



IN REPLY REFER TO:
HRT9/12-484587R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

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October 9, 2012

The Honorable Ann Kobayashi, Chair
and Members of the Budget Committee
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Kobayashi and Councilmembers:

In response to your request during the September 19, 2012, Budget Committee meeting, the Honolulu Authority for Rapid Transportation (HART) provides the following:

1. Provide the base project budget as well as the amount in the project contingency. Of that amount, provide amounts of allocated and unallocated project contingency and explanation of how amounts are distributed.

Response: The Project Budget ("Main Worksheet Build Alternative") that was submitted to the Federal Transit Administration (FTA) is provided as Attachment 1.

The total amount of Project Contingency is approximately 15 percent of the total Year of Expenditure (YOE) costs without contingencies, or \$644 million. Of the total \$644 million in YOE dollars contingency amount, \$542 million is allocated contingency and \$102 million is unallocated contingency.

2. Provide definition of allocated and unallocated project contingency.

Response: FTA Circular 5200.1A, Full-Funding Grant Agreements (FFGA) Guidance explains "contingency" as "a funding resource for increases over the estimated project cost resulting from changes in market conditions, unknown field conditions, changes in regulations or other factors that could not be accounted for in other project unit terms."

Circular 5200.1A further explains that "[c]ontingencies may be presented in one of the following ways: (1) a contingency amount may be included in each line item; (2) there may be a separate contingency amount for the Project as a whole, reflecting remaining uncertainty, and no contingency amounts in the contract units; or (3) there may be both an overall Project contingency amount and a contingency amount in each line item."

The term "Allocated Contingency" refers to contingency presentation numbered (1), wherein a contingency amount included in each item, i.e. a contract unit. The term "Unallocated Contingency" refers to contingency presentation numbered (2), wherein there is a separate contingency amount for the Project as a whole and no contingency amounts in contract units. The budget for the Honolulu Rail Transit Project uses contingency presentation numbered (3), whereby there is both a contingency amount in each line item (Allocated Contingency) and an overall Project contingency amount (Unallocated Contingency).

3. Where is the project contingency in HART's operating budget? How many contingency categories exist?

Response: HART's operating budget does not include a contingency amount. HART's operating budget will continue to reflect fiscal restraint and sound management.

4. Provide explanation of how the project contingency was reduced from \$815 million as reported in the September 2011 Financial Plan for Entry into Final Design to \$644 million noted in the June 2012 Financial Plan for Full Funding Grant Agreement.

Response: The Total Project Contingency figure was adjusted as the result of performing a capital cost estimate, which is typically a course of action at various major milestones of a project. This particular capital cost estimate was completed for the FFGA package. With the completion of the Preliminary Engineering Phase and upon entry into Final Design, there is better scope definition available for performing cost estimating, including the advancement of design parameters and drawings. With more definition of scope there is a reduction in risk and the contingencies identified to cover unknowns at earlier stages of the project are now incorporated into the contract/work package base scope estimates. On the Honolulu Rail Transit Project there were over \$70 million of "known changes" that were included in the FFGA package, not as contingencies, but as contract costs because these items were identified as pending change orders that are still in negotiation. These items are largely related to the delay to the West Oahu/Farrington Highway Guideway and Kamehameha Highway Guideway, and Maintenance and Storage Facility contracts. These are now recognized as contract costs in the capital cost estimate. In addition, the cost estimate for Final Design was done in 2011 base year dollars, and the FFGA cost estimate was done in 2012 base year dollars, which results in some level of escalation.

5. Provide explanation of the \$90 million difference between the \$192 million unallocated contingency reported in the September 2011 Financial Plan for Entry into Final Design to \$102 million unallocated contingency reported in the June 2012 Financial Plan for Entry into Final Design.

Response: Again, with the capital cost estimate effort completed for the FFGA, all categories of cost were evaluated and estimated. Contingency was, in some cases, allocated to particular categories of cost, or recognized as a contract cost.

6. What is the cost of construction delays as a result of the Supreme Court ruling? And where in the contingency will delay costs be covered?

Response: HART estimates that the State Supreme Court decision will cost the project approximately \$7-\$10 million per month. Please refer to **Attachment 2** (Departmental Communication 279, transmitted to Council on April 24, 2012). HART continues to refine and evaluate the costs of these anticipated delay costs. The preliminary analysis indicates that the cost impact for the three (3) design-build contracts could range between \$64 and \$95 million. However, this does not include additional cost impacts due to escalation for future contracts and extended agency and consultant staffing.

The delay costs will be offset by a combination of cost reductions, value engineering, and contract repackaging within the project and drawdowns from available contingencies in accordance with HART policies and procedures.

7. Provide list of contracts and contingency amounts associated with each contract.

Response: A listing of contract amounts are provided as **Attachment 3**. Specific contingency amounts for awarded contracts are withheld to protect the procurement process for future awards, as well as HART's negotiating strategy for change orders on awarded contracts.

8. Provide updated Porter Report of the recent Project Financial Plan.

Response: The Financial Capacity Report for the FFGA was provided to the City Council under separate cover on October 5, 2012.

9. Provide updated list of all change orders, including amount of change orders and when change orders were approved.

Response: See **Attachment 3**.

10. Provide breakdown of how HART arrived at a \$7-10 million per month delay cost.

Response: See response to **Question 6**.

11. Provide a definition of "project reserve fund," the amount in the "project reserve fund," when it was established, and its purpose.

Response: The Financial Plan for Full Funding Grant Agreement introduces the concept of a "project reserve fund" to demonstrate to the FTA that the City has sufficient financial capacity to fund the Project's capital cost and cover unexpected cost overruns or revenue shortfalls. The structure presented in the financial plan is one of many options available. To that end, in the Financial Plan for Full Funding Grant Agreement, the project reserve fund assumes that up to \$139 million is deposited to a reserve fund out of the first issues of General Obligation bonds in FY2014. These reserve funds would then be maintained throughout the construction period and released in FY2023 to repay a portion of that year's debt service.

12. Provide amount of money set aside for the "Arts In Transit" project and the source of these funds.

Response: See **Attachment 4** and **Attachment 5**.

The Honorable Ann Kobayashi, Chair
and Members
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13. Explain whether the \$200 million spent to switch the alignment from Salt Lake to the Airport is in allocated or unallocated contingency.

Response: By its adoption of Resolution No. 08-261 on January 28, 2009, the City Council amended the Minimum Operable Segment (MOS) from a route along Salt Lake Boulevard to a route serving Pearl Harbor and the Airport. On October 16, 2009, FTA approved the Project's advancement to Preliminary Engineering (PE). The PE approval was specifically for "an approximately 20-mile alignment extending from East Kapolei through the Airport to the Ala Moana Center" (Airport Alignment). During PE, the Airport Alignment's scope, schedule, and budget were defined and subsequently further refined when the Project advanced to Final Design (FD). No contingency amounts were affected by Resolution No. 08-261 because the identification of contingency amounts was part of PE and FD.

Please do not hesitate to contact me should you have any further questions.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

Attachments

cc: All Councilmembers
HART Board of Directors
Mr. Douglas S. Chin, Managing Director

Attachment E: SCC Worksheet

MAIN WORKSHEET-BUILD ALTERNATIVE								(Rev. 14, August 5, 2011)
City and County of Honolulu - Honolulu Authority for Rapid Transportation						Today's Date		June 13, 2012
Honolulu Rail Transit Project, East Kapolei to Ala Moana Center						Yr of Base Year 5		2012
FFGA						Yr of Revenue Ops		2019
	Quantity	Base Year Dollars w/o Contingency (X000)	Base Year Allocated Contingency (X000)	Base Year Dollars TOTAL (X000)	Base Year Dollars Unit Cost (X000)	Base Year Dollars Percentage of Construction Cost	Base Year Dollars Percentage of Total Project Cost	YOE Dollars Total (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles)	20.05	955,497	130,560	1,092,078	\$54,459	39%	24%	1,275,329
10.01 Guideway: At-grade exclusive right-of-way		0	0	0				0
10.02 Guideway: At-grade semi-exclusive (allows cross-traffic)		0	0	0				0
10.03 Guideway: At-grade in mixed traffic		0	0	0				0
10.04 Guideway: Aerial structure	19.45	873,608	129,364	1,062,973	\$51,562			1,178,328
10.05 Guideway: Built-up fill		0	0	0				0
10.06 Guideway: Underground cut & cover		0	0	0				0
10.07 Guideway: Underground tunnel		0	0	0				0
10.08 Guideway: Retained cut or fill	0.60	6,920	540	7,460	\$12,416			8,077
10.09 Track: Direct station		70,630	6,183	76,813				86,332
10.10 Track: Embedded		0	0	0				0
10.11 Track: Ballasted		2,903	226	3,130				3,561
10.12 Track: Special (switches, turnouts)		1,429	289	1,718				2,041
10.13 Track: Vibration and noise dampening		0	0	0				0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)	21	351,188	70,238	421,425	\$20,068	16%	9%	506,186
20.01 At-grade station, stop, shelter, mall, terminal, platform	1	5,525	1,105	6,630	\$6,630			7,334
20.02 Aerial station, stop, shelter, mall, terminal, platform	20	244,892	48,973	293,865	\$14,692			353,478
20.03 Underground station, stop, shelter, mall, terminal, platform		0	0	0				0
20.04 Other stations, landings, terminals: intermodal, ferry, trolley, etc.		0	0	0				0
20.05 Joint development		0	0	0				0
20.06 Automobile parking multi-story structure		53,637	10,727	64,364				79,691
20.07 Elevators, escalators		47,164	9,433	56,597				68,965
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS		65,010	6,328	71,338	\$4,555	3%	2%	95,425
30.01 Administration Building: Office, sales, storage, revenue counting		0	0	0				0
30.02 Light Maintenance Facility		6,970	523	7,493				8,181
30.03 Heavy Maintenance Facility		35,033	2,576	37,611				40,907
30.04 Storage or Maintenance of Way Building		7,159	537	7,696				8,362
30.05 Yard and Yard Track		35,848	2,689	38,537				41,875
40 SITEWORK & SPECIAL CONDITIONS		861,846	106,839	1,000,685	\$48,902	36%	22%	1,103,887
40.01 Demolition, Clearing, Earthwork		28,927	4,192	33,119				34,696
40.02 Site Utilities, Utility Relocation		274,431	46,301	320,732				390,695
40.03 Haz. mat'l, contain'd soil removal/mitigation, ground water treatments		6,107	585	6,692				7,226
40.04 Environmental mitigation, a.g. wetlands, historic/archeologic, parks		24,421	3,422	27,843				30,842
40.05 Site structures including retaining walls, sound walls		7,439	593	8,033				8,638
40.06 Pedestrian / bike access and accommodation, landscaping		34,699	6,035	40,733				48,283
40.07 Automobile, bus, van accessways including roads, parking lots		156,253	25,590	181,843				212,538
40.08 Temporary Facilities and of her indirect costs during construction		361,599	22,613	384,212				410,949
50 SYSTEMS		168,234	22,163	190,397	\$10,491	7%	6%	247,401
50.01 Train control and signals		70,594	9,189	79,783				91,493
50.02 Traffic signals and crossing protection		8,414	1,661	10,075				12,824
50.03 Traction power supply substations		24,781	2,827	27,608				32,874
50.04 Traction power distribution: catenary and third rail		26,811	3,061	29,872				36,426
50.05 Communications		44,948	5,186	50,134				59,886
50.06 Fare collection system and equipment		7,657	888	8,545				10,222
50.07 Central Control		3,021	350	3,372				4,033
Construction Subtotal (10 - 50)		2,471,745	344,148	2,815,893	\$140,422	100%	62%	3,232,248
60 ROW, LAND, EXISTING IMPROVEMENTS		180,327	22,431	202,757	\$10,111		4%	222,188
60.01 Purchase or lease of real estate		164,016	20,161	184,177				201,658
60.02 Relocation of existing households and businesses		16,311	2,250	18,561				20,529
70 VEHICLES (number)	80	169,803	18,514	178,317	\$2,228		4%	208,501
70.01 Light Rail		0	0	0				0
70.02 Heavy Rail	80	142,794	16,564	159,358	\$1,992			188,001
70.03 Commuter Rail		0	0	0				0
70.04 Bus		0	0	0				0
70.05 Other		0	0	0				0
70.06 Non-revenue vehicles		11,894	1,391	13,285				16,011
70.07 Spare parts		4,816	559	5,375				6,429
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)		1,624,627	85,753	1,710,379	\$55,372	39%	24%	1,833,820
80.01 Preliminary Engineering		93,009	1,015	94,024				95,120
80.02 Final Design		218,748	28,305	247,054				257,608
80.03 Project Management for Design and Construction		351,899	18,099	369,998				385,828
80.04 Construction Administration & Management		184,367	16,575	200,941				218,196
80.05 Professional Liability and other Non-Construction Insurance		39,921	4,788	44,709				52,135
80.06 Legal, Permits, Review Fees by other agencies, cities, etc.		80,324	7,605	87,929				98,135
80.07 Surveys, Testing, Investigation, Inspection		20,258	2,971	23,229				24,898
80.08 Start up		56,100	8,426	64,526				73,501
Subtotal (10 - 80)		3,836,302	470,843	4,307,144	\$214,788		95%	4,848,784
90 UNALLOCATED CONTINGENCY				88,606			2%	101,871
Subtotal (10 - 90)				4,395,750	\$219,200		97%	4,950,655
100 FINANCE CHARGES				140,598			3%	173,058
Total Project Cost (10 - 100)				4,536,348	\$228,220		100%	5,123,713
Allocated Contingency as % of Base Yr Dollars w/o Contingency								12.7%
Unallocated Contingency as % of Base Yr Dollars w/o Contingency								2.31%
Total Contingency as % of Base Yr Dollars w/o Contingency								14.58%
Unallocated Contingency as % of Subtotal (10 - 80)								2.06%
YOE Construction Cost per Mile (X000)								\$161,185
YOE Total Project Cost per Mile Not Including Vehicles (X000)								\$249,010
YOE Total Project Cost per Mile (X000)								\$255,467



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IN REPLY REFER TO:

CMS-APOO-00177

HONOLULU AUTHORITY for RAPID TRANSPORTATION CITY CLERK
HONOLULU, HAWAII

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

April 24, 2012

The Honorable Ann Kobayashi
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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Dear Councilmember Kobayashi:

In response to your letter dated March 27, 2012, we provide the following:

1. Please provide the committee with a list of all cities that built an elevated rail system on budget and on time. Please provide the cost of each project.

Response: We have identified two relatively recent representative elevated projects that meet the on time and on budget criteria. These representative projects are listed as follows:

"The Canada Line achieved Service Commencement on August 11, 2009, more than three months ahead of the scheduled date, and opened to the public on August 17."¹

"Canada Line has been in revenue service since August 2009. The costs for 2009 are under budget by approximately \$2.1 million primarily due to lower than expected costs for special events and contingencies for the payments to InTransit BC to operate the system. The delay in hiring and the savings from professional and legal fees also contributed to the overall underrun."²

The initial phase of the Millennium Line opened for revenue on schedule and the entire program was delivered approximately \$40 million under budget.³ "Translink...managed to keep costs to \$1.2 billion, \$40 million under budget."⁴

2. Please explain in detail why for every month of delay costs \$10 million in inflation over the life of the project.

Response: In previous testimony, we indicated the estimated monthly escalation cost if construction were delayed was about \$10M. The basis for this amount is the value of construction cost as of March 2012 which totals \$2.82B and the estimated escalation rate used in development of the financial plan which is 4.34%. The annualized escalation cost using these two amounts totals \$122,388,000 or \$10.2M monthly.

¹ South Coast British Columbia Transportation Authority 2009 Statutory Annual Report, p. 7

² South Coast British Columbia Transportation Authority 2009 Statutory Annual Report, p. 38

³ <http://www.stantec.com/project.html?id=936>

⁴ The road less travelled: TransLink's improbable journey from 1999 to 2008, by Trevor Wales, Section 1, p. 51

PH

The Honorable Ann Kobayashi
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Should we delay construction, there are other construction delay costs that would be expected for active construction contracts. Such additional costs would include contractor overhead, equipment idle time, and miscellaneous other costs. The actual delay costs would be negotiated on a case-by-case basis but are estimated to be in the range of \$2.1M monthly. Additionally, if construction is delayed the entire project schedule would likely be extended which would add more cost to the project.

3. Object Code 3640 – Why is there a 22% increase for the yearly rental for project office at Ali'i Place?

Response: Line Item 3640, Rental of Buildings, has increased by 22% due to need for increased office space for additional staffing required in advancing the project. There are currently 148 Project staff working in Ali'i Place office space leased by HART, which is 36,120 square feet. The Project staff includes City, Project Management Support Consultant, and General Engineering Consultant employees. The expansion space of 27,807 square feet is needed to house an additional 82 employees.

4. There are no separate line items shown for electricity, water, and sewer. Are all utility costs factored into HART's overall cost of rent or common maintenance area fees (C.A.M.)?

Response: All utility costs for Project office space are included in Line Item 3640, Rental of Buildings.

If you should have any questions, please do not hesitate to contact me.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

cc: All Councilmembers
HART Board of Directors

Honolulu Rail Transit Project

Contracts with List of
Executed Changes and
Amendments - Post PE

To Type	Contract Number	Title	Executed Date	Contract Amount	Change Amount	Revised Contract
Core Systems Design Build O/M						DBOM-920
<i>Ansaldo Honolulu Joint Venture</i>	CT-HRT-1200106	Core Systems	12/9/11	\$1,397,387,093	\$0.00	\$1,397,387,093
MM-905 Gen Engrg Constt EIS/PE						MM-905
<i>PB Americas, Inc.</i>	SC-DTS-0700001	General Engineering Consultant 1	8/24/07	\$85,000,000	\$82,711,100.00	\$167,711,100
Contract Amendment	00001	Amendment 1	6/23/08		\$0.00	
Contract Amendment	00002	Amendment 2	5/21/09		\$5,000,000.00	
Contract Amendment	00003	Amendment 3	1/22/10		\$12,900,000.00	
Contract Amendment	00004	Amendment 4	4/7/10		\$12,000,000.00	
Contract Amendment	00005	Amendment 5	10/6/10		\$10,000,000.00	
Contract Amendment	00006	Amendment 6	12/21/10		\$17,733,100.00	
Contract Amendment	00007	Amendment 7	4/19/11		\$12,578,000.00	
Contract Amendment	00008	Amendment 8	6/30/11		\$12,500,000.00	
Contract Amendment	00009	Amendment 9	6/30/11		\$0.00	
MM-910 Gen Engrg Constt FD-Construct						MM-910
<i>PB Americas, Inc.</i>	SC-HRT-11H0131	General Engineering Contract II	6/30/11	\$144,000,000	\$0.00	\$144,000,000
<i>PB Americas, Inc.</i>	SC-HRT-11H0131	General Engineering Contract II	9/9/11	\$6,000,000	\$0.00	\$6,000,000
Utilities by Utility Companies						UTIL
<i>The Gas Company</i>	CT-DTS-09H0492	Utility Agreement-WOFH Engineering	12/22/09	\$45,000	\$0.00	\$45,000
<i>Chevron Products</i>	CT-HRT-09H0500	Utility Agreement-WOFH Engineering	12/4/09	\$45,000	\$0.00	\$45,000
<i>AT&T</i>	CT-DTS-0900501	Utility Agreement-WOFH Engineering	5/11/11	\$60,000	\$0.00	\$60,000
<i>Pacific LightNet</i>	CT-DTS-0900502	Utility Agreement-WOFH Engineering	4/28/10	\$40,000	\$0.00	\$40,000
<i>Hawaiian Telcom</i>	CT-HRT-09H0504	Utility Agreement-WOFH Engineering	5/20/10	\$50,000	\$0.00	\$50,000
<i>TW Telecom</i>	CT-DTS-0900505	Utility Agreement-WOFH Engineering	12/2/09	\$50,000	\$0.00	\$50,000
<i>Oceanic Time Warner</i>	CT-DTS-1000172	Utility Agreement-WOFH Engineering	12/8/09	\$40,000	\$0.00	\$40,000
<i>Sandwich Isles Communication</i>	CT-DTS-1000354	Utility Agreement-WOFH Engineering	5/20/10	\$50,000	\$0.00	\$50,000
<i>The Gas Company</i>	SC-DTS-11H0431	Utility Agreement-WOFH Construction	6/30/11	\$289,000	\$0.00	\$289,000
<i>Chevron Products Company</i>	CT-DTS-1200019	Utility Agreement - KHG Engineering	11/4/11	\$40,000	\$0.00	\$40,000
<i>AT&T</i>	CT-DTS-1200024	Utility Agreement - KHG Engineering	5/18/12	\$90,000	\$0.00	\$90,000
<i>Hawaiian Telcom</i>	CT-DTS-1200026	Utility Agreement - KHG Engineering	5/10/12	\$100,000	\$0.00	\$100,000
<i>Wavecom Solutions</i>	CT-DTS-1200028	Utility Agreement - KHG Engineering	2/15/12	\$60,000	\$0.00	\$60,000
<i>Sandwich Isles Communication</i>	CT-DTS-1200029	Utility Agreement - KHG Engineering	4/20/12	\$60,000	\$0.00	\$60,000
<i>Tesoro Hawaii Corp</i>	CT-DTS-1200030	Utility Agreement - KHG Engineering	2/15/12	\$150,000	\$0.00	\$150,000
<i>The Gas Company, LLC</i>	CT-DTS-1200031	Utility Agreement - KHG Engineering	6/1/12	\$60,000	\$0.00	\$60,000
<i>TW Telecom</i>	CT-DTS-1200032	Utility Agreement - KHG Engineering	2/14/12	\$20,000	\$0.00	\$20,000
<i>Oceanic Time Warner</i>	CT-DTS-1200039	Utility Agreement - KHG Engineering	1/9/12	\$60,000	\$0.00	\$60,000
<i>HECO</i>	SC-HRT-1200114	UFR CRA KHG	7/11/12	\$10,088,988	\$0.00	\$10,088,988
<i>AT&T</i>	SC-HRT-1200118	Utility Agreement-WOFH Construction	12/21/11	\$500,000	\$0.00	\$500,000
<i>Oceanic Time Warner</i>	CT-HRT-1200123	Utility Agreement-WOFH Construction	12/22/11	\$800,000	\$0.00	\$800,000
<i>Wavecom Solutions</i>	SC-HRT-1200136	Utility Agreement-WOFH Construction	5/3/12	\$100,000	\$0.00	\$100,000
<i>HECO</i>	SC-HRT-1200210	UFR CRA WOFH	4/20/12	\$11,000,000	\$0.00	\$11,000,000
Contract Amendment	00001	Amendment to Letter of Agreement	3/30/12		\$0.00	

Honolulu Rail Transit Project

Contracts with List of
Executed Changes and
Amendments - Post PE

To Type	Contract Number	Title	Executed Date	Contract Amount	Change Amount	Revised Contract
Utilities by Utility Companies						UTIL
Board of Water Supply	MOU-11-BWS-1	Utility - waterline relocation	7/1/11	\$928,325	\$0.00	\$928,325
HART	NDA12HECO-1	Confidentiality and Non-Disclosure Agreement 2/24/12 for WOFH and KHG		\$0	\$0.00	\$0
HART	NDA12HECO-2	Confidentiality and Non-Disclosure Agreement 5/3/12 for the Airport Guideway		\$0	\$0.00	\$0
HART/ City Dept of BFS						CCH-101
CCH-Budget & Fiscal Services	MOU-11-BFS-1	Memorandum of Understanding	7/1/11	\$105,092	\$0.00	\$105,092
HART/ City DDC Land Division						CCH-102
CCH-Dept of Design and Construction	MOU-11-DDC-1	Memorandum of Understanding (MOU)	7/1/11	\$256,201	\$0.00	\$256,201
HART/City DPP						CCH-103
CCH-Dept of Planning & Permitting	MOU-11-DPP-1	Memorandum of Understanding	7/1/11	\$0	\$0.00	\$0
HART/ City Dept of Transportation Sv						CCH-104
CCH Dept of Transportation Services	MOU-11-DTS-1	Memorandum of Understanding	7/1/11	\$0	\$0.00	\$0
HART/ City Dept of Human Resources						CCH-105
CCH-Dept of Human Resources	MOU-11-DHR-1	Memorandum of Understanding (MOU)	7/1/11	\$0	\$0.00	\$0
HART/ City Dept of Information Tech						CCH-106
CCH-Dept of Information Technology	MOU-11-DIT-1	Memorandum of Understanding (MOU)	7/1/11	\$0	\$0.00	\$0
HART/ City Corporation Counsel (COR)						CCH-107
HART	MOU-11-LEGAL	Budget and Fiscal Services Contract	7/1/11	\$2,666,253	\$0.00	\$2,666,253
Board of Water Supply (BWS)						CCH-108
CCH-Board of Water Supply	MOU-11-BWS-	Memorandum of Understanding	12/8/11	\$0	\$0.00	\$0
Program Mgt Support Consit (PMSC-1)						MM-900
InfraConsult LLC	SC-HRT-10H0023	Program Management Support	11/19/09	\$36,727,162	\$0.00	\$36,727,162
Program Mgt Support Consit (PMSC-2)						MM-901
InfraConsult LLC	SC-HRT-1200042	Program Management Consultant	2/23/12	\$33,376,897	\$0.00	\$33,376,897
HDOT Traffic Mgmt. Consult.						MM-915
ICX Transportation Group, Inc.	SC-HRT-1200065	HDOT Traffic Management Consultant	6/5/12	\$1,600,000	\$0.00	\$1,600,000
HDOT Coordination Consit WOFH						MM-920
AECOM Technical Services, Inc.	SC-HRT-11H0082	HDOT Design Reviews for HHCTCP	6/7/11	\$3,000,000	\$9,000,000.00	\$12,000,000
Contract Amendment	00001	Amendment No. 00001	6/21/11		\$0.00	
Contract Amendment	00002	Amendment no. 00002	4/6/12		\$9,000,000.00	
HDOT Coordination Consit KHG						MM-921
AECOM Technical Services, Inc.	SC-HRT-1200085	HDOT Coordination Consit KHG	6/29/12	\$10,000,000	\$0.00	\$10,000,000
HDOT Coord. Consit. Airport						MM-922
SSFM International, Inc.	SC-HRT-1200077	HDOT Coordination Consit Airport	6/8/12	\$12,000,000	\$0.00	\$12,000,000
Hawaii Dept of Transportation (HDOT)						MM-925
Hawaii Department of Transportation	IG-11-6985	Master Agreement - CCH & HDOT (Ref. PO 1100758)	9/27/11	\$100,000	\$0.00	\$100,000
HDOT State SOA Manager & Consultant						MM-930
Hawaii Department of Transportation	MOU-11-SO-1	Memorandum of Understanding	7/26/11	\$0	\$0.00	\$0
Real Estate Consultant						MM-935
Paragon Partners Ltd.	SC-HRT-1200062	Real Estate Professional Consultant	3/14/12	\$3,000,000	\$0.00	\$3,000,000

Honolulu Rail Transit Project

Contracts with List of
Executed Changes and
Amendments - Post PE

To Type	Contract Number	Title	Executed Date	Contract Amount	Change Amount	Revised Contract
Kako'o Consultant						MM-940
<i>Pacific Legacy, Inc.</i>	SC-HRT-1200066	Kako'o Professional Services Contract	3/13/12	\$1,000,000	\$0.00	\$1,000,000
On-Call Hazmat Removal Contractor						MM-946
<i>CH2M Hill, Inc</i>	SC-HRT-1200100	On Call Hazardous Material Consultant	8/23/12	\$3,000,000	\$0.00	\$3,000,000
OCIP Consultant						MM-950
<i>Marsh USA Inc.</i>	SC-HRT-1200074	Owner Controlled Insurance Program	5/3/12	\$1,250,000	\$0.00	\$1,250,000
Insurance Carried by HART						MM-952
<i>Servco Pacific, Inc.</i>	ATO-3013256	Builders Risk Insurance - WOFH	4/24/12	\$2,350,000	\$0.00	\$2,350,000
<i>Servco Pacific, Inc.</i>	ATO-3013361	Builders Risk Insurance - KHG	5/10/12	\$1,708,375	\$0.00	\$1,708,375
West Oahu/Farrington Hwy Guideway						DB-120
<i>Kiewit Pacific Co.</i>	CT-HRT-10H0137	West Oahu/Farrington Guideway Contract	11/17/09	\$482,924,000	\$32,527,270.00	\$515,451,270
Contract Change Order	00001	WOFH Contract Change Order 001	3/18/11		\$0.00	
Contract Change Order	00002	WOFH Contract Change Order 002	7/27/11		\$0.00	
Contract Change Order	00004	WOFH Contract Change Order 004	7/27/11		\$3,995,230.00	
Contract Change Order	00005	WOFH Contract Change Order 005	9/22/11		\$0.00	
Contract Change Order	00006	WOFH Contract Change Order 006	9/20/11		\$15,000,000.00	
Contract Change Order	00007	WOFH Contract Change Order 007	10/5/11		\$0.00	
Contract Change Order	00008	WOFH Contract Change Order 008	10/5/11		\$50,000.00	
Contract Change Order	00009	WOFH Contract Change Order 009	7/10/12		\$0.00	
Contract Change Order	00010	WOFH Contract Change Order 010	8/30/12		\$930,000.00	
Contract Change Order	00011	WOFH Contract Change Order 011	8/30/12		\$925,000.00	
Contract Change Order	00012	WOFH Contract Change Order 012	8/30/12		\$7,200,000.00	
Contract Change Order	00013	WOFH Contract Change Order 013	7/13/12		\$52,884.00	
Contract Change Order	00014	WOFH Contract Change Order 014	8/30/12		\$940,757.00	
Contract Change Order	00015	WOFH Contract Change Order 015	7/11/12		\$134,500.00	
Contract Change Order	00016	WOFH Contract Change Order 016	7/9/12		\$479,874.00	
Contract Change Order	00017	WOFH Contract Change Order 017	8/16/12		\$2,670,000.00	
Contract Change Order	00018	WOFH Contract Change Order 018	8/16/12		\$149,025.00	
Contract Change Order	00019	WOFH Contract Change Order 019	9/24/12			
West Oahu Station Group Final Design						FD-140
<i>URS Corporation</i>	SC-HRT-1200116	West Oahu Station Group FD	6/15/12	\$7,789,000	\$0.00	\$7,789,000
Farrington Highway Stations Group FD						FD-240
<i>HDR / Hawaii Pacific Engineers</i>	SC-HRT-11H0013	Farrington Highway Station Group	1/12/11	\$5,500,696	\$2,507,349.00	\$8,008,045
Contract Amendment	00001	Amendment No. 00001	1/28/11		\$0.00	
Contract Amendment	00002	Amendment No. 00002	3/15/11		\$0.00	
Contract Amendment	00003	Amendment No. 00003	7/14/11		\$0.00	
Contract Amendment	00004	Amendment No. 00004	2/16/12		\$300,000.00	
Contract Amendment	00005	Amendment No. 00005	4/14/12		\$0.00	
Contract Amendment	00006	Amendment No. 00006	5/29/12		\$0.00	
Contract Amendment	00007	Amendment No. 00007	6/18/12		\$2,207,349.00	

Honolulu Rail Transit Project

Contracts with List of
Executed Changes and
Amendments - Post PE

To Type	Contract Number	Title	Executed Date	Contract Amount	Change Amount	Revised Contract
Maintenance & Storage Facility DB						DB-200
<i>Kiewit Kobayashi JV</i>	CT-HRT-10H0449	HHCTCP Maintenance and Storage Facility Design-Build Contract	6/30/11	\$195,258,000	\$0.00	\$195,258,000
LEED Commissioning Services for MSF						MM-975
<i>Enovity, Inc.</i>	SC-HRT-10H0182	LEED NC 2.2 Fundamental and Enhanced CS	10/6/10	\$278,630	\$0.00	\$278,630
Contract Amendment	00001	Assignment of Contract to HART	12/30/11		\$0.00	
Kamehameha Hwy Guideway DB						DB-320
<i>Kiewit Infrastructure West Co.</i>	CT-HRT-11H0195	Design Build Contract for KHG	6/30/11	\$372,150,000	\$0.00	\$372,150,000
Airport Sect. Guideway/Utilities FD						FD-430
<i>AECOM Technical Services, Inc.</i>	SC-HRT-1200038	AECOM Technical Services Inc.	12/28/11	\$38,840,960	\$0.00	\$38,840,960
City Center Guideway/Utilities FD						FD-530
<i>AECOM Technical Services, Inc.</i>	SC-HRT-1200149	City Center Guideway & Util FD	7/30/12	\$43,948,220	\$0.00	\$43,948,220



IN REPLY REFER TO:
HRT9/11-433120R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR & CEO

September 26, 2011

The Honorable Ann Kobayashi
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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Dear Councilmember Kobayashi:

This is in response to an email we received from Milton Holt dated September 9, 2011, regarding the HART Art-in-Transit Program.

Below are our responses to your questions:

First, why is HART using State and City guidelines for art when funding is not allowed by law or ordinance?

The Art-in-Transit Program is not using State guidelines for art. It will utilize allowable Transit Fund monies, not general fund appropriations. Such use of Transit Fund monies is not prohibited by law or ordinance. The Art-In-Transit Program was initially developed approximately three years ago while the rail project was being managed by the Rapid Transit Division (RTD) of the Department of Transportation Services. As such, RTD's Project Management Plan, Compendium of Design Criteria, and other documents referenced ROH Section 3-2.7, which provides for art in City buildings: "An amount equal to not less than one percent of the construction phase appropriation for the original construction of any city building shall be appropriated...." Having taken over responsibility for the rail project, HART is using this ordinance as guidance in funding art in the amount of one percent of the station and Maintenance & Storage Facility (MSF) construction costs.

Secondly, what is the justification for a \$1.2 million allocation for art at a maintenance and storage facility (MSF)?

As noted above, the Art-in-Transit Program is using ROH Section 3-2.7 as guidance. That ordinance provides for art at a City building that is frequented by the public, in close proximity to a building frequented by the public or at any other City building frequented by the public. The MSF is expected to be open to guided tours for the community, school children, industry professionals and other interested parties. HART therefore plans to allocate funds for artwork in the amount of one percent of the MSF building construction cost. Should it be determined after further design

The Honorable Ann Kobayashi
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September 26, 2011

work that the MSF building will not be frequented by the public, the Art-in-Transit Program will place works of art in or at other buildings frequented by the public in close proximity to the MSF building, or other buildings frequented by the public, consistent with ROH Section 3-2.7.

Also, if HART is to receive \$1.55 billion from FTA for transit construction, why isn't the minimum amount of one half of 1% or \$7.5 million allocated for art?

As previously indicated, the Art-in-Transit Program budget is utilizing ROH Section 3-2.7 as guidance. Consistent with that ordinance, the allocated funding for the program is one percent of the station construction costs, plus one percent of the MSF building construction costs, which totals approximately \$5.4 million. The relevant FTA guidance material does not require that .5% of Federal funding for construction be spent on the Art-in-Transit program.

And finally, where in HART's financial plan is the money budgeted for the ArtTrain Art-in-Transit program?

The cost of artwork is included in the total estimated capital cost of the project. The cost for station artwork is in the estimated cost for Stations. The cost for artwork at the Maintenance & Storage Facility is in the estimated cost for Yard, Shops and Support Facilities.

I hope this information is helpful. Thank you for your interest in transit.

Sincerely,



Kenneth Toru Hamayasu
Interim Executive Director

cc: All Councilmembers
HART Board Members



IN REPLY REFER TO:

HRT7/12-474991R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

July 20, 2012

The Honorable Ann Kobayashi
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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Wayne Y. Yoshioka

Dear Councilmember Kobayashi:

In response to your verbal requests made at the July 11, 2012, Council meeting and further confirmed with Michele Sansone of your office, regarding the Art in Transit Program, we provide the following:

1. Provide the amount of appropriations and the specific source of funds set aside for public works of art related to the design of the first three stations.

Response: A total of \$694,000 has been set aside for public works of art for the Farrington Highway Station Group, which contains the first three stations currently under design. The projected art allocations per station are:

West Loch Station	\$240,000
Waipahu Transit Center Station	\$228,000
Leeward Community College Station	\$226,000
TOTAL	\$694,000

Art in Transit Program funds come from two sources, Federal Transit Administration (FTA) grants and general excise and use tax surcharge revenues.

2. Is there a Federal requirement for a percentage of dollars to be spent on public works of art?

Response: The allocation of funds for art is left to the discretion of the local transit entity within recommended parameters. "Funds spent on the art component of projects should be appropriate to the overall costs of the transit project and adequate to have an impact. These costs should be all-inclusive and generally should be at a minimum one half of 1% of construction costs, but should not exceed 5% of construction costs,

The Honorable Ann Kobayashi
Page 2
July 20, 2012

depending on the scale of the project." FTA Circular 9400.1A, "Design and Art in Transit Projects," June 9, 1995, Section 7.a(2). See also Federal Transit Administration Best Practices Procurement Manual, November 6, 2001, Chapter 6, Section 6.7.

Please do not hesitate to contact me should you have further questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'DAG', with a long horizontal flourish extending to the right.

Daniel A. Grabauskas
Executive Director and CEO

cc: All Councilmembers
HART Board of Directors
Mr. Douglas S. Chin, Managing Director