

Mr. Charles Carnaggio  
HART's Recent Actions That Jeopardizes Hawaiian Electric's Ability To Meet The Rail Transit  
Project Schedule  
December 26, 2017  
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We cannot stress enough the importance of keeping Hawaiian Electric apprised of HART's contractor's project schedule for all sections of the Rail project, especially with HART's contractors working within the Clearance Requirements and increasing the potential of damaging Hawaiian Electric's facilities. We recently experienced an incident where, unbeknown to us, HART allowed STG to commence K-Rail setup and pier column/foundation installation adjacent to Hawaiian Electric's steel poles along Pearl Harbor in total disregard of Hawaiian Electric's Working Clearance requirements. Hawaiian Electric was only alerted to STG commencing pre-construction activities at its project site by HART Airport Project Manager a week after such activities had already started. HART finally provided to us an unapproved version of STG's project schedule on August 23, 2017, one day after the HART Airport Project Manager notified Hawaiian Electric of STG's ongoing construction work. This was despite Hawaiian Electric's numerous and repeated requests to HART staff, as well as our understanding that HART's executives directed its staff to share STG's project schedule with Hawaiian Electric. Moreover, we are very troubled with HART's deliberate actions to impede in the Working Clearance areas despite HART's acknowledgement that doing so will impact the safety of our employees and of our subcontractors' employees that are working on our facilities.

#### Redesign of the Rail Transit Route

We voiced our concern that since STG significantly redesigned AECOM's RFP electrical infrastructure design and new easements will be required in some areas, the project schedule may be impacted. HART senior management appear to be under the impression that HART's staff are on top of this risk.

On December 6, 2017, HART and Hawaiian Electric participated in an Airport easement conference call to discuss the realignment. During this meeting, HART's consulting Project Manager overseeing land acquisitions for Hawaiian Electric was very confused and unaware that STG had changed the design in many areas, and the easement requirements have also changed in some areas. Hawaiian Electric and HART both agreed, during the meeting, that HART needs to have better coordination and communication with STG about the proposed infrastructure design work and any easement impacts. We reiterate that the coordination between HART's staff and STG is not Hawaiian Electric's responsibility, especially with respect to communication relating to impacts caused by design changes made by STG. To clarify, Hawaiian Electric's role is to review the drawings submitted by STG for technical feasibility and review subsequent HART ROW drawings to make sure the easement maps and metes and bounds align with STG's infrastructure design.

We also take this opportunity to note that STG has fallen behind in their design schedule and missed many of its own targeted infrastructure drawing review submittal dates. We understand that HART intended to have STG utilize the RFP drawings from AECOM, as much as possible, since many of those designs were substantially complete. A year has passed since the Notice To Proceed was issued to STG and yet, there are still no final approved infrastructure design. We expect STG to pursue a very aggressive construction schedule to offset schedule delays during the design process. Any schedule "crashing" may result in Hawaiian Electric not being able to support HART's schedule due to our limited resources to design, monitor, inspect, and accept the electrical construction work. We are also concerned that STG's schedule we