	3	(1)	●	Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
66	KHG Partial Acquisitions	0	0	-0-	●	3	3	-0-	●	Inception to Date Plan = total number needed for project The contractor has access to all of the properties, but the acquisitions are not fully achieved as eminent domain on one partial is proceeding through the courts and two parcels require special attention or eminent domain action. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties. Status for the Current Quarter and Inception to Date have changed from orange to red.
67	Summary KHG Acquisitions (Full + Partial)	0	1	(1)	●	5	6	(1)	●	Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties. Status for the Current Quarter and Inception to Date have changed from orange to red.

Project Progress (continued)

	Activity	Current Quarter (Q1 FY15)				Inception to Date				<b>Comments and Legend</b>  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.
		July, August, September 2014				January 2007 - September 2014				
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
68	Airport Full Acquisitions	0	1	(1)		1	5	(4)		Inception to Date Plan = total number needed for project The one full acquisition received right-of-entry, but requires eminent domain to clear title. Relocations remain on other Airport properties (Waiwai Loop). HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties. Status for the Current Quarter and Inception to Date have changed from yellow to orange.
69	Airport Partial Acquisitions	0	4	(4)		1	8	(7)		Inception to Date Plan = total number needed for project Four parcels in appraisal process. One parcel needs resolution or eminent domain action. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
70	Summary Airport Acquisitions (Full + Partial)	0	5	(5)		2	13	(11)		Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
71	City Center Full Acquisitions	1	13	(12)		4	20	(16)		Inception to Date Plan = total number needed for project Appraising properties and advancing offers. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
72	City Center Partial Acquisitions	0	70	(70)		0	79	(79)		Inception to Date Plan = total number needed for project Appraising properties and advancing offers. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
73	Summary City Center Acquisitions (Full + Partial)	1	83	(82)		4	99	(95)		Inception to Date Plan = total number needed for project Appraising properties and advancing offers. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
74	Expenditures for Full Acquisitions	N/A	N/A	N/A		\$56.2	\$61.9	(\$5.7)		\$M in expenditures.
75	Easements*	*Inception to Date Plan numbers vary each quarter due to advancement of design; Actual numbers are based on property availability for construction. Data is provided by the Real Estate Acquisition Database (READ)								
76	WOFH Easements	0	8	(8)		7	15	(8)		Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
77	KHG Easements	0	2	(2)		3	5	(2)		Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
78	Airport Easements	1	13	(12)		24	40	(16)		Inception to Date Plan = total number needed for project Easements in process of being appraised by Navy by the end of 2014. HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
79	City Center Easements	0	31	(31)		2	33	(31)		Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
80	Summary Easements	1	54	(53)		36	93	(57)		Inception to Date Plan = total number needed for project HART is implementing a recovery plan which includes adding acquisition and relocation agents to help accelerate right-of-way efforts. HART is also seeking approval from the FTA to utilize possession and use agreements in an effort to promptly obtain construction access to properties.
81	<b>Safety</b>									
82	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 Monthly Progress Report.
83	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 Monthly Progress Report.

Project Progress (continued)

	Activity	Current Quarter (Q1 FY15)				Inception to Date				Comments and Legend
		July, August, September 2014				January 2007 - September 2014				
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
84	<b>Quality Assurance (QA)</b>									
85	Completion of QA Audits	9	6	+3	●	58	52	+6	●	# QA Audits of HART, consultants, contractors and suppliers completed vs. planned.
86	Successful Closure of Design NCRs	8	0	+8	●	26	26	-0-	●	# Design Non-Conformance Reports (NCRs) closed vs. issued. For more information on NCRs, please see the HART Monthly Progress Report. Status for the Current Quarter and Inception to Date have changed from yellow to green.
87	Successful Closure of Construction NCRs	43	42	+1	●	209	240	(31)	●	# Construction NCRs closed vs. issued. For more information on NCRs, please see the HART Monthly Progress Report.
88	<b>Economic Multipliers [Negative = below plan]</b>									
89	DBE Participation (%)	0.17%	0.13%	+0.04%	●	1.09%	13%	(11.91%)	●	% actual vs. target participation rate of Disadvantaged Business Enterprises (DBE) to date since September 24, 2007. The planned DBE participation rate is an overall project goal.
90	DBE Participation (\$)	\$2.93	\$2.29	+\$0.64	●	\$19.16	\$229	(\$209.84)	●	\$M actual vs. target participation of DBE to date since September 24, 2007. The planned DBE participation rate is an overall project goal.
91	<b>PERSONNEL</b>									
92	HART Staffing Level	5	0	+5	●	129	139	(10)	●	# Current HART Full-Time Equivalents (FTEs) vs. planned positions in the FY15 Operating Budget. There are currently 129 FTEs onboard. This includes 105 City employees and 24 Project Management Support Consultant (PMSC) employees. The actual number reported in "Current Quarter" reflects all new hires for the quarter. The "Inception to Date" numbers reflect the total number of employees onboard as of September 30, 2014.
93	Direct Project Jobs Created	---	---	---	○	1,326	---	---	○	# Direct project jobs created. Actual number reflects input from all contractors and a calculated count for all agencies supporting HART's activities.
94	<b>Transit-Oriented Development (TOD) Planning*</b>									
95	City Department of Planning and Permitting Draft TOD Plans	0	0	N/A	●	10	14	N/A	●	*TOD planning is being overseen by the city Department of Planning and Permitting and the HCDA 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 remaining Draft TOD plans will be sent to City Council for review and adoption during the first and second quarters 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.
96	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.
97	Stations with Final TOD Plans	3	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.
98	Total Stations with Draft or Final TOD Plans	3	0	N/A	●	17	21	N/A	●	TOD plans are being created for 21 stations.
99	HART TOD Stakeholder Group	0	---	N/A	●	2	---	N/A	●	# of meetings held in 2014. Established in 2013, the TOD Stakeholder Group includes representatives from city, state, and private sector entities and organizations.
100	<b>PUBLIC OUTREACH</b>									
101	Build a Social Media Community	142	---	N/A	●	2,509	---	N/A	●	# of unique Facebook followers.
102	Proactive Community Outreach: Neighborhood Board Meetings	32	---	N/A	●	916	---	N/A	●	# Neighborhood Board Meetings in which HART has participated to date since 2006.
103	Proactive Community Outreach: Presentations/Events	56	---	N/A	●	1,704	---	N/A	●	# Events in which HART has participated to date since 2006.
104	<b>SERVICE DELIVERY</b>									
105	Fare Collection System				○				○	TBD in FY15.
106	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.
107	HART Operating Organization Plan				○				○	TBD
108	HART Service Policy/Standards				○				○	TBD
109	<b>LIVABILITY</b>									
110	HART Sustainability Policy				○				○	TBD