


HART spent \$256 million in the last 12 months with no construction

Total expenditures just for the 12 months between August 2012 and August 2013 were \$256 million. Of that amount \$166 million was for professional services and that was likely all for Parsons Brinckerhoff. Below is HART's data from their website:

August 2012: <http://www.honolulutransit.org/media/133328/20120801-rail-update-hart-facts.pdf>

August 2013: <http://www.honolulutransit.org/media/202389/201308-rail-update-hart-facts.pdf>



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

HART FACTS

August 2013

HART CEO Dan Grabauskas answers community questions about rail transit.

QUESTION:
Since the rail system will be electrically powered, what will happen if there's a power disruption?

DAN GRABAUSKAS:
The system will be equipped with back-up power to ensure that, in the event of a power outage, all trains can continue operating and will safely arrive at the next station on the route.

Visit HonoluluTransit.org/rail-facts for more information.


PROJECT REVENUE STATUS As of August 1, 2013			
	Projections to Date ¹	Collected or Committed to Date	Percentage (of projections)
REVENUE SOURCE:			
Project Beginning Cash Balance (Dec. 2009)	(in millions) \$ 298	(in millions) \$ 298	100%
General Excise Tax (GET) Surcharge ²	3,291	701	21%
Federal New Starts Funds	1,550	320	21%
Other Federal Transportation Funds	214	4	2%
Interest Income	2	8	-
TOTAL	\$5,355	\$1,331	25%

1 - Projections to date from the June 2012 Financial Plan.
2 - Total GET surcharge revenue collected since January 1, 2007, is \$1.08 billion (includes \$378 million collected before December 2009).

PROJECT COST STATUS As of August 1, 2013			
	Current Budget ¹	Amount Committed ²	Amount Expended ³
(in millions)			
Guideway & Track Elements	\$1,135	\$ 521	\$ 28
Stations, Stops, Terminals, Intermodal	400	0	0
Support Facilities; Yards, Shops, Admin	103	103	5
Sitework & Special Conditions	941	528	227
Systems	221	205	0
Vehicles	192	192	0
SUB-TOTAL*	\$2,991	\$1,549	\$ 261
Right-of-Way (ROW), Land, Existing Improvements	\$ 198	\$ 52	\$ 46
Professional Services (e.g., Planning and Design)	1,069	674	412
Contingency	691	5	0
Finance Charges	215	0	0
SUB-TOTAL*	\$2,173	\$ 731	\$ 458
TOTAL*	\$5,164	\$2,281	\$ 719

1 - Current Budget reflects the June 2012 Baseline Budget with executed Budget Transfers.
2 - Approved contract value. 3 - Portion of the work that has been paid.
* All costs are rounded to the millions therefore subtotals may not add up to the amounts shown.

DID YOU KNOW? The art and design elements of the stations will reflect the history and culture of the communities where they are located.



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

HART FACTS

August 2012

HART CEO Dan Grabauskas answers community questions about rail transit.

QUESTION:
It seems like all large government projects have big cost overruns. What makes you think Honolulu's rail project will be any different?

DAN GRABAUSKAS:
Several notable mainland rail projects have come in on time and on budget. Dallas completed a \$1.8 billion project, Seattle a \$1.7 billion project and Vancouver, B.C. a \$2.1 billion (CAD). I'm confident that Honolulu is just as capable of accomplishing this as any major city.

Visit honolulutransit.org/rail-facts for more information.

PROJECT REVENUE STATUS October 2009 to July 2012			
	Projections to Date	Collected or Committed to Date	Percentage (of projections)
REVENUE SOURCE:			
Project Beginning Cash Balance (Oct. 2009)	(in millions) \$ 298	(in millions) \$ 298	100%
General Excise Tax (GET) Surcharge	3,291	906	27%
Federal New Starts Funds	1,550	120	8%
Other Federal Transportation Funds	214	4	2%
Interest Income	2	-	-
TOTAL	\$ 5,355	\$ 1,328	25%

1 - Revenue data cutoff date 7/31/2012. 2 - Projections to date from the June 2012 Financial Plan.

PROJECT COST STATUS End of July 2012			
	Current Budget	Amount Committed ²	Amount Expended ²
(in millions)			
Fixed Guideway/Track	\$ 1,114	\$ 510	\$ 1
Stations, Parking Facility, Elevators/Escalators	422	-	-
Maintenance Yard, Support Facilities	93	96	3
Rail Vehicles and Systems	408	395	-
Sitework and Special Construction	910	479	166
SUB-TOTAL	\$2,947	\$1,481	\$ 170
Real Estate/Right-of-Way	\$ 197	\$ 30	\$ 27
Professional Services (e.g., Planning and Design)	1,082	589	266
Contingencies	723	4	-
Financing Costs	215	-	-
SUB-TOTAL	\$2,217	\$622	\$293
TOTAL	\$5,164	\$2,103	\$ 463

1 - Current Budget reflects the June 2012 Baseline Budget with executed Budget Transfers as of 7/27/2012 data date.
2 - Approved contract value. 3 - Portion of the work that has been paid.

DID YOU KNOW? The cost of building the rail project will be paid off by the end of 2022. There will be no long-term debt.