HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

RECEIVED
CITY CLERK
C & C OF HONOLULU

2013 APR 26 PM 1:44

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

FINANCE
COMMITTEE MEMBERS

Donald G. Horner
CHAIR

Keslie W.K. Hui
VICE CHAIR

George I. Atta, FAICP, LEED AP, CEI
Robert Bunda
Michael D. Formby
Ivan M. Lui-Kwan, Esq.
Glenn M. Okimoto, Ph.D.
Carrie K.S. Okinaga, Esq.

PROJECT OVERSIGHT
COMMITTEE MEMBERS

Damien T.K. Kim
CHAIR

William "Buzz" Hong
VICE CHAIR

Michael D. Formby
Donald G. Horner
Keslie W.K. Hui
Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.

Joint Meeting of
Finance Committee and
Project Oversight Committee

Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, May 2, 2013, 8:30 am

Agenda

I. Call to Order by Chair

II. Public Testimony on all Agenda Items

III. Approval of the March 21, 2013 Minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee

IV. March 2013 Monthly Progress Report

V. Quarterly Balanced Scorecard Update

VI. Presentation on Real Estate Acquisition Relocation Process

VII. Change Order Approval

VIII. Executive Session
Pursuant to Hawaii Revised Statutes Section 92-4 and Section 92-5(a)(4), the Board(s) may enter into Executive Session to consult with its attorneys on questions and issues on a matter pertaining to the Board's powers, duties, privileges, immunities and liabilities.

IX. Adjournment

Note: Persons wishing to testify on items listed on the agenda are requested to register by completing a speaker registration form at the meeting or online on the HART section of the www.honolulutransit.org website. Each speaker is limited to a **two-minute** presentation.

Persons who have not registered to speak in advance should raise their hands at the time designated for public testimony and they will be given an opportunity to speak following oral testimonies of the registered speakers.

Any physically challenged person requiring special assistance should call (808) 768-6258 for details at least three days prior to the meeting date.

HONOLULU RAIL TRANSIT PROJECT

March 2013

Cost, Schedule, Risk data date 2/22
Other Activities 3/31

MONTHLY PROGRESS REPORT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

Contents

Table of Figures 3

1 EXECUTIVE SUMMARY 4
1.1 Key Activities This Month 4
1.2 Key Current Issues 4
1.3 Project Scope Status Overview 4
1.4 Project Schedule Status Overview 4
1.5 Project Progress Overview 5
1.6 Financial Status Overview 7
1.7 HART Board of Directors Meetings and Events in March 9

2 PROJECT BUDGET AND SCHEDULE 10
2.1 Project Budget 10
2.2 Project Revenue and Costs 11
2.3 Project Schedule 21
2.4 Contingency Management 23
2.5 PMOC Issues and HART Actions Taken 26

3 CONTRACT STATUS 28
3.1 Procurement Status 28
3.2 Design-Build (DB) Contract Status 34
3.3 Design-Build-Operate-Maintain (DBOM) Contract Status 37
3.4 Final Design (FD) Contract Status 38
3.5 Utility Agreements 43
3.6 Permits 46
3.7 Hawaii Department of Transportation (HDOT) Agreements 46
3.8 Other Design Activities 47
3.9 Interface 47

4 GROUP REPORTS 48
4.1 Safety and Security 48
4.2 Quality Management 49
4.3 Right-of-Way 51
4.4 Planning and Environment 54
4.5 Risk Management 55
4.6 Community Outreach 58

5 STAFFING 61

6 APPENDICES 63
Appendix A. Project Organization Chart 63
Appendix B. Project Alignment 64

Table of Figures

Figure 1. Overall Project Progress (% Complete) 5
Figure 2. Construction Progress (% Complete) 6
Figure 3. Design Progress (% Complete) 6
Figure 4. Utilities Progress (% Complete) 7
Figure 5. Project Funding Sources (YOE $M) 11
Figure 6. Planned vs. Received Project Funding 12
Figure 7. Project Revenue versus Incurred Costs 12
Figure 8. Project Costs by Contract 13
Figure 9. Project Costs by SCC – Summary 16
Figure 10. Project Costs by SCC – Level 2 18
Figure 11. HRTP Master Project Schedule Summary (MPSS) 22
Figure 12. Draft Cost Contingency Drawdown Chart 25
Figure 13. Closed PMOC Issues 27
Figure 14. Procurement: Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture-Install-Maintain (MIM) Contracts 28
Figure 15. Procurement: Final Design (FD) Contracts 29
Figure 16. Procurement: Design-Bid-Build (DBB) Contracts 30
Figure 17. Procurement: Construction Engineering and Inspection Services (CE&I) Contracts 31
Figure 18. Procurement: Project Management and Specialty Consultant Services Contracts 32
Figure 19. Procurement: HDOT Consultant Services and Other Contracts 33
Figure 20. West Oahu/Farrington Highway Guideway (WOFH) Construction 34
Figure 21. Maintenance and Storage Facility (MSF) Construction 35
Figure 22. Kamehameha Highway Guideway (KHG) Construction 36
Figure 23. Core Systems Contract (CSC) 37
Figure 24. West Oahu Station Group (WOSG) Final Design 38
Figure 25. Farrington Highway Station Group (FHSG) Final Design 39
Figure 26. Kamehameha Highway Station Group (KHSG) Final Design 40
Figure 27. Airport Guideway and Utilities Final Design 41
Figure 28. Airport Station Group (ASG) Final Design 42
Figure 29. City Center Guideway and Utilities Final Design 43
Figure 30. Utility Agreements Status Matrix (by section) 45
Figure 31. Construction Safety Monitoring - Safety and Security Issues 48
Figure 32. Right-of-Way Status 52
Figure 33. Relocation Status 52
Figure 34. Third-Party Agreement Status 53
Figure 35. Risk Matrix 56
Figure 36. Top 10 Project Risks in February 56
Figure 37. Risks Removed from the Top 10 in February 57
Figure 38. Risks Added in February 57
Figure 39. Risks Deleted in February 57
Figure 40. Risks by Contract Package 58
Figure 41. HART's outreach staff connected with residents and visitors during the annual First Hawaiian Bank Auto Show, an event that draws 30,000 attendees 59
Figure 42. HART unveiled the first look at its railcars during a HART Board of Directors meeting during its review of contractor Ansaldo Honolulu Joint Venture. HART's 80-car fleet will also include additional seating in response to community feedback 59
Figure 43. Staffing Activities 61
Figure 44. HART Staffing Projection in the Current Staffing Plan 61
Figure 45. Project Staffing (Actual vs. Planned) 62

1 EXECUTIVE SUMMARY

1.1 Key Activities This Month

The Honolulu Authority for Rapid Transportation (HART) received $67.5 million (M) on March 8 from the Federal Transit Administration. The $67.5M is part of the $255M currently available to the Honolulu Rail Transit Project (Project) under the Full Funding Grant Agreement (FFGA) for $1.55 billion in FTA Section 5309 New Starts funds.

"This latest installment of funds further illustrates that the project is on strong footing with the FTA and allows us to keep the project on track," said HART Board Chairwoman Carrie Okinaga.

On March 7, Ansaldo Honolulu Joint Venture unveiled a preview of the train model selected for the Project. The colors and logo on the outside of the train may change, but the shape of the train has been finalized. A single two-car train can hold more passengers than five city buses, which amounts to roughly 400 riders.

Michael Formby

George Atta

Two new members have joined the HART Board of Directors. Michael Formby, director of the City's Department of Transportation Services, serves on the board as a voting ex-officio member. George Atta now heads the City's Department of Planning and Permitting, and through this role will serve as a non-voting ex-officio member of the HART Board.

1.2 Key Current Issues

AIS Reports for the Airport section was submitted to the State Historic Preservation Division (SHPD) for review and approval on March 4. The AIS Reports for the City Center section are currently undergoing internal editing and review. The review and approval by SHPD of the AIS Reports for all four construction sections of the Project will fulfill project-wide reporting requirements.

Potential Burial Site Discovery

To date, discoveries of *iwi kupuna* (human skeletal remains) have occurred at seven separate locations. All seven trench locations have been repaired with iwi kupuna remaining in place as a temporary or interim treatment. This was done to ensure public safety at these locations. Coordination with SHPD and the Oahu Island Burial Council (OIBC) as well as outreach to descendant families continues.

1.3 Project Scope Status Overview

There have been no project scope changes; the project scope continues to reflect the Final Environmental Impact Statement (FEIS). While the scope has not changed, the Contract Packaging Plan (CPP) is being modified with certain facility design and construction work re-packaging.

1.4 Project Schedule Status Overview

Despite the AIS delay, HART is implementing measures to maintain the March 30, 2019 full revenue service date (RSD), 10 months ahead of the January 31, 2020 FFGA RSD. The March 2019 RSD is the milestone date reflected in the FFGA Master Project Schedule (MPS) and is consistent with all FFGA request submittals.

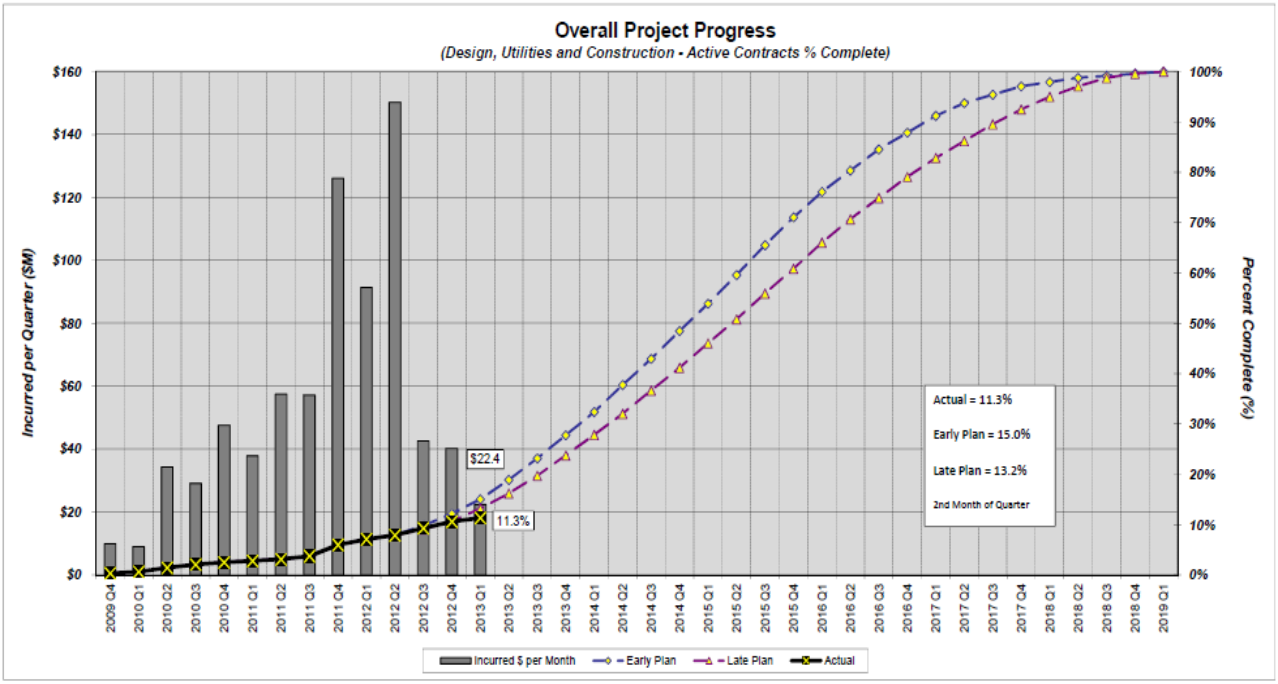
Due to the delay to construction, the scheduled Interim Passenger Opening milestone will slip from June 2016 to June 2017. Several contract packages are being combined to maximize economies of scale and reduce interface needs between design and construction contractors to achieve both cost and schedule benefits. These updates are displayed in the latest Summary MPS on page 22 and Procurement Tracking Reports starting on page 28.

1.5 Project Progress Overview

Overall project, construction, design and utilities progress is presented below and on the following pages in terms of actual versus planned percent complete by quarter, in accordance with the FFGA MPS and Project Budget. Individual construction, design and utilities contract status is presented in Sections 3.2 through 3.5 of this report.

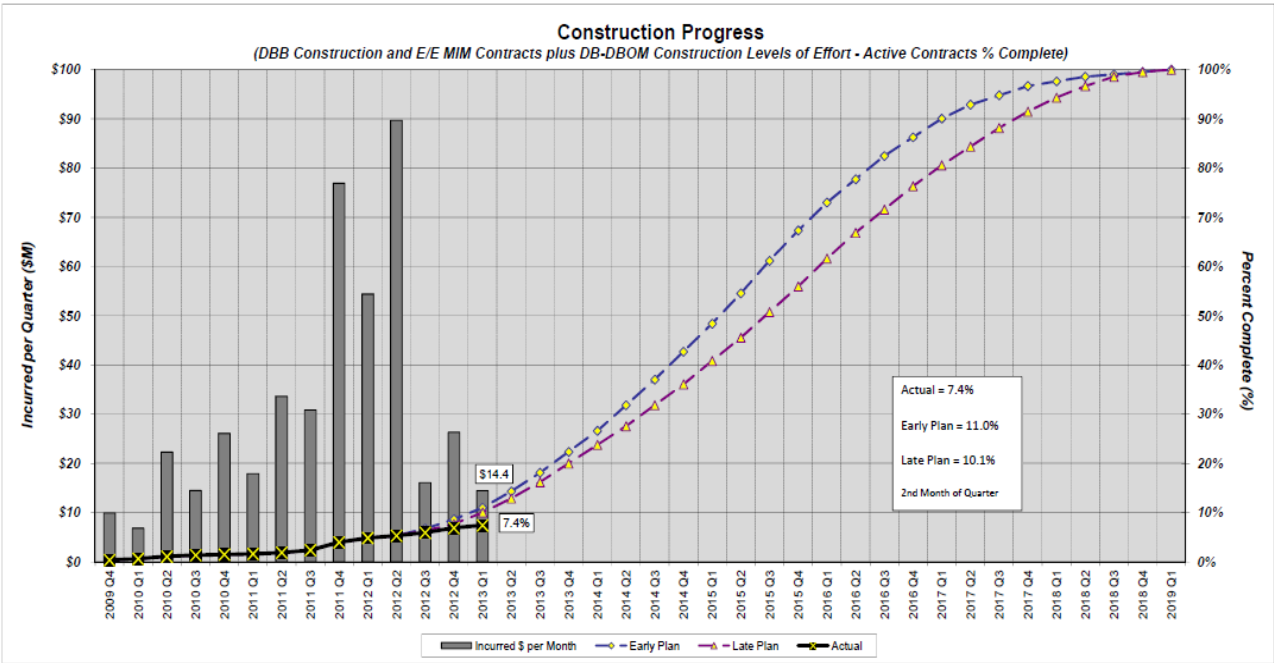
At present "overall" project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM design levels of effort), not including City or non-design consultant labor. Overall Project Progress will reflect all project elements as budgeted. Utilizing the existing Project progress method through February 22, 2013, progress is 11.3%, versus the early plan of 15.0% and the late plan of 13.2%, as shown in Figure 1.

Figure 1. Overall Project Progress (% Complete)



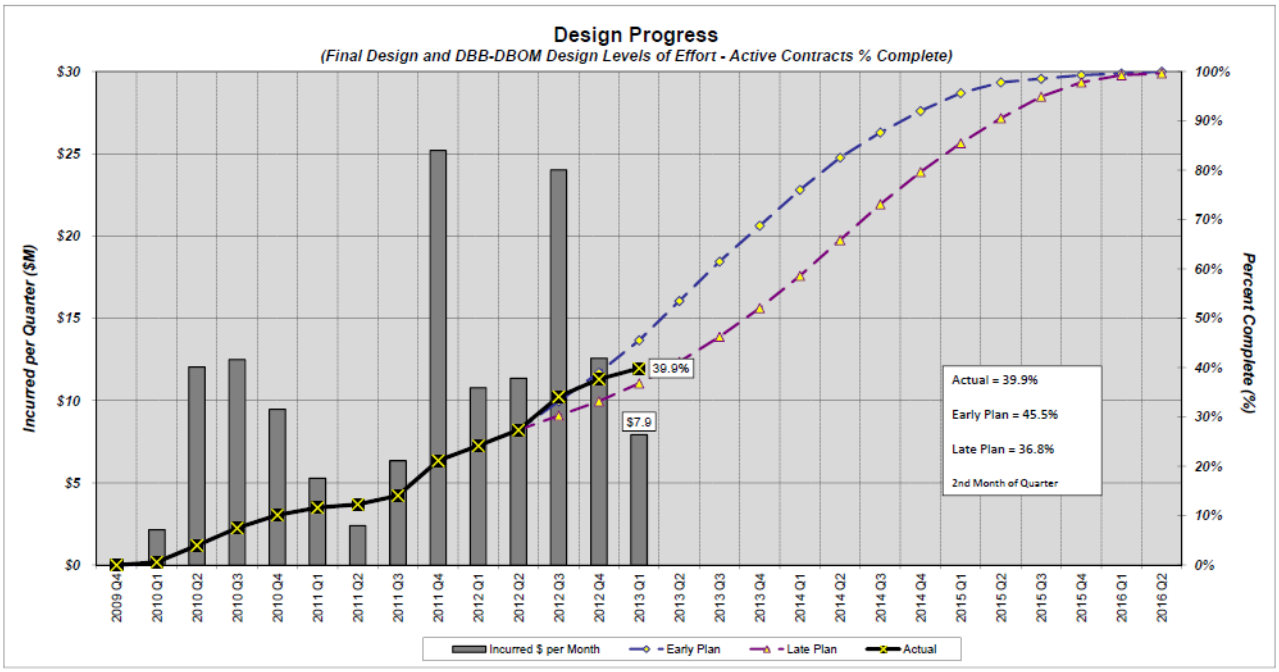
Overall construction progress as of February 22 is 7.4%, versus the early plan of 11.0% and the late plan of 10.1%, as shown in Figure 2 on the next page. Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 2. Construction Progress (% Complete)



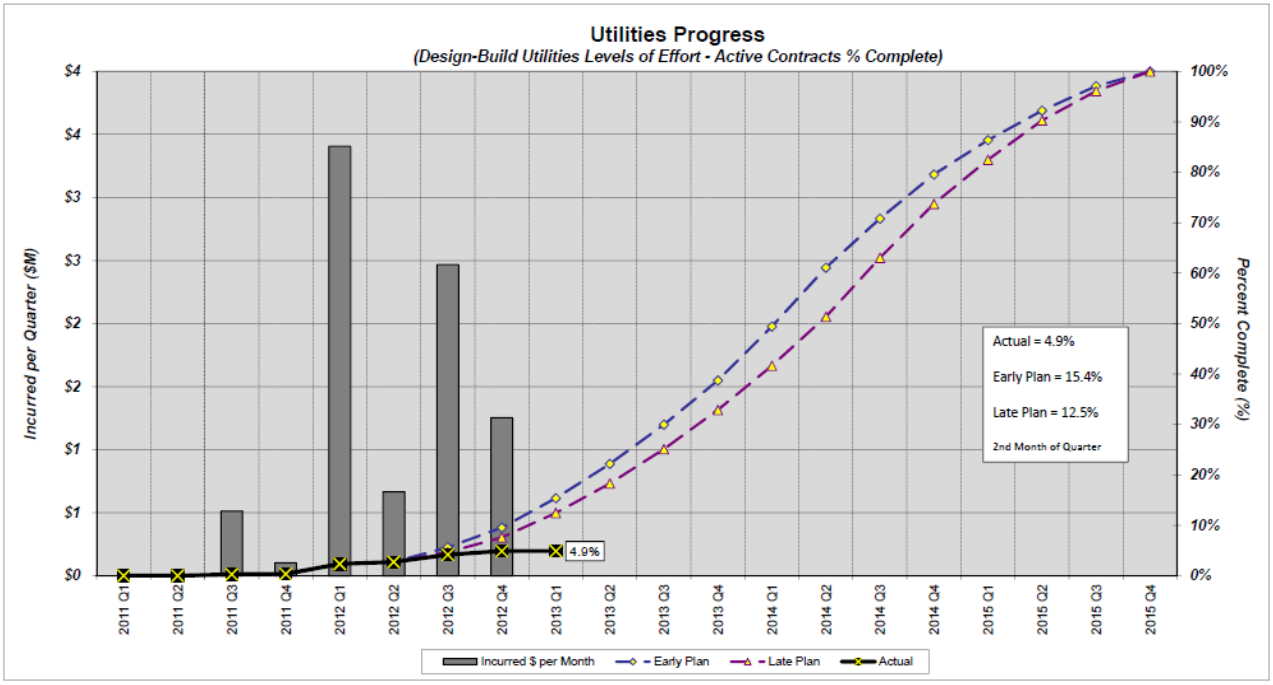
Overall design progress through February 2013 is 39.9%, versus the early plan of 45.5% and the late plan of 36.8%, as shown in Figure 3 below. Overall design progress is based on the weighted average progress of the individual FD contracts and the design levels of effort of the DB and DBOM construction contracts, not including City or non-design consultant labor.

Figure 3. Design Progress (% Complete)



Overall utilities progress through February 2013 is 4.9%, versus the early plan of 15.4% and the late plan of 12.5%, as shown in Figure 4 on the next page. Overall utilities progress is based on the weighted average progress of the DB utilities levels of effort.

Figure 4. Utilities Progress (% Complete)



1.6 Financial Status Overview

1.6.1 Project Budget

The total incurred cost (actual expenditures plus approved requests for payment) as of February 22 was $625.5M, or 14.7% of the FFGA Baseline Project Budget (excluding contingencies and finance charges) of $4.249 billion (B).

The total committed amount as of February 22 was $2.257B, or 53.1% of the FFGA Baseline Project Budget (including awarded design contract allowances of $5.4M, but excluding uncommitted contingencies and finance charges).

The total amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs) was $1.077B, or 25.3% of the FFGA Project Budget (excluding uncommitted contingencies and finance charges). During this reporting period, HART issued notices to proceed on 2 Final Design contracts, 1 for Professional Services, and 4 for utility engineering services. One Change Order was also issued during this reporting period. There is a net AFE increase of $7.9M as the result of the executed change and 9 amendments or NTPs.

Notices to Proceed			
Contract		Scope	Amount ($)
FD-240	Farrington Highway Stations Group FD	NTP 3	1,119,617
FD-340	Kamehameha Highway Stations Group FD	NTP 1b	2,533,421
MM-930	HDOT – State SOA Manager & Consultant	CA	583,142
MM-930	HDOT – State SOA Manager & Consultant	NTP1	322,293
UTIL	HECO ESA	NTP1	250,000
UTIL	Kamehameha Hwy Guideway ESA –	NTP1	60,000

	Communications Utilities		
UTIL	Kamehameha Hwy Guideway ESA – Gas Distributions	NTP1	60,000
UTIL	West Oahu Farrington Hwy UCA – Communication Utilities	NTP1	100,000
UTIL	Amendment 002	CA	150,000
Change Orders/Cost Adjustment			
DB-120	West Oahu/Farrington Hwy Guideway	Change Order 26	2,720,178

To date, 23 of the 42 planned design, construction and specialty consultant contracts have been awarded.

During the February 2013 cost reporting period, HART executed one change order for approximately $2.72M on the (WOFH) Design-Build contract (DB-120). $1.67M of the change order draws against the Project Contingency, the remaining $1.05M draws down the "known" changes balance of contingency. The net result of the executed change order and budget saving transfers for this period results in a Current Project Contingency Budget of $652.7M. Cost contingency details are presented in Section 2.1 of this report, along with a discussion of contingency management and the proposed Cost Contingency Drawdown Chart in Section 2.4.

1.6.2 Project Funding

The next distribution of the county General Excise Tax surcharge will occur in April 2013. The drawdown request for approximately $67.5M in FTA Section 5309 New Starts funds was processed in March 2013, which is after the February 22 financial data date for this report. See Section 2.2 for project funding details.

1.6.3 Full Funding Grant Agreement (FFGA) Status

The FFGA for the Project was executed on December 19. The execution of the FFGA made $255M available to the Project as the first increment of Section 5309 New Starts funds. HART will be processing drawdown requests on a reimbursement basis.

1.7 HART Board of Directors Meetings and Events in March

HART Joint Finance and Project Oversight Committees Meeting

Thursday, March 7, 2013, 8:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.
Open to the Public.

HART Government Affairs/Audit/Legal Matters Committee Meeting

Thursday, March 7, 2013, 9:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.
Open to the Public.

HART Transit Oriented Development Committee Meeting

Thursday, March 21, 2013, 8:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.
Open to the Public.

HART Joint Finance and Project Oversight Committees Meeting

Thursday, March 21, 2013, 9:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.
Open to the Public.

HART Board of Directors Meeting

Thursday, March 21, 2013, 10:00 a.m., Mission Memorial Annex Conference Room, 550 S. King St.
Open to the Public.

2 PROJECT BUDGET AND SCHEDULE

2.1 Project Budget

The FFGA Baseline Project Budget is $5.122B, which includes approximately $644M in allocated and unallocated contingencies and $173M in finance charges. Reported budget amounts relate to the FTA New Starts project and exclude $42M in FTA-ineligible financing costs that will be incurred beyond FFGA completion.

The total committed amount as of February 22 was $2.257B (including awarded design contract allowances of $5.4M, but excluding uncommitted contingencies and finance charges), or 53.1% of the FFGA Baseline Project Budget (excluding uncommitted contingencies and finance charges).

In February, the Project incurred $19.8M in costs (actual expenditures plus approved requests for payment as of the cost data date of February 22). This brought the total incurred cost to date to $625.5M, or 14.7% of the Project Budget (excluding contingencies and finance charges). The FFGA Financial Plan (*Honolulu Rail Transit Project Final Financial Plan for Full Funding Grant Agreement*, June 2012, Tables 2-4 and A-1) projected cumulative capital expenditures of $1.3B through FY2013.

The total amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs) was $1.077B, or 25.3% of the FFGA Project Budget (excluding uncommitted contingencies and finance charges).

To date, 23 of the 42 planned design, construction and specialty consultant contracts have been awarded. A re-packaging of the contracts has decreased the total number of planned design, construction and specialty consultant contracts from 49 per the baselined Contract Packaging Plan to 43. Additionally, by way of exercising a contract option for the HDOT Design Coordination Consultant, another contract was eliminated, reducing the number of contracts to 42. The Contract Packaging Plan will be updated to reflect the re-packaging.

The Baseline Budget for Total Project Contingency is approximately $644M and consists of the following elements:

1) Allocated Contingency ($540.1M). This contingency category represents amounts assigned (allocated) to the various contract packages.

2) Unallocated Contingency ($101.9M). This contingency category represents amounts not assigned to a particular contract package.

3) Allowances ($1.6M). This contingency category represents allocated contingency amounts for design services that have been obligated/committed through contract awards.

The overall Project Contingency amount increases as a result of favorable contract awards. Budget savings occur when the budgeted amount for a contract is higher than the actual contract amount. The savings are transferred into Project Contingency thereby increasing the Current Project Contingency available for use.

The approximately $644M Baseline Budget for Total Project Contingency does not include amounts for known changes yet to be finalized at the time the Bottom-Up Estimate (BUE) was prepared. Estimated amounts for known changes were included in the BUE base contract values, but classified as “contingency” in order to process all changes using a consistent methodology of transferring from contingency to the appropriate cost code when a change order is executed.

During this period HART executed Change Order No. 26 for approximately $2.72M on the West Oahu/Farrington Highway Guideway (WOFH) Design-Build contract (DB-120). $1.67M of the change order draws against Allocated Contingency; the remaining $1.05M draws down the "known" changes balance of contingency. The net result of the executed Change Order and budget saving transfers for this period results in a $652.7M Current Project Contingency Budget, as shown below and detailed in project cost report in Figure 10 starting on page 18.

1) $545.4M = Allocated Contingency
2) $101.9M = Unallocated Contingency
3) $5.4M = Allowances

The detailed project cost report by SCC Level 2 presented in Figure 10 on page 18 includes $44.5M for known changes and presents the total available contingency as $697.2M ($652.7M + $44.5M).

HART's proposed cost contingency drawdown plan is discussed in Section 2.4 and presented in Figure 12 on page 25.

2.2 Project Revenue and Costs

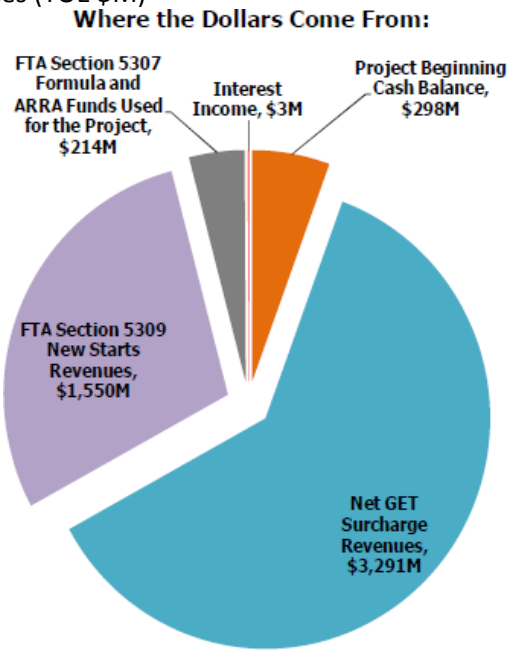
Total cash received to date since the start of Preliminary Engineering is $962.1M.

The FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*) projects Net GET Surcharge Revenue of $684M for FYs 2010-2013. Approximately $595.5M has been received since the Project's entry into FTA's Preliminary Engineering phase of project development. See Figure 5 below for Project funding and Figure 6 for planned versus received funding.

Project revenue is presented against costs incurred as of the February 22 cost data date in Figure 7 on page 12.

Project costs are detailed in Figure 8, Figure 9 and Figure 10 on pages 13 through 20. Cost reports are run from the HART Contract Management System (CMS). Figure 8 presents costs for each contract by HART CPP contract number. Figure 9 on page 16 and Figure 10 on page 18 present summarized and detailed project costs by FTA SCC.

Figure 5. Project Funding Sources (YOE $M)



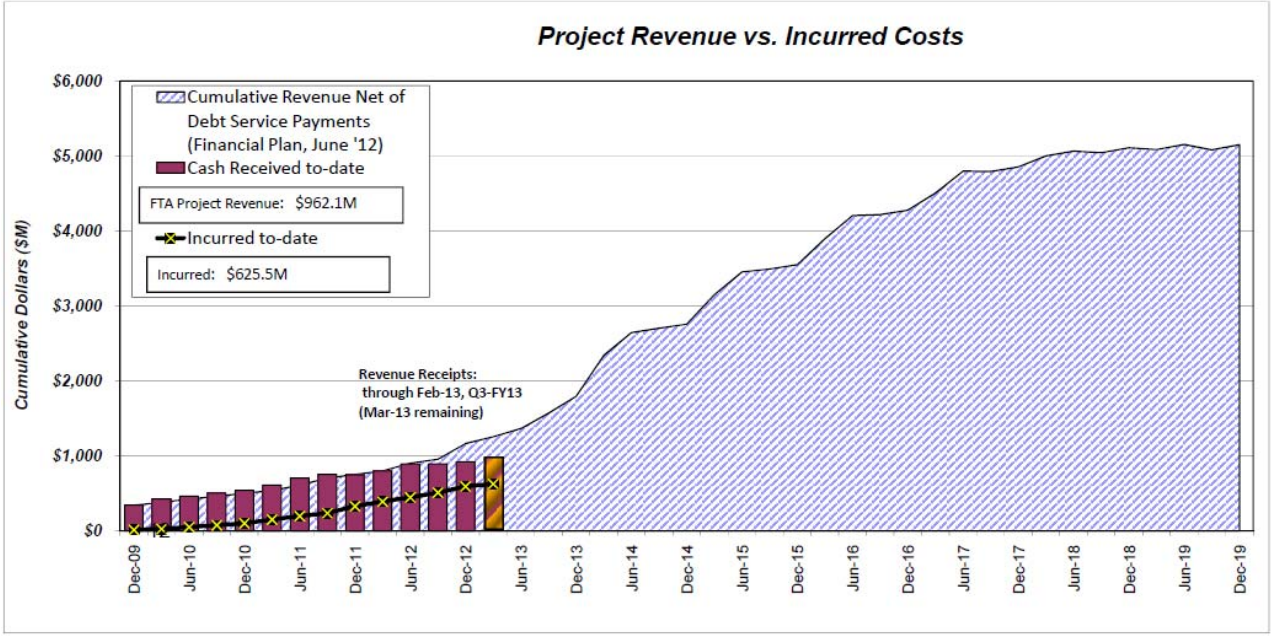
Source: FFGA Financial Plan, p. 2-1

Figure 6. Planned vs. Received Project Funding

Funding Source	Planned[1] ($YOE M)	Received to Date ($M)
FTA Section 5307 Formula Funds, including ARRA	214	4
Interest Income on Cash Balance	3	1
Beginning Project Cash Balance[2]	298	298
FTA Section 5309 New Starts Revenue	1,550	64
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	3,291	595
Total	**5,356**	**962**

[1] FFGA Financial Plan, Table A-1 *Capital Plan Cash Flows*.
[2] Beginning Project Cash Balance at Entry into Preliminary Engineering (PE) on October 16, 2009 (the FTA Project start date) = GET, investment and miscellaneous income minus pre-PE expenditures.

Figure 7. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = February 22, 2013

Figure 8. Project Costs by Contract

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report by Contract - One Line Summary

Page: 1 of 3

CPP No	Title	A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
10-80 SCC COSTS										
ART	Project Wide ART	5,000,000	0	5,000,000	0	0	0	5,000,000	0	0
CCH-100	Inactive Hart/City CCH	15,348,444	0	15,348,444	15,348,443	0	0	15,348,444	0	15,348,443
CCH-101	HART/ City Dept of BFS	1,107,273	0	1,107,273	105,092	0	0	1,107,273	0	0
CCH-102	HART/ City DDC Land Division	1,463,636	0	1,463,636	256,201	0	0	1,463,636	0	0
CCH-107	HART/ City Corporation Counsel (COR)	8,009,092	0	8,009,092	1,893,013	0	0	8,009,092	0	353,086
CCH-108	Board of Water Supply (BWS)	928,182	0	928,182	0	0	0	928,182	0	0
DB-120	West Oahu/Farrington Hwy Guideway	542,135,145	22,043,762	564,178,907	537,771,469	316,005,535	24,759,386	564,178,907	0	173,362,726
DB-200	Maintenance & Storage Facility DB	222,954,906	4,100,000	227,054,906	214,855,737	147,886,471	12,766,776	227,054,906	0	38,730,917
DB-320	Kamehameha Hwy Guideway DB	371,929,117	4,436,864	376,365,981	376,365,981	166,382,062	0	376,365,981	0	82,973,856
DBB-185	WOFH/KHSG Construction	162,364,223	(10,800,000)	151,564,223	0	0	0	151,564,223	0	0
DBB-275	Pearl Highlands Pkg. Str./BTC Cnstr.	155,591,280	0	155,591,280	0	0	0	155,591,280	0	0
DBB-470	Airport Station Group Cnstr.	63,346,867	0	63,346,867	0	0	0	63,346,867	0	0
DBB-505	Airport Section Utilities Cnstr.	24,627,701	0	24,627,701	0	0	0	24,627,701	0	0
DBB-510	City Center Section Utilities Cnstr.	63,025,091	0	63,025,091	0	0	0	63,025,091	0	0
DBB-520	Airport-City Center Guideway Cnstr.	682,463,152	0	682,463,152	0	0	0	682,463,152	0	0
DBB-580	Dillingham/Ka'ka'ako SG Contruction	133,102,088	(10,600,000)	122,502,088	0	0	0	122,502,088	0	0
DBB-600	UHWO PnR/Hoopili Stn Finishes Cnstr.	13,059,190	0	13,059,190	0	0	0	13,059,190	0	0
DBOM-920	Core Systems Design Build O/M	579,648,486	0	579,648,486	573,839,437	97,975,035	206,000	579,648,486	0	25,866,199
FD-140	West Oahu Station Group Final Design	7,882,312	(1,808,200)	6,074,112	6,074,112	4,594,398	0	6,074,112	0	2,492,173
FD-240	Farrington Highway Stations Group FD	8,137,060	(58,443)	8,078,617	7,949,602	8,325,308	57,085	8,078,617	0	6,847,265
FD-245	Pearl Highlands Pkg. Str./BTC FD	17,916,058	0	17,916,058	0	0	0	17,916,058	0	0
FD-340	Kamehameha Hwy Station Group H2R2 FD	8,702,592	(202,410)	8,500,182	8,499,582	3,024,525	0	8,500,182	0	0
FD-430	Airport Sect. Guideway/Utilities FD	39,307,052	(1,779,106)	37,527,946	37,527,946	31,341,791	0	37,527,946	0	16,856,689
FD-440	Airport Station Group FD	10,177,365	(227,784)	9,949,581	9,949,581	2,878,543	0	9,949,581	0	1,539,266
FD-530	City Center Guideway/Utilities FD	48,266,165	(5,917,945)	42,348,220	42,348,220	15,949,421	0	42,348,220	0	3,303,209
FD-550	Dillingham and Ka'ka'ako SG FD	21,479,678	(2,000,000)	19,479,678	0	0	0	19,479,678	0	0
FD-600	UHWO Pkg-Hoopili Station Finishes FD	2,465,890	0	2,465,890	0	0	0	2,465,890	0	0

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

m_cw_pmoc_monthly_contract_one_line

Print 3/8/13 11:14

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report by Contract - One Line Summary

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
CPP No	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
10-80 SCC COSTS										
HRT-200	HART Labor	74,522,726	0	74,522,726	16,825,880	0	-3,400,000	74,522,726	0	14,934,134
HRT-201	HART ODC	48,473,636	(4,395,230)	44,078,406	624,857	0	0	44,078,406	0	624,857
MI-930	Elevators & Escalators Install/Maint	54,721,186	0	54,721,186	0	0	0	54,721,186	0	0
MM-280	WOFH/KHSG CE&I	21,455,794	(1,300,000)	20,155,794	0	0	0	20,155,794	0	0
MM-385	Pearl Highlands Garage and Ramps CEI	9,568,589	0	9,568,589	0	0	0	9,568,589	0	0
MM-500	Airport-City Center Utilities CEI	10,097,731	0	10,097,731	0	0	0	10,097,731	0	0
MM-525	Airport-City Center Guideway CEI	36,591,026	0	36,591,026	0	0	0	36,591,026	0	0
MM-590	Alport/Dillingham/Ka'ka'ako SG CE&I	17,375,727	(800,000)	16,575,727	0	0	0	16,575,727	0	0
MM-600	UHWO Pkg-Hoopili Stn Finishes CEI	1,099,449	0	1,099,449	0	0	0	1,099,449	0	0
MM-900	Program Mgt Support Consult (PMSC-1)	20,000,000	0	20,000,000	36,727,162	20,700,000	-16,027,162	20,000,000	0	20,617,843
MM-901	Program Mgt Support Consult (PMSC-2)	31,304,349	0	31,304,349	33,376,897	11,240,790	-2,072,548	31,304,349	0	8,729,983
MM-905	MM-905 Gen Engrg Consult EIS/PE	76,910,382	120,630	77,031,012	78,564,942	78,564,942	0	77,031,012	0	73,622,452
MM-910	MM-910 Gen Engrg Consult FD-Construct	310,828,630	0	310,828,630	150,000,000	150,000,000	0	310,828,630	0	90,431,672
MM-915	HDOT Traffic Mgmt. Consult.	1,057,391	0	1,057,391	1,000,000	500,000	0	1,057,391	0	343,911
MM-920	HDOT Coordination Consult WOFH	10,521,165	0	10,521,165	10,500,000	6,000,000	0	10,521,165	0	4,412,085
MM-921	HDOT Coordination Consult KHG	8,695,652	0	8,695,652	8,600,000	4,000,000	0	8,695,652	0	216,704
MM-922	HDOT Coord. Consult. Airport	6,471,305	0	6,471,305	6,400,000	3,000,000	0	6,471,305	0	520,954
MM-923	HDOT Coordination Consult City Center	4,314,782	0	4,314,782	0	0	0	4,314,782	0	0
MM-925	HDOT Labor - Highway Group	1,352,915	(683,368)	669,547	100,000	100,000	0	669,547	0	98,691
MM-926	HDOT Labor - Airport Group	0	100,000	100,000	0	0	0	100,000	0	0
MM-930	HDOT State SOA Manager & Consultant	1,272,174	583,368	1,855,542	1,855,542	905,435	0	1,855,542	0	0
MM-935	Real Estate Consultant	3,200,000	0	3,200,000	3,000,000	2,128,887	0	3,200,000	0	258,205
MM-940	Kako'o Consultant	500,000	500,000	1,000,000	1,000,000	284,098	0	1,000,000	0	94,157
MM-945	On-Call Contractor	869,565	0	869,565	0	0	0	869,565	0	0
MM-946	On-Call Hazmat Removal Contractor	2,608,695	0	2,608,695	3,000,000	1,000,000	-391,304	2,608,695	0	177,271
MM-950	OCIP Consultant	2,000,000	0	2,000,000	1,250,000	437,500	0	2,000,000	0	299,500
MM-951	Owner-Controlled Insurance Program	8,333,334	0	8,333,334	0	0	0	8,333,334	0	0

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

m_cw_pmcc_monthly_contract_one_line

Print 3/8/13 11:14

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report by Contract - One Line Summary

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
CPP No	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
10-80 SCC COSTS										
MM-975	LEED Commissioning Services for MSF	243,007	35,623	278,630	278,630	278,630	0	278,630	0	58,660
PA-101	Programmatic Agreement Humanities	610,000	(500,000)	110,000	0	0	0	110,000	0	0
PA-102	Programmatic Agreement HPC	2,000,000	0	2,000,000	0	0	0	2,000,000	0	0
PA-103	Programmatic Agreement HPC Park Impr	750,000	0	750,000	0	0	0	750,000	0	0
ROW	Real Estate / Right-of-Way	194,197,947	0	194,197,947	39,806,316	0	0	194,197,947	0	39,778,043
UTIL	Utilities by Utility Companies	132,689,208	0	132,689,208	25,476,313	3,959,000	-20,228,435	132,689,208	0	2,576,032
10-80 SCC COSTS		4,305,074,410	(9,152,239)	4,295,922,171	2,251,170,954	1,077,462,371	(4,330,202)	4,295,922,171	0	625,468,980
Contract	Contingency	541,689,343	9,152,239	550,841,582	5,392,139	(614,249)	220,310,061	550,841,582	0	0
Unalloc.	Project Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0
Contingency		643,560,513	9,152,239	652,712,752	5,392,139	(614,249)	220,310,061	652,712,752	0	0
Other FTA Costs		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA PROJECT COSTS		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	0	5,121,693,166	2,256,563,094	1,076,848,122	215,979,859	5,121,693,166	0	625,468,980
Finance Charges - Ineligible		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,256,563,094	1,076,848,122	215,979,859	5,163,693,166		625,468,980

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

m_cw_pmoc_monthly_contract_one_line

Print 3/8/13 11:14

Figure 9. Project Costs by SCC – Summary

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report by SCC Summary

Page: 1 of 2

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10	Guideway & Track Elements	1,114,215,147	20,075,757	1,134,290,904	520,495,487	10,754,926	30,876	1,134,290,904	0	18,899,126
20	Stations,Stops,Terminals,Intermo	421,804,740	(21,400,000)	400,404,740	0	0	0	400,404,740	0	0
30	Support Facilities;Yards,Shops, A	92,535,015	9,414,376	101,949,391	101,949,391	5,605,727	0	101,949,391	0	3,705,730
40	Sitework & Special Conditions	983,178,121	(46,113,209)	937,064,912	523,702,913	61,229,153	(20,619,739)	937,064,912	0	201,281,197
50	Systems	221,284,301	(682,848)	220,601,453	205,441,240	59,020	0	220,601,453	0	0
60	ROW, Land, Existing Improvemen	197,397,947	277,800	197,675,747	43,084,116	916,187	0	197,675,747	0	40,314,048
70	Vehicles	186,829,020	3,199,277	190,028,297	190,028,297	0	0	190,028,297	0	212,900
80	Professional Services	1,087,830,119	(18,468,063)	1,069,362,056	666,469,509	84,480,427	(20,919,487)	1,069,362,056	0	353,705,979
AC	Provisional Payments	0	0	0	0	0	0	0	0	7,350,000
Subtotal:		4,305,074,410	(53,696,910)	4,251,377,500	2,251,170,954	163,045,440	(41,508,350)	4,251,377,500	0	625,468,980
2. NTP										
NTP	Authorized For Expenditure	0	0	0	0	914,416,931	0	0	0	0
Subtotal:		0	0	0	0	914,416,931	0	0	0	0
3. Contingency										
CNTR	Contingency	541,689,343	53,696,910	595,386,253	5,392,139	(614,249)	257,488,209	595,386,253	0	0
PRJ	Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0
Subtotal:		643,560,513	53,696,910	697,257,423	5,392,139	(614,249)	257,488,209	697,257,423	0	0
4. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	0	5,121,693,166	2,256,563,094	1,076,848,122	215,979,859	5,121,693,166	0	625,468,980

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Report M_CW_pmoc_monthly_Scc_summary

Print Date: 3/8/13 11:23

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report by SCC Summary

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
4. Finance Charges -Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,256,563,094	1,076,848,122	215,979,859	5,163,693,166	0	625,468,980

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Report M_CW_pmoc_monthly_Scc_summary

Print Date: 3/8/13 11:23

Figure 10. Project Costs by SCC – Level 2

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report SCC Level 2

Page: 1 of 3

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10	**Guideway & Track Elements**	1,114,215,147	20,075,757	1,134,290,904	520,495,487		30,876	1,134,290,904	0	18,899,126
10.04	Guideway: Aerial Structure	1,022,380,671	16,747,670	1,039,128,341	434,840,724	741,273	0	1,039,128,341	0	7,089,062
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,056,688)	6,436,256	6,436,256	0	0	6,436,256	0	0
10.09	Track: Direct Fixation	79,347,205	3,480,624	82,827,829	75,020,633	10,013,653	0	82,827,829	0	11,810,064
10.11	Track: Ballasted	3,293,724	(595,849)	2,697,875	2,697,875	0	0	2,697,875	0	0
10.12	Track:Special (Switches, turnouts)	1,700,603	1,500,000	3,200,603	1,500,000	0	30,876	3,200,603	0	0
20	**Stations,Stops,Terminals,Intermo**	421,804,740	(21,400,000)	400,404,740	0		0	400,404,740	0	0
20.01	At-grade station, stop, shelter, ..	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0
20.02	Aerial Station, stop, shelter,mall	294,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0
20.07	Elevators, Escalators	54,721,186	0	54,721,186	0	0	0	54,721,186	0	0
30	**Support Facilities;Yards,Shops, A**	92,535,015	9,414,376	101,949,391	101,949,391		0	101,949,391	0	3,705,730
30.02	Light Maintenance Facility	7,591,888	(5,095)	7,586,793	7,586,793	0	0	7,586,793	0	0
30.03	Heavy Maintenance Facility	38,099,138	(242,108)	37,857,030	37,857,030	0	0	37,857,030	0	2,657,874
30.04	Storage or Maintenance of Way Buil	7,797,460	(61,550)	7,735,910	7,735,910	0	0	7,735,910	0	73,606
30.05	Yard and Yard Track	39,046,529	9,723,129	48,769,658	48,769,658	5,605,727	0	48,769,658	0	974,250
40	**Sitework & Special Conditions**	983,178,121	(46,113,209)	937,064,912	523,702,913		(20,619,739)	937,064,912	0	201,281,197
40.01	Demolition, Clearing, Earthwork	29,980,158	(2,308,147)	27,672,011	8,022,358	1,025,233	0	27,672,011	0	6,614
40.02	Site Utilities, Utility Relocation	299,449,756	3,969,642	303,419,398	97,775,174	5,491,957	(20,228,435)	303,419,398	0	8,005,707
40.03	Haz. mat'l, contam'd soil removal	9,199,237	(5,421,634)	3,777,603	3,016,085	916,104	(391,304)	3,777,603	0	193,356
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,543,497	902,708	0	31,955,923	0	3,430,633
40.05	Site structures, retaining walls,	7,998,960	1,062,414	9,061,374	8,902,848	900,019	0	9,061,374	0	575,338
40.06	Pedestrian/bike access/landscaping	41,073,897	799,143	41,873,040	5,049,834	953,419	0	41,873,040	0	0
40.07	Auto, bus, van accessways	181,979,367	(11,508,007)	170,471,360	35,558,916	1,690,419	0	170,471,360	0	507,888
40.08	Temporary Facilities/Indirect Cost	386,517,624	(37,683,421)	348,834,203	348,834,203	55,649,427	0	348,834,203	0	188,561,662
50	**Systems**	221,284,301	(682,848)	220,601,453	205,441,240		0	220,601,453	0	0
50.01	Train control and signals	81,982,556	420,090	82,402,646	82,402,646	0	0	82,402,646	0	0
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	0	10,251,336	0	0
50.03	Traction power supply: substation	29,500,926	1,526,385	31,027,311	31,027,311	59,020	0	31,027,311	0	0
50.04	Traction power distribution: cate	32,878,150	(2,881,277)	29,996,873	25,087,996	0	0	29,996,873	0	0
50.05	Communications	53,691,339	560,058	54,251,397	54,251,397	0	0	54,251,397	0	0

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Report M_CW_03_bySCC_scc_date_prompt_summary

Print 3/8/13 11:28

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report SCC Level 2

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
50	**Systems**	221,284,301	(682,848)	220,601,453	205,441,240		0	220,601,453	0	0
50.06	Fare collection system and equipme	9,159,277	58,822	9,218,099	9,218,099	0	0	9,218,099	0	0
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	0
60	**ROW, Land, Existing Improvemen**	197,397,947	277,800	197,675,747	43,084,116		0	197,675,747	0	40,314,048
60.01	Purchase or lease of real estate	179,360,664	0	179,360,664	38,094,545	638,387	0	179,360,664	0	38,066,271
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	4,989,572	916,187	0	18,315,083	0	2,247,777
70	**Vehicles**	186,829,020	3,199,277	190,028,297	190,028,297		0	190,028,297	0	212,900
70.01	Light Rail	166,721,386	4,400,967	171,122,353	171,122,353	0	0	171,122,353	0	0
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	212,900
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80	**Professional Services**	1,087,830,119	(18,468,063)	1,069,362,056	666,469,509		(20,919,487)	1,069,362,056	0	353,705,979
80.01	Preliminary Engineering	94,055,262	23,894,158	117,949,420	110,214,883	20,421,298	3,885	117,949,420	0	107,120,231
80.02	Final Design	228,321,632	(41,392,246)	186,929,386	153,826,690	914,756	142,338	186,929,386	0	37,893,986
80.03	Project Management Design & Cons	363,849,768	(1,366,807)	362,482,961	266,387,062	62,493,796	(17,323,901)	362,482,961	0	171,143,647
80.04	Constr. Admin. & Management	199,656,728	(1,576,800)	198,079,928	35,039,900	717,721	0	198,079,928	0	27,339,967
80.05	Professional Liability & other Ins	46,549,724	(3,995,230)	42,554,494	1,306,370	194,521	(2,966,000)	42,554,494	0	355,870
80.06	Legal; Permits,Review Fees ect..	67,641,005	32,777	67,673,782	31,797,428	710,941	0	67,673,782	0	6,483,459
80.07	Surveys, Testing, Investigation, I	21,759,336	7,128,678	28,888,014	19,990,108	194,521	0	28,888,014	0	1,934,794
80.08	Start up	65,996,664	(1,192,593)	64,804,071	47,907,069	194,521	(775,809)	64,804,071	0	1,434,026
AC	**Provisional Payments**	0	0	0	0		0	0	0	7,350,000
ACR	Provisional Payment	0	0	0	0	0	0	0	0	7,350,000
NT	**Authorized For Expenditure**	0	0	0	0		0	0	0	0
NTP	Notice To Proceed	0	0	0	0	914,416,931	0	0	0	0
Subtotal:		4,305,074,410	(53,696,910)	4,251,377,500	2,251,170,954	1,077,462,371	(41,508,350)	4,251,377,500	0	625,468,980
2. Contingency										
CNTR	**Contingency**	541,689,343	53,696,910	595,386,253	5,392,139		257,488,209	595,386,253	0	0
90.02	Allocated Contract Contingency	540,101,329	5,348,114	545,449,443	0	0	220,461,642	545,449,443	0	0
90.03	Allowances	1,588,014	3,804,125	5,392,139	5,392,139	(614,249)	(151,581)	5,392,139	0	0
90.07	Known Change Contingency	0	44,544,671	44,544,671	0	0	37,178,148	44,544,671	0	0

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Report M_CW_03_bySCC_scc_date_prompt_summary

Print 3/8/13 11:28

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2013

Project Monthly Cost Report SCC Level 2

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
2. Contingency										
PRJ	Contingency	101,871,170	0	101,871,170	0		0	101,871,170	0	0
90.01	Unallocated Project Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0
Subtotal:		643,560,513	53,696,910	697,257,423	5,392,139	(614,249)	257,488,209	697,257,423	0	0
3. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0		0	173,058,243	0	0
100.1	Finance Charges:Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	0	5,121,693,166	2,256,563,094	1,076,848,122	215,979,859	5,121,693,166	0	625,468,980
4. Finance Charges -Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0		0	42,000,000	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,256,563,094	1,076,848,122	215,979,859	5,163,693,166	0	625,468,980

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)

*** Changes Identified= Pending + Probable + Potential Changes

**** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Report M_CW_03_bySCC_scc_date_prompt_summary

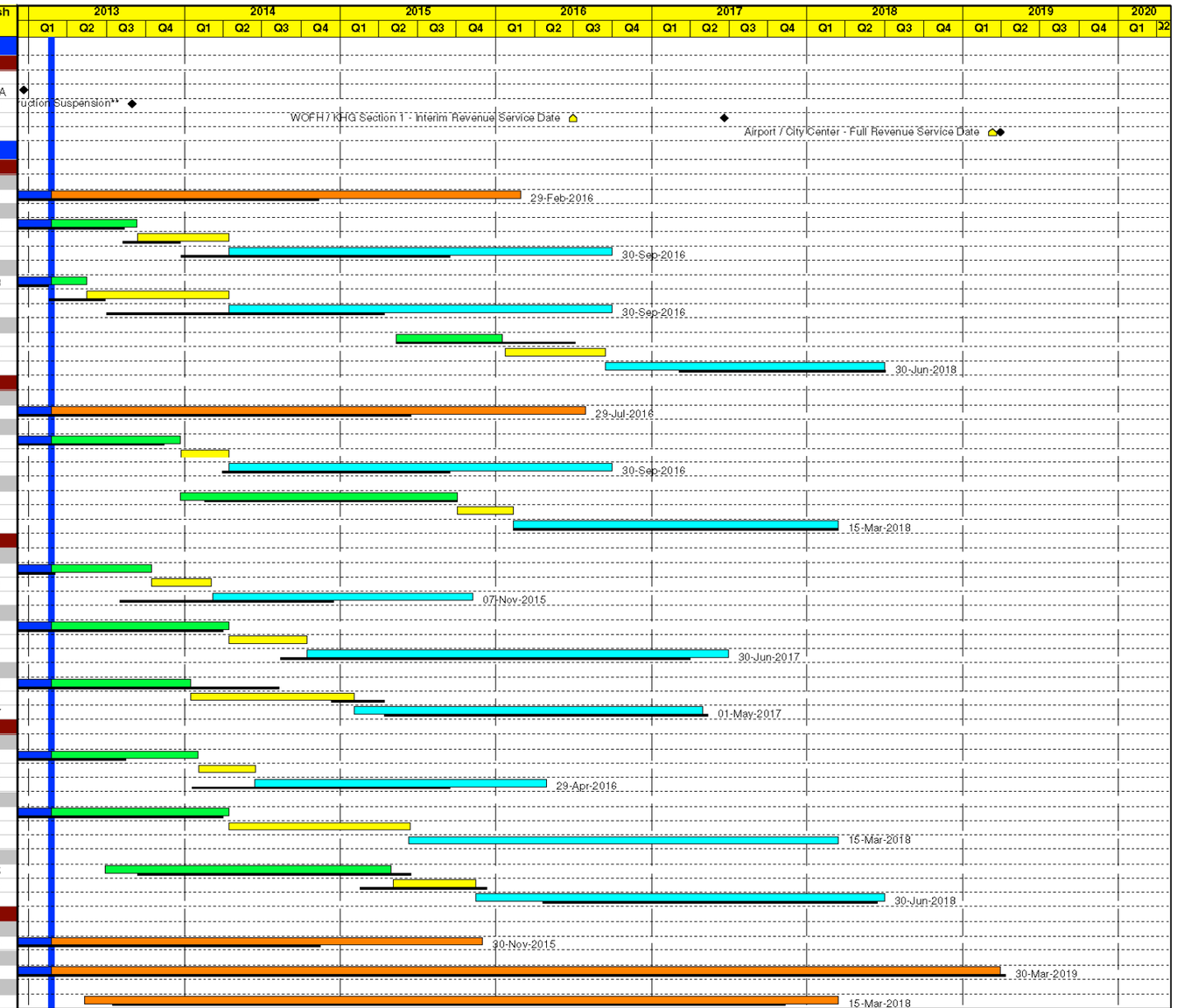
Print 3/8/13 11:28

2.3 Project Schedule

The HRTP Master Project Schedule (MPS) has been updated as of February 22, 2013 as shown in the Master Project Schedule Summary (MPSS) in Figure 11 starting on the next page. This was statused against the FFGA Baseline MPS. The baseline and actual/planned durations of each contract are displayed for comparison.

Figure 11. HRTP Master Project Schedule Summary (MPSS)

Activity Name	Current Start	Current Finish
KEY DATA		
MILESTONES		
Letter of No Prejudice #2 - LONP 2	06-Feb-2012 A	
Full Funding Grant Agreement - (FFGA)		19-Dec-2012 A
AIS Complete **Lift Construction Suspension**		30-Aug-2013
WOFH / KHG Section 1 - Interim Revenue Service Date		20-Jun-2017
Airport / City Center - Full Revenue Service Date		30-Mar-2019
CONTRACTS - DESIGN & CONSTRUCTION		
WEST OAHU / FARRINGTON HIGHWAY (WOFH) - SECTION 1		
WOFH Guideway & Utilities		
SUMM: DB-120 - WOFH Guideway - Design & Construction (Design-Build)	01-Dec-2009 A	29-Feb-2016
West Oahu Station Group (WOSG)		
SUMM: FD-140 - West Oahu Station Group - Design	15-Jun-2012 A	11-Sep-2013
SUMM: West Oahu Station Group - Bid & Award	12-Sep-2013	14-Apr-2014
SUMM: DBB-185 - West Oahu Station Group - Construction	15-Apr-2014	30-Sep-2016
Farrington Hwy Station Group (FHSG)		
SUMM: FD-240 - Farrington Highway Station Group - Design	14-Jan-2011 A	15-May-2013
SUMM: Farrington Hwy Stations Group - Bid & Award	16-May-2013	14-Apr-2014
SUMM: DBB-185 - Farrington Highway Station Group - Construction	15-Apr-2014	30-Sep-2016
UH West Oahu Park n Ride & Ho`opili Station Finishes		
SUMM: FD-600 UH West Oahu Park and Ride and Ho`opili Station Finishes - Design	12-May-2015	15-Jan-2016
SUMM: UH West Oahu Park n Ride & Ho`opili Station Finishes - Bid & Award	24-Jan-2016	14-Sep-2016
SUMM: DBB-600 UH West Oahu Park and Ride / Ho`opili Station Finishes - Constructi	15-Sep-2016	30-Jun-2018
KAMEHAMEHA HIGHWAY (KH) - SECTION 2		
Kamehameha Highway Guideway & Utilities		
SUMM: DB-320 - KHG Guideway - Design & Construction (Design-Build)	12-Jul-2011 A	29-Jul-2016
Kamehameha Highway Stations		
SUMM: FD-340 - Kamehameha Highway Station Group - Design	26-Nov-2012 A	20-Dec-2013
SUMM: KHSG - Bid & Award	23-Dec-2013	14-Apr-2014
SUMM: DBB-185 - KHSG Station Group - Construction	15-Apr-2014	30-Sep-2016
Pearl Highlands Parking Structure & Ramps		
SUMM: FD-245 - Pearl Highlands Parking Structure & H2 Ramps - Design	21-Dec-2013	01-Oct-2015
SUMM: Pearl Highlands Parking/Ramps - Bid & Award	02-Oct-2015	11-Feb-2016
SUMM: DBB-275 - Pearl Highlands Parking Structure & H2 Ramps - Construction	11-Feb-2016	15-Mar-2018
AIRPORT - SECTION 3		
Airport Utility Relocation		
SUMM: FD-430 - Airport Utilities - Design	05-Jan-2012 A	15-Oct-2013
SUMM: Airport Utilities - Bid & Award	16-Oct-2013	05-Mar-2014
SUMM: DBB-505 - Airport Utilities - Construction	06-Mar-2014	07-Nov-2015
Airport Guideway		
SUMM: FD-430 - Airport Guideway - Design	05-Jan-2012 A	14-Apr-2014
SUMM: Airport Guideway - Bid & Award	14-Apr-2014	15-Oct-2014
SUMM: DBB-520 - Airport Guideway - Construction	15-Oct-2014	30-Jun-2017
Airport Stations		
SUMM: FD-440 - Airport Station Group - Design	14-Nov-2012 A	15-Jan-2014
SUMM: Airport Station Group - Bid & Award	15-Jan-2014	01-Feb-2015
SUMM: DBB-470 - Airport Station Group - Construction	01-Feb-2015	01-May-2017
CITY CENTER (CC) - SECTION 4		
City Center Utility Relocation		
SUMM: FD-530 - City Center Utilities - Design	31-Jul-2012 A	01-Feb-2014
SUMM: City Center Utilities - Bid & Award	02-Feb-2014	15-Jun-2014
SUMM: DBB-510 - City Center Utilities - Construction	15-Jun-2014	29-Apr-2016
City Center Guideway		
SUMM: FD-530 - City Center Guideway - Design	31-Jul-2012 A	14-Apr-2014
SUMM: City Center Guideway - Bid & Award	14-Apr-2014	12-Jun-2015
SUMM: DBB-520 - City Center Guideway - Construction	12-Jun-2015	15-Mar-2018
City Center Stations		
SUMM: FD-550 - Dillingham & Kaka'ako Station Group - Design	28-Jun-2013	01-May-2015
SUMM: Dillingham & Kaka'ako Station Group - Bid & Award	05-May-2015	15-Nov-2015
SUMM: DBB-580 - Dillingham & Kaka'ako Station Group - Construction	15-Nov-2015	30-Jun-2018
PROJECT WIDE - ALL SECTIONS		
Maintenance & Storage Facility (MSF)		
SUMM: DB-200 - MSF - Design & Construction (Design-Build)	25-Jul-2011 A	30-Nov-2015
Core Systems		
SUMM: DBOM-920 - Core Systems - Design & Construction	13-Jan-2012 A	30-Mar-2019
Elevators & Escalators		
SUMM: MI-930 - Elevators and Escalators - Manufacture, Install & Test	10-May-2013	15-Mar-2018



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Design Build
Construction
Design
Bid/Award
Baseline Milestone
Milestone
FFGA Ba...
Actual Work

- Design Duration = NTP to Bid Ready
- Construction Durations (DBB) = NTP to Substantial Completion

Printed: 27-Mar-2013 14:28

Honolulu Rail Transit Project
As of: 22-Feb-2013

Pg 1 of 1

MPS Summary
Design & Construction Contracts

2.4 Contingency Management

The Risk and Contingency Management Plan (RCMP) has been revised for the FFGA and is in final states of review and completion. It is consistent with the FFGA submittals, including the CPP, MPS, Project Budget and Financial Plan. As part of the final review, the cost and schedule contingency drawdown curves were updated. These curves establish minimum and buffer zone levels of cost and schedule contingency in accordance with FTA recommendations. Over the course of the project, if the cost or schedule contingency trend into the buffer zone (the area above the minimum contingency), Project Management will immediately implement actions to maintain the level of contingency appropriate for the project stage.

As discussed in Section 2.1, the Current Project Contingency Budget is $652.7M. Contingency is affected by the following:

1) The budgeted amount for a contract package is lower or higher than the actual executed contract amount. Contingency will increase if the difference between the budgeted and actual contract amounts is lower, and vice versa if the difference is higher.
2) Increase of a contract amount through the execution of a change order or contract amendment. The appropriate contingency category amount is decreased and transferred to the appropriate SCC.
3) Transfer work scope, e.g. utility relocation, between contract packages through a change order. The scope value from one contract is decreased and transferred to Contingency. Contingency is then decreased by the scope value and transferred to the other contract. Contingency is used as a “holding account” in this instance.
4) Revisions to contract packaging. It is anticipated that the consolidation of future contract packages into a single contract package would result in a budget savings due to the resulting efficiencies from reducing redundant overhead costs. Budget savings would be transferred to Contingency.
5) Utilization of allowance in design contracts. The allowance amount to be utilized will decrease this contingency category and will be transferred to the appropriate SCC.

In order to minimize the impact on Contingency from the Provisional AIS Change Orders, HART has initiated cost saving measures by combining specific future contracts into fewer but larger contracts. The budgeted savings from repackaged contracts have been transferred into the D/B contracts that have received Change Orders as a result of the AIS delay. Provisional Sum AIS Change Orders that have been executed therefore do not impact the Project Contingency because of these Budget Transfers. During this period HART executed Change Order No. 26 for approximately $2.72M on the WOFH Design-Build contract (DB-120). $1.67M of that change order decreased Allocated Contingency, the remaining $1.05M decreased the “known” changes balance of contingency. The net result of the executed Change Order on Allocated Contingency and budget saving transfers for this period results in $652.7M Current Project Contingency Budget as detailed in Section 2.1.

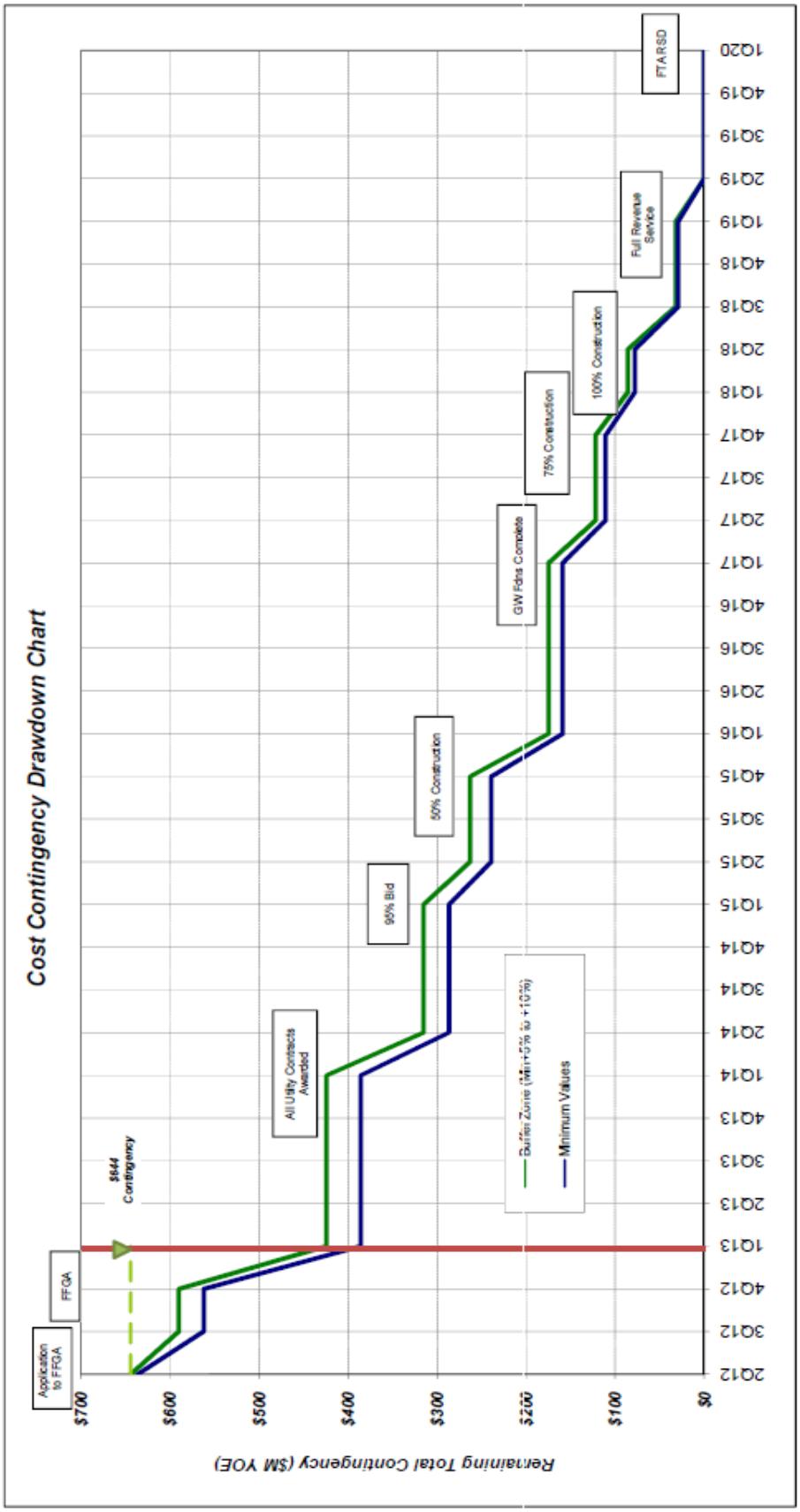
HART and the PMOC continue to hold a monthly breakout session to review changes being considered for each contract. Changes are classified as pending, probable or potential and are summarized as Changes ID’d (Changes Identified) in Project Cost reports. Pending changes are changes that have already been negotiated, have agreements reached and are in the signature/approval process. Probable changes are those already in the change management process that have been quantified to the extent of a HART-GEC estimate and a Contractor estimate with a time-impact evaluation (TIE), where appropriate. Probable changes are likely to have a negotiation strategy memo prepared and negotiations may be underway. Potential changes have only a HART-GEC estimate available to be

discussed in more general terms. Finally, possible issues are less-defined, not yet quantified issues identified because they could have a future impact on the budget or timing of work.

HART continually manages the strategy to avoid or mitigate as well as plan the timing of any potential changes. Breakout session discussions focus on opportunities to reduce costs and accelerate contract-scheduled activities to attain key milestones earlier than targeted. The session concludes with an overview of the cost and schedule drawdown curves, if and when changes might occur, in order to assess project performance against total project contingencies and buffer float.

The Cost Contingency Drawdown Curve, subject to FTA/PMOC review as part of the RCMP revision process, is presented in Figure 12 on the next page. As of this reporting period, none of the executed change orders reduced the Baseline Budget Contingency amount under $644M.

Figure 12. Draft Cost Contingency Drawdown Chart



2.5 PMOC Issues and HART Actions Taken

The Project Management Oversight Contractor (PMOC) identified the following key "Issues or Concerns" (reflected in quotes below) in its November 2012 Monthly Report to the FTA. HART actions to address each issue are described below. Issues closed by the PMOC are listed in Figure 13 *on the next page.*

Federal Court Ruling

Issue: "On November 1, 2012, the U. S. District Court for the District of Hawaii issued a ruling in Honolulutraffic.com v. Federal Transit Administration. The Court ordered further environmental analysis. A court hearing is scheduled for December 12, 2012 to discuss whether certain project activities should be stopped while such further analysis is conducted. It is unclear at this time what impact this lawsuit will have on the Project schedule and cost. More information will be available after the December 12, 2012 court."

Action: HART is addressing the three items that the court found to be insufficient. HART intends to complete all items required by the federal court within the construction suspension period that has resulted from the state court case.

Hawaii State Supreme Court Ruling on AIS

Issue: "On August 24, 2012, the Hawaii Supreme Court issued a ruling in Kaleikini v. City and County of Honolulu, finding that the City and County of Honolulu (City) violated a State of Hawaii (State) historic preservation law (Hawaii Revised Statute (HRS) Chapter 6E) by approving the Project, and allowing construction to proceed, before completing an Archaeological Inventory Survey (AIS) for the entire Project. The ruling reversed a previous Circuit Court decision that had upheld the granting of City and State permits based on the phased completion of the AIS rather than on the completion of the AIS for the entire alignment. Currently, HART is working to complete the AIS for the entire 20-mile alignment.

HART issued a partial suspension of construction work on August 24, 2012 for all ground-disturbing activities after the ruling by the Hawaii Supreme Court. On September 7, 2012, HART provided letters to its contractors clarifying that no construction activity would continue until future written notice is provided by HART. However, Final Design work is still proceeding on all contracts that have been awarded to date.

As a result of the State Supreme Court's ruling, it is anticipated that there will be significant impacts to both the project schedule and project budget. The grantee's preliminary analysis indicates that the cost impact for the three design-build contracts could range between $64M and $95M. The preliminary schedule analysis by the grantee indicates that there could be a nine to twelve-month impact on the interim opening but possibly no impact to the full Revenue Service Date. HART's cost impact assessment and Mitigation Strategies are under review by the PMOC. The PMOC is awaiting an updated MPS that reflects the schedule impact."

Action: HART continues to analyze the cost and schedule ramifications resulting from the Hawaii Supreme Court ruling. The analysis indicates that the delay will cost between $7M and $10M per month, and it is anticipated to be a nine to twelve month period. HART is proactively working with contractors on mitigation strategies and to ensure that work can resume without further interruption. HART has completed the required trenching, and the report preparation is underway. HART is confident that the delay will not affect the planned March 2019 revenue service date.

License Agreement with the Department of Hawaiian Home Lands (DHHL)

Issue: "The grantee must execute a license agreement with the Department of Hawaiian Homelands (DHHL) to construct the MSF on the Navy Drum Site. The PMOC has recommended that the License Agreement be provided to the FTA and PMOC for review prior to execution. A Request for Right of Entry

(ROE) for construction was approved by the DHHL Board. The ROE allows access to Navy Drum Site for construction until the property acquisition occurs or the License Agreement is finalized."

Action: License agreement discussions with DHHL continue as the final agreement documentation goes through legal review. There does not appear to be any issue that will impact the construction schedule for MSF.

State Safety Oversight Agency (SOA) Consultant

Issue: "An interim HDOT State Oversight Agency (SOA) Project Manager has been working part-time since April 2011. HDOT anticipates hiring a full-time SOA Project Manager by the end of 2012. Given the status of this Project, it is critical that the permanent SOA Project Manager be identified as soon as possible."

Action: HDOT has re-posted the position of Project Manager for Rail and HDOT anticipates the manager to be hired by February 2013. In the meantime, HDOT's consultant continues their work on the requirements for the rail project.

Figure 13. Closed PMOC Issues

Closed Issues	
Description	**Month Closed**
Master Project Schedule (MPS) Critical Path	July 2011
Utilization of Letters of No Prejudice (LONPs)	February 2012
Program Management Support Consultant (PMSC) contract re-procured and NTP issued to InfraConsult LLC.	February 2012
Real Estate Consultant contract procured and NTP issued to Paragon Partners Ltd.	March 2012
WOFH Precast Yard	June 2012
MSF Long-Lead Materials Procurement	July 2012
Design-Build Project Cost Forecasting	October 2012
HDR Engineering, Inc. Acquisition of PMSC, InfraConsult LLC	October 2012

3 CONTRACT STATUS

3.1 Procurement Status

Figure 14. Procurement: Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture-Install-Maintain (MIM) Contracts

Procurement Tracking Report

Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture-Install-Test-Maintain Contracts

Contract #	Contract Name	Sched Ref*	Part 1 Issue RFQ	Part 1 SOQs Due	Part 1 Select BQO	Part 2 Issue RFP	Part 2 Submit Proposals	Part 2 Execute Contract	Issue NTP 1	Issue NTP 1A	Issue NTP 1B	Issue NTP 1C	Issue NTP 2	Issue NTP 3	Issue NTP 4	Contract Completion	Comments
Design-Build Contracts																	
DB-120	West Oahu/Farrington Highway Guideway (WOFH) *[Kiewit Infrastructure West Company (KIWC)]*	CF	*Feb 04 '09*	*Mar 13 '09*	*Mar 21 '09*	*Apr 03 '09*	*Aug 28 '09*	*Nov 11 '09*	*Dec 01 '09*	*Mar 11 '10*	*Mar 23 '10*	*Jun 04 '10*	*Mar 03 '11*	*May 24 '11*	*Feb 06 '12*	*Feb 29 '16*	***NTP1*** : Pre-PE; ***NTP1A*** : Geotech (03/11/10);
		Act	**Feb 04 '09**	**Mar 13 '09**	**Mar 21 '09**	**Apr 03 '09**	**Aug 28 '09**	**Nov 17 '09**	**Dec 01 '09**	**Mar 11 '10**	**Mar 23 '10**	**Jun 04 '10**	**Mar 03 '11**	**May 24 '11**	**Feb 06 '12**		***NTP1B*** : Interim Design/Prelim Engrg (03/23/10);
		B/L	Feb 04 '09	Mar 13 '09	Mar 21 '09	Apr 03 '09	Aug 28 '09	Nov 01 '09	Dec 01 '09	Mar 11 '10	Mar 23 '10	Jun 04 '10	Dec 08 '10	Mar 15 '11	Feb 06 '12	Jan 31 '15	***NTP1C*** : Test Shafts (06/04/10); ***NTP2*** : Utilities;
		Var	-0-	-0-	-0-	-0-	-0-	(16)	-0-	-0-	-0-	-0-	(85)	(70)	-0-	(394)	***NTP3*** : Final Design; ***NTP4A*** : Construction w/o Casting Yd (02/06/12)
																	Substan'l Compl'n = February 2016
DB-200	Maintenance and Storage Facility (MSF) *[Kiewit/Kobayashi Joint Venture (KKJV)]*	CF	*May 29 '09*	*Jul 02 '09*	*Jul 17 '09*	*Jul 24 '09*	*Feb 17 '10*	*Jun 30 '11*	*Jul 25 '11*	-----	-----	-----	*Jan 10 '12*	*Feb 07 '12*	-----	*Nov 30 '15*	***NTP1*** : Prelim Engrg;
		Act	**May 29 '09**	**Jul 02 '09**	**Jul 17 '09**	**Jul 24 '09**	**Feb 17 '10**	**Jun 30 '11**	**Jul 25 '11**	**-----**	**-----**	**-----**	**Jan 10 '12**	**Feb 07 '12**	-----		***NTP2*** : Final Design;
		B/L	May 29 '09	Jul 02 '09	Jul 17 '09	Jul 24 '09	Feb 17 '10	Jun 30 '11	Mar 05 '11	-----	-----	-----	Sep 03 '11	Feb 07 '12	-----	Jan 05 '15	***NTP3*** : Construction
		Var	-0-	-0-	-0-	-0-	-0-	-0-	(142)	-----	-----	-----	(129)	-0-	-----	(329)	***Substan'l Compl'n = November 2015***
DB-320	Kamehameha Guideway (KHG) *[Kiewit Infrastructure West Company (KIWC)]*	CF	*Nov 18 '09*	*Jan 05 '10*	*Feb 15 '10*	*Mar 19 '10*	*Oct 07 '10*	*Jun 30 '11*	*Jul 12 '11*	-----	-----	-----	*Jan 16 '12*	*Feb 07 '12*	-----	*Jul 29 '16*	***NTP1*** : Prelim Engrg;
		Act	**Nov 18 '09**	**Jan 05 '10**	**Feb 15 '10**	**Mar 19 '10**	**Oct 07 '10**	**Jun 30 '11**	**Jul 12 '11**	**-----**	**-----**	**-----**	**Jan 10 '12**	**Feb 07 '12**	-----		***NTP2*** : Final Design;
		B/L	Nov 18 '09	Jan 05 '10	Feb 15 '10	Mar 19 '10	Oct 07 '10	Apr 19 '11	Apr 23 '11	-----	-----	-----	Sep 03 '11	Feb 07 '12	-----	Jul 01 '15	***NTP3A*** : Construction (02/07/12)
		Var	-0-	-0-	-0-	-0-	-0-	(72)	(80)	-----	-----	-----	(129)	-0-	-----	(394)	***Substan'l Compl'n = July 2016***
Design-Bid-Operate-Maintain Contract																	
DBOM-920	Core Systems Contract *[Ansaldo Honolulu JV]*	CF	*Apr 09 '09*	*Jun 05 '09*	*Jul 15 '09*	*Aug 17 '09*	*Jun 07 '10*	*Nov 28 '11*	*Jan 13 '12*	-----			*Jul 15 '12*	*Apr 15 '13*	-----	*Mar 31 '19*	
		Act	**Apr 09 '09**	**Jun 05 '09**	**Jul 15 '09**	**Aug 17 '09**	**Jun 07 '10**	***Nov 28 '11***	**Jan 13 '12**	**Jul 05 '12**			**Jul 05 '12**		-----		
		B/L	Apr 09 '09	Jun 05 '09	Jul 15 '09	Aug 17 '09	Jun 07 '10	Feb 26 '11	Mar 03 '11	-----			Jun 01 '12	Apr 15 '13	-----	Mar 31 '19	
		Var	-0-	-0-	-0-	-0-	-0-	(275)	(316)	-----	-0-	-0-	(34)	-0-	-----	-0-	
Manufacture-Install-Test-Maintain																	
MI-930	Elevators and Escalators	CF	*Aug 17 '12*	*Oct 25 '12*	*Nov 08 '12*	*Dec 17 '12*	*Feb 22 '13*	*May 10 '13*	*May 10 '13*				*Jan 15 '15*	*Mar 15 '16*	-----	*Mar 15 '18*	Installation of first elevator is planned to occur
		Act	**Aug 20 '12**	**Oct 25 '12**	**Nov 09 '12**	**Dec 18 '12**	**Feb 22 '13**								-----		at Leeward Comm College Station Mar '15.
		B/L	Sep 15 '12	Oct 30 '12	Dec 15 '12	Jan 15 '13	Mar 15 '13	Jun 15 '13	Jul 15 '13				Jan 15 '15	Mar 15 '16	-----	Nov 09 '17	*NTP1*: Design/Interface Coordination;
		Var	+26	+5	+36	+28	+21	+36	+66	-0-	-0-	-0-	-0-	-0-	-----	(126)	*NTP2*: Manufacturing; *NTP3* Installation/Testing
																	Addendum No. 9; Part 2 Issued 01/25/13

[Successful Contractor]

*** Schedule Reference:**

- *CF* = *Current Forecast* ***AIS Delay Impacts incorporated into the Current Forecast.***
- **ACT** = **ACTUAL** **Completed** **Achieved this Month**
- B/L = Baseline Master Project Schedule
  [Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]
- Var = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*
  +Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Notes:

WOFH: NTP4A: Construction w/o Casting Yard 02/06/2012
KHG: NTP3A: Construction 02/07/2012

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

Figure 15. Procurement: Final Design (FD) Contracts

Procurement Tracking Report

Final Design Contracts

Contract #	Contract Name	Sched Ref*	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Bid Ready	Contract Completion	Comments
Final Design Agreements												
FD-240	Farrington Highway Station Final Design *[HDR Engineering, Inc.]*	CF	*Oct 02 '09*	*Nov 19 '09*			*Feb 15 '10*	*Apr 15 '10*	*Jan 14 '11*	*May 15 '13*	*Dec 31 '15*	**NTP 1b: 7/13/2012 - PE Design (A)**
		Act	**Oct 02 '09**	**Nov 19 '09**			**Feb 15 '10**	**Apr 15 '10**	**Jan 14 '11**			**NTP 2: (initial 07/29/2011)(limited work 12/15/2011) - Interim Design (A)**
		B/L	Oct 02 '09	Nov 19 '09			Feb 15 '10	Apr 15 '10	Jan 14 '11	Feb 15 '13	May 30 '15	**NTP 2: (final 02/13/2012) - Interim Design (A)**
		Var	-0-	-0-	-0-	-0-	-0-	-0-	-0-	(89)	(215)	**NTP 3: 01/28/2013 - Final Design (A)**
FD-140	West Oahu Station Group Final Design *[URS Corp.]*	CF	*Jan 14 '10*				*Feb 08 '12*	*May 29 '12*	*Jun 08 '12*	*Sep 11 '13*	*Jun 30 '16*	**NTP 1a: 06/15/2012 - SoM, Workshop, Design Sch (A)**
		Act	**Jan 14 '10**				**Feb 08 '12**	**Jun 14 '12**	**Jun 15 '12**			**NTP 1b: 09/06/2012 - PE Design (A)**
		B/L	Jan 14 '10				Feb 11 '11	May 29 '12	Jun 08 '12	Aug 11 '13	Oct 30 '15	**NTP 2: 01/04/2013 - Interim Design (A)**
		Var	-0-	-0-	-0-	-0-	(362)	(16)	(7)	(31)	(244)	*NTP 3: 06/08/2013 - Final Design (CF)*
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) *[Anil Verma Assoc, Inc.]*	CF	*Jun 28 '11*	*Aug 04 '11*	*Sep 28 '11*	*Oct 19 '11*	*Mar 02 '12*	*Nov 12 '12*	*Nov 26 '12*	*Dec 20 '13*	*Oct 31 '16*	**NTP 1a: 11/26/2012 - SoM, Workshop, Design Schedule (A)**
		Act	**Jun 28 '11**	**Aug 04 '11**	**Sep 28 '11**	**Aug 20 '12**	**Aug 31 '12**	**Nov 16 '12**	**Nov 26 '12**			*NTP 1b: 02/07/2013 - PE Design (CF)*
		B/L	Jun 28 '11	Aug 04 '11	Sep 28 '11	Oct 19 '11	Feb 28 '12	Jun 08 '12	Jun 22 '12	Nov 15 '13	Aug 29 '15	*NTP 2: 04/29/2013 - Interim Design (CF)*
		Var	-0-	-0-	-0-	(306)	(185)	(161)	(157)	(35)	(429)	*NTP 3: 09/06/2013 - Final Design (CF)*
FD-430	*Utilities*								*Utilities*	*Oct 15 '13*		
	Airport Section Guideway and Utilities Final Design *[AECOM Tech Svcs, Inc.]*	CF	*Jan 26 '11*	*Mar 14 '11*	*Apr 09 '11*	*Jun 09 '11*	*Sep 20 '11*	*Dec 22 '11*	*Jan 05 '12*	Mar 01 '13	*Jun 30 '17*	**NTP 1a: 01/05/2012- SoM, Workshop, Design Schedule (A)**
		Act	**Jan 26 '11**	**Mar 14 '11**	***Apr 09 '11***	***Jun 09 '11***	**Sep 20 '11**	**Dec 22 '11**	**Jan 05 '12**	(228)		**NTP 1b: 02/22/2012 - Updating the PE (A)**
		B/L	Jan 26 '11	Mar 14 '11	*Apr 09 '11*	*Jun 09 '11*	*Sep 20 '11*	Jul 31 '11	Aug 01 '11	*Apr 14 '14*	May 01 '18	**NTP 2: 07/23/2012 - Interim Design (A)**
		Var	-0-	-0-	-0-	-0-	+41,327	(144)	(157)		(305)	*NTP 3: (Util) 08/07/2013 - Final Design (CF)*
	Guideway								*Guideway*	Apr 01 '14 (13)		*NTP 3: (GW) 08/07/2013 - Final Design (CF)*
FD-530	*Utilities*								*Utilities*	*Feb 01 '14*		
	City Center Section Guideway and Utilities Final Design *[AECOM Tech Svcs, Inc.]*	CF	*Dec 16 '11*	*Feb 09 '12*	*Apr 04 '12*	*May 11 '12*	*Jun 05 '12*	*Aug 01 '12*	*Aug 01 '12*	Aug 15 '13	*Apr 30 '18*	**NTP 1a: 07/31/2012- SoM, Workshop, Design Schedule (A)**
		Act	**Dec 16 '11**	**Feb 09 '12**	**Apr 04 '12**	**May 14 '12**	**Jun 05 '12**	***Jul 30 '12***	***Jul 31 '12***	(170)		**NTP 1b: 10/26/2012 - Updating the PE (A)**
		B/L	Dec 16 '11	Feb 09 '12	Apr 04 '12	May 11 '12	Jun 05 '12	Jul 18 '12	Aug 01 '12	*Apr 14 '14*	May 01 '18	*NTP 2: (Util) 04/14/2013 - Interim Design (CF)*
		Var	-0-	-0-	-0-	-0-	-0-	(12)	+1		(1)	*NTP 2: (GW) 04/14/2013 - Interim Design (CF)*
	Guideway								*Guideway*	Apr 01 '14 (13)		*NTP 3: (Util) 09/21/2013 - Final Design (CF)*
												NTP 3: (GW) 12/20/2013 - Final Design (CF)
FD-440	Airport Station Group Final Design *[AECOM Tech Svcs, Inc.]*	CF	*Mar 30 '12*	*May 10 '12*	*Jun 21 '12*	*Jul 10 '12*	*Aug 14 '12*	*Nov 01 '12*	*Nov 02 '12*	*Jan 15 '14*	*Jul 15 '17*	**NTP 1a: 11/14/2012 - SoM, Workshop, Design Schedule (A)**
		Act	**Mar 30 '12**	**May 10 '12**	**Jun 14 '12**	**Jul 10 '12**	**Aug 14 '12**	**Nov 07 '12**	**Nov 14 '12**			**NTP 1b: 01/04/2013 - PE Design (A)**
		B/L	Mar 30 '12	May 10 '12	Jun 21 '12	Jul 21 '12	Aug 23 '12	Oct 12 '12	Oct 26 '12	Apr 01 '14	Jul 29 '17	*NTP 2: 05/03/2013 - Interim Design (CF)*
		Var	-0-	-0-	+7	+11	+9	(26)	(19)	+76	-0-	*NTP 3: 09/30/2013 - Final Design (CF)*
Re-Pkg FD-550	Dillingham and Kaka'ako Station Groups ("East Side Stations") Final Design *[Airport Station Group not included]*	CF	*Nov 15 '12*	*Dec 18 '12*	*Feb 18 '13*	*Mar 06 '13*	*Apr 10 '13*	*Jun 17 '13*	*Jun 28 '13*	*May 01 '15*	*Jul 30 '18*	Combines two (2) station design contracts: FD-540 and FD-545. Includes the eight (8) stations from Kalihi to Ala Moana Center.
		Act	**Nov 16 '12**	**Dec 18 '12**	**Feb 18 '13**	**Mar 06 '13**						
		B/L	Dec 15 '12	Feb 18 '13	Apr 24 '13	May 31 '13	Jun 30 '13	Aug 29 '13	Sep 12 '13	Jun 15 '15	Sep 14 '18	
		Var	+29	+62	+65	+86	+81	+73	+76	+45	+46	
FD-245	Pearl Highlands Parking Structure/ Bus Transit Center Final Design (includes H2/R1 Ramp)	CF	*Apr 15 '13*	*May 30 '13*	*Jul 14 '13*	*Aug 20 '13*	*Sep 19 '13*	*Nov 18 '13*	*Dec 21 '13*	*Oct 01 '15*	*Apr 29 '18*	
		Act										
		B/L	Jun 30 '13	Aug 14 '13	Sep 28 '13	Nov 04 '13	Dec 04 '13	Feb 02 '14	Feb 16 '14	Oct 01 '15	Apr 29 '18	
		Var	+76	+76	+76	+76	+76	+76	+57	-0-	-0-	
FD-600	UH West Oahu Park-and-Ride and Ho`opili Station Finishes Final Design	CF	*Sep 10 '14*	*Dec 08 '14*	*Jan 14 '15*	*Feb 13 '15*	*Apr 14 '15*	*Apr 27 '15*	*May 12 '15*	*Jan 15 '16*	*Sep 28 '18*	
		Act										
		B/L	Sep 10 '14	Dec 08 '14	Jan 14 '15	Feb 13 '15	Apr 14 '15	Apr 27 '15	May 12 '15	Jan 15 '16	Sep 14 '18	
		Var	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	(14)	

[Successful Contractor]

*** Schedule Reference:**

CF = *Current Forecast* ***AIS Delay Impacts incorporated into the Current Forecast.***

ACT = **ACTUAL** **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Notes:

All Final Design Consultants are responsible for providing Design Support Services during Bidding and during Construction in accordance with their contracts. Schedule Basis: Contract Completion date reflects final as-built drawing submittals.

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

Figure 16. Procurement: Design-Bid-Build (DBB) Contracts

Procurement Tracking Report

Design-Bid-Build (DBB) Contracts

Contract #	Contract Name	Sched Ref*	Bid Ready Dates (Ref.)	Advertise for Bids	Bid Opening	Execute Contract	Issue NTP	Contract Completion	Comments
Design-Bid-Build Contracts									
DBB-505	**Airport Section Utilities Construction**	*CF*	*Oct 15 '13*	*Nov 01 '13*	*Jan 05 '14*	*Feb 28 '14*	*Mar 05 '14*	*Dec 22 '15*	Airport Utilities Relocation Substantial Completion = *Nov 07 '15*
		Act							
		B/L	Mar 01 '13	Mar 29 '13	May 31 '13	Jul 15 '13	Aug 01 '13	Dec 15 '14	
		Var	(228)	(217)	(219)	(228)	(216)	(372)	
DBB-510	**City Center Section Utilities Construction**	*CF*	*Feb 01 '14*	*Mar 15 '14*	*May 15 '14*	*Jun 08 '14*	*Jun 15 '14*	*Jun 13 '16*	City Center Utilities Relocation Substantial Completion = *Apr 29 '16*
		Act							
		B/L	Aug 15 '13	Sep 16 '13	Nov 15 '13	Jan 04 '14	Jan 18 '14	Sep 15 '15	
		Var	(170)	(180)	(181)	(155)	(148)	(272)	
Re-Pkg DBB-185	**West Oahu/Farrington Hwy/Kamehameha Hwy Station Groups ("West Side Stations") Construction** ***[Airport Station not included]***	*CF*	*Dec 20 '13*	*Jan 15 '14*	*Feb 13 '14*	*Apr 08 '14*	*Apr 15 '14*	*Nov 14 '16*	Substantial Completion = *Sep 30 '16* Combines three (3) station construction contracts: DBB-170, DBB-270 and DBB-370. Includes the nine (9) stations from East Kapolei to Aloha Stadium plus the H2/R2 Ramp.
		Act							
		B/L	Nov 15 '13	Dec 16 '13	Jan 30 '14	Mar 17 '14	Mar 31 '14	Oct 30 '15	
		Var	(35)	(30)	(14)	(22)	(15)	(381)	
DBB-470	**Airport Station Group Construction**	*CF*	*Jan 15 '14*	*Oct 01 '14*	*Dec 01 '14*	*Jan 25 '15*	*Feb 01 '15*	*Jun 15 '17*	Substantial Completion = *May 01 '17* Includes the four (4) stations: Pearl Harbor, Airport, Lagoon Drive and Middle Street.
		Act							
		B/L	Mar 30 '12	Dec 16 '13	Jan 30 '14	Mar 17 '14	Mar 31 '14	Aug 29 '15	
		Var	(656)	(289)	(305)	(314)	(307)	(656)	
Re-Pkg DBB-580	**Dillingham/Kaka'ako Station Groups ("East Side Stations") Construction**	*CF*	*May 01 '15*	*Jul 15 '15*	*Sep 14 '15*	*Nov 08 '15*	*Nov 15 '15*	*Aug 14 '18*	Substantial Completion = *Jun 30 '18* Combines two (2) station construction contracts: DBB-570 and DBB-575. Includes the eight (8) stations from Kalihi to Ala Moana Center.
		Act							
		B/L	Jun 15 '15	Jan 05 '15	Feb 19 '15	Apr 05 '15	Apr 19 '15	Jun 29 '17	
		Var	+45	(191)	(207)	(217)	(210)	(411)	
DBB-520	**Airport and City Center Sections Guideway Construction**	*CF*	*Apr 14 '14*	*May 01 '14*	*Aug 15 '14*	*Oct 09 '14*	*Oct 15 '14*	*Apr 29 '18*	Airport GW Subst'l Compl'n = *Jun 30 '17* City Center GW Subst'l Compl'n = *Mar 15 '18*
		Act							
		B/L	Jan 15 '16	May 01 '14	Jun 16 '14	Jul 31 '14	Aug 14 '14	Jul 01 '18	
		Var	+641	-0-	(60)	(70)	(62)	+63	
DBB-275	**Pearl Highlands Parking Structure/ Bus Transit Center Construction** (Includes H2/R1 Ramp)	*CF*	*Oct 01 '15*	*Nov 15 '15*	*Dec 14 '15*	*Jan 28 '16*	*Feb 11 '16*	*Apr 29 '18*	Substantial Completion: *Mar 15 '18*
		Act							
		B/L	Oct 01 '15	Oct 30 '15	Dec 14 '15	Jan 28 '16	Feb 11 '16	Apr 29 '18	
		Var	-0-	(16)	-0-	-0-	-0-	-0-	
DBB-600	**UH West Oahu Park-and-Ride and Ho`opili Station Finishes Construction**	*CF*	*Jan 15 '16*	*Mar 15 '16*	*Jun 08 '16*	*Sep 01 '16*	*Sep 15 '16*	*Aug 14 '18*	Substantial Completion: *Jun 30 '18*
		Act							
		B/L	Jan 15 '16	Feb 15 '16	Apr 15 '16	May 30 '16	Jun 15 '16	Aug 15 '18	
		Var	-0-	(29)	(54)	(94)	(92)	+1	

[Successful Contractor]

Note: Bid Ready Dates from FD Tracking sheet for Reference.

Note: Contract Completion based on 45 days after Substantial Completion (or, with station groups, the last station in the group).

*** Schedule Reference:**

CF = *Current Forecast* ***AIS Delay Impacts incorporated into the Current Forecast.***

ACT = **ACTUAL** **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

Figure 17. Procurement: Construction Engineering and Inspection Services (CE&I) Contracts

Procurement Tracking Report

Construction Engineering and Inspection (CE&I) Services Contracts

Contract #	Contract Name	Sched Ref*	Advertise RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Constr Advertise for Bids (Ref.)	Contract Completion	Comments
Construction Engineering & Inspection Agreements												
MM-500	**Airport & City Center Section Utilities CE&I Services**	CF	*Dec 13 '12*	*Jan 30 '13*	*Mar 28 '13*	*Jun 04 '13*	*Jul 26 '13*	*Sep 24 '13*	*Oct 01 '13*	*Nov 01 '13*	*Jun 13 '16*	NTP is based on the schedule for the Airport Section Utilities Construction contract (DBB-505). **Addendum No. 1 issued Jan 21 '13.**
		Act	**Dec 21 '12**	**Jan 30 '13**	**Mar 20 '13**							
		B/L	Jul 20 '12	Aug 20 '12	Sep 10 '12	Oct 09 '12	Nov 08 '12	Dec 13 '12	Dec 28 '12	Sep 16 '13	Oct 30 '15	
		Var	(154)	(163)	(199)	(238)	(260)	(285)	(277)	(46)	(227)	
Re-Pkg MM-280	**West Oahu, Farrington Highway and Kamehameha Highway Station Groups ("West Side Stations") CE&I Services** (includes H2/R2 Ramp)	CF	*Jan 22 '13*	*Mar 14 '13*	*May 14 '13*	*Jul 23 '13*	*Sep 17 '13*	*Nov 21 '13*	*Dec 02 '13*	*Jan 15 '14*	*Jun 15 '17*	NTP is based on the schedule for the re-packaged "West Side Stations" Construction contract (DBB-185).
		Act	**Jan 23 '13**	**Mar 14 '13**								
		B/L	Feb 13 '13	Mar 15 '13	Apr 16 '13	May 16 '13	Feb 22 '13	Aug 16 '13	Sep 16 '13	Dec 16 '13	Aug 29 '15	
		Var	+21	+1	(28)	(68)	(207)	(97)	(77)	(30)	(656)	
MM-525	**Airport and City Center Sections Guideway CE&I Services**	CF	*Jul 05 '13*	*Aug 19 '13*	*Oct 02 '13*	*Nov 01 '13*	*Dec 02 '13*	*Jan 31 '14*	*Apr 01 '14*	*May 01 '14*	*Jun 13 '18*	
		Act					**Oct 09 '00**					
		B/L	Jul 19 '13	Sep 02 '13	Oct 16 '13	Nov 15 '13	Dec 16 '13	Feb 14 '14	Mar 17 '14	May 01 '14	Aug 15 '18	
		Var	+14	+14	+14	+14	+14	+14	(15)	-0-	+63	
Re-Pkg MM-590	**Airport, Dillingham and Kaka`ako Station Groups ("East Side Stations") CE&I Services**	CF	*Feb 05 '14*	*Mar 08 '14*	*Apr 05 '14*	*May 04 '14*	*Jun 03 '14*	*Aug 02 '14*	*Sep 01 '14*	*Oct 01 '14*	*Aug 14 '18*	NTP is based on the schedule for the Airport Station Group Construction contract (DBB-470).
		Act										
		B/L	May 23 '14	Jun 23 '14	Jul 21 '14	Aug 19 '14	Sep 18 '14	Nov 17 '14	Dec 17 '14	Jan 05 '15	Jul 30 '18	
		Var	+107	+107	+107	+107	+107	+107	+107	+96	(15)	
MM-385	**Pearl Highlands Parking Structure/ Bus Transit Center CE&I Services** (includes H2/R1 Ramp)	CF	*Mar 20 '15*	*Apr 17 '15*	*May 18 '15*	*Jun 16 '15*	*Jul 17 '15*	*Sep 15 '15*	*Oct 16 '15*	*Nov 15 '15*	*Apr 29 '18*	
		Act										
		B/L	Jan 05 '15	Feb 02 '15	Mar 05 '15	Apr 03 '15	May 04 '15	Jul 03 '15	Aug 03 '15	Oct 30 '15	Apr 29 '18	
		Var	(74)	(74)	(74)	(74)	(74)	(74)	(74)	(16)	-0-	
MM-600	**UH West Oahu Park-and-Ride and Ho`opili Station Finishes CE&I Services**	CF	*Aug 01 '15*	*Aug 31 '15*	*Oct 01 '15*	*Oct 31 '15*	*Nov 30 '15*	*Jan 15 '16*	*Feb 14 '16*	*Mar 15 '16*	*Sep 29 '18*	
		Act										
		B/L	Oct 21 '15	Nov 20 '15	Dec 21 '15	Jan 20 '16	Feb 19 '16	Apr 05 '16	May 05 '16	Feb 15 '16	Aug 15 '18	
		Var	+81	+81	+81	+81	+81	+81	+81	(29)	(45)	

[Successful Contractor]

Note: Constr Adv for Bids for Reference.

Schedule Basis: NTP to CE&I Contracts one (1) month prior to Advertise for Construction Bids; Contract completion is three (3) months after Substantial Completion for contract closeout.

*** Schedule Reference:**

CF = *Current Forecast* ***AIS Delay Impacts Incorporated into the Current Forecast.***

ACT = **ACTUAL** **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

Figure 18. Procurement: Project Management and Specialty Consultant Services Contracts

Procurement Tracking Report

Project Management and Specialty Consultant Services Contracts

CPP Contract #	Contract Name	Sched Ref*	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Contract Completion	Comments
MM-900	**Program Management Support Consultant - 1** ***(PMSC-1)*** ***[InfraConsult LLC]***	*CF*	*Jul 15 '09*	*Sep 01 '09*					*Nov 19 '09*	*Feb 28 '13*	
		Act	**Jul 15 '09**	**Sep 01 '09**					**Nov 19 '09**	**Feb 28 '12**	
		B/L	Jul 15 '09	Sep 01 '09					Nov 19 '09	Feb 28 '12	
		Var	-0-	-0-		-0-	-0-	-0-	-0-	(366)	
MM-901	***Program Management Support Consultant - 2*** ***(PMSC-2)*** ***[InfraConsult LLC]***	*CF*	*Aug 03 '11*	*Sep 02 '09*				*Feb 28 '12*	*Mar 08 '12*	*Feb 28 '15*	
		Act	**Aug 03 '11**	**Sep 02 '09**				**Feb 28 '12**	**Mar 08 '12**		
		B/L	Aug 03 '11	Sep 02 '09				Feb 23 '12	Feb 23 '12	Feb 28 '15	
		Var	-0-	-0-	-0-	-0-	-0-	(5)	(14)	-0-	
MM-905	**General Engineering Consultant I (GEC-1)** **(EIS/Preliminary Engrg)** ***[Parsons Brinckerhoff]***	*CF*	*Jun 01 '07*	*Aug 24 '07*					*Oct 25 '09*	*Feb 28 '13*	
		Act	**Jun 01 '07**	**Aug 24 '07**					**Oct 25 '09**	**Feb 28 '12**	
		B/L	Jun 01 '07	Aug 24 '07					Oct 25 '09	Mar 25 '12	
		Var	-0-	-0-	-0-	-0-	-0-	-0-	-0-	(340)	
MM-910	**General Engineering Consultant II (GEC-2)** **(Final Design and Construction)** ***[Parsons Brinckerhoff, Inc.]***	*CF*	*Sep 03 '09*	*Nov 15 '09*				*Jun 30 '11*	*Aug 02 '11*	*Aug 01 '14*	
		Act	**Sep 03 '09**	**Nov 15 '09**				**Jun 30 '11**	**Aug 02 '11**		
		B/L	Sep 03 '09	Nov 15 '09				Jun 30 '11	Aug 02 '11	Aug 01 '14	
		Var	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	
MM-935	**Real Estate Consultant** ***[Paragon Partners, Ltd.]***	*CF*	*Apr 01 '11*				*Sep 08 '11*	*Mar 14 '12*	*Mar 14 '12*	*Mar 13 '17*	
		Act	**Apr 01 '11**				**Sep 08 '11**	**Mar 14 '12**	**Mar 14 '12**		
		B/L	Apr 01 '11				Sep 08 '11	Mar 15 '12	Mar 15 '12	Mar 13 '17	
		Var	-0-				-0-	+1	+1	-0-	
MM-940	**Kako'o Consultant** ***[Pacific Legacy, Inc.]***	*CF*	*May 20 '11*	*Jun 20 '11*			*Sep 09 '11*	*Mar 29 '12*	*Mar 29 '12*	*Feb 14 '17*	
		Act	**May 20 '11**	**Jun 20 '11**			**Sep 09 '11**	**Mar 29 '12**	**Mar 30 '12**		
		B/L	May 20 '11				Sep 09 '11	Mar 15 '12	Mar 15 '12	Feb 14 '17	
		Var	-0-	-0-	-0-	-0-	-0-	(14)	(14)	-0-	
MM-950	**Owner Controlled Insurance Program (OCIP) Consultant** ***[Marsh USA, Inc.]***	*CF*	*Jan 31 '12*				*Mar 01 '12*	*May 10 '12*	*May 10 '12*	*May 09 '17*	5-year Consultant Services contract to assist in procurement of insurance coverage and administer insurance and risk management services for the HRTP.
		Act	**Jan 31 '12**				**Mar 01 '12**	**May 10 '12**	**Jun 05 '12**		
		B/L	Jan 31 '12				Mar 01 '12	May 18 '12	Apr 28 '12	Dec 01 '19	
		Var	-0-	-0-	-0-	-0-	-0-	+8	(38)	----	
MM-975	**LEED Commissioning Services for the Maintenance and Storage Facility (MSF)** ***[Enovity, Inc.]***	*CF*						*Oct 06 '10*	*Oct 07 '10*	*Jan 14 '16*	
		Act						**Oct 06 '10**	**Oct 07 '10**		
		B/L						Oct 07 '10	Oct 07 '10	Jan 14 '16	
		Var						+1	-0-	-0-	

[Successful Contractor]

* Schedule Reference:

CF = *Current Forecast*

ACT = **ACTUAL** **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

Figure 19. Procurement: HDOT Consultant Services and Other Contracts

Procurement Tracking Report

Hawaii Department of Transportation (HDOT) Consultant Services Contracts and Other Contracts

CPP Contract #	Contract Name	Sched Ref*	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Contract Completion	Comments
HDOT Agreements											
MM-915	**HDOT Traffic Management Coordination Consultant** *[ICX Transportation Group]*	*CF*	*Aug 15 '11*					*Jun 01 '12*	*Jul 01 '12*	*Jul 01 '17*	Scope of services is for the entire alignment. Contract length = 60 months.
		Act	**Aug 15 '11**					**Jun 05 '12**	**Jun 12 '12**		
		B/L	Mar 04 '11					Jun 01 '12	Jul 01 '12	Feb 15 '19	
		Var	(164)	-0-	-0-	-0-	-0-	(4)	+19	+594	
MM-920	**HDOT Design Coordination Consultant - West Oahu/Farrington Highway Guideway Section** *[AECOM Tech Svcs, Inc.]*	*CF*						*Jun 07 '11*	*Jun 08 '11*	*Jun 15 '18*	
		Act						**Jun 07 '11**	**Jun 08 '11**		
		B/L						Jun 07 '11	Jun 08 '11	Jun 15 '18	
		Var						-0-	-0-	-0-	
MM-921	**HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section** *[AECOM Tech Svcs, Inc.]*	*CF*						*Jun 01 '12*	*Jul 01 '12*	*Jul 15 '15*	
		Act						**Jun 05 '12**	**Jun 29 '12**		
		B/L						Apr 01 '12	*Jul 01 '12*	Jul 15 '15	
		Var						(61)	(2)	-0-	
MM-922	**HDOT Design Coordination Consultant - Airport and City Center Guideway Sections** *[SSFM International]*	*CF*						*Jan 16 '14*	*Jan 30 '14*	*Jun 15 '18*	The scope of services for City Center, previously packaged as a separate contract (MM-923), is now included as part of this contract, the option executed on Nov 01 '12. MM-923 has been deleted.
		Act						**Jun 08 '12**	**Jun 12 '12**		
		B/L						Jan 16 '14	Jan 30 '14	Jun 15 '18	
		Var						+587	+597	-0-	
Other Agreements											
MM-945	**On-Call Construction Contractor(s)**	*CF*	*Apr 01 '13*	*May 01 '13*	*May 16 '13*	*Jun 15 '13*	*Jul 15 '13*	*Aug 14 '13*	*Sep 13 '13*	*Mar 03 '19*	
		Act									
		B/L	Mar 15 '13	Apr 14 '13	Apr 29 '13	May 29 '13	Jun 28 '13	Jul 28 '13	Aug 27 '13	Mar 03 '19	
		Var	(17)	(17)	(17)	(17)	(17)	(17)	(17)	-0-	
MM-946	**On-Call HazMat Contractor** *[CH2M Hill + HazMat Contractor]*	*CF*						*Jun 15 '12*	*Sep 07 '12*	*Feb 15 '17*	
		Act						**Aug 23 '12**	**Sep 07 '12**		
		B/L						Jun 15 '12	Jun 30 '12	Feb 15 '17	
		Var						-0-	(69)	-0-	

[Successful Contractor]

* **Schedule Reference:**

CF = *Current Forecast*
ACT = **ACTUAL** **Completed** **Achieved this Month**
B/L = Baseline Master Project Schedule
[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]
Variance = Variance of (Baseline Master Project Schedule) Less *(Current Forecast)*
+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as *reflected in the Master Project Schedule, Revision 4, March 30, 2012)*

3.2 Design-Build (DB) Contract Status

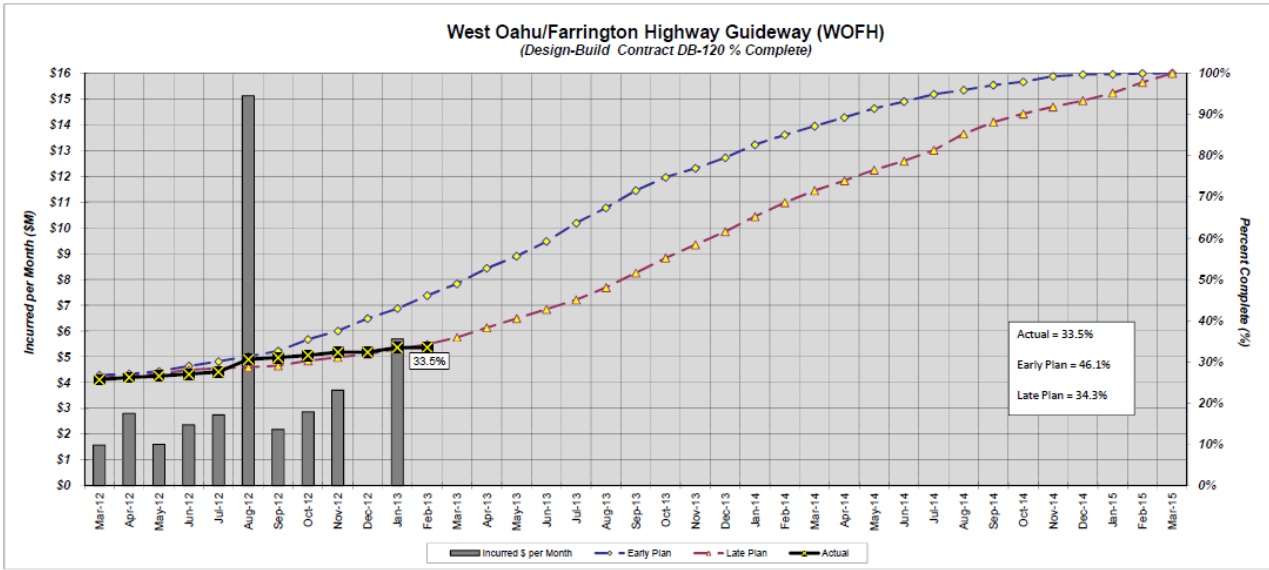
Contract DB-120: West Oahu/Farrington Highway Guideway (WOFH)				
DB Contractor: Kiewit Infrastructure West Company (KIWC)				
Committed:[1]	$537,771469		Incurred to date:	$173,362,726
Authorized:[2]	$316,005,535	(58.8%)	Substantial Completion:	February 2016

[1] Commitment as of 2/22 = Contract value (not including contingency) + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 33.5%, versus the early plan of 46.1% and the late plan of 34.3%, as shown in Figure 20 below. $5.6M was incurred in January. Design is 96% complete, based on Schedule of Milestones completion, and continues through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 20. West Oahu/Farrington Highway Guideway (WOFH) Construction



- **Activities this month**
  - HART continues to work with KIWC to mitigate the impact of the partial suspension of construction activities.
  - HART continued efforts to resolve contract changes and contractor claims.
  - HART and KIWC held the quarterly Partnering Meeting on March 6. There was agreement on project goal to resolve currently identified claims prior to the restart of construction.
  - KIWC continues to maintain and secure the project site including laydown yards during the construction suspension. In addition, KIWC continued maintenance activities along Farrington Highway as part of the Joint Use and Occupancy agreement with HDOT.
  - KIWC began soil resistivity testing.
  - A total of 407 contract submittals have been received (5 currently under review).
  - KIWC has completed 58 (45%) of 129 final design submittals.
  - HART has received 226 Requests for Information (RFIs) from the contractor (all closed).

- **Look Ahead**
  - Continue working with KIWC to mitigate impacts of the partial suspension of construction activities.

- Geotechnical testing at the Lee Property.
- Continue interface and final design activities.
- Resolution of contract changes.

Contract DB-200: Maintenance and Storage Facility (MSF)

DB Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

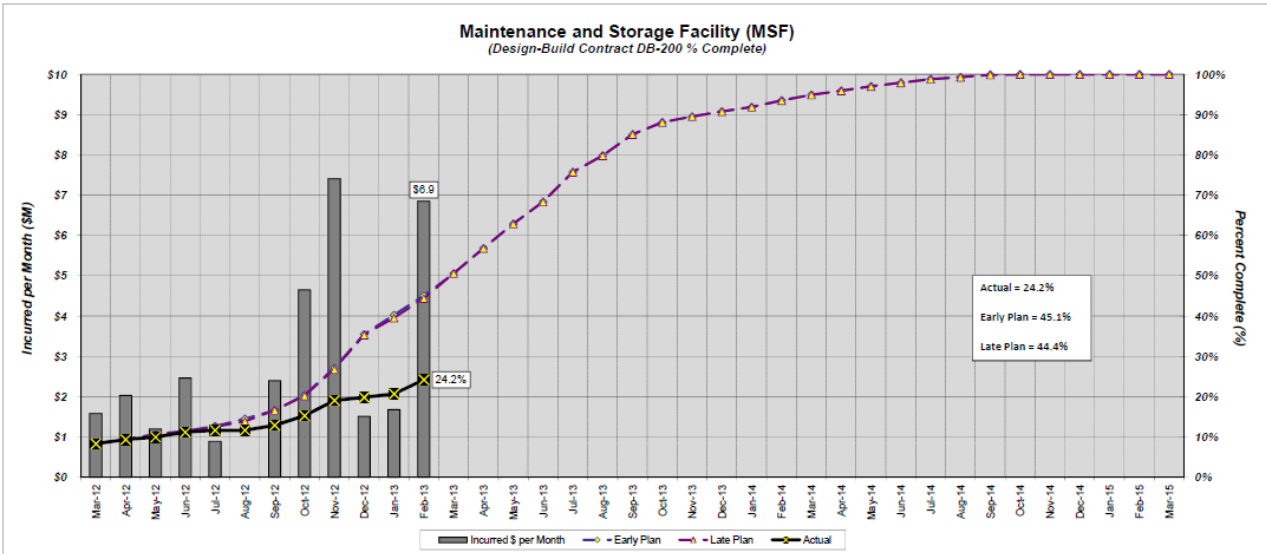
Committed:[1]	$214,855,737		Incurred to date:	$38,730,917
Authorized:[2]	$147,886,471	(68.8%)	Substantial Completion:	November 2015

[1] Commitment as of 2/22 = Contract value (not including contingency) + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- Contract Progress

Actual progress as of February 22 is 24.2%, versus the early plan of 45.1% and the late plan of 44.4%, as shown in Figure 21 below. In February, $6.9M was incurred. Design is 97% complete, based on Schedule of Milestones completion, and is continuing through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 21. Maintenance and Storage Facility (MSF) Construction



- **Activities this month**
  - HART continues to work with KKJV to mitigate impacts of the partial suspension of construction activities.
  - KKJV continued to maintain and secure the project site during the construction suspension.
  - HART continued efforts to resolve contract changes and contractor claims.
  - A monthly Partnering sponsor level meeting was held on March 20. There was agreement on project goal to resolve currently identified claims prior to the restart of construction.
  - KKJV has completed 4 (44%) of 9 final design submittals.
  - KKJV continued working with the Core Systems Contractor to resolve interface issues.
  - HART has received 130 Requests for Information (RFIs) from the contractor (all closed).

- **Look Ahead**
  - Continue working with KKJV to mitigate impacts of the partial suspension of construction activities.
  - Resolve Core Systems interface items.

- Oversight of contractor material procurement.
- Continue efforts to resolve contract changes and contractor claims.

Contract DB-320: Kamehameha Highway Guideway (KHG)

DB Contractor: Kiewit Infrastructure West Company (KIWC)

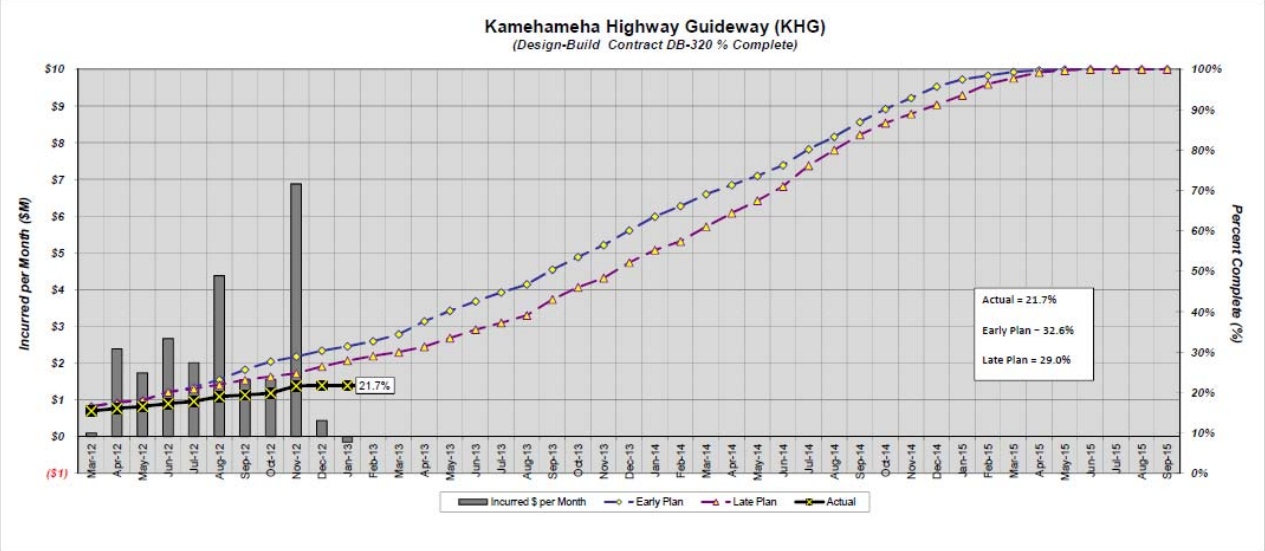
Committed:[1]	$376,366,000		Incurred to date:	$82,973,856
Authorized:[2]	$166,382,062	(44.2%)	Substantial Completion:	June 2016

[1] Commitment as of 2/22 = Contract value (not including contingency) + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22 = NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 21.7%, versus an early plan of 32.6% and a late plan of 29.0%, as shown in Figure 22 below. In January, $-2.8M was adjusted. Design is 93% complete, based on Schedule of Milestones completion, and is continuing through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 22. Kamehameha Highway Guideway (KHG) Construction



- **Activities this month**
  - HART continued working with KIWC to mitigate impacts of the partial suspension of construction activities.
  - KIWC continues to maintain and secure the project site including laydown yards during the construction suspension.
  - KIWC began soil resistivity testing.
  - HART continued efforts to resolve contract changes and contractor claims.
  - HART and KIWC held the quarterly Partnering Meeting on March 6. There was agreement on project goal to resolve currently identified claims prior to the restart of construction.
  - A total of 164 contract submittals have been received (12 under review).
  - KIWC has completed 6 (16%) of 38 final design submittals.
  - HART has received 80 Requests for Information (RFIs) from the contractor (2 open).

- **Look Ahead**
  - Continue working with KIWC to mitigate impacts of the partial suspension of construction activities.
  - Geotechnical testing to support design completion.
  - Continue interface and design activities.

- Continue efforts to resolve contract changes and contractor claims.

3.3 Design-Build-Operate-Maintain (DBOM) Contract Status

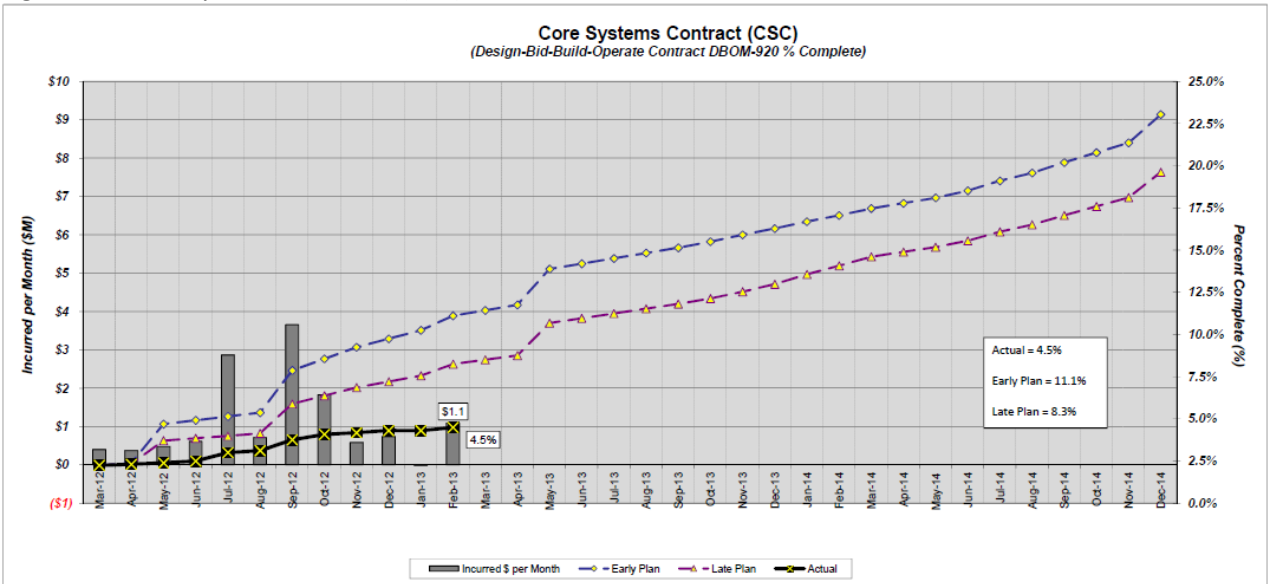
Contract DBOM-920: Core Systems Contract (CSC) DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)				
Committed:[1]	$573,839,000		Incurred to date:	$25,866,199
Authorized:[2]	$ 97,975,035	(17.1%)	Start-up Completion:	March 2019

[1] Commitment as of 2/22 = Contract value (excluding contingency and $823.6 M O&M budget) + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 4.5%, versus the early plan of 11.1% and the late plan of 8.3%, as shown in Figure 23 below. In February, $1.1M was incurred. Design is 15% complete. A revised schedule is being processed based on an assumed restart of construction for fixed facility contractors in September 2013.

Figure 23. Core Systems Contract (CSC)



- **Activities this month**
  - AHJV continues to participate in Interface meetings and to issue/respond to Requests for Interface Data (RFIDs) and to coordinate fixed-facility contractor interfaces.
  - HART reviewed AHJV design submittals for all systems and is conducting follow up meetings to resolve comments.
  - HART continues to meet weekly with AHJV to review Core Systems progress and critical issues.
  - HART is coordinating with AHJV to further evaluate proposals for platform screen gates.
  - HART reached agreement with AHJV on the cost for additional vehicle seats.
  - HART and AHJV held the quarterly Partnering meeting on March 6.
  - AHJV gave a financial status presentation to the HART Board on March 7.
  - The HART Board's Joint Finance/Project Oversight Committee authorized the execution of a $1.8M change order for additional seats on March 21.

- **Look Ahead**
  - AHJV to revise and respond to HART comments on the Definitive Design submittals.
  - Resolve interface issues with fixed facility contractors, particularly MSF and FHSG design.
  - HART to finalize evaluation of AHJV proposal for Platform Screen Gates.
  - AHJV sub-contract for remaining subsystems suppliers, and vehicle sub-suppliers.

3.4 Final Design (FD) Contract Status

3.4.1 Station DBB Contracts Status (Executed and In Negotiation)

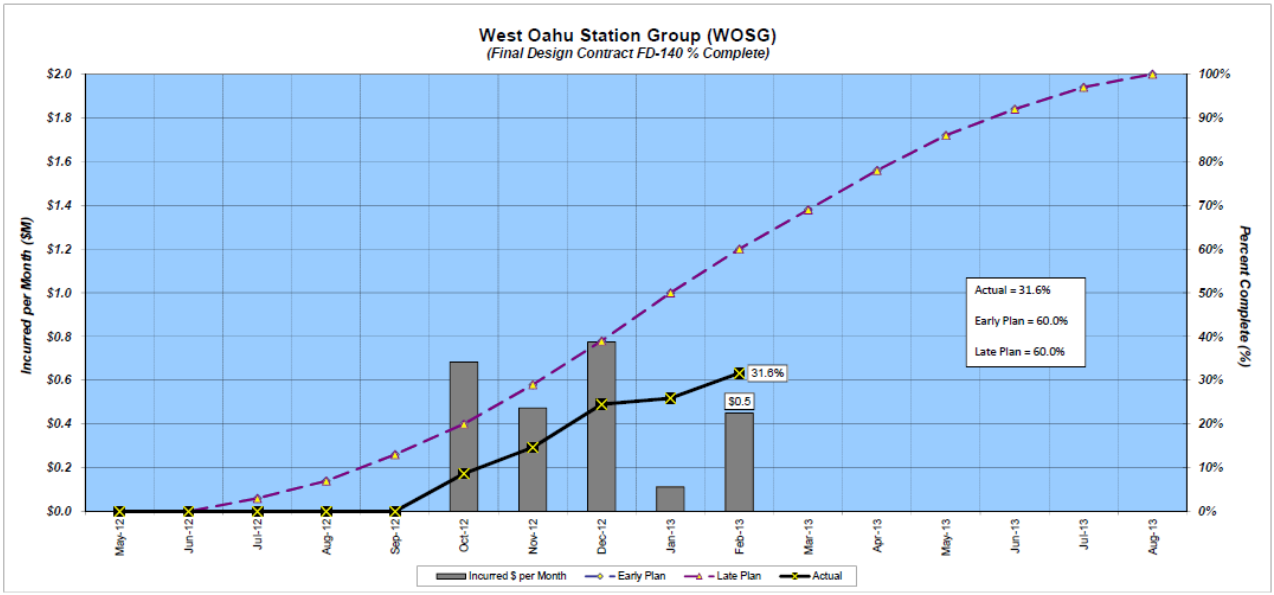
Contract FD-140: West Oahu Station Group Construction (WOSG) Final Design				
Contractor: URS, Final Design Consultant (Engineer of Record)				
Committed:[1]	$7,789,000		Incurred to date:	$2,492,173
Authorized:[2]	$4,594,398	(59.0%)	Construction Docs Bid-Ready:	September 2013

[1] Total Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 31.6%, versus the early and late plans of 60.0%, as shown in Figure 24 below. In February, $0.5M was incurred. Design is 30% complete.

Figure 24. West Oahu Station Group (WOSG) Final Design



- **Activities this month**
  - Reviewing PE design update and cost estimate.
  - URS is working on resolving interface issues with guideway and core systems contractors.
  - Continued to hold weekly progress and interface meetings.
- **Look Ahead**
  - Continue interim design development.
  - Continue to hold weekly progress and interface meetings.
  - Resolution on Ho'opili Station scope.

Contract FD-240: Farrington Highway Station Group (FHSG) Final Design

Contractor: HDR Engineering, Inc., Final Design Consultant (Engineer of Record)

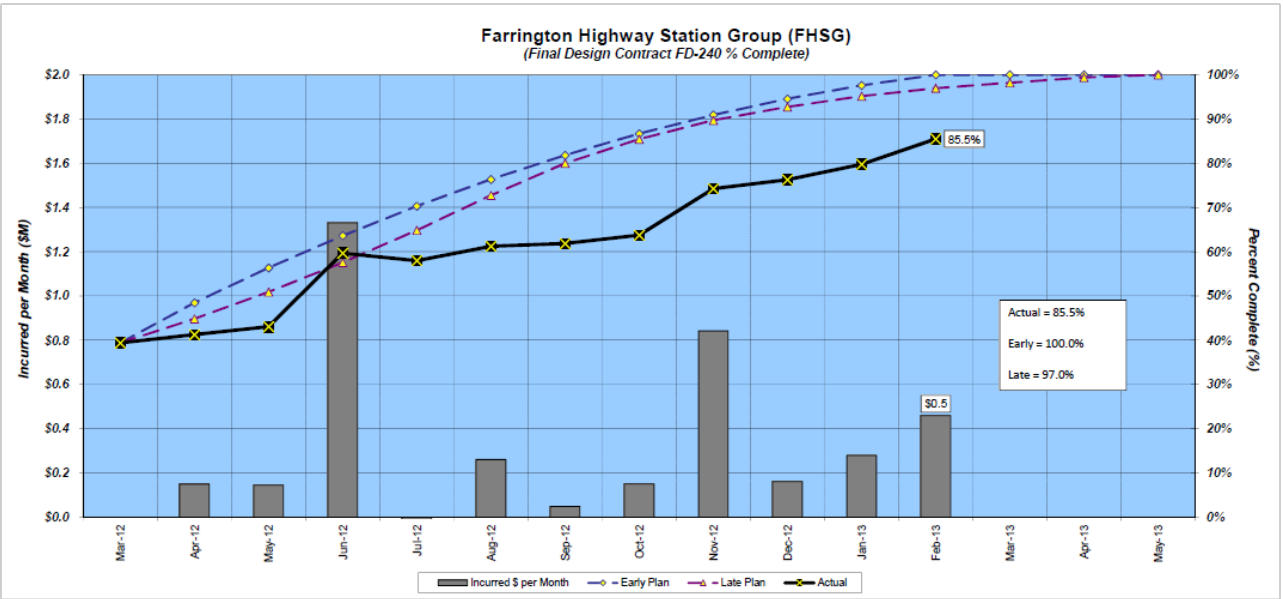
Committed:[1]	$8,008,045		Incurred to date:	$6,847,265
Authorized:[2]	$7,711,060	(96.3%)	Construction Documents Bid-Ready:	May 2013

[1] Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 85.5%, versus the early plan of 100% and the late plan of 97.0%, as shown in Figure 25 below. In February, $0.5M was incurred. Design is 90% complete.

Figure 25. Farrington Highway Station Group (FHSG) Final Design



- **Activities this month**
  - Reviewing final design submittal and cost estimate.
  - Continued to hold weekly progress and interface meetings.
  - HDR is working on resolving interface issues with guideway and core systems contractors.
  - Continued to evaluate schedule and negotiate changes.

- **Look Ahead**
  - Provide interim design and cost estimate review comments.

Contract FD-340: Kamehameha Highway Station Group (KHSG) Final Design

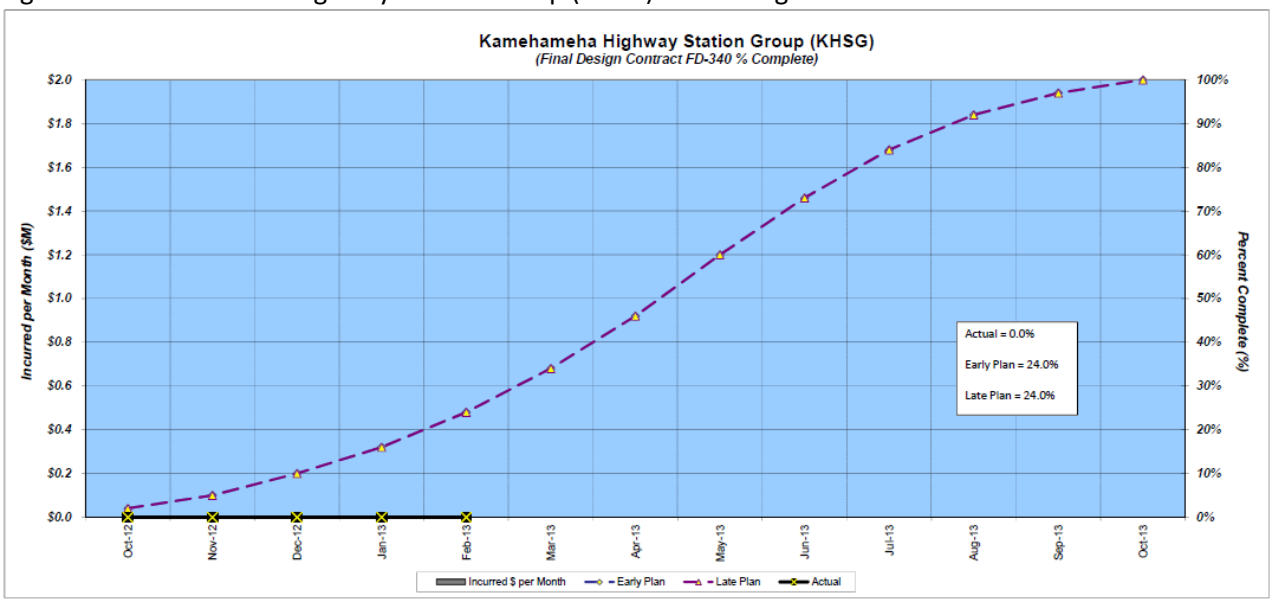
Contractor: Anil Verma Associates, Inc., Final Design Consultant (Engineer of Record)

Committed:[1]			Incurred to date:	
Authorized:[2]	$3,024,525	(34.8%)	Construction Documents Bid-Ready:	December 2013

[1] Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

Design is 25% complete.

Figure26. Kamehameha Highway Station Group (KHSG) Final Design



- **Activities this month**
  - HART reviewed AVA submittals on various plans as required in NTP 1a.
  - HART reviewed AVA submitted draft schedule of milestone and schedule.
  - Continued to hold weekly progress and interface meetings.
  - Issued NTP 1b – Update of Preliminary Engineering Plans.

- **Look Ahead**
  - AVA to submit Right-of-Entry (ROE) for site survey.

Contract FD-430 Airport Section Guideway and Utilities Final Design

Contractor: AECOM Technical Services, Inc., Final Design Consultant (Engineer of Record)

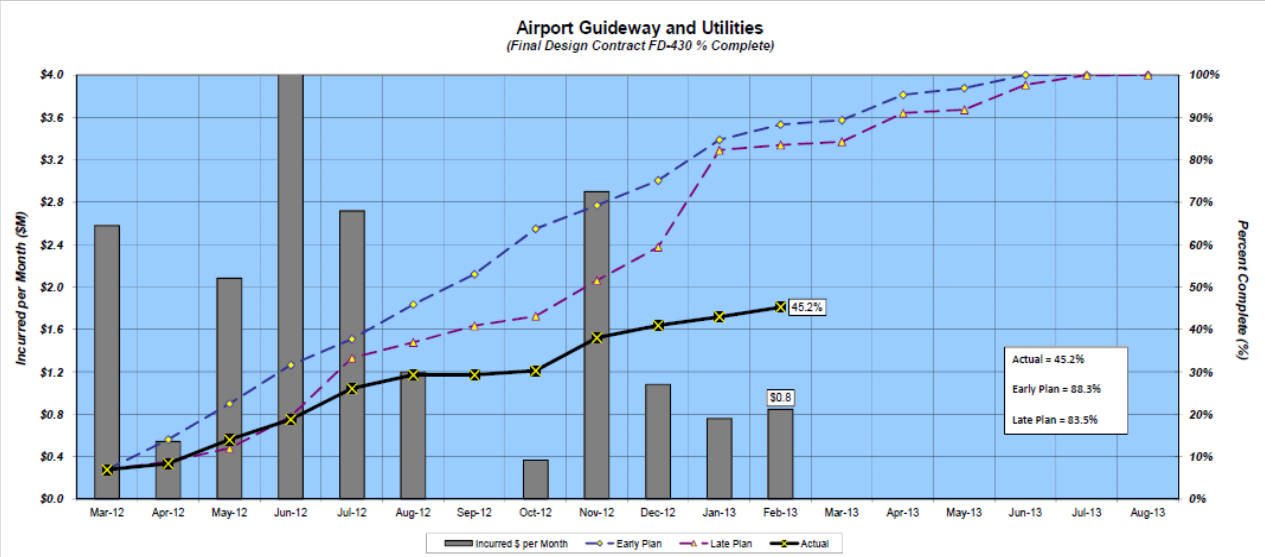
Committed:[1]	$39,115,960			Incurred to date:	$16,856,689
Authorized:[2]	$31,341,791	(80.1%)	Construction Documents Bid-Ready: Utilities Guideway		October 2013 April 2014

[1] Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 was 45.2%, versus the early plan of 88.3% and the late plan of 83.5%, as shown in Figure 27 below. In February, $.8M was incurred. Design is 45% complete.

Figure 27. Airport Guideway and Utilities Final Design



- **Activities this month**
  - HART and AECOM continued coordination with HDOT (Highway and Airport) and utility companies, and other stakeholders.
  - Continued weekly progress/design and interface meetings.
  - AECOM continued interim design development.
  - AECOM continued geotechnical testing.
  - HART held a meeting with HDOT to discuss the Airport station and alignment. A decision was reached on the alignment through the Airport and the station location.

- **Look Ahead**
  - Continue working on interim design packages.
  - Resolution of alignment and column locations through Uelena Street.
  - Continue geotechnical testing.

Contract FD-440: Airport Station Group (ASG) Final Design

Contractor: AECOM Technical Services, Inc., Final Design Consultant (Engineer of Record)

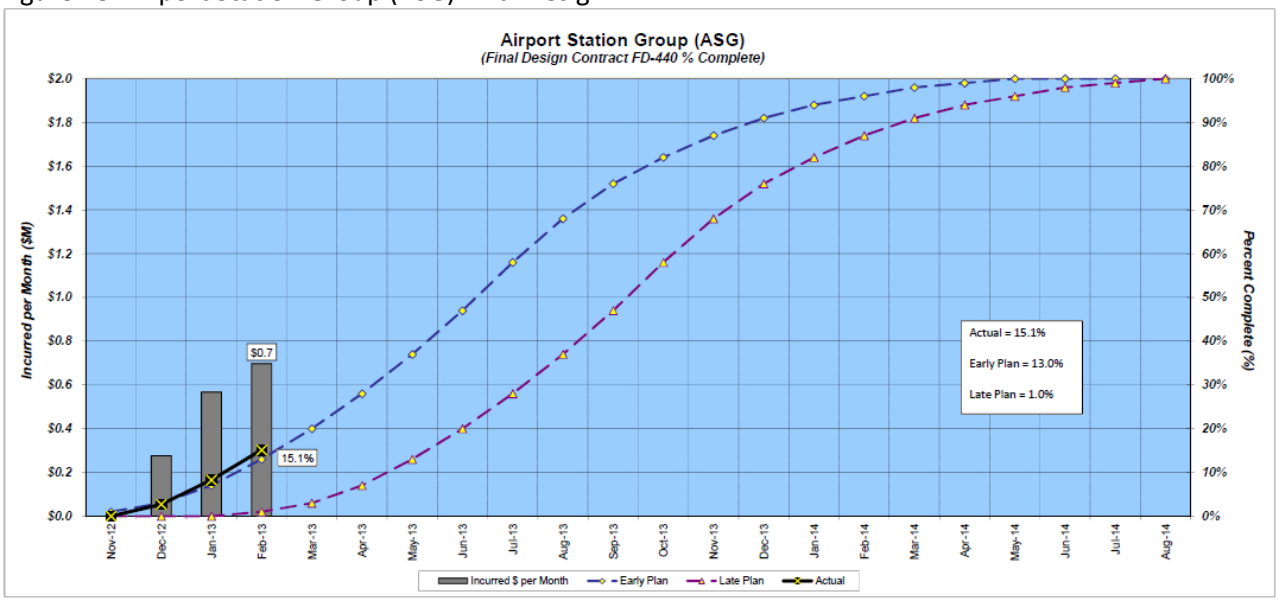
Committed:[1]	$10,177,365		Incurred to date:	1,539,266
Authorized:[2]	$2,878,543	(28.3%)	Construction Documents Bid-Ready:	January 2014

[1] Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of February 22 is 15.1%, versus the early plan of 13.0% and the late plan of 1.0%, as shown in Figure 28 below. In February, $0.7M was incurred. Design is 15% complete.

Figure 28. Airport Station Group (ASG) Final Design



- **Activities this month**
  - Continued to hold weekly progress and interface meetings.
  - A decision was reached with HDOT on the Airport station location.
- **Look Ahead**
  - Continue working on the preliminary engineering development.

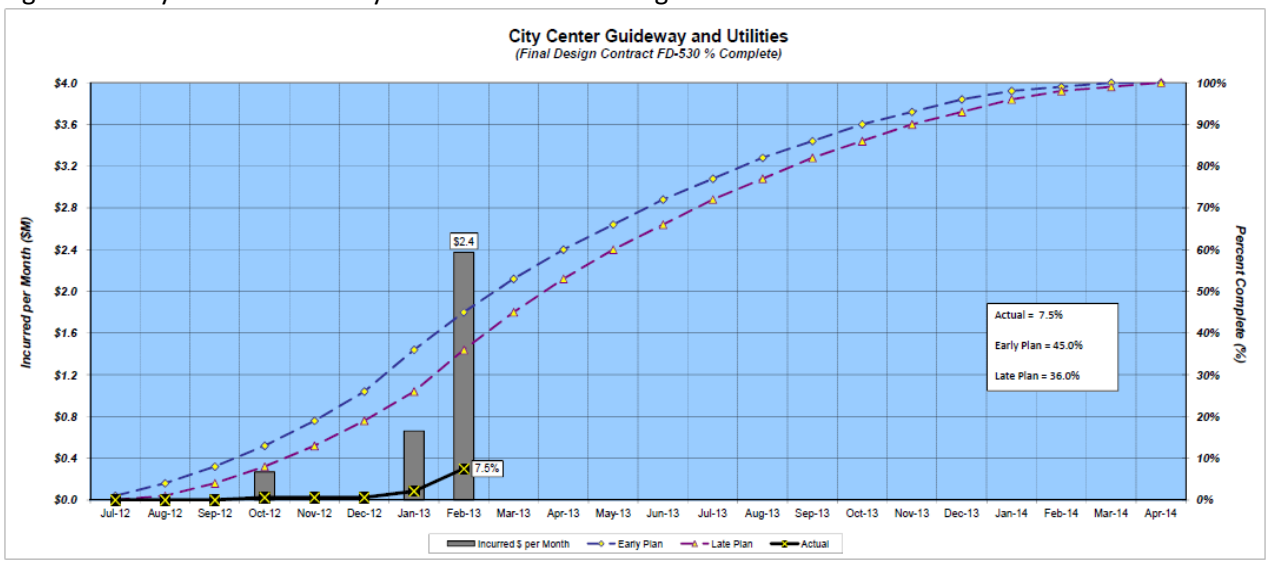
Contract FD-530: City Center Section Guideway and Utilities Final Design Contractor: AECOM Technical Services, Inc., Final Design Consultant (Engineer of Record)				
Committed:[1]	$43,948,220		Incurred:	$3,303,209
Authorized:[2]	$15,949,421	(36.3%)	Construction Documents Bid-Ready:	
			Utilities	August 2013
			Guideway	April 2014

[1] Commitment as of 2/22 = Contract value (not including contingency) with Design Allowance + executed Change Orders.
[2] Total Authorized for Expenditure (AFE) as of 2/22= NTP dollar values + executed Change Orders.

- **Contract Status**

Actual progress as of February 22 is 7.5%, versus the early plan of 45.0% and the late plan of 36.0%, as shown in Figure 29 below. This contract is to be combined into the Airport and City Center Guideway Construction contract (DBB-520). Design is 20% complete.

Figure 29. City Center Guideway and Utilities Final Design



- **Activities**
  - Continued weekly progress/design and interface meetings.
  - AECOM continued Preliminary Engineering Design development.
  - HART and AECOM continued to meet with various private and public stakeholders.

- **Look Ahead**
  - Continue Preliminary Engineering Design development.
  - Commence geotechnical testing.

3.5 Utility Agreements

- **Activities this month**
  - Buy America:
    - HART received commitment letters stating that Sandwich Isle Communications (SIC) and Hawaii Gas Company (HGC), formerly The Gas Company, will comply with Buy America requirements.
    - Hawaiian Telcom (HT), Tesoro, and AT&T have indicated that they would be able to comply with Buy America requirements.

        - Chevron and tw telecom have indicated that they will not be entering into any construction agreements with HART, which Buy America would be applicable. HART concurs that Chevron and tw telecom would only be providing engineering and inspection services for the HRTP. HART understanding that any relocation of Chevron and/or tw telecom facilities will be performed by other HART contractors, and Buy America requirements would then be applicable to those contractors.
    - WOFH section:
        - Draft Amendments for the Utility Construction Agreements (UCAs) executed with: Hawaiian Electric Company (HECO), Oceanic Time Warner Cable (OTWC) and Wavecom Solutions including Buy America requirements are under procurement review.
        - The Hawaiian Telcom (HT) UCA has not yet been executed. HT provided comments to the current agreement to HART. HART has transmitted the contract to HT for execution.
        - Sandwich Isle Communications (SIC) UCA has not been executed. There are no current conflicts in the WOFH section, however SIC has requested an agreement in the event a conflict arises. Draft UCA is under procurement review.
    - KHG section:
        - All Engineering Service Agreements (ESAs) required for KHG have been executed with: AT&T, Chevron, HT, OTWC, SIC, Wavecom, Tesoro, HGC and tw telecom.
        - The draft UCA**,** incorporating Buy America requirements, was transmitted to Tesoro for review.
        - Draft UCAs for AT&T, OTWC, SIC, and PLNI are under procurement review.
    - Airport and City Center sections:
        - All ESAs for the Airport and City Center sections have been transmitted to the utility owners for review and comment.
        - tw telecom ESA for the Airport and City Center Section has been executed.
        - Airport Bridging Agreement with HECO was executed and NTP issued on 2/19/2013.
        - City Center Bridging Agreement with HECO was executed and NTP issued on 3/5/13.
        - Discussion with HECO on Airport and City Center UFRCRA on-going.

- **Look Ahead**
    - Transmit the remaining draft UCAs to utility owners in the KHG section. HART is now ready to proceed after some initial delays in completing drafts due to the addition of Buy America requirements for utility construction agreements.
    - Hawaiian Telcom purchased Wavecom Solutions on December 31, 2012, and will be assuming the ESA and UCA for the WOFH segment, and the ESA for the KHG segment. New agreements for the relocation of Wavecom utilities will be covered by Hawaiian Telcom.

See Figure 30 on the next page for the latest Utility Agreements Status Matrix.

Figure 30. Utility Agreements Status Matrix (by section)

Utility Agreements Status Matrix									
Utility Owner	***Status***	**WOFH**		**KHG**		**Airport**		**City Center**	
		ESA	**UCA**	**ESA**	**UCA**	**UCA**	**COMBINED ESA**		**UCA**
AT&T	*Executed*	May 11, 2011	Dec 20, 2011	May 18, 2012	Completed draft under COR review		Draft transmitted to utility		
	NTP	May 12, 2011	Dec 21, 2011						
Chevron	*Executed*	Dec 4, 2009		Nov 4, 2011					
	NTP	Dec 22, 2009		Nov 15, 2011					
Hawaiian Telcom	*Executed*	May 20, 2010	Back to HT to self-performing scope; HT reviewing new draft	May 10, 2012	Preparing draft		Close to agreement on T&C; awaiting final comments from utility		
	NTP	June 14, 2010							
HECO	*Executed*	By Agreement with PB	Apr 20, 2012	July 12, 2012		Draft transmitted to utility	Airport Bridging Agreement Executed 2/19/13 City Center Bridging Agreement Executed 3/5/13		
	NTP								
Oceanic Time Warner	*Executed*	Dec 8, 2009	Dec 21, 2011	Jan 9, 2012	Completed draft under COR review		Execution Pending Approval of Funding / Signed copies received from Oceanic		
	NTP	Dec 22, 2009							
Pacific Lightnet/ Wavecom	*Executed*	Apr 28, 2010	Mar 12, 2012	Feb 15, 2012					
	NTP	Apr 29, 2010	Mar 13, 2012	Feb 16, 2012					
Sandwich Isle Communications	*Executed*	May 20, 2010	Not needed (no scope on WOFH section)	Apr 20, 2012	Completed draft under COR review		Draft transmitted to utility		
	NTP	Jun 8, 2010							
The Gas Company	*Executed*	Dec 18, 2009	Jun 30, 2011	Jun 1, 2012	Completed draft under COR review		Draft transmitted to utility		
	NTP	Dec 22, 2009	Jul 12, 2011						
tw telecom	*Executed*	Dec 2, 2009		Feb 14, 2012	No Scope – Oceanic to relocate for tw telecom for KHG		Executed 10/11/12		
	NTP	Dec 22, 2009		Feb 16, 2012					
Tesoro	*Executed*			Feb 15, 2012	Sent draft to utility for review		Draft transmitted to utility		
	NTP			Feb 16, 2012					

Legend: = Action this month; = Not applicable

COR = Corporation Counsel
ESA = Engineering Services Agreement
UCA = Utility Construction Agreement
UFRCRA = Combined Engineering and Construction Utility Agreement

3.6 Permits

- **Activities this month**
  - Clean Water Act (CWA) Section 404 Corps Permit application for work at Waiawa Stream and Tributary was received from GEC on December 20. Submission to the Corps of Engineers will be made once FTA coordinates Section 7 Endangered Species Act and Essential Fish Habitat requirements with the National Oceanic and Atmospheric Administration (NOAA) Fisheries Division.
    - Section 7 coordination letter is being finalized.
    - The Essential Fish Habitat Assessment package is prepared and was submitted by HART to the FTA for review on March 22. The FTA will submit to the NOAA Fisheries Division.
  - The approved Industrial Wastewater Discharge Permit for the Wheel Truing Facility at the Maintenance and Storage Facility (MSF) was received from DPP.
  - The City Center preconstruction Community Noise Permit application was submitted to HDOH on March 20.
  - The City Center preconstruction Community Noise Variance application is being finalized.
  - The City Center preconstruction approval to discharge into the City's Municiple Separate Stormwater Sewer System (MS4) was received.
  - The City Center preconstruction approval to discharge into the Honolulu Community Development Authority's (HCDA) Municiple Separate Stormwater Sewer System (MS4) was received.
- **Look Ahead**
  - Upcoming significant permit activity:
    - Draft amendment request to the existing SCAP (Stream Channel Alternation Permit).
    - Finalize Corps NW #6 Permit for In-Water Geotech, Airport Section.
    - Start preparing Corps NW #6 Permit for In-Water Geotech, City Center Section.
    - Coastal Zone Management Consistency application for work at Waiawa Stream and Tributary will be drafted.
    - An Individual NPDES Permit and accompanying MS4s for preconstruction activities for the West Oahu Stations to be prepared.

3.7 Hawaii Department of Transportation (HDOT) Agreements

- **Activities this month**
  - Alignment-wide, the HDOT Traffic Management Consultant (contract MM-915) continues to review traffic signals, ITS and construction MOT for HDOT.
  - The HDOT Design Coordination Consultant for WOFH (contract MM-920), AECOM Technical Services, Inc. (AECOM), continues to review design submittals for HDOT.
  - SSFM, the HDOT Design Coordination Consultant for the Airport and City Center guideway (contract MM-922), is reviewing both guideway design submittals for HDOT.
  - KHG section:
    - The KHG Master and JUO agreements await resolution of HDOT comments regarding assignment to HART. HART/HDOT met in March to discuss this issue, HDOT has reaffirmed their position that The City and County of Honolulu must be a signatory to the agreement. This issue is being elevated to the Mayor.
    - AECOM, the HDOT Design Consultant for KHG (contract MM-921), continues to review KHG design submittals for HDOT.

- **Look Ahead**
  - Execute the KHG Master and JUO Agreements.

3.8 Other Design Activities

- **Activities this month**
  - Prepared architectural Standard and Directive Drawings.
  - Submitted proposal for Flood Warning Alert System for Pearl Highlands station complex.
  - Revised Compendium of Design Criteria, Division 1/Standard Special Provisions, and Standard Specifications.
  - Meetings held with other agencies to discuss proposed Pearl Highlands' scour protection, bank protection, and flood alert warning system to coordinate and prepare for start of design.
  - Evaluated design options for Kaloi Channel scour.

- **Look Ahead**
  - Support for documents regarding environmental impacts for stations on Beretania Street Tunnel alignment.
  - Deliver draft Train Control and Communication conduit routing white paper.
  - Provide Waiawa Stream hydraulic information to KHSG designer.
  - Finalize Waiawa Stream scour and bank protection reports.
  - MSF shoreline re-certification.

3.9 Interface

- **Activities this month**
  - Continued to request of interfacing contractors to provide need/delivery dates for Interface Control Documents (ICDs) elevated to HART for review and direction.
  - Continued implementing risk assessment guidelines for ICDs and Requests for Interface Data (RFIDs) elevated to HART.
  - Continued with assessment process and directions to "proceed" for Issues (ICDs and related RFIDs) elevated by WOFH, KHG and MSF.
  - Continued implementing CSC-MSF decision point sequencing tool to identify interfaces to be addressed prior to construction start.
  - Participated in all contract Interface Coordination Meetings.
  - Continued to develop tracking tool for HART Interface Issues.
  - Continued to support development of tracking tool for RFIDs, ICDs and construction hold points.
  - Continued interfacing with adjoining Contractors as surrogate designer on D-KSG and EE contracts in their absence.
  - A total of 605 RFIDs have been submitted (432 closed).
  - A total of 35 Interface Issues have been elevated (11 new, 3 closed, 3 on hold and 18 OSR).
  - Facilitated 34 interface definition meetings with various contractors.

- **Look Ahead**
  - Continue to support development of tracking tool for elevated Issues, including RFIDs, ICDs, and construction hold points.
  - Continue monitoring contractor RFIDs and ICDs pertaining to the Final Design Baseline (Revision 0).
  - Review contractor Interface Control Manuals for acceptance after they obtain NTP.
  - Continue to review elevated issues for path forward to construction.

4 GROUP REPORTS

4.1 Safety and Security

- **Activities this month**
  - The Project had no construction safety or security issues in March. See Figure 31 below for a summary of issues to date.
  - AIS was completed with no incidents noted.
  - HART attended meetings for Honolulu to exercise a Tsunami drill.
  - HART met with GEC to re-align Task 5.
  - HART Safety met with the Construction Safety Manager to review incidents, incident data and proactive plans and updated all plans.
  - HART Safety continues to hold a weekly Core Systems Safety Meeting with Core Systems Contractor Ansaldo Honolulu Joint Venture (AHJV).
  - HART reviewed AHJV submittals for compliance and technical specifications.
  - HART staff continues to meet with HDOT bi-weekly to address FTA and HDOT issues.
  - HART distributed the base-lined Preliminary Hazardous Analysis (PHA) with no concerns.

- **Look Ahead**
  - HART will baseline the Sensitive Security Information Plan (SSI) submittal.
  - Continue to hold safety meetings with contractors, particularly AHJV, committees and staff.
  - Finalize HART review of the updated Navy and courthouse Threat and Vulnerability Analysis (TVA's).
  - On-going discussion of security concerns with the TSA, HPD and Honolulu Fire Department (HFD) and of Emergency Plans with Emergency Responders and Emergency Management.
  - Continue to meet and review design issues with contractors.
  - Continue to process CIL/CEL's from all contracts.

Figure 31. Construction Safety Monitoring - Safety and Security Issues

Period/Date	Contract	No. & Type of Event	Comments
2011	----	**1 in 2011**	
January	----	2 in January	
February	----	2 in February	
March	KHG	1 in March	
April	WOFH-KHG	5 in April	
May	WOFH-KHG	5 in May	
June	WOFH-KHG	1 in June	
July	WOFH	3 in July	
August	WOFH	3 in August	
September	----	0 in September	
October	----	0 in October	
November	----	0 in November	
December	----	0 in December	
2012	----	**22 to date in 2012**	
January	----	0 in January	
February	----	0 in February	
March	----	0 in March	

4.2 Quality Management

- **Activities this month**
  - HART-GEC Quality Assurance (QA) staff weekly meeting to discuss overall Project QA/Quality Control (QC) issues with consultants, contractors, subs and internal staff.
  - Continued training and mentoring HART employees to ensure project participants are familiar with the latest approved plans and procedures, and have acquired required certifications.
  - Closing out 2012 QA Audit Schedule: Only one open QA Audit left to close.
  - Updating and implementing the Combined QA and Safety & Security (SS) Audit Schedule for 2013. Conducted: HART Internal Combined QA and SS Audit on 2/26-3/5.
  - Continued updating Project Baseline Plans and Procedures due to: new policies, re-organization, process improvement and lessons learned from the internal audits and PMOC suggestions.
  - Conducted Bi-weekly Quality Task Force (QTF) meetings with 10-contractors and consultants' QA teams to discuss status of: design activities; procurement activities; packaging, shipping, storage and preservation; NCRs and quality compliance and improvement.
  - GEC II (Parsons Brinckerhoff, Inc. [PB]):
    - Performed four (4) QA training of PB staff.
    - Performed two (2) internal QA Surveillance of Design & Engineering and Airport Station Group.
    - Performed QA Audit Lea & Elliott, sub-consultant for CSC on 3/6.
  - West Oahu/Farrington Highway Guideway (WOFH) – Kiewit Infrastructure West Co. (KIWC):
    - Closed QA System Audit of KIWC. (Audited WOFH and KHG together).
    - Approved WOFH/KHG QAP (Revision 3) and reviewing Inspection and Test Plan (ITP) Revision 3 submitted on 3/22.
  - Maintenance and Storage Facility (MSF) – Kiewit Kobayashi Joint Venture (KKJV):
    - Approved QAP (Revision 2) and Inspection and Test Plan submitted by KKJV.
    - Reviewing HNTB Corrective Action on NCR for constructability review requirements.
  - Kamehameha Highway Guideway (KHG) – KIWC:
    - QA/QC activities same as the WOFH contract.
    - Closed one Observation Report issued by HART on 3/18.
  - Core Systems Contract (CSC) – Ansaldo Honolulu Joint Venture (AHJV):
    - Attended and participated in the Definitive Design Reviews of Rolling Stock and Systems presented by AHJV and subs.
    - Completed review of 3 Quality Plans of AHJV-approved sub-contractors (Siemens, Alcatel Lucent and Johnson Controls). Following-up closure of comments issued.
    - Reviewed 3-HRTP Supplemental Procedures submitted by AHJV.
    - Met with AHJV and PMOC to clarify 49CFR661 and 49CFR663 - Buy America requirements on the CSC.
  - Farrington Highway Stations Group (FHSG) – HDR Engineering, Inc. (HDR):
    - Participated in the weekly design review meetings.
    - Reviewed HDR Corrective Actions on NCRs issued by HART during the audit.
    - Preparing for the Contract Close-out including a Checklist for QA Records.
  - Airport Guideway and Utilities (Airport)– AECOM Technical Services, Inc. (AECOM):
    - Reviewing AECOM QAP (Revision 3) for the AUG.
    - Preparing for the next HART QA Design Surveillance to be held on 3/26.
  - City Center Guideway and Utilities (City Center) – AECOM:
    - Approved QAP (Revision 0) on 3/3/13.
    - Performed QA Surveillance of AECOM QA Audit of their Subcontractor RHA on 3/21.
    - Preparing for the next HART QA Design Surveillance to be held on 3/26.
  - West Oahu Stations Group (WOSG) – URS Corp. (URS):
    - Issued Design Process QA Audit Report to URS.

    - Reviewed URS Drilling and Sampling Plan.
  - Airport Station Group – AECOM:
    - Approved QAP (Revision 0) for ASG on 3/12.
  - Kamehameha Highway Stations Group (KHSG) – (AVA):
    - Reviewing QAP (Revision A) for KHSG.

- **Open Nonconformance (NCR) Log Summary**

NCR No.	Issued by	Reference/Activity	Corrective Action	Status
HART				
13-002-QA01	HART	Current established Internal Plans and Procedures do not reflect current practices	Update plans and procedures to reflect re-organization, new policies, process improvements and lessons learned	**Open**
13-002-QA02	HART	Contract Change Management Procedure No. 5.CA -02 does reflect current practice	Accelerate revision and implementation of Procedure No. 5.CA-02 Contract Change Management	**Open**
13-002-QA03	HART	Not all CMS users have attended basic training per Procedure 3.PM-01Contract Management System	Verify authorized users with access to CMS and identify users needing training, and perform training	**Open**
GEC II Contract				
NCR-01154	PB-Corp	Business Management System, P-LD-10 Subconsultant Evaluations	As time permits, apply resources for the annual sub evaluations.	**Open**
West Oahu / Farrington Highway Guideway (WOFH) DB Contract				
058	KIWC	Column 62 Bearing Pad Placement	Follow work plan; green tag for repair	**Open**
059	KIWC	Column 63 Bearing Pad Placement	Follow work plan; green tag for repair	**Open**
057	KIWC	Column 69 Drain Piping	Follow work plan	**Open**
051	KIWC	Pier 75 Bearing Plinths Rebar Place	Add QC inspection point to confirm elevation	**Open**
050	KIWC	Pier 76 Bearing Plinths Rebar Place	Add QC inspection point to confirm elevation	**Open**
049	KIWC	Concrete Column Finish Pier 76	Stand-down to discuss importance of quality	**Open**
042	KIWC	HECO 1-508-E1 Backfill Compaction	Compaction HP requires QA Inspector's release	**Open**

- **Look Ahead**
  - Continue mentoring and training personnel on revised approved Project Plans and procedures.
  - Continue QA/QC, Environmental and Buy America Compliance Oversight of Contracts executed to date.
  - Complete/Close-out 2012 QA Audit Schedule. Update and implement the 2013 Combined Management Systems (QA and Safety & Security) Audit Schedule.
  - Follow up on and close corrective and preventative actions on all NCRs and Observations issued.
  - Review Contractor/Consultant QAPs and implementing procedures (new and updates).

4.3 Right-of-Way

- **Activities this month**
  - Acquisitions**:**
    - Offer accepted for TMK 1-1-016-015 at proposed Lagoon Station.
    - HART Board approved eminent domain proceedings for TMK 1-9-6-004-006, a full take, required for the WOFH guideway and Pearl Highlands Station, and TMK 1-9-7-023-008, a partial take for Kamehameha Highway road widening.
    - Discussed changes due to alignment and station location at the Airport.
  - Budget:
    - No expenditures were made during the reporting period.
    - $36.4M was spent to acquire 21 properties. The budgeted amount was $36.8M resulting in a budget underrun of $0.4M.
    - $2.3M has been expended for relocations.

- **Look Ahead**
  - WOFH Section
    - Re-appraise TMK 1-9-4-047-008, a partial take for the West Loch Station.
    - Relocation of TMK 1-9-4-019-050 will be completed no later than June 2013.
  - Kamehameha Section
    - Complete negotiations for partial takes associated with TMK 9-7-022-008 and TMK 9-7-022-021 by April 2013.
    - Complete acquisition of TMK 1-9-8-009-017, a full take for Pearl Ridge Station.
  - Airport Section
    - Complete the appraisal process for TMK1-1-016-007, a partial take along Waiwai Loop.
    - Secure consents to do geotechnical testing and environmental assessments on properties along the proposed guideway and stations.
  - City Center Section
    - Acquisitions on hold until conditions of federal court order are met.
    - Secure consents to do geotechnical testing and environmental assessments on properties along the proposed guideway and stations.

Figure 32. Right-of-Way Status

Section	Original # Parcels in FEIS	Current # Parcels Needed	Agreements In Process	Appraisals in Process	Offers	Acceptance	Ready for Construction
FULL ACQUISITION							
Total	**40**	**37**	**0**	**1**	**5**	**6**	**16**
WOFH	*14*	*14*	*0*	*0*	*1*	*1*	*12*
KHG	*5*	*3*	*0*	*0*	*0*	*1*	*2*
Airport	*5*	*4*	*0*	*0*	*3*	*1*	*0*
City Center	*16*	*16*	*0*	*1*	*1*	*3*	*2*
PARTIAL ACQUISITION							
Total	**163**	**134**	**8**	**2**	**4**	**2**	**7**
WOFH	18	10	2	1	0	0	6
KHG	21	7	4	0	3	0	0
Airport	31	35	2	1	0	0	1
City Center	93	82	0	0	1	2	0
EASEMENTS							
Total	**12**	**13**	**4**	**0**	**0**	**0**	**3**
WOFH	6	6	3	0	0	0	3
KHG	0	1	1	0	0	0	0
Airport	1	1	0	0	0	0	0
City Center	5	5	0	0	0	0	0
GRAND TOTAL	**215**	**184**	**12**	**3**	**9**	**8**	**26**

FEIS = Final Environmental Impact Statement, June 2010

Figure 33. Relocation Status

	Total Relocations	Initiated	90-day Notice	30-day Notice	Relocations Complete
Residential	**26**			**0**	**26**
WOFH	*25*			*0*	*25*
City Center	*1*				*1*
Business	**66**	**10**	**1**	**0**	**12**
WOFH	*5*	*1*	*1*		*3*
KHG	*4*		*0*	*0*	*4*
Airport	*7*	*6*			
City Center	*50*	*3*	*0*		*5*
Not-For-Profit	**1**				**1**
WOFH	*1*				*1*
TOTAL	**93**	**10**	**1**	**0**	**39**

Figure 34. Third-Party Agreement Status

Agreement	Completion	Target	Section	Status
University of Hawaii (UH) Master Agreement	Pending	July 2013	WOFH, KHG, City Center	Finalization of an agreement is underway. Anticipate going to UH Regents in April.
Leeward Community College (LCC) Sub-agreement	Pending	July 2013	WOFH	Property appraisal complete.
UH West Oahu (UHWO) Sub-agreement	Pending	July 2013	WOFH	Property appraisal complete.
Department of Land and Natural Resources (DLNR)	Pending	June 2013	WOFH	Discussions continuing.
Department of Education Master Agreement and Consent to Construct	Feb 8, 2011		WOFH	Executed
DR Horton Agreement	Mar 7, 2012		WOFH	Executed
DHHL Master Agreement	Mar 10, 2010		WOFH, MSF	Executed
DHHL Consent to Construct	Dec 1, 2011		WOFH, MSF	Consent to construct in place
DHHL License or Property Transfer	Pending	July 2013	WOFH, MSF	Discussions continuing with DHHL , the City and HART
HDOT Master Agreement	Oct 31, 2011		WOFH	Executed
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Apr 5, 2012		WOFH	Executed
UH Urban Garden Sub-agreement	Pending	July 2013	KHG	Property appraisal complete.
HDOT Master Agreement	Pending	July 2013	KHG	HART continuing to resolve outstanding issues
HDOT JU&O Sub-agreement	Pending	August 2013	KHG	Will complete after KHG Master Agreement is completed
Aloha Stadium / Department of Accounting & General Services (DAGS)	Pending	July 2013	KHG	Discussions moving forward with Aloha Stadium Board, DAGS and DLNR
U.S. Navy / General Services Administration (GSA)	Pending	N/A	Airport	Anticipate WOFH and Kamehameha easements complete by May 2013. HART revising required maps for the 15 easements along Kamehameha Highway. These easements will be processed as one package.
U.S. Post Office Honolulu Processing Center	Pending	February 2014	Airport	Initiated request to secure an easement for Post Office Property. Awaiting design.
Federal Aviation Administration (FAA) Master Agreement	Pending	February 2014	Airport	As design progresses a determination will be made if an agreement is required.
HDOT Master Agreement	Pending	February 2014	Airport	Awaiting resolution of Kamehameha Agreement prior to completing HDOT Airport Agreement.
HDOT JU&O Sub-agreement	Pending	March 2014	Airport	Will complete after Airport Master Agreement is completed.
HDOT Master Agreement	Pending	June 2014	City Center	Pending awaiting completion of the KHG and Airport master agreement. On hold due to federal order.
HDOT JU&O Sub-agreement	Pending	July 2014	City Center	Will complete after City Center Master Agreement is completed.
Honolulu Community College (HCC) Sub-agreement	Pending	July 2014	City Center	Property appraisal completed.
Federal Court House/GSA	Pending	Oct 2014	City Center	HART is reviewing the GSA draft agreement. Conducting monthly meetings with parties. On hold due to federal order.
HI Community Development Agreement (HCDA)	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway. On hold due to federal order.
DAGS	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway. On hold due to federal order.

4.4 Planning and Environment

- **Activities this month**
  - Programmatic Agreement (PA) [by PA Stipulation number]
    - II. Traditional Cultural Properties (TCPs):
      - Draft City Center TCP studies will be under internal review at HART in early April.
    - III. Identification and Protection of Archaeological Sites and Burials-Archaeological Inventory Surveys (AIS):
      - Phase 3 (Airport) AIS: The draft AIS Report was submitted to the State Historic Preservation Division (SHPD) for review on March 4. It is available for public review on the HART website http://honolulutransit.org/planning/iii-identification-and-protection-of-archaeological-sites-and-burials.aspx under AIS Report Airport. Note this is a very large multi-file document.
      - Phase 4 (City Center) AIS: The AIS Report is under review at HART and submittal to SHPD is expected in early April.
      - An additional outreach to lineal and cultural descendants was held on March 11. Outreach continues to potential descendants for the 7 iwi kupuna finds in the Honolulu Ahupuaʻa. Future meetings will be scheduled with descendants.
    - IV. Design Standards:
      - Public and consulting party workshops will be held for the Farrington Highway Station Group (West Loch, Waipahu Transit Center and Leeward Community College Stations) in April.
    - V. Recordation and Documentation:
      - Historic American Buildings Survey/ Historic American Engineering Record/ Historic American Landscape Survey (HABS/HAER/HALS) [including required photo recordation of adversely affected historic properties activities and submission to the National Park Service (NPS)] is in progress for additional properties.
    - VI. National Register of Historic Places/Historic Landmark Nominations:
      - Preparation of National Register nomination forms for adversely affected historic properties is in progress. HART internal review is underway for: Waikele Canal bridge and Highway Overpass, Waimalu Bridge, and Waiawa Bridge national register nomination forms. Mother Waldron Playground/Park is also in review.
    - IX. B. Historic Preservation Program:
      - Pre-applications for historic preservation funds were due on March 15.
      - The Historic Preservation Committee will review these applications in April with invitations to submit full applications sent to selected applicants to follow.
  - Mitigation Monitoring Program (MMP)
    - Reporting:
      - Internal February monthly reports were completed this month.
    - The next Outdoor Circle meeting is scheduled for March 28.
    - The Koʻoloaʻula (Abutilon menziesii) Memorandum of Agreement (MOA) between HART, HDOT and DLNR remains under review at DLNR for signature.
    - Updated coordination with the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration is in progress to support Section 404 permitting for the project.
  - Planning Activities
    - HART and DPP continue to conduct monthly meetings to discuss Transit-Oriented Development (TOD) around the future transit stations, with a meeting held on March 15.
    - Monthly HART Sustainability Committee Meetings continue as the team works to identify ways to improve the support of green features project-wide. A meeting was held on March 8.

- **Look Ahead**
  - Report Reviews:
    - Airport AIS SHPD and public reviews conclude
    - Traditional Cultural Properties Study reports reviews begin
    - City Center AIS SHPD and public reviews begin
  - Cultural Descendant Outreach and Meetings
  - Historic Preservation Committee reviews pre-applications
  - Farrington Highway Station Group Public and Consulting Party Workshops
  - PA Consulting Party Quarterly Meeting/ Focus Meeting

4.5 Risk Management

- **Activities this month**
  - The risk matrix in Figure 35 on the next page is used to score and rank identified risks. Risks have been assessed on probability of occurrence and most likely cost and schedule impact, if occur. The rating is the average cost and schedule impact score multiplied by the likelihood score.
  - The top 10 risks in February are set out in Figure 36 on the next page.
  - As shown in Figure 37 on page 57, the Top 10 risks for February changed from those in January, due to an increased risk rating for risks #169 and #PMOC26 which removed risks #147 and #58 from the Top 10.
  - As shown in Figure 38 on page 57, 2 new risks were added as well as an additional 6 risks that were subdivided from Project-wide risk #94.
    - **Risk #170 (WOFH)** - For WOFH, forms and rebar are currently out in the field without any protection. One column still has a red form up which may stain concrete and result in additional clean-up.
    - **Risk #171 (ROW)** – Easements are dependent on final design and identification of actual requirements for Airport and City Center guideways. Obtaining easements takes as long as acquisitions. Once easement requirements are identified the following steps are taken: survey, appraisal, appraisal review, meet with owner and negotiate.
    - **Risks #94a, 94b, 94c, 94d, 94e, 94f** – Risk was originally carried only for the CSC contract. Risk has now been split to MSF and all guideway sections. There is the potential that the location of manholes, duct banks and conduits may require changes once systems design is finalized. HART will need to initiate change orders to other contracts so they can respond to CSC.
  - In February, 2 risks were deleted from the Risk Register, as shown in Figure 39 on page 57.
  - The total number of risks increased by 6, from 333 to 339 risks in February, as 2 risks were deleted and 8 risks were added. See Figure 40 on page 58.
  - HART continues to work with the Owner-Controlled Insurance Program (OCIP) Consultant, Marsh USA, Inc., to identify and evaluate the insurable risks for the project and the agency.

- **Look Ahead**
  - Monthly contract/discipline specific risk workshops.
  - Update Risk Mitigation Plans for top risks.
  - Monthly Risk Assessment Committee Meeting.

Figure 35. Risk Matrix

Legend	Low (1)	Med (2)	High (3)	Very High (4)	Significant (5)
Probability	< 10%	10><50%	> 50%	75% ><90%	>90%
Cost	< $250K	$250K><$1M	$1M><$3M	$3M><$10M	>$10M
Schedule	< 1 Mths	1 ><3 Mths	3><6 Mths	6><12 Mths	> 12 Mths
Rating	< =3	3.1-9.49		> =9.5	

Figure 36. Top 10 Project Risks in February

Risk ID	SCC Code	Contract Package	Risk Description	Prob	Prob Rating	Cost Impact	Time Impact	Feb. Risk Rating	Jan. Risk Rating
60e	10.04	Project Wide	Given limited geotechnical information available at this time, additional costs may be incurred associated with final design through construction.	90%	5	5	3	20	20
33	40.07	Project Wide	HDOT and DTS may require an upgrade to impacted intersections which would result in redesign and additional costs..	90%	5	5	2	17.5	17.5
11b	40.02	Project Wide	There may be insufficient Utility company resources available to meet the design, approvals and/or construction schedule. (Public Utilities - water, sewer, storm drain)	90%	5	4	3	17.5	17.5
PMOC26	10.04	Project wide	Implementation of modular station designs may impact guideway structure, require redesign and result in additional construction costs.	75%	5	5	2	17.5	10
28	40.04	Project Wide	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	75%	4	5	3	16	14
39	90.00	Project Wide	Contractors may not achieve contract required delivery dates of design information and construction interfaces to others.	75%	4	5	2	14	14
163	40.02	Project Wide	FTA requirement that all utility companies conform to Buy America requirements may cause delays and additional costs.	75%	4	5	2	14	14
169	60.01	City Center	Environmental documentation required under the Federal court case takes longer than planned, resulting in delays to ROW purchase for City Center.	75%	4	4	3	14	10.5
56	40.02	Project Wide	HDOT may not grant waiver to leave in place existing utilities to be abandoned that are not impacted by new structures requiring partial or total removal.	75%	4	5	1	12	12
167	10.04	Project Wide	AIS construction delay is longer than originally anticipated (9-12 months).	50%	3	5	3	12	12

Figure 37. Risks Removed from the Top 10 in February

Risk ID	SCC Code	Contract Package	Risk Description	Prob	Prob Rating	Cost Impact	Time Impact	Feb. Risk Rating	Jan. Risk Rating
147	60.01	Project Wide	Late turnover of ROW to contractor may result in claims.	75%	4	4	2	12	12
58	90.00	Project Wide	HART may require changes to baseline documents resulting in formal change orders.	75%	4	4	1	10	15

Figure 38. Risks Added in February

Risk ID	SCC Code	Contract Package	Risk Description	Cal Prob	Prob Rating	Cost Impact	Time Impact	Risk Rating
170	90.00	WOFH	Procured and constructed materials exposed to the elements become damaged and require rehab or replacement.	90%	5	3	1	10
171	60.01	Right of Way	Delay of utility easement identification for Airport and City Center Guideways will result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14
94a	50.01	WOFH	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	50%	3	3	2	7.5
94b	50.01	KHG	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	50%	3	3	2	7.5
94c	50.01	MSF	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	75%	4	3	2	10
94d	50.01	Airport Guideway	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	50%	3	3	2	7.5
94e	50.01	City Center Guideway	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	50%	3	3	2	7.5
94f	50.01	CSC	Equipment, structures, etc. supplied by other contractors may not meet criteria required by Core Systems Contractor.	75%	4	3	2	10

Figure 39. Risks Deleted in February

Current Risk ID	SCC Code	Contract Package	Risk Description	January 2013 Comments	Risk Rating	
					February '13	January '13
PMOC50	50.01	CSC	Location of manholes, duct banks and conduits may require changes once systems design is finalized. (If installation of system wide duct banks is in the Civil packages.)	Risk has been deleted since it is a duplicate of risk #94.		5
PMOC32	70.01	MSF	Current layout in MSF for inspection pit design may not be conformed with selected vehicles.	Risk has been deleted since MSF has reviewed proposed vehicles and CSC is in compliance.		0.5

Figure 40. Risks by Contract Package

Contract Packages	January 2013 # of Risks		February 2013 Update				
			Total # of Risks		Newly Sub-Divided Risks	New Risks	Deleted Risks
Project Wide	68	*18*	69	*18**	0	0	0
WOFH	51		53		1	1	0
MSF	21		21		1	0	1
KHG	41		42		1	0	0
Core Systems Contract	20		19		1	0	1
Right of Way	10		11		0	1	0
Airport Guideway	50		51		1	0	0
City Center Guideway	56		57		1	0	0
Project Wide Stations	3		3		0	0	0
Farrington Highway Stations	2		2		0	0	0
West Oahu Stations	4		4		0	0	0
Kamehameha Highway Stations	3		3		0	0	0
Airport Section Stations	1		1		0	0	0
City Center Section Stations	3		3		0	0	0
Total	**333**	***283***	**339**	***288****	**6**	**2**	**2**

*51 Project Wide risks were determined to be applicable to various contracts and have been sub-divided into those contracts and evaluated at the contract level. Total number of risks contained in the risk register is 339. There are a total of 288 risks when excluding the duplicated Project Wide risks.

4.6 Community Outreach

- **Activities this month**
  - HART's public outreach in March included presentations and informational booths at key community events, including events for senior citizens, business organizations and education groups. Events included an informational booth at Oahu's auto show, an annual weekend event with more than 30,000 attendees.

Figure 41. HART's outreach staff connected with residents and visitors during the annual First Hawaiian Bank Auto Show, an event that draws 30,000 attendees.

- Key media coverage included the approval of funding for 800 additional seats for HART's railcar fleet and the release of the first visuals on what the new train vehicles would look like.

Figure 42. HART unveiled the first look at its railcars during a HART Board of Directors meeting during its review of contractor Ansaldo Honolulu Joint Venture. HART's 80-car fleet will also include additional seating in response to community feedback.

- **Community Input**
  - HART's public information team responded to 27 public inquiries this month that came in via the agency's website, email and 24-hour hotline. Questions this month included inquiries regarding procurement, station design, the Art in Transit program and employment.
  - To date, HART's outreach team has participated in:
    - 1,413 presentations and events
    - 742 Neighborhood Board meetings

- **Looking Ahead**

  Coming in April:
  - HART's Executive Director and CEO Dan Grabauskas marks his first year on the job with a project status report and a look at key milestones ahead.
  - HART's communications team participates in several education outreach events at community colleges, on-campus career fairs and at the state's Science and Engineering Fair.
  - HART's speakers' bureau reaches out to rotaries, business organizations and the environment.

5 STAFFING

HART staffing activities in March are summarized in Figure 43 below. HART staffing projections are shown in Figure 44 below and Figure 45 on the next page. For organizational structure detail, see the latest HART Project Organization Chart in Appendix A on page 63.

Figure 43. Staffing Activities

Title	Group	New/Existing HART position (City or PMSC)	Position Status	Start Month
Engineering and Construction				
Secretary III	Director (Engineering)	Existing (City)	Filled	Mar
Construction	Engineering	New (PMSC)	Filled - PMSC	Apr
Assistant Project Manager (CE III)	Airport & City Center	New (City)	Interviewing	
Budget and Finance				
Procurement and Specifications Specialist I/II*	Procurement and Contracts	Existing (City)	Recruiting	
Procurement and Specifications Specialist III/IV/V*	Procurement and Contracts	Existing (City)	Recruiting	
Grants/Financial Planner	Grants/Financial	Existing (City)	Recruiting	
Deputy Procurement Officer	Procurement/Contracts	New (City)	Recruiting	
Internal Controls Analyst	Internal Controls	New (City)	Recruiting	
Accountant IV	Accounting	New (City)	Recruiting Interviewing	
Planning, Utilities, Permits & Right of Way				
Architectural Historian	Planning	New (City)	Selected	Apr
Planner V/VI* (Permits/Hazmat)	Utilities, Permits	New (City)	Recruiting	
Secretary II	Planning	Existing (City)	Filled	Mar
Project Controls				
Management Analyst V	Project Controls	New (City)	Filled	Mar
Scheduler	Project Controls	Existing (City)	Selected	Apr
System Safety & Security				
Safety Certification Manager	System Safety and Security	New (PMSC)	Pending Offer	TBD
Safety Specialist	System Safety and Security	New (City)	Filled	Mar
Civil Rights				
Civil Rights Specialist (DBE, EEO, Certified Payroll)	Civil Rights	New (City)	Recruiting	
Administrative Services				
Information Technology Support Technician II	Administrative Services	Existing (City)	Selected	Apr
Information Technology Support Technician I/II*	Administrative Services	Existing (City)	Recruiting	

*Per qualifications.

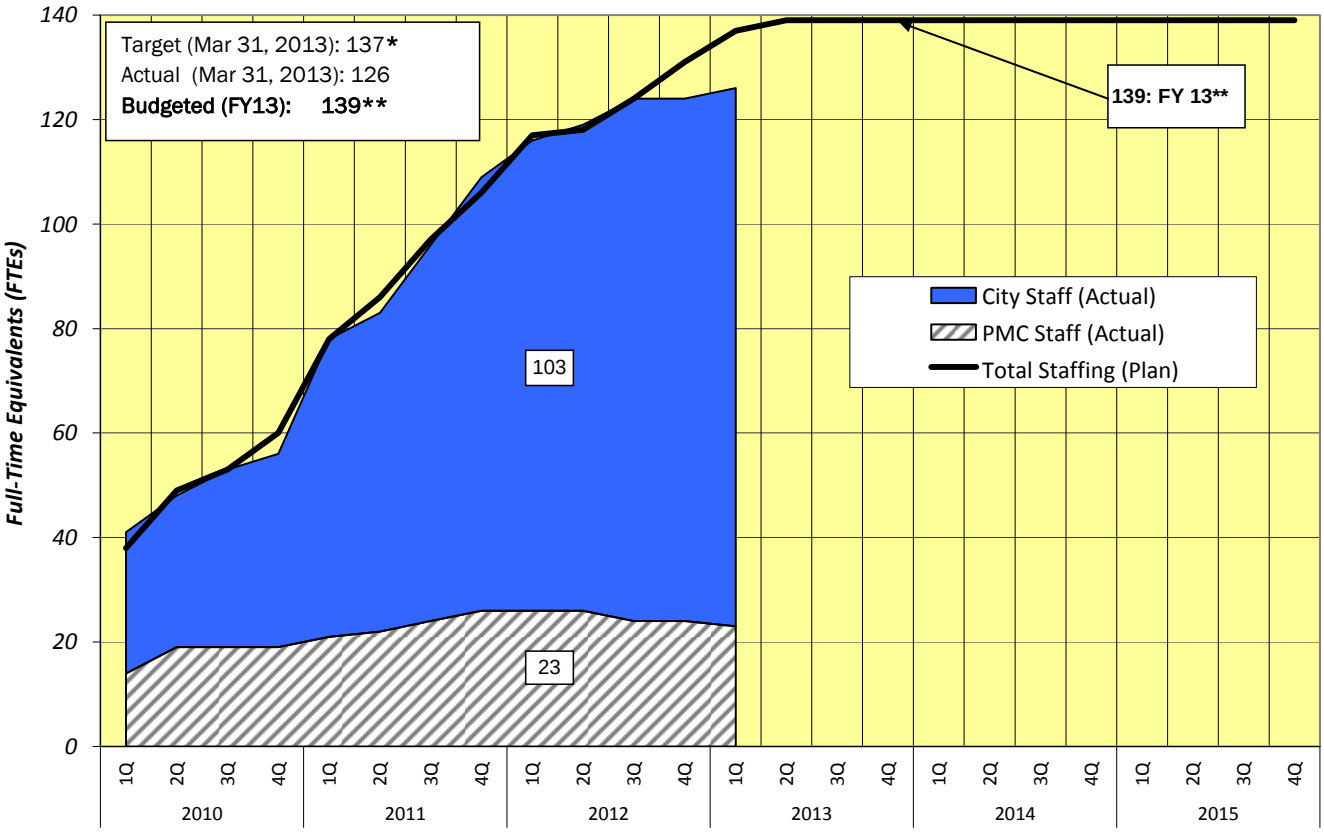
Figure 44. HART Staffing Projection in the Current Staffing Plan

[Refer to the Project Staffing (Actual vs. Planned) graph in Figure 45]	as of:	# Employees
Target*	Mar 31	137
Actual*	Mar 31	126
Full-Time Employees budgeted for FY13**	Jul 1	139

**Including PMSC staff **Excluding PMSC staff.*

HART currently receives direct project support in centralized functions from the following City departments: Honolulu Police Department (HPD), Department of Information Technology (DIT), Department of Budget and Fiscal Services (BFS), Department of Design and Construction (DDC), Corporation Counsel (COR) and Department of Human Resources (DHR); and from the State of Hawaii Department of Transportation (HDOT) on Consultant Services Contracts.

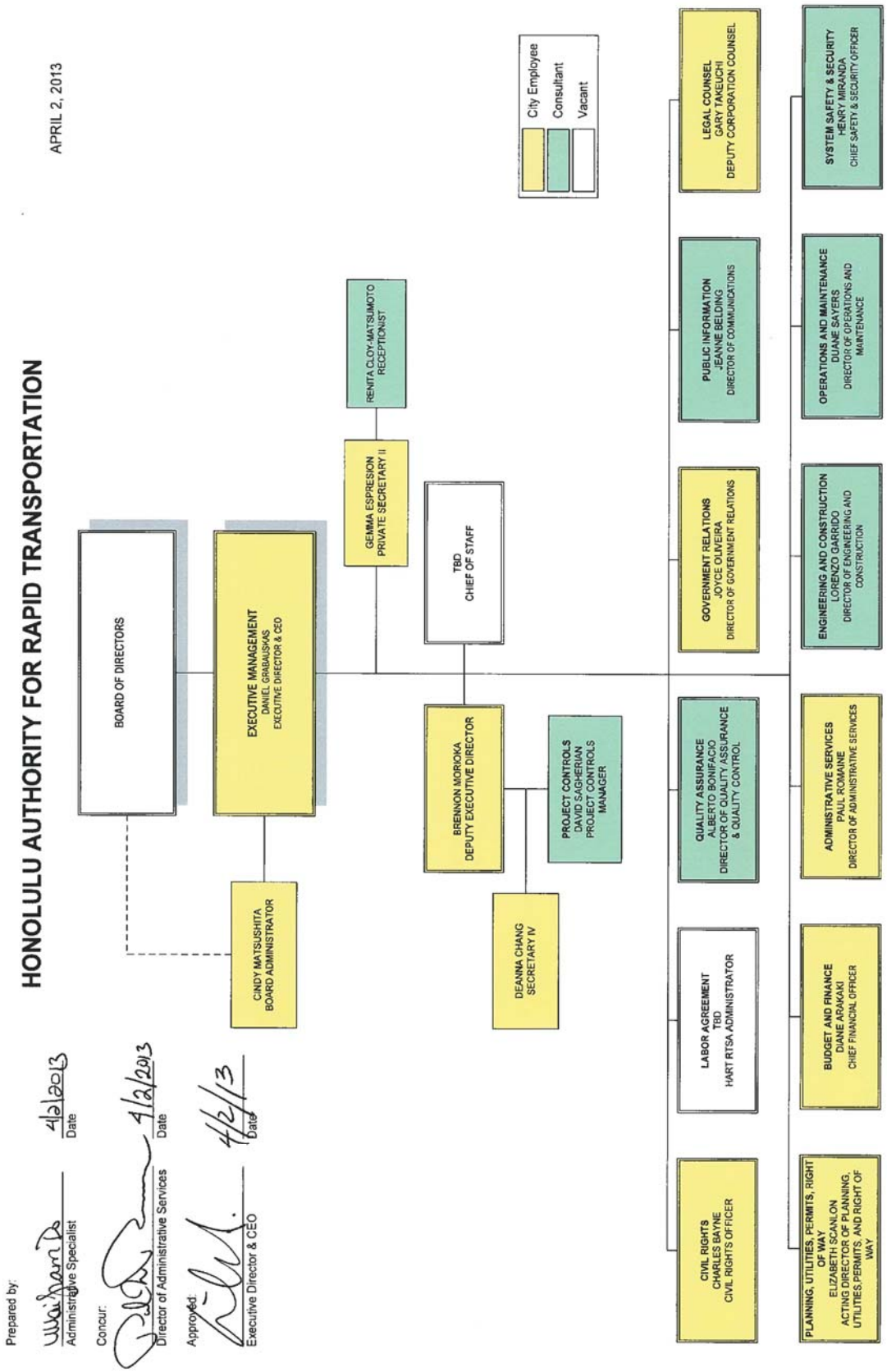
Figure 45. Project Staffing (Actual vs. Planned)



* In accordance with latest Staffing and Succession Plan (Rev 5, 5-25-12)
** 139 positions authorized in FY 2013 HART Operating Budget

6 APPENDICES

Appendix A. Project Organization Chart



Appendix B. Project Alignment

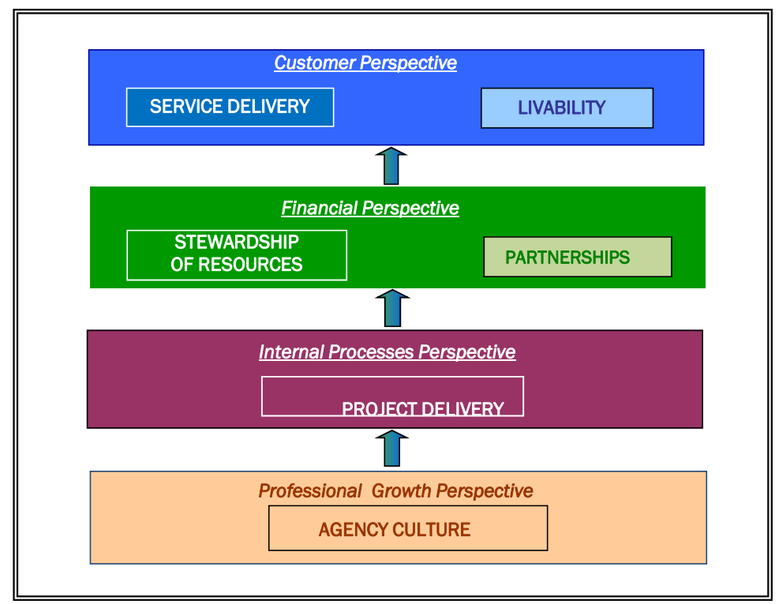
BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

Business Strategy Map

HART Mission
Plan, design, construct, operate and maintain Honolulu's high-capacity fixed guideway rapid transit system.

HART Vision
- Mobility
- Reliability
- Land Use
- Equity
- Sustainability



HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

	Goal	Current Quarter (Q3 FY13)				Inception to Date				Comments and Legend
		January, February, March 2013				October 2009 - March 2013				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.
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
Customer Perspective	**SERVICE DELIVERY**									
	Platform Gates				○				○	Submittal anticipated during FY14.
	Fare Collection System				○				○	TBD in FY14.
	Bus-Rail Integration Plan				○				○	TBD
	HART Operating Organization Plan				○				○	TBD
	HART Service Policy/Standards				○				○	TBD
	LIVABILITY									
	HART Sustainability Policy				○				○	TBD in FY13.
	Transit-Oriented Development (TOD) Policy				○				○	TOD stakeholders group in development.
Financial Perspective	**STEWARDSHIP OF RESOURCES**									
	Programmatic Agreement (PA) [Positive = # above or added to Plan; Negative = # remaining]									
	Traditional Cultural Property (TCP) Studies	0	0	-0-	●	3	4	(1)	●	# Guideway Sections with TCP studies completed vs. planned. Sections 1-3 completed - State Historic Preservation Division (SHPD) approved TCP studies; Section 4 studies completion expected April 2013, with Consulting Party Review and Consultation in early May (completion of the City Center TCP work is also a condition of the pending federal lawsuit).
	Section I (WOFH) Archaeological Inventory Survey (AIS)	0	0	-0-	●	92	92	-0-	●	# trenches completed vs. planned. Section I AIS completed - SHPD accepted AIS Report April 19, 2010.
	Section II (KHG) AIS	0	0	-0-	●	37	31	+6	●	# trenches completed vs. planned. Section II AIS completed - SHPD accepted AIS Report on May 23, 2012. Additional trenches were added in collaboration with SHPD to provide additional data at those locations.
	Section III (Airport) AIS	0	0	-0-	●	47	40	+7	●	# trenches completed vs. planned. Sections III completed - AIS Report in SHPD Review starting March 4, 2013. Comments returned March 29, 2013. Revision in progress. Additional trenches were added in collaboration with SHPD to provide additional data at those locations. *These figures represent an adjustment to numbers previously reported.*
	Section IV (City Center) AIS	18	18	-0-	●	250	232	+18	●	# trenches completed vs. planned. Section IV completed - AIS Report submitted to HART April 1, 2013. On April 8, 2013, HART submitted the report to SHPD for review. 18 additional trenches beyond the original plan were added in January in collaboration with SHPD to provide additional data at those locations. *These figures represent an adjustment to numbers previously reported.*
	Overall AIS Completion (#)	----	----	N/A	●	426	395	+31	●	# trenches completed vs. planned.
	Overall AIS Completion (%)	----	----	N/A	●	108%	----	N/A	●	% trenches completed vs. planned.
	'Iwi kūpuna finds (bone fragments or full burials) only	2	----	N/A	●	7	----	N/A	○	# 'Iwi kūpuna finds. A total of 7 finds have been identified through January 2013. None have been found since. These finds are only associated with the AIS work for the project. Additional finds are possible during utilities relocation and construction. There are 5 finds of human skeletal fragments and 2 human burials. No determinations have been made on the status of any of these finds as burials by SHPD or OIBC at this time. Consultation is in progress with cultural and lineal descendants and these agencies.
	Operating Budget [Negative = below Plan]									
	Operating Expenditures	3.8	5.3	(1.5)	●	40	55	(15.0)	●	$M in Q3 FY13 Expenditures/Encumbrances vs. Inception to Date Operating Budget. For Current Quarter monitoring purposes: $21M Total Budget/4 quarters = $5.3M. *Current information includes Inception to Date figures.*
	Staffing Level	4	6	(2)	●	126	137	(11.0)	●	# Current HART Full-Time Equivalents (FTEs) vs. planned positions in the FY13 Operating Budget. 126 current FTEs
	Capital Budget [Negative = below Plan]									
	Capital Expenditures/Encumbrances	$56	$92	(36)	●	$578	$642	N/A	●	$M in Q3 FY13 Expenditures/Encumbrances in Current Quarter vs. Total Inception to Date Capital Budget of $642M. HART is monitoring the capital expenditures each quarter. The capital expenditures are less than planned due to the litigation causing delays. *Current information includes the Inception to Date figures.*

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

	Goal	Current Quarter (Q3 FY13)				Inception to Date				Comments and Legend
		January, February, March 2013				October 2009 - March 2013				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.
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
Financial Perspective (Continued)	**Revenues** [Negative = below Plan]									
	Net GET Surcharge Receipts	$42	$51	(9)	Orange	$596	$633	($38)	Orange	* $974M = Actual Net GET Surcharge received since inception of the surcharge on 1/1/07 * $M Net GET Surcharge Cash Receipts vs. projected FYs 2010-2013 revenue in FFGA Financial Plan Table A-1, Capital Plan Cash Flows. Receipt amounts exclude Starting Cash Balance of $298M. * $3,291M = Total Net GET Surcharge revenue forecast for FYs 2010-2023 * $51M = Forecast quarterly amount on a cash basis through March 2013 = one-fourth of the $203M FY 2013 amount * Project Inception-to-Date (10/2009 to 3/2013) $633M = Forecast amount through March 2013 (on a cash basis) The status for the Current Quarter and the Inception to Date has changed from yellow to orange.
	Federal Grant Funds (New Starts)	$68	$65	+3	Green	$132	$314	($182)	Green	The variance indicates the available amount of funds. HART has not yet applied for these funds and will apply for them in early FY2014. * FTA New Starts receipts vs. projected FYs 2010-2013 per Table A-1 of the FFGA Financial Plan. * $1,550M = Total §5309 New Starts funds; The first increment under the FFGA is $255M. * $65M = Forecast quarter amount = one-fourth of the $258M FY 2013 amount * Project Inception-to-Date (10/2009 to 3/2013) $314M = Forecast amount = three-fourths of $258M (FY 2013 forecast amount) plus amounts for FYs 2011 ($21M) & 2012 ($99M).
	Federal Grant Funds (ARRA)	----	----	N/A	Green	$4	$4	$0	Green	$214M FTA funds = $210M §5307 + $4M ARRA (American Recovery and Reinvestment Act). No §5307 funds are planned to be used in FY 2013. This source of funding has been completed.
	PARTNERSHIPS									
	Total Stations with Approved Transit-Oriented Development Plans (as shown below)	0	2	N/A	Green	0	21	N/A	Green	TOD plans are being created for 21 stations.
	City Department of Planning and Permitting Transit-Oriented Development Plans	0	2	N/A	Green	0	19	N/A	Green	City Department of Planning and Permitting (DPP) has responsibility for TOD plans for 19 of the 21 stations. A total of 13 stations have final draft TOD neighborhood plans at this time.
	Hawaii Community Development Authority Transit-Oriented Development Plans	0	0	N/A	Green	0	2	N/A	Green	Two additional stations are in HCDA and not part of the DPP planning.
Internal Processes Perspective	**PROJECT DELIVERY - OVERALL**									
	Project Budget									
	FFGA Baseline Project Budget	----	----	N/A	White	$5,122	$5,122		Green	$M FFGA Baseline Project Budget (including contingencies and FTA-eligible finance charges), in accordance with FTA New Starts project guidelines.
	Committed ($)	$34	----	----	Green	$2,260	$4,251	(1,991)	Green	$M Total Committed (awarded Contract Values + approved Change Orders) this quarter and to date vs. the current Total FTA 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.
	Committed (%)	1.5%	----	----	Green	53.2%	----	N/A	Green	% $M Committed of the committed Baseline FFGA Project Budget.
	Incurred ($M)	$63	----	----	Green	$656	$4,251	(3,595)	Green	$M Incurred (Expenditures + approved Requests for Payment) this quarter and to date vs. the current Total FTA Project Budget, excluding remaining contingencies and finance charges. The plan is based on the original program cost curve issued in 2009 and will be re-baselined in September 2013 once construction resumes.
	Incurred (%)	1%	----	----	Green	15%	----	----	Green	% $M Incurred (Expenditures + approved Requests for Payment) of the current Total FTA Project Budget, excluding remaining contingencies and finance charges.
	Estimate at Completion (EAC)	----	----	----	Green	$5,122	$5,122		Green	$M current vs. planned Estimate at Completion (EAC = contract values as budgeted or awarded + executed change orders + pending and potential changes).

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

	Goal	Current Quarter (Q3 FY13)				Inception to Date				Comments and Legend
		January, February, March 2013				October 2009 - March 2013				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.
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
Internal Processes Perspective (Continued)	**Project Progress** [Positive = ahead of Late Plan; Negative = behind Late Plan]									
	Overall Project Progress	1.3%	2.2%	(0.9%)	Yellow	11.9%	13.2%	(1.3%)	Yellow	% 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.
	Overall Design Progress	4.3%	2.1%	+2.2%	Green	42.0%	36.8%	+5.2%	Green	% Complete of Final Design contracts & DB-DBOM design levels-of-effort actual vs. late plan. During the partial temporary suspension of work on ground-disturbing activities, HART is proceeding with final design and engineering activities on awarded contracts to position the project to continue construction once the suspension is lifted following AIS completion. Design is progressing satisfactorily in support of the planned bid dates. The status for the Current Quarter and the Inception to Date has changed from yellow to green.
	Overall Construction Progress	1.9%	3.1%	(1.2%)	Red	7.8%	10.1%	(2.3%)	Red	% Completion of Construction (DB, DBB, DBOM & E/E) contracts vs. planned. On 8/24, HART issued a partial temporary suspension of work for all ground-disturbing activities. HART is evaluating the cost (including equipment, overhead and personnel costs) and schedule impacts of the work suspension with Design-Build Contractor Kiewit Infrastructure West Co. (KIWC) to develop and implement mitigation strategies. KIWC has released field personnel and reassigned staff to other projects.
	Contingency									
	Cost Contingency	$644	$644	-0-	Green	$644	$644	-0-	Green	$M Total Project Cost Contingency vs. the FFGA Baseline Total Project Contingency Budget.
	Schedule Contingency	20	20	-0-	Green	20	20	-0-	Green	# Months Total Buffer Float used vs. planned in the Draft FFGA Risk and Contingency Management Plan [RCMP], June 2012 (Table 6-2).
	PROJECT DELIVERY - SPECIFICS									
	Contracting - Construction (DB, DBOM and Elevators/Escalators) [Negative = below plan/budget]									
	Contracts Awarded	0	0	N/A	Green	4	4	0	Green	# Contracts awarded vs. planned. Elevator/Escalator (E/E) contract award is expected in Q4 FY13.
	Committed (Contract Values + Executed Changes)	2%	----	N/A	Empty	96%	100%	(4%)	Green	% $M Committed ($1,703 M) of baseline budget ($1,771 M) not including contingencies. (Due to increased committed amount)
	Contracts Completed	0	0	N/A	Empty	0	0	-0-	Empty	# Contracts completed vs. planned.
	Contracting - Construction (DBB) [Negative = below plan/budget]									
	Contracts Awarded	0	0	N/A	Empty	0	0	-0-	Empty	# Contracts awarded vs. planned. The first of 8 planned DBB construction contracts is scheduled to be awarded in Q2 FY14. (Re-packaged; reduce to 8 from 11.)
	Committed (Contract Values + Executed Changes)	----	----	N/A	Empty	0%	0%	-0-	Empty	% $M Committed ($0 M) vs. baseline budget ($1,237 M) not including contingencies.
	Contracts Completed	0	0	N/A	Empty	0	0	-0-	Empty	# Contracts completed vs. planned.
	Contracting - Final Design Consultants [Negative = below plan/budget]									
	Contracts Awarded	0	0	N/A	Green	6	6	-0-	Green	# Contracts awarded vs. planned. The seventh of 9 planned Final Design contracts is scheduled to be awarded by Q1 FY14. (Re-packaged; reduce to 9 from 10.)
	Committed (Contract Values + Executed Changes)		----	N/A	Empty	73%	100%	(27%)	Green	% $M Committed ($118M) vs. baseline budget ($162M) not including contingencies. *Excluded changes in the numbers were reviewed and the current percentage complete reflects the current project status.*
	Contracts Completed	0	0	N/A	Empty	0	0	N/A	Empty	# Contracts completed vs. planned.
	Contracting - Other Consultants [Negative = below plan/budget]									
	Contracts Awarded	0	0	-0-	Green	12	12	-0-	Green	# Contracts for Consultant Services other than for final design, construction or insurance awarded this quarter and to date vs. planned, including: 6 for Construction Engineering and Inspection Services, 4 for Project Management (2 Program Management Oversight Consultant + 2 General Engineering Consultant), 4 for Specialty Consulting (Real Estate, Kako'o, Owner-Controlled Insurance Program [OCIP] and LEED MSF Commissioning Consultants), 4 for HDOT Consultant Services and 2 for On-Call for Construction and HazMat Removal consulting. The first CE&I contract will not be awarded until Sept 2013. (Re-packaged; reduce to 20 from 23.) *The Inception to Date numbers were updated to reflect the current contract mix.*
	Committed (Contract Values + Executed Changes)	----	----	N/A	Green	58%	100%	(42%)	Green	% $M Committed ($333M) vs. baseline budget ($573M). Due to the construction delay, the contract amounts awarded are less than expected. Once construction resumes, the amount committed will increase. *The numbers were reviewed and the current percentage complete reflects the current project status.*
	Contracts Completed	0	0	-0-	Green	2	2	-0-	Green	# Contracts completed vs. planned. PMSC-1 and GEC-1 have been completed and are being closed out.

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

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.

Internal Processes Perspective (Continued)

Goal	Current Quarter (Q3 FY13)				Inception to Date				Comments
	January, February, March 2013				October 2009 - March 2013				
	Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
Change Orders and Claims									
Change Orders (#)	13	----	N/A	Monitoring	61	----	N/A	Monitoring	# Change Orders executed this quarter (10 Construction, 1 Final Design, 1 UTIL, 1 Specialty Consultant) These change orders are reducing our unallocated contingency.
Change Orders ($)	$79.7	----	N/A	Monitoring	$161.2	----	N/A	Monitoring	$M Change Orders executed this quarter ($25.1M Construction, $.6M Specialty Consultant, $.2M UTIL and others) These change orders reflect the Notice to Proceed and AIS delays.
Claims Filed	0	0	N/A	No current target/activity to date; Action pending	0	0	N/A	No current target/activity to date; Action pending	# Claims filed vs. anticipated.
Claims Resolved	0	0	N/A	No current target/activity to date; Action pending	0	0	N/A	No current target/activity to date; Action pending	# Claims resolved vs. filed.
Utility & HDOT Agreements [Negative = # remaining]									
Utility Agreements	2	----	N/A	No current target/activity to date; Action pending	27	29	(2)	On track or ahead of plan	# Utility Agreements completed vs. required. The Interim Bridging Agreement for Airport was executed in February and the City Center Interim Bridging Agreement was executed in March. HART needs to sign a utility agreement for the City Center and Airport. HART is internally reviewing the two remaining agreements. Completion of 29 agreements by the end of Q3 FY13 is planned. *The numbers were reviewed and the current figures reflect the current project status. Numbers for the calendar year were utilized earlier, and fiscal year numbers are now utilized.*
HART-HDOT Agreements	----	----	N/A	No current target/activity to date; Action pending	2	8	(6)	Monitoring; Requires special attention	# HDOT Agreements completed vs. required. Of the 4 Master Agreements required, 1 (WOFH) has been completed. Of the 4 Joint Use and Occupancy (JU&O) Agreements required, 1 (WOFH) has been completed. The KHG Master and JU&O Agreements remain to be executed, pending meeting with HDOT & HART Attorneys, and possibly elevating subject matter between Mayor and Governor.
Real Estate/Right-of-Way (ROW) [Negative = # remaining]									
Full Acquisitions	0	0	0	Monitoring	21	38	(17)	On track or ahead of plan	# Properties fully acquired ready for construction this quarter and to date vs. planned. Due to acquisition difficulties in securing the Lee property in the WOFH section, the final design is impacted. One property remaining in the Kamehameha section is in escrow. One full take is in escrow and 3 remaining full takes are in negotiations at the Airport section. The remaining City Center full takes are on hold due to the federal court case. The status for the Current Quarter changed from green to yellow.
Expenditures for Full Acquisitions	$0	$0	$0	On track or ahead of plan	$36	$37	($1)	On track or ahead of plan	$M in expenditures recorded for full acquisitions vs. planned in the FFGA Budget.
Partial Acquisitions	0	0	0	On track or ahead of plan	7	133	(126)	Monitoring	# Properties partially acquired ready for construction this quarter and to date vs. planned. Most of the partial acquisitions are located in the City Center section and are on hold pending resolution in the federal court case.
Safety [lower Actual = favorable vs. Hawaii standard]									
Performance against Standard	0	0	0	On track or ahead of plan	0.2	4.3	----	On track or ahead of plan	Incidence rate of Recordable Injuries and Illnesses vs. the Hawaii 2010 Total Recordable Incidence Rate (TRIR). Federal regulations define the Incidence Rate as the # of recordable injuries and illnesses occurring amongst a given # of full-time workers (usually 100) over a given period of time (usually 1 year). A Recordable Incident is a work-related injury or illness that results in: death, loss of consciousness, days away from work, restricted work activity or job transfer, or medical treatment beyond first aid. (29 CFR 1904).
OSHA Recordable Injuries	0	0	0	On track or ahead of plan	4	0	----	On track or ahead of plan	# Occupational Safety and Health Agency (OSHA) Recordable Injuries to date.
OSHA Violations	0	0	0	On track or ahead of plan	0	0	----	On track or ahead of plan	# OSHA violations to date.
Safety Certification Checklists	----	----	N/A	No current target/activity to date; Action pending	----	----	----	No current target/activity to date; Action pending	# Safety Certification Checklists completed vs. planned.
Quality Assurance (QA)									
QA Audits	3	3	-0-	On track or ahead of plan	15	15	-0-	On track or ahead of plan	# QA Audits of HART, GEC, contractors and suppliers completed vs. planned.
Design NCRs	7	7	0	On track or ahead of plan	20	21	(1)	On track or ahead of plan	# Design Non-Conformance Reports (NCRs) closed vs. issued.
Construction NCRs	----	----	N/A	No current target/activity to date; Action pending	----	----	N/A	No current target/activity to date; Action pending	# Construction NCRs closed vs. issued.

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

BALANCED SCORECARD

Project Implementation/Pre-Revenue Operation

APPENDIX A
Q3 FY13
Data Date: March 29, 2013

	Goal	Current Quarter (Q3 FY13)				Inception to Date				Comments and Legend
		January, February, March 2013				October 2009 - March 2013				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.
		Actual	Plan	Variance	Status	Actual	Plan	Variance	Status	
Internal Processes Perspective (Continued)	**Economic Multipliers** [Negative = below plan]									
	DBE Participation	0.014%	13%	-12.986%	Monitoring	0.35%	13%	-12.65%	Monitoring	Actual vs. target participation rate of Disadvantaged Business Enterprises (DBE). The planned DBE participation rate is an overall project goal. *The rate has been adjusted to more accurately reflect performance to date.*
	Direct Jobs Created	----	----	----	No current target/activity to date; Action pending	----	----	----	No current target/activity to date; Action pending	# Direct jobs created. Projections and criteria to be developed.
	Public Outreach									
	Neighborhood Board Meetings	24	----	N/A	On track or ahead of plan	742	----	N/A	On track or ahead of plan	# Neighborhood Board Meetings in which HART has participated to date.
	Presentations/ Events	29	----	N/A	On track or ahead of plan	1,393	----	N/A	On track or ahead of plan	# Events in which HART has participated to date.
Professional Growth Perspective	**AGENCY CULTURE**									
	Staff Training and Career Development Program									
	Training Opportunities				No current target/activity to date; Action pending				No current target/activity to date; Action pending	# Training opportunities provided to HART staff vs. planned. Annual Training Plan to be developed.
	Employees Trained				No current target/activity to date; Action pending				No current target/activity to date; Action pending	# HART Employees (including PMSC) who have received professional training. Objective to be established.
	Internal Promotions									
	Internally-Filled Positions	2	0	+2	On track or ahead of plan	4	0	+4	On track or ahead of plan	% of positions filled that have been filled internally. Objective to be established.
	PMSC/GEC Phase-Out									
	Positions Transitioned to HART	0	0	-0-	On track or ahead of plan	3	0	+3	On track or ahead of plan	# Positions transitioned from PMSC to HART vs. planned in the HART Business Plan. TBD.
	Employee Satisfaction									
	Surveys	0	0	N/A	No current target/activity to date; Action pending	0	0	N/A	No current target/activity to date; Action pending	# Employee surveys conducted to date vs. planned. Plan to be developed.

HART
Relocation Assistance Program

Overview

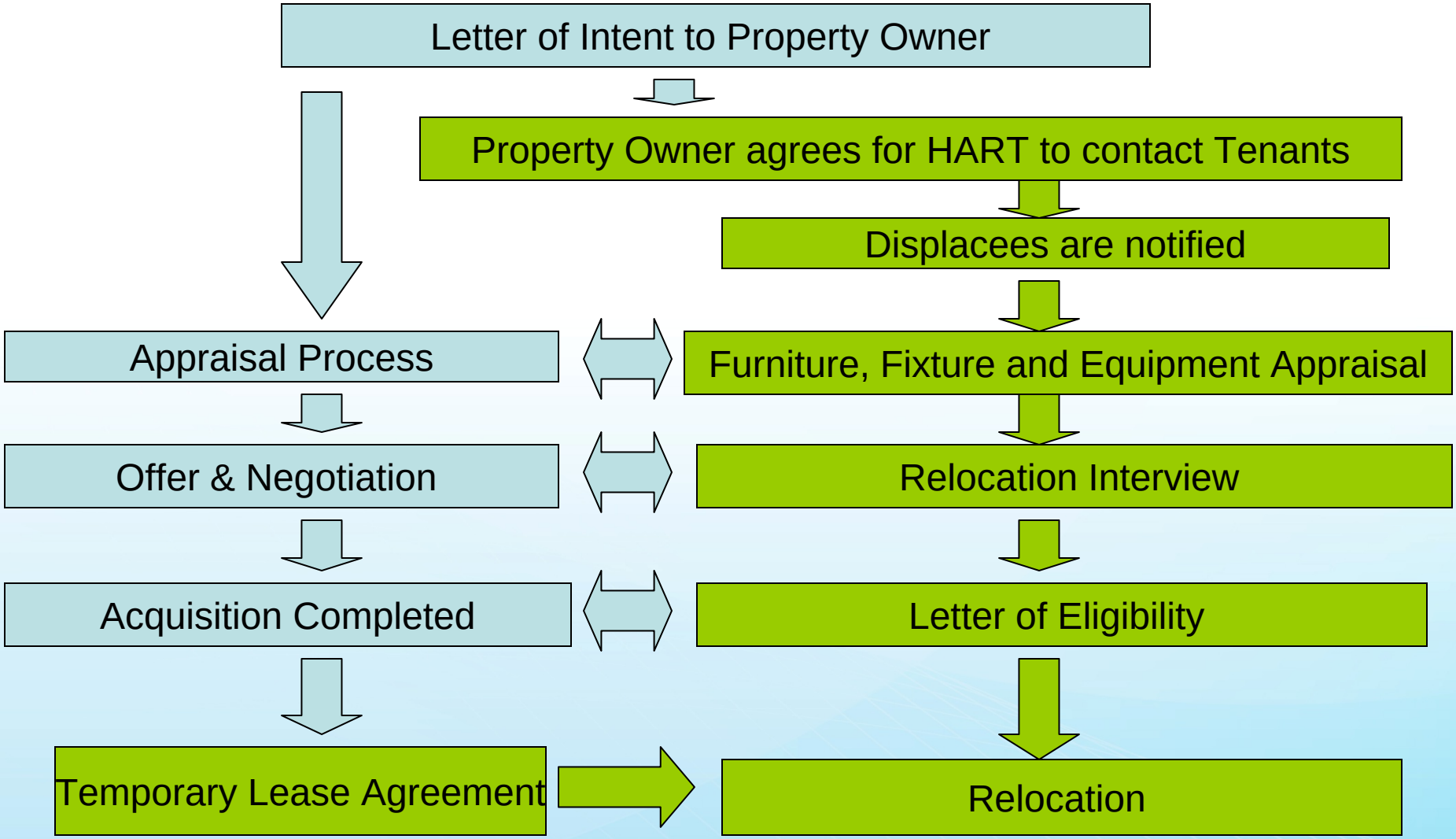
- Federal Requirement
- Process
- Residential Relocation
- Business Relocation
- Appeal Process
- Status

All agencies receiving Federal financial assistance for public programs and projects that require acquisition must comply with

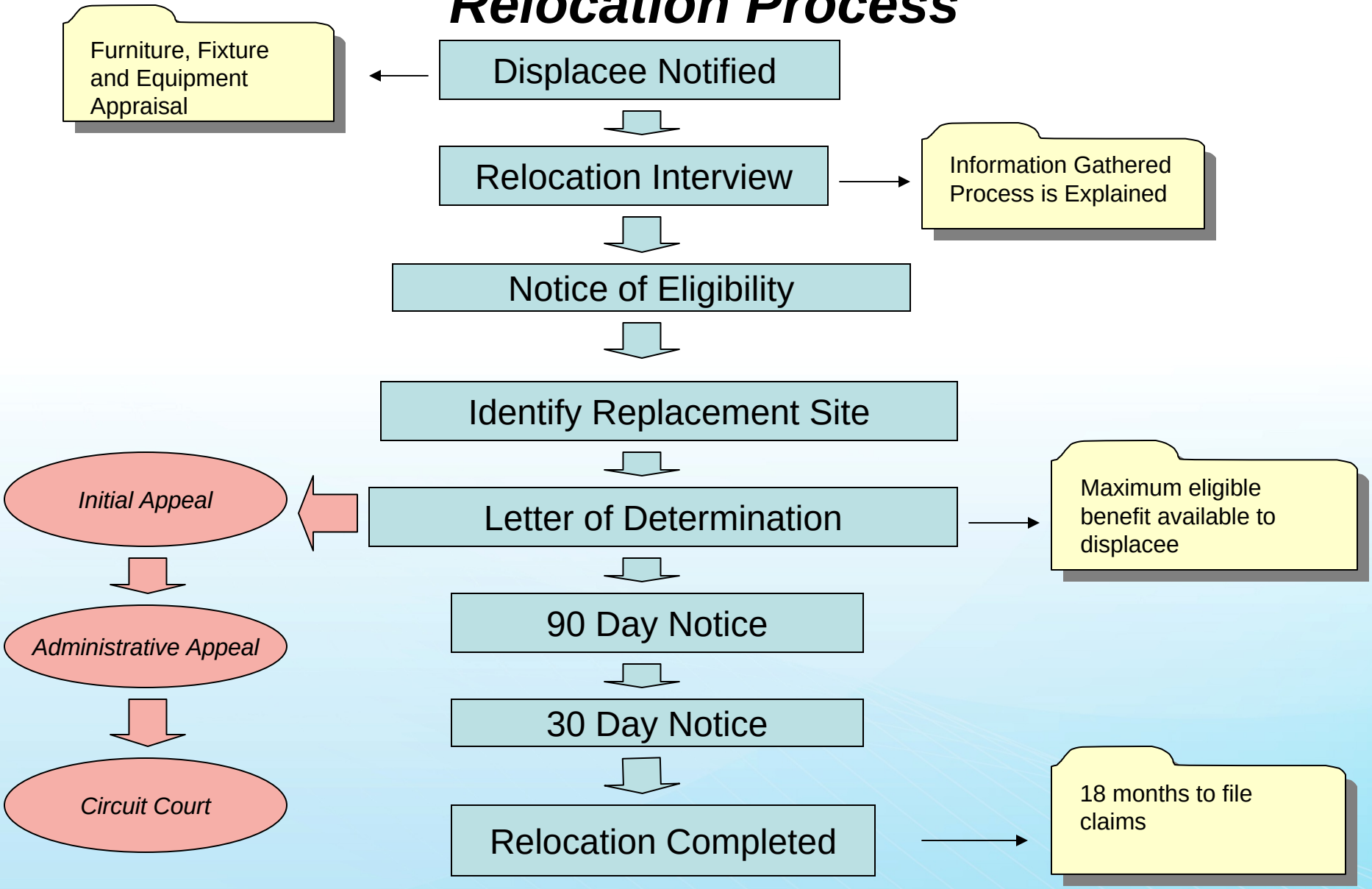
THE UNIFORM RELOCATION ASSISTANCE AND REAL ESTATE ACQUISITION POLICIES ACT OF 1970, AS AMENDED

“ URA or Uniform Act”

Acquisition and Relocation



Relocation Process



Residential Relocations

- Provide assistance and a current listing of comparable replacement housing
- Transportation to inspect housing referrals
- Actual and reasonable moving expenses
- Storage of personal property not to exceed 12 months
- Housing Assistance Payment
- Utility Differential Payment

Replacement Housing

- Comparable
- Within Displacee's financial means
- Decent, Safe and Sanitary (DSS)
  - Structurally sound and in good repair
  - Safe wiring, adequate lighting and other devices
  - Adequate size and number of rooms
  - Well-light and ventilated bathroom
  - Kitchen with usable sink, adequate space and appliance connections
  - Unobstructed egress to safe, open space at ground level

Residential Housing Assistance Payments

- **Owner-Occupant Replacement housing payment is up to $22,500 for—**
  - Price differential payment
  - Mortgage Interest Payment
  - Incidental Expenses

- **Occupant Replacement housing payment is up to $5,250**
  - Rental assistance for 42 months
  - Down Payment Assistance

Residential Housing Payments

- **Housing of Last Resort**
  - Used when comparable replacement housing is not available under statutory limits under the law.
    - Purchasing, rehabilitating or reconstructing an existing dwelling
    - Accommodating handicapped displaced person
    - Payments exceed the statutory limits
- **Environmental Justice Area**
  - Occupants received rental and utility assistance for 60 months
  - Contracted with Helping Hands Hawaii to assistance in relocation

Business and Not-for-Profit Relocations

- Provide assistance and a current listing of comparable properties
- Search Fees up to $2,500
- Moving Expenses
- Disconnect/Reconnect Equipment
  - Repairs to bring installation up to code
- Professional and Licensing Fees
- Storage of personal property not to exceed 12 months
- Reestablishment Expenses

Business Reestablishment Expenses

- Payment **<u>can not</u>** exceed $10,000
- Types Expenses:
  - Signage
  - Redecoration
  - Advertising
  - Increased cost of operation
  - Repairs, improvements or modifications to the property

Ineligible Business Expenses

- Capital Improvements
- Loss of Business-Profit or Goodwill
- New Inventory and capital assets
- Loss of trained employees
- Interest on a loan to cover moving expenses
- Personal Injury

Requesting Reimbursement

- Relocation Agent will assist displacee with all reimbursement requests
- Displacee has 18 months after move to submit claims
- Displacee may appeal relocation benefit determination
- Any legal fee or cost for preparing claim or for representation will not be reimbursed

Appeal Process

- **Initial Appeal**

  (HART Right of Way and Special Projects Officer)
- **Administrative Appeal**

  (HART Director of Planning, Utilities, Permits and Right of Way)
- **First Circuit Court of O'ahu**

HRTP Relocations

	Identified Relocations	Initiated Relocations	90-Day Notice	30-Day Notice	Relocations Completed
Residential	**27**	**1**	**0**	**0**	**26**
WOFH	25	0	0	0	25
City Center	2	1	0	0	1
Business	**66**	**11**	**1**	**0**	**12**
WOFH	5	1	1	0	3
KHG	4	0	0	0	4
Airport	7	7	0	0	
City Center	50	3	0	0	5
Not-for-Profit	**1**	**0**	**0**	**0**	**1**
WOFH	1				1
Total	**94**	**12**	**1**	**0**	**39**

Relocation Expenditures

Budgeted	$22.0 million
Expended	($ 2.3 million)
Funds Remaining	$19.7 million

WORKING TOGETHER FOR PROGRESS

Honolulu Rail Project brings new hope to multi-generational families

BY RYAN NG

In 2008, the citizens of Honolulu approved a new high-capacity rail line along the city's scenic coastline between Kapolei and Ala Moana Center. With a promise of quick public transportation along what is among the most congested corridors in the nation, the project would benefit Oahu's nearly one million residents as well as its many visitors.

Deemed the largest public works project ever to be undertaken in the state of Hawaii, the $5.2 billion, 20-mile project broke ground in 2011. Backed by a steady source of local revenues, including a dedicated 0.5 percent surcharge on the state general excise tax, roughly one-third of the cost is expected to be covered by a federal capital grant.

The project received a Federal Transit Authority (FTA) Record of Decision in early 2010, giving the project team authorization to acquire more than 200 properties. The project required the relocation of 25 residential households, one non-profit and 66 business establishments along the alignment. More than $200 million was budgeted for the acquisition and relocation.

Nearly all of the residential relocations were located in an area known locally as the Banana Patch, a name that stemmed from its agricultural use during Hawaii's sugar plantation era. While still zoned for agriculture, the community was sandwiched between several major highways and shrouded in dense riparian vegetation. A fair number of the residents grew vegetables and fruits on small garden plots, and it was not uncommon to see goats, pigs and chickens roaming the lands.

Prior to forming the Honolulu Authority for Rapid Transportation (HART), the City's Rapid Transit Division was tasked with acquiring the right of way needed, with assistance from other departments.

CHALLENGES OF RELOCATION

The living arrangements in the Banana Patch were often difficult to ascertain, as many family members lived together under one dwelling. In one instance, there were as many as five separate households living under one roof. To understand the lifestyle of multi-generational living, one must understand the Hawaiian notion of *ohana*, or family.

Dating back to the days of old Hawaii, the *ohana* is the nucleus of Hawaiian culture that refers to one's extended family that goes beyond blood relatives. In the spirit of *ohana*, resources were pooled to help augment the overall finances of the families living under one roof. It has filtered down to modern day living on the islands where the younger generations rely on the older generations for financial and moral support. And as family members age, it is the duty of the younger generation to care for them. This practice has manifested itself in the Banana Patch, where the younger generations may live rent free, but in turn participate in paying for utilities, food and caring for elderly parents.

REPLACING SUBSTANDARD DWELLINGS

Many of the existing dwellings within the Banana Patch were modest at best, and it was not uncommon to see a commercial storage container or an abandoned bus being used as living quarters.

The area is also located in a floodplain, and the residents did not receive basic public services, such as water and sewer. Instead, they relied on artesian wells and cesspools. Nevertheless, the residents understandably had an innate attachment to their homes. Many were reluctant to move because their families had lived there for several generations. When interviewed by HART relocation agents, many of the residents preferred to stick together as an *ohana* rather than move away on their own. Given the number of family members living under one roof in many of these situations, the residents required larger, more expensive replacement dwellings, which in most cases, were beyond their financial reach.

INTERVIEWING THE RESIDENTS

For the project to be delivered on time and with the right cultural sensitivity reflective of Oahu's island community, the Banana Patch was viewed as critical to the team's success. Formal relocation interviews were conducted with the residents to identify their needs, and their socio-economic concerns were apparent from the outset. Many of the residents lacked sufficient employment opportunities and would be unable to afford replacement dwellings that fit their needs. Since real estate prices in Hawaii are some of the highest in the nation, the relocation team needed to conduct a very broad search to find comparable replacement properties that were affordable.

The project team understood from the beginning that simply relocating a family to a new home was not enough. They also wanted to ensure that the residents could sustain their lifestyle and eventually become financially self-sufficient. The notion of *kokua* guided the team as it progressed through the relocation process. The Hawaiian word *kokua* means to provide help and assistance. But more importantly, it embodies the local culture of wanting to genuinely help others with sensitivity and compassion.

"This was really a lifestyle change for the residents," said Karen Lee, Relocation Agent. "Many of them were not self-sufficient up until this point, but the relocation process forced them evaluate their lifestyle from jobs, finances and health, which ended up being a positive change agent."

Seeing first-hand how the relocation would impact an existing family structure

The relocation of the Banana Patch families has made way for the Pearl Highlands Station portion of the new rail project. Initial sections of the project are slated to open in 2015, and be fully operational by 2019.

and agricultural lifestyle, the team was able to use the FTA Programmatic Agreement to ensure each resident's unique lifestyle was recognized and respected. Through an executive order, the FTA designated the Banana Patch as an Environmental Justice Community. As such, the project would include special relocation considerations beyond the requirements of the Uniform Act. To that end, the project team was able to carefully balance the needs of the residents, while keeping a close eye on the budget.

Taking advantage of the outreach programs available, the team also employed the services of Helping Hands Hawaii, a local non-profit agency whose mission is to improve the quality of people's lives through the delivery of goods and services to those in need. Some of the services they provide include financial counseling, employment assistance, as well as loan programs and basic health services. The agency's services proved to be a vital resource for these families, providing a safety net of additional support.

"After reviewing the results of the relocation interviews with the residents, we felt it necessary to go above and beyond and engage the services of Helping Hands Hawaii, to provide the residents with much needed assistance," said Laura Ray, Right of Way Manager for the project.

A GROUP EFFORT

The agency's relocation solution involved a two-pronged approach. Rather than work in a vacuum and try to negotiate the acquisition of the property alone, the acquisition agents teamed up with relocation agents to talk to the residents together, so that residents would feel comfortable that their needs were being met sufficiently, and would be more willing to sell their property. Moreover, having the relocation agents involved early on allowed them to better ascertain the situation and determine how best to assist the residents.

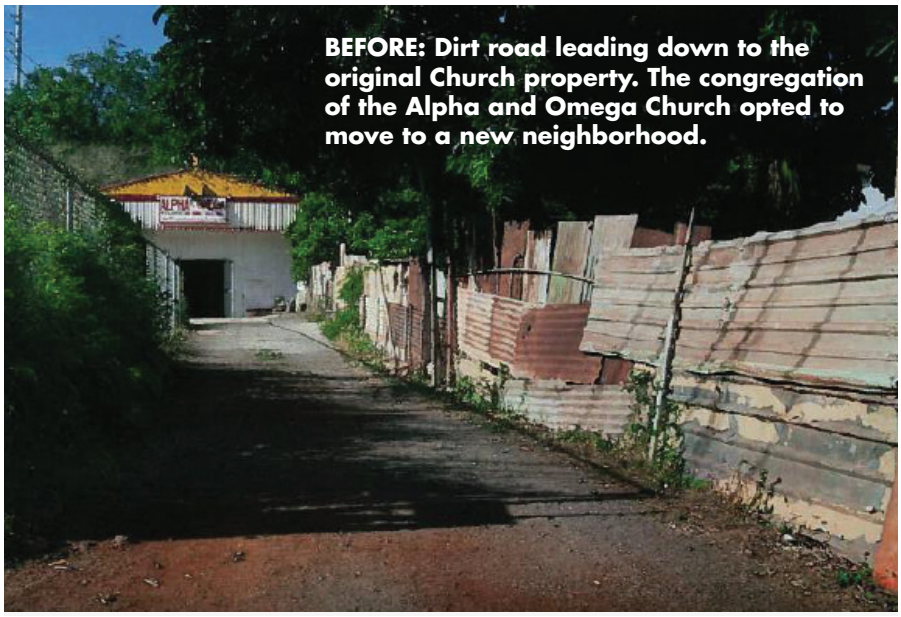
Initially, residents sought new rentals, but found they had a hard time qualifying for the financial resources needed. HART took the lead by guaranteeing their rental payments for a year, and paying for it in advance so that the residents could establish the credit history needed to qualify on their own. HART also provided social services to assist residents in getting vocational education and finding jobs. Some residents who were previously unemployed are now working in new careers and are saving up to eventually purchase a home.

Twenty-two households have since been successfully relocated. Those families who previously lived in makeshift storage containers without windows, now live in decent, safe and sanitary rental properties. The other residents were also able to find replacement housing while keeping their households intact. Many of them have continued working with Helping Hands Hawaii to get the assistance and tools to help them succeed in life.

MOVING THE CHURCH

With an overall lack of available comparable replacement properties in the area, relocating the local church posed an especially complex issue. In general, churches are difficult to relocate given their unique zoning restrictions. There are strict parking requirements imposed by local zoning, and density conditions stipulate distances between churches. When you combine the Alpha and Omega Church's lack of financial resources with an island that has limited land, the list of options becomes very narrow.

The church had been in existence since the 1970s and had historical ties to the Banana Patch neighborhood. The pastor and his family received most of their income through the church. They lived and worked directly on the property, which included the church and their living quarters, and they wanted to continue living on the same property where they could worship. They



BEFORE: Dirt road leading down to the original Church property. The congregation of the Alpha and Omega Church opted to move to a new neighborhood.

The team conducted weekly staff meetings to discuss the status of acquisition and relocations.

The Alipio family, one of 25 separate familes who lived in the Banana Patch, is now successfully relocated.

needed a mixed-use property that could accommodate both uses.

An initial search of suitable replacement properties in their desired neighborhood was unsuccessful. Given the small size of the church and lack of financial resources of the congregation, the relocation seemed impossible. HART began to look at other options, including even building a new church and living quarters on vacant land. Unfortunately, given the amount of time required to permit and build, this was not a viable option.

Another option was to relocate the church to another neighborhood. The team found a replacement property that met the pastor's needs and fulfilled all the zoning requirements. However, the church leadership had significant reservations about moving so far away from the congregation's membership. With some persuasion and encouragement, the pastor and the church were able to see the potential for expanding their congregation. Being able to reach out to a new, untapped demographic made the decision easier for them.

The team was able to apply Last Resort Housing standards to relocate the pastor's family and church. They also assisted through the lengthy escrow process, obtained the proper permits, and worked with the contractor to rehabilitate the property so that it would meet the requirements. The pastor and his family have settled in nicely at their new location, residing upstairs and presiding over their newly-minted worship facility.

"We are grateful to have been relocated to Wahiawa successfully," said Reverend Nemesio T. Arizabal, pastor of the Alpha and Omega International Christian Ministries. "Our congregation is very satisfied with their new place of worship. We would like to thank the City for its efforts in assisting us."

THE SCHEDULE PROGRESSES

The project has undergone extensive scrutiny, particularly surrounding its cost. The public sentiment over whether the City and County of Honolulu should build the rail system continues to be split, and in the current political climate, rail has become a defining issue in the U.S. presidential election. Another hot-button issue involves the real estate acquisition of the properties needed for the rail, due to limited, densely-populated land along the corridor.

Recognizing the unique needs of the residents and tenants early on during the interview process helped HART to determine the most appropriate course of action. Upon encountering some fairly unusual living situations, the team's methodical approach to problem solving led to a successful relocation project. Another contributing factor to the project's success stemmed from partnering with the community and a non-profit organization to assist the residents with basic services.

Despite the challenging circumstances, the HART right of way team was able to assist residents and surrounding community, using unique, non-traditional methods to successfully relocate an entire community. The Honolulu Rail Transit Project seems to be starting off on the right track.

Ryan Ng

As a Right of Way Agent on the Honolulu Rail Project, Ryan works for Parsons Brinckerhoff Inc., he coordinated the property acquisition and was intricately involved with the Banana Patch relocation. Ryan authored the project's Real Estate Acquisition Management Plan (RAMP) and was instrumental in its creation. He is a member of IRWA and is a real estate broker in the State of Hawaii.

TABLE OF CONTENTS

Introduction 2
Important Terms Used In This Brochure 3

Section 1 – Relocation Advisory Services

Residential Assistance 6
Business, Farm, and Nonprofit Organization Assistance 7

Section 2 – Individuals and Families

Moving Costs 9
Replacement Housing 10
Replacement Housing – Purchase Supplement 18
Replacement Housing – Rental Assistance 21
Replacement Housing – Downpayment 25

Section 3 – Business, Farm, and Nonprofit Organizations

Moving Cost Reimbursement 27
Related Eligible Expenses 30
Reestablishment Expenses 30
Fixed Payment For Moving Expenses (In Lieu Payment) 32
Project Office 34
Relocation Payments Are Not Considered To Be Income 34
Right To Appeal 34

INTRODUCTION

Government programs designed to benefit the public as a whole often result in acquisition of private property, and sometimes in the displacement of people from their residences, businesses, nonprofit organizations, or farms.

To provide uniform and equitable treatment for persons displaced, Congress passed the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and amended it in 1987. This law, called the Uniform Act, is the foundation for the information discussed in this brochure.

Acquisition and relocation policies and provisions for all Federal and federally assisted programs and projects are contained in the government-wide rule published in the Federal Register on January 4, 2005. The rules are reprinted each year in the Code of Federal Regulations (CFR), Title 49, Part 24. All Federal, State, local government agencies, and others receiving Federal financial assistance for public programs and projects that require the acquisition of real property must comply with the policies and provisions set forth in the Uniform Act and the regulation.

The acquisition itself does not need to be federally funded for the rules to apply. If Federal funds are used in any phase of the program or project, the rules of the Uniform Act apply.

Section 1 of this brochure provides information about relocation assistance advisory service. Section 2 contains information important to you if you are being displaced from a residence. Section 3 contains information for displaced businesses, farms, and nonprofit organizations.

If you are required to move as a result of a Federal or federally assisted program or project, a relocation counselor will contact you. The counselor will answer your specific questions and provide additional information you may need. If you have a disability that prevents you from reading or understanding this brochure, you will be provided appropriate assistance. You should notify the sponsoring Agency if you have special requirements for assistance.

This brochure explains your rights as an owner of real property to be acquired for a federally funded program or project. The requirements for acquisition of property are explained in a brochure entitled Acquisition, Acquiring Real Property for Federal and Federal-aid Programs and Projects. Acquisition and relocation information can be found on the Federal Highway Administration Office of Real Estate Services website www.fhwa.dot.gov/realestate

IMPORTANT TERMS USED IN THIS BROCHURE

Agency
Relocation assistance advisory services and payments are administered at the local level by an Agency responsible for the acquisition of real property and/or the displacement of people from property to be used for a federally funded program or project. The Agency may be a Federal agency, a State agency, a local agency, such as a county or a city, or a person carrying out a program or project with Federal financial assistance. The Agency may contract with a qualified individual or firm to administer the relocation program. However, the Agency remains responsible for the program.

Alien Not Lawfully Present
The law provides that if a displaced person is an alien not lawfully present in the United States such person is not eligible for relocation payments or assistance under the Uniform Relocation Assistance and Real Property Acquisition Policies Act, unless ineligibility would result in exceptional and extremely unusual hardship to the alien's spouse, parent or child, and such spouse, parent or child is a citizen or an alien lawfully admitted for permanent residence.

Business
Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal or real property; or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property; or for the sale of services to the public; or solely for the purpose of the Uniform Act, an outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Displaced Person
Any person (individual, family, partnership, association or corporation) who moves from real property, or moves personal property from real property as a direct result of (1) the acquisition of the real property, in whole or in part, (2) a written notice from the Agency of its intent to acquire, (3) the initiation of negotiations for the purchase of the real property by the Agency, or (4) a written notice requiring a person to vacate real property for the purpose of rehabilitation or demolition of improvements, provided the displacement is permanent and the property is needed for a Federal or federally assisted program or project.

Farm
Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization
A public or private entity that has established its nonprofit status under applicable Federal or State law.

Program or Project
An activity or series of activities undertaken by a Federal agency, or an activity undertaken by a State or local agency with Federal financial assistance in any phase of the activity.

Small Business
A business having not more than 500 employees working at a site which is the location of economic activity and which will be acquired for a program or project, or is displaced by a program or project. A site occupied solely by an outdoor advertising sign(s) does not qualify for purposes of the reestablishment expense benefit.

A relocation counselor will contact you and offer relocation assistance service.

Any individual, family, business or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by the Agency. It is their goal and desire to be of service to you, and assist in any way possible to help you successfully relocate.

Remember, your relocation counselor is there to **help** and **advise** you, so please be sure to make full use of the counselor's services. Do not hesitate to ask questions and be sure you fully understand all your rights and benefits.

An individual with a disability will be provided the assistance needed to locate and move to a replacement dwelling or site. The individual should notify the Agency of any special requirements for assistance.

RESIDENTIAL ASSISTANCE

A relocation counselor from the Agency will contact and interview you to find out your needs. Relocation services and payments will be explained in accordance with your eligibility. During the initial interview your housing needs and desires will be determined as well as your need for assistance.

The counselor will offer assistance and provide a current listing of comparable properties. You will be provided a written determination of the amount of replacement housing

payment for which you qualify. The counselor can supply information on other Federal and State programs in your area.

Transportation will be offered to inspect housing referrals. The Agency will provide counseling or help you get assistance from other sources as a means of minimizing hardships in adjusting to your new location.

You cannot be required to move unless at least one comparable decent, safe, and sanitary (DSS) replacement dwelling is made available to you.

Please let your counselor know if you locate a replacement dwelling so that it can be inspected to assure that it meets DSS standards.

BUSINESS, FARM, AND NONPROFIT ORGANIZATION ASSISTANCE

A relocation counselor from the Agency will contact and interview you to find out your needs and replacement site requirements and estimate the time needed to accomplish the move. Relocation services and payments will be explained in accordance with your eligibility. It is important to explain to the counselor any anticipated problems. During the initial interview the relocation counselor will ask many questions to determine your financial ability to accomplish the move, including lease terms and other obligations.

The counselor will help determine the need for outside specialists to plan, move, and reinstall personal property. The counselor will identify and resolve any issues regarding

what is real estate and what is personal property to be relocated. The counselor will explore and provide advice as to possible sources of funding and assistance from other local, State, and Federal agencies. In addition, as needed, the relocation counselor will maintain listings of commercial properties and farms.

The goal is to achieve a successful relocation back into the community.

Social Services Provided By Other Agencies

Your relocation counselor will be familiar with the services provided by other public and private agencies in your community. If you have special problems, the counselor will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you. Make your needs known in order that you may receive the help you need.

MOVING COSTS

If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related moving expenses. Displaced individuals and families may choose to be paid either on the basis of actual, reasonable moving costs and related expenses, **or** according to a fixed moving cost schedule. To assure your eligibility and prompt payment of moving expenses, you should contact the relocation counselor from the Agency before you move.

Actual, Reasonable Moving Costs

You may be paid for your actual, reasonable moving costs by a professional mover plus related expenses, **or** you may move yourself. Reimbursement will be limited to a 50-mile distance in most cases. Related expenses involved in the move may include:

- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.
- Transfer of telephone service and other similar utility reconnections.
- Other expenses considered eligible by the Agency.

All expenses must be considered necessary and reasonable by the Agency and supported by paid receipts or other evidence of expenses incurred.

Fixed Moving Cost Schedule

You may choose to be paid on the basis of a fixed moving cost schedule established for your State of residence. The amount of the payment is based on the number of rooms in your dwelling. Your relocation counselor will be able to tell you the exact amount you will be eligible to receive if you select this option. The schedule is designed to include all of the expenses incurred in moving, including those services that must be purchased from others.

If you are the owner of a displaced mobile home, you may be entitled to a payment for the cost of moving the mobile home to a replacement site on an actual cost basis. Displaced mobile home occupants (owners or tenants) may also be eligible for a payment for moving personal property from the mobile home such as furniture, appliances and clothing on an actual cost basis, or on the basis of a moving cost schedule. For a complete explanation of all moving cost options involving a mobile home, please discuss the matter with your relocation counselor.

REPLACEMENT HOUSING

There are three types of replacement housing payments: purchase supplement, rental assistance, and downpayment. To understand replacement housing payments you first need to become familiar with the terms **Comparable; Financial Means; Decent, Safe, and Sanitary (DSS); and Last Resort Housing.**

Comparable
A comparable replacement dwelling must be DSS and functionally equivalent to your present dwelling. While not necessarily identical to your present dwelling, a comparable replacement dwelling should provide for the same utility and function as the dwelling from which you are being displaced. In addition, a comparable replacement dwelling should be:

- Adequate in size to accommodate the occupants (e.g., you and your family).
- Located in an area that is not subject to unreasonable adverse environmental conditions.
- Located in an area that is not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Reasonably accessible to your place of employment.
- Located on a site that is typical in size for residential development with normal site improvements.
- Currently available on the private market.
- Within your financial means.

Financial Means
For a homeowner, if a purchase supplement is needed and provided, in addition to the acquisition price for your dwelling, then the replacement dwelling is considered to be within your financial means.

For a tenant, the monthly rent and estimated average monthly utility (electricity, gas, other heating and cooking fuels, water and sewer) cost for a comparable replacement dwelling is considered to be within financial means if, after receiving rental assistance, this amount does not exceed the base monthly rent (including average monthly utility cost) for the dwelling from which the tenant is displaced.

The Agency may need to calculate the base monthly rent using 30% of the displaced tenant's total monthly gross household income, if that income qualifies as low income in accordance with established low income amounts determined by the U.S. Department of Housing and Urban Development (HUD).

The Agency will also evaluate the amounts designated for shelter and utilities for a tenant that receives government assistance.

The rental assistance payment will be computed using the lesser of the three (rent and average monthly utility cost; 30% of the total monthly gross household income for a qualified low income tenant; or the total amount designated for shelter and utilities for a tenant receiving government assistance). To ensure the maximum benefit, it is important to provide the Agency appropriate evidence of total monthly household income when asked. There are some amounts that are not included as monthly household income, including income earned by dependents. The Agency will explain this procedure in greater detail.

Decent, Safe, and Sanitary
The DSS standard means the replacement dwelling meets the minimum requirements established by Federal regulations and conforms to applicable local housing and occupancy codes. The dwelling shall:

- Be structurally sound, weathertight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and other devices.
- Contain a heating system capable of sustaining a healthful temperature (approximately 70 degrees Fahrenheit) except in those areas where local climatic conditions do not require such a system.
- Be adequate in size with respect to the number of rooms and area of living space to accommodate the displaced person.
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and sewage drainage system.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.

- Be free of any barriers which prevent reasonable ingress, egress or, in the case of a handicapped displaced person, use of the dwelling.

IMPORTANT NOTICE

Please understand that the replacement dwelling inspection for decent, safe, and sanitary requirements is conducted by Agency personnel for the sole purpose of determining your eligibility for a relocation payment. Therefore, you must not interpret the Agency's approval of a dwelling to provide any assurance or guarantee that there are no deficiencies in the dwelling or in its fixtures and equipment that may be discovered at a later date. It is your responsibility to protect your best interest and investment in the purchase or rental of your replacement property and you must clearly understand that the Agency will assume no responsibility if structural, mechanical, legal, or other unforeseen problems are discovered after the inspection has been conducted.

Last Resort Housing

The term Last Resort Housing is an administrative procedure authorized by law to address those times when comparable replacement housing is not available under statutory limits specified in law. The law and regulation allow the Agency to provide a replacement housing payment in excess of the statutory maximums of $5,250 and $22,500. Because this provision is commonly used, the statutory maximums will not be restated throughout this brochure.

The Agency must provide comparable replacement housing, that is DSS and within your financial means, before you are required to move. The Agency may provide the necessary housing in a number of ways, such as:

- Making a replacement housing payment in excess of the maximum $5,250 or $22,500 statutory limits.
- Purchasing an existing comparable residential dwelling and making it available to you in exchange for your dwelling.
- Moving and rehabilitating a dwelling and making it available to you in exchange for your property.
- Purchasing, rehabilitating or reconstructing an existing dwelling to make it comparable to your property.
- Purchasing land and constructing a new replacement dwelling comparable to your dwelling when comparables are not otherwise available.
- Purchasing an existing dwelling, removing barriers or rehabilitating the structure to accommodate a handicapped displaced person when a suitable comparable replacement dwelling is not available.
- Providing a direct loan which will enable you to construct or contract for the construction of a decent, safe, and sanitary replacement dwelling.

Freedom of Choice
All eligible displaced persons have the freedom of choice in the selection of a replacement dwelling. The Agency will not require you, without your written consent, to accept a replacement dwelling provided by the Agency. If you decide not to accept the replacement housing offered by the Agency, you may secure a replacement dwelling of your choice but it must meet the DSS standard.

If you are eligible for Last Resort Housing, your relocation counselor will thoroughly explain the program to you.

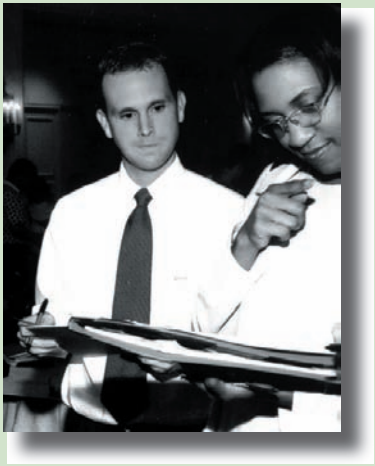
Length of Occupancy – Basic Occupancy Requirements
The type of payment you are eligible for depends on whether you are an owner or a tenant, and how long you have lived in the property being acquired prior to the initiation of negotiations. “Length of occupancy” simply means counting the number of days that you occupied the dwelling before the date of initiation of negotiations by the Agency for the purchase of the property.

The term “initiation of negotiations” is usually the date the Agency makes the first personal contact with the owner of real property, or his/her representative, to provide a written offer to purchase the property being acquired.

Owners who were in occupancy 180 days or more prior to the initiation of negotiations may be eligible for a purchase supplement or a rental assistance payment.

Tenants who were in occupancy 90 days or more prior to the initiation of negotiations may be eligible for a rental assistance payment or a downpayment.

Owners who were in occupancy 90 days to 179 days prior to the initiation of negotiations, may be eligible for a rental assistance payment or a downpayment, however, the downpayment cannot exceed the amount you would have received if you had been a 180-day owner.



If you were in occupancy at the time of the initiation of negotiations, but less than 90 days prior to that date, you are considered a displaced person entitled to relocation assistance advisory services and moving payments. You may be entitled to a rental assistance payment if comparable replacement rental housing is not available within your financial means. The Agency will use the financial means test described earlier in this brochure. This involves checking to see if you qualify as low income using the HUD definition. If so, and you are required to pay rent and utilities in excess of 30% of your average monthly gross household income for a comparable replacement dwelling unit, you may be eligible for a rental assistance payment under Last Resort Housing because comparable replacement housing is not available within your financial means. You should meet with your relocation counselor for an explanation of the relocation benefits that you may be eligible to receive.

REPLACEMENT HOUSING – PURCHASE SUPPLEMENT

For Owner Occupants of 180 Days or More

If you are an owner and occupied your home for 180 days or more immediately prior to the initiation of negotiations for your property, you may be eligible - in addition to the fair market value of your property - for a supplemental payment for costs necessary to purchase a comparable DSS replacement dwelling. The Agency will compute the maximum payment you are eligible to receive. You must purchase and occupy a DSS replacement dwelling within one year. A purchase supplement has three components: a price differential, an amount for increased mortgage interest and incidental expenses. The purchase supplement is in addition to the acquisition price paid for your property.

Price Differential

The price differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling.

Increased Mortgage Interest

You may be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds that of your present mortgage. To be eligible your acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

Incidental Expenses

You may be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees, and certain other closing costs, but not for prepaid expenses such as real estate taxes and property insurance.

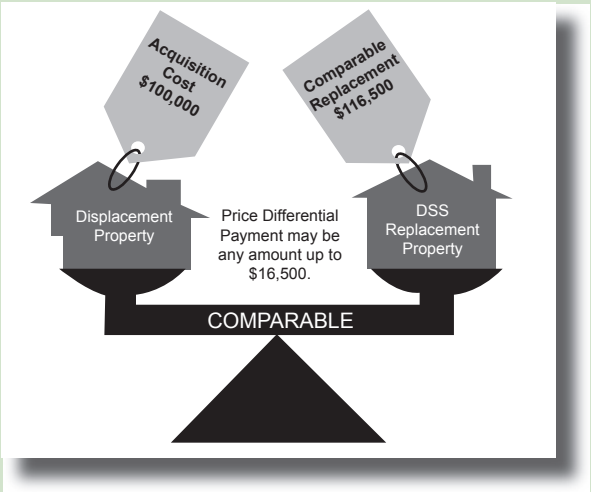
Example of a Price Differential Computation

Example A: Assume the Agency purchases your property for $100,000. After a thorough study of available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost $116,500. If you purchase a DSS replacement property for $116,500, you will be eligible for a price differential payment of $16,500.

Example B: If you purchase a DSS replacement property costing more than $116,500, you pay the difference as shown in Example B.

Example C: If your purchase price is less than $116,500, the price differential payment will be based on your actual cost.

Agency Computation of Maximum Price Differential Payment	Cost of Comparable Replacement Acquisition Price of Your Property **Maximum Price Differential Payment**	$116,500 - 100,000 **$ 16,500**
Example A	Actual Cost of Replacement Property (Same Purchase Price as Comparable) Acquisition Price of Your Property **Price Differential Payment**	$116,500 - 100,000 **$ 16,500**
Example B	Actual Cost of Replacement Property Acquisition Price of Your Property Difference **Price Differential Payment** You Are Responsible for This Amount	$125,000 - 100,000 $ 25,000 **$16,500** $8,500
Example C	Actual Cost of Replacement Property Acquisition Price of Your Property **Price Differential Payment** Payment is Based on Actual Cost	$114,000 - 100,000 **$ 14,000**



REPLACEMENT HOUSING – RENTAL ASSISTANCE

180-Day Owners Who Elect to Rent

A rental computation will be computed based on a determination of the fair market rent for the acquired dwelling compared to a comparable rental dwelling available on the market. The difference will be multiplied by 42. In no circumstances will the rental assistance payment exceed the amount the owner would have received as a price differential described previously.

For Owner Occupants and Tenants of 90 Days or More

Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment. To be eligible for a rental assistance payment, tenants and owners must have been in occupancy at least 90 days immediately preceding the initiation of negotiations for the acquisition of the property.

This payment is designed to enable you to rent a comparable decent, safe, and sanitary replacement dwelling for a 42-month period. If you choose to rent a replacement dwelling and the cost of rent and utilities are higher than you were paying, you may be eligible for a rental assistance payment. The Agency will determine the maximum payment you may be eligible to receive in accordance with established procedures.

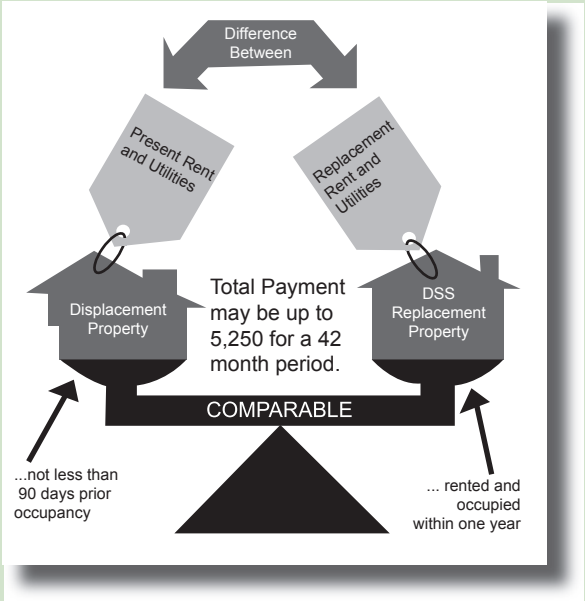
The rental assistance payment will be paid in a lump sum unless the Agency determines that the payment should be paid in installments. You must rent and occupy a DSS replacement dwelling within one year to be eligible.

Example

Assume you have been paying $500 per month rent for the dwelling unit occupied by you and purchased by the Agency. You also pay $150 per month for utilities (electricity, gas, other heating and cooking fuels, water, and sewer). The rental assistance payment computation always includes the cost of basic utilities (electricity, gas, other heating and cooking fuels, water, and sewer), as well as the cost of rent. If rent includes utilities, a separate computation is not necessary.

After a study of the rental market, the Agency determines that replacement rental unit, that is DSS and comparable to your unit, is available for $600 per month. It is estimated that average monthly utility costs for the replacement unit will be $175 per month. The maximum rental assistance payment you can receive is $125 per month for a 42-month period, or a total of $5,250.

Example A: If you select a DSS replacement dwelling unit that rents for $650 per month plus $175 for utilities, despite the availability of comparable DSS replacement rental units that rent for $600 per month plus $175 for utilities, you will receive the maximum amount computed by the Agency, or $5,250. You will be required to pay the additional $50 per month yourself.



Example B: If you select a DSS replacement dwelling unit that rents for more than your present unit, but less than amount determined by the Agency as necessary to rent a comparable unit, your payment will be based on actual cost. For example, assume you select a replacement dwelling unit that rents for $575 per month plus $165 for utilities. On the basis of actual cost, you will be eligible for a payment of $90 per month for 42 months, or $3,780.

Agency Computation of Maximum Rental Assistance Payment	Rent You are Currently Paying Plus Cost for Utilities You are Paying Rent for a Comparable DSS Dwelling Estimated Cost for Utilities Difference ($775-650=$125) x 42 months **Maximum Rental Assistance Payment**	$500 +150 $650 $600 +175 $775 $5250 **$5250**
Example A	Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities Difference ($825-650=$175) x 42 months **Rental Assistance Payment**	$650 +175 $825 $7350 **$5250**
Example B	Actual Rent for DSS Replacement Property Plus Estimated Cost for Utilities Difference ($740-650=$90) x 42 months **Rental Assistance Payment**	$575 +165 $740 $3780 **$3780**

REPLACEMENT HOUSING – DOWNPAYMENT

Owner Occupants of 90 to 179 Days and Tenants of 90 Days or More

Owner occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a downpayment and incidental expenses. The Agency will determine the maximum downpayment you may be eligible to receive based on its computation for a rental assistance payment. However, the payment for a displaced owner occupant shall not exceed the amount that would have been received by a 180-day owner for the same property.

To be eligible for the full amount of the downpayment assistance payment, the entire payment must be used to purchase a DSS replacement dwelling. The payment may be utilized for a downpayment toward the purchase price and/or eligible incidental expenses. Incidental expenses include the reasonable costs of title search, recording fees, and certain other closing costs but do not include prepaid expenses such as real estate taxes and property insurance. You may be eligible for the reimbursement of loan origination or loan assumption fees if such fees are normal to real estate transactions in your area and do not represent prepaid interest. The combined amount of the downpayment and incidental expenses cannot exceed the amount the Agency computed as your maximum rental assistance payment.

The relocation counselor will explain how the Agency determines the maximum downpayment assistance payment.

DSS REMINDER

It is very important to remember that the replacement dwelling you select must meet the basic DSS standard. Do not execute a sales contract or a lease agreement until a representative from the Agency has inspected and certified in writing that the dwelling you propose to purchase or rent meets the DSS standard. Please do not jeopardize your right to receive a replacement housing payment by moving into a substandard dwelling.

FAIR HOUSING LAWS

Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968 set forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. These Acts and Executive Order 11063 make discriminatory practices in the purchase and rental of residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, a minority person shall be given reasonable opportunity to relocate to a DSS replacement dwelling which is not located in an area of minority concentration, that is within their financial means. This policy does not require an Agency to provide a displaced person with a larger payment than is necessary to enable the person to relocate to a comparable replacement dwelling.

MOVING COST REIMBURSEMENT

Owners or tenants may be paid on the basis of actual, reasonable moving costs and related expenses or, under certain circumstances, a fixed payment. Actual, reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself. Related expenses, such as personal property losses, expenses in finding a replacement site, and reestablishment expenses may also be reimbursable.

You must provide the Agency with an inventory of the personal property to be moved and advance notice of the approximate date of the move, unless the Agency specifically tells you these notices are not necessary.

The Agency has the right to inspect the personal property at the displacement and replacement sites, and to monitor the move.

Actual Cost Move

You may be paid the actual, reasonable and necessary cost of your move when the move is performed by a professional mover or when you elect to move yourself, however, all your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not an inclusive list of moving related expenses. Your relocation counselor will provide you with a complete explanation of reimbursable expenses.

Estimated Cost Move

If you agree to take full responsibility for all or part of the move of your operation, the Agency may approve a payment not to exceed the lower of two acceptable bids or estimates obtained by the Agency from qualified moving firms, moving consultants, or a qualified Agency staff employee. A low cost or uncomplicated move may be based on a single bid or estimate at the Agency's discretion. The advantage of this moving option is that it relieves you from documenting all moving expenses because the payment is limited to the amount of the lowest acceptable bid or estimate. The Agency may make the payment without additional documentation.

Direct Loss of Tangible Personal Property

Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment is based on the lesser of the value of the item for continued use at the displacement site less the proceeds from its sale, or the estimated cost of moving the item. Your relocation counselor will explain this procedure in detail if this is a consideration for you.

Low Value High Bulk Property

If an Agency considers a personal property item to be of low value and high bulk, and moving costs are disproportionate to its value (such as minerals, metals, rock, or topsoil), the allowable moving cost payment shall not exceed the lesser of the amount which would be received if the property were sold at the site, or, the replacement cost of a comparable quantity delivered to the new business location.

Searching Expenses for Replacement Property

Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual, reasonable expenses incurred in searching for a replacement property, not to exceed $2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; and other expenses determined to be reasonable and necessary by the Agency.

Fees paid to real estate agents or brokers to locate a replacement site may be reimbursed, exclusive of any commissions or fees related to the purchase of the site. Commissions and fees related to the purchase of a replacement site are not eligible relocation expenses and will not be reimbursed.

RELATED ELIGIBLE EXPENSES

In addition to the moving expenses listed above, costs for these items may be reimbursed if the Agency determines they are actual, reasonable, and necessary:

- Connection to available nearby utilities from the right-of-way to improvements at the replacement site.
- Professional services to determine a sites' suitability for the displaced person's operation.
- Impact fees or one time assessments for heavy utility usage as determined necessary by the Agency.

Please discuss this with your relocation counselor before incurring these costs to assure that they are reimbursable.

REESTABLISHMENT EXPENSES

A small business, farm, or nonprofit organization may be eligible for a payment, not to exceed $10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site. To qualify, the business, farm, or nonprofit organization must have not more than 500 employees working at the site who will be displaced by a program or project.

Reestablishment expenses may include, but are not limited to:

- Repairs or improvements to the replacement real property required by Federal, State, and local laws, codes or ordinances.

- Modifications to the replacement real property to make the structure(s) suitable for the operation.

- Construction and installation costs of exterior advertising signs.

- Redecoration or replacement such as painting, wallpapering, paneling, and carpeting when required by the condition of the replacement site.

- Advertising the replacement location.

- Estimated increased costs of operation at the replacement site during the first two years for items such as: lease or rental charges; personal or real property taxes; insurance premiums; utility charges (excluding impact fees).

- Other items that the Agency considers essential for reestablishment.

FIXED PAYMENT FOR ACTUAL MOVING EXPENSES (IN LIEU PAYMENT)

Displaced businesses, farms, and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than $1,000 nor more than $20,000.

For a business to be eligible for a fixed payment, the Agency must determine the following:

- Business owns or rents personal property that must be moved due to the displacement.
- Business cannot be relocated without a substantial loss of its existing patronage.
- Business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity which are under the same ownership and are not being displaced by the Agency.
- Business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes. Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. The computation for nonprofit organizations differs in that the payment is

computed on the basis of average annual gross revenues less administrative expenses for the two year period specified. If you are interested in a fixed payment, please consult your relocation counselor for additional information.

Computation of Your Fixed Payment

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it was displaced, or a two-year period deemed more representative by the Agency. You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

Fixed Payment Example

2003	2004	2005
Annual Net Earnings $16,500	Annual Net Earnings $18,500	Year Displaced
Average annual net earnings $16,500 + $18,500 = $35,000 / 2 = $17,500 Fixed Payment = $17,500		

PROJECT OFFICE

The Agency may establish a relocation office near the project. Project relocation offices are usually open during hours convenient to persons being displaced, including evening hours when necessary. If the Agency opens a project office, the staff will be happy to assist you, answer questions, and will maintain various types of information.

RELOCATION PAYMENTS ARE NOT CONSIDERED TO BE INCOME

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code. No relocation payment received will be considered income for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

RIGHT TO APPEAL

Any aggrieved person may file a written appeal with the head of the Agency if the person believes the Agency has failed to properly determine his or her eligibility for relocation assistance advisory services, or the amount of a relocation payment.

If you have a grievance, you will be given a prompt and full opportunity to be heard. You will also have the right to be represented by legal counsel or other representative in connection with the appeal, but solely at your own expense.

The Agency will promptly review your appeal and consider all pertinent justification and information available to ensure a fair and full review. The Agency will provide you with a written determination as well as an explanation of the decision. If you are still dissatisfied with the relief granted, the Agency will advise you of your right to seek judicial review of the Agency decision.

An alien not lawfully present in the United States shall not be eligible to receive relocation payments or any other assistance provided under 49 CFR Part 24.

This brochure is provided to assist you in understanding your rights and benefits. If you have questions regarding your relocation please contact your sponsoring Agency representative.

Additional information on Federal relocation and acquisition requirements, the law, and the regulation can be found at www.fhwa.dot.gov/realestate

NOTES

Provisional Sum - AIS Temporary Suspension Part 2
HART KHG CONTRACT #11H0195
HART Contract Change Order Authorization

Scope:

HART issued a Partial Suspension on August 24, 2012 for "new ground disturbing activity along the WOFH alignment" and expanded the suspension on September 7, 2012 to "construction activity along the WOFH alignment." The Design-Builder suspended "construction activity" effective August 24, 2012. HART provided guidance to the Design-Builder that the suspension duration should be twelve (12) months for planning purposes.

HART Board approved a Change Order to cover estimated costs for the first 6 months of suspension on December 6, 2012. KHG Contract Change Order (CCO) 00004 was issued to the DB in the amount of $4.2M to reimburse the DB for actual costs incurred during the first 6 months of the suspension. This subsequent change will address the estimated cost for the remaining 6 months of the suspension. Therefore we seek approval of Part 2 of the AIS Temporary Suspension.

In accordance with the contract, the Contractor may be reimbursed for actual money expended towards the project during the period of suspension. It is anticipated that the Contractor will submit monthly invoices reflecting the actual money as referenced above. The Provisional Sum, and associated milestones, would allow the Contractor to be reimbursed.

Justification:

Due to the State Supreme Court decision to stop all ground disturbing activities and HART's CEO request to mitigate impacts.

In accordance with Special Provisions 7.1(c) "Reimbursement to Contractor. In the event that the Contractor is ordered by the Officer in Charge in writing as provided herein to suspend all or part of the work under the contract in accordance with subsections (a)(3), (a)(4), or (a)(5), the contractor may be reimbursed for actual money expended towards the project during the period of suspension. No allowances will be made for anticipated profits. [HAR 3- 125-7]"

Cost of Change:

$1,500,000

Original Scope and Budget

Not anticipated by the Contract Budget.

Funding Source

To be determined by Chief Executive Officer and Chief Financial Officer.

Encumbered Funds

Per the "Contract Balance Report" $4.9M encumbered cash contract contingency amount as of 4/15 (690/7790-12, obj. 4291) The change amount would be invoiced over a 6 month period. There are sufficient funds encumbered as contract contingency to cover this change.

Contingency Remaining:

This should not impact project contingency.

Cost Goal per Provisional Sum Analysis:

The Contractor's estimated amount was approximately $16.5M. HART recommends approximately $13.4M which reflects an exclusion of profit and additional reductions and mitigation measures as detailed. The difference of $5.8M which reflects the remainder needed after exhausting Part 1 of the AIS suspension.

Schedule Impacts: Not known at this time due to the Suspension of Work. Any Schedule impacts will be reflected in the overall schedule impact to the Contract.

Impacts to Other Contracts: None

Attachments: Provisional Sum Analysis CONFIDENTIAL

Recommendation: HART to approve the issuance of a Contract Change order

Project Manager	Date	Deputy Director	Date	Director of Engineering and Construction	Date
For MATT SCANLON	4/29/2013		4/29/2013		4/29/13

Chief Financial Officer	Date	Chief Executive Officer	Date
	4/29/13		4/29/13

Provisional Sum - AIS Partial Suspension Part 2
HART MSF CONTRACT #10H0449
HART Contract Change Order Authorization

Scope:

HART issued a Partial Suspension on August 24, 2012 for "new ground disturbing activity along the WOFH alignment" and expanded the suspension on September 7, 2012 to "construction activity along the WOFH alignment." The Design-Builder suspended "construction activity" effective August 24, 2012. HART provided guidance to the Design-Builder that the suspension duration should be twelve (12) months for planning purposes.

HART Board approved a Change Order to cover estimated costs for the first 6 months of suspension on December 6, 2012. MSF Contract Change Order (CCO) 00005 was issued to the DB in the amount of $4.1M to reimburse the DB for actual costs incurred during the first 6 months of the suspension. This subsequent change will address the estimated cost for the remaining 6 months of the suspension. Therefore we seek approval of Part 2 of the AIS Temporary Suspension.

In accordance with the contract, the Contractor may be reimbursed for actual money expended towards the project during the period of suspension. It is anticipated that the Contractor will submit monthly invoices reflecting the actual money as referenced above. The Provisional Sum, and associated milestones, would allow the Contractor to be reimbursed.

Justification:

Due to the State Supreme Court decision to stop all ground disturbing activities and HART's CEO request to mitigate impacts.

In accordance with Special Provisions 7.1(c) "Reimbursement to Contractor. In the event that the Contractor is ordered by the Officer in Charge in writing as provided herein to suspend all or part of the work under the contract in accordance with subsections (a)(3), (a)(4), or (a)(5), the contractor may be reimbursed for actual money expended towards the project during the period of suspension. No allowances will be made for anticipated profits. [HAR 3- 125-7]"

Cost of Change: $3,000,000

Original Scope and Budget Not anticipated by the Contract Budget.

Funding Source To be determined by Chief Executive Officer and Chief Financial Officer.

Encumbered Funds FY2013 Appropriations

Contingency Remaining: This should not impact project contingency.

Cost Goal per Provisional Sum Analysis: The Contractor's estimated amount was approximately $5.8M. HART recommends approximately $4.4M which reflects an exclusion of profit and additional reductions and mitigation measures as detailed. The difference of $3M which reflects the remainder needed after exhausting Part 1 of the AIS suspension.

Schedule Impacts: Not known at this time due to the Suspension of Work. Any Schedule impacts will be reflected in the overall schedule impact to the Contract.

Impacts to Other Contracts:	None
Attachments:	Provisional Sum Analysis CONFIDENTIAL
Recommendation:	HART to approve the issuance of a Contract Change order

Project Manager	4/26/13 Date	Deputy Director	4/29/2013 Date	Director of Engineering and Construction	4/29/13 Date
Chief Financial Officer	4/29/13 Date	Chief Executive Officer	4/29/13 Date		

Provisional Sum - AIS Partial Suspension Part 2
HART WOFH CONTRACT #10H0137
HART Contract Change Order Authorization

Scope:

HART issued a Partial Suspension on August 24, 2012 for "new ground disturbing activity along the WOFH alignment" and expanded the suspension on September 7, 2012 to "construction activity along the WOFH alignment." The Design-Builder suspended "construction activity" effective August 24, 2012. HART provided guidance to the Design-Builder that the suspension duration should be twelve (12) months for planning purposes.

HART Board approved a Change Order to cover estimated costs for the first 6 months of suspension on December 6, 2012. WOFH Contract Change Order (CCO) 00025 was issued to the DB in the amount of $17.6M to reimburse the DB for actual costs incurred during the first 6 months of the suspension. This subsequent change will address the estimated cost for the remaining 6 months of the suspension. Therefore we seek approval of Part 2 of the AIS Temporary Suspension.

In accordance with the contract, the Contractor may be reimbursed for actual money expended towards the project during the period of suspension. It is anticipated that the Contractor will submit monthly invoices reflecting the actual money as referenced above. The Provisional Sum, and associated milestones, would allow the Contractor to be reimbursed.

Justification:

Due to the State Supreme Court decision to stop all ground disturbing activities and HART's CEO request to mitigate impacts.

In accordance with Special Provisions 7.1(c) "Reimbursement to Contractor. In the event that the Contractor is ordered by the Officer in Charge in writing as provided herein to suspend all or part of the work under the contract in accordance with subsections (a)(3), (a)(4), or (a)(5), the contractor may be reimbursed for actual money expended towards the project during the period of suspension. No allowances will be made for anticipated profits. [HAR 3- 125-7]"

Cost of Change:

$5,800,000

Original Scope and Budget

Not anticipated by the Contract Budget.

Funding Source

To be determined by Chief Executive Officer and Chief Financial Officer.

Encumbered Funds

Per the "Contract Balance Report" (data date 3/18/2013), a total of $11,044,931 is encumbered as contingency for this contract ($9,363,931 from cash appropriations + $1,681,000 from bond fund appropriations). The change amount would be invoiced over a 6 month period. There are sufficient funds encumbered as contract contingency to cover this change.

Contingency Remaining:

This should not impact project contingency.

Cost Goal per Provisional Sum

The Contractor's estimated amount was approximately $16.5M. HART recommends approximately $13.4M which reflects an exclusion of profit and additional reductions and

Analysis:	mitigation measures as detailed. The difference of $5.8M which reflects the remainder needed after exhausting Part 1 of the AIS suspension.
Schedule Impacts:	Not known at this time due to the Suspension of Work. Any Schedule impacts will be reflected in the overall schedule impact to the Contract.
Impacts to Other Contracts:	None
Attachments:	Provisional Sum Analysis CONFIDENTIAL
Recommendation:	HART to approve the issuance of a Contract Change order

Project Manager	4/26/13 Date	Deputy Director	4/29/201. Date	Director of Engineering and Construction	4/29/13 Date
Chief Financial Officer	4/29/13 Date	Chief Executive Officer	4/29/13 Date		

Honolulu Rail Transit Project
Construction Suspension Change Order Invoice Tracking

Updated: 4/24/13

West Oahu/Farrington Highway Design-Build Contract (WOFH)

	Actual To Date - Part 1						Forecast to Complete - Part 2						Cumulative Invoiced Total	Remaining Change Order Amount	Forecasted subtotal for Part 2	Part 1 Approved Change Order Amount	Additional Amount Needed	Parts 1 & 2 Total Change Amount	Parts 1 & 2 Original Total Forecasted Amount	Percentage Difference
	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13								
Change Order Amount	$3,273,784	$3,140,361	$2,751,663	$2,877,625	$2,800,023	$2,756,543	$1,642,810	$1,832,231	$1,953,250	$2,400,495	$2,611,461	$2,937,716			**$13,377,963**	**$17,600,000**	**$5,800,000**	**$23,400,000**	**$35,000,000**	**67%**
Initial Contractor Invoice (Kiewit)	$2,484,852	$1,997,080	$2,271,142	$2,584,757	$2,141,432	$6,161,435							**$17,640,698**	**-$40,698**						
Dollar Difference	-$788,932	-$1,143,281	-$480,521	-$292,868	-$658,591	$3,404,892														
Percentage Difference	-24%	-36%	-17%	-10%	-24%	124%														
Revised Invoice (per HART review)*	$1,318,433	$1,073,760	$1,206,327	$942,938	$843,339	$4,678,607							**$10,063,404**	**$7,536,596**						
Dollar Difference	-$1,955,351	-$2,066,601	-$1,545,336	-$1,934,687	-$1,956,684	$1,922,064														
Percentage Difference	-60%	-66%	-56%	-67%	-70%	70%														

Kamehameha Highway Guideway Design-Build Contract (KHG)

	Actual To Date - Part 1						Forecast to Complete - Part 2						Cumulative Invoiced Total	Remaining Change Order Amount	Forecasted subtotal for Part 2	Part 1 Approved Change Order Amount	Additional Amount Needed	Parts 1 & 2 Total Change Amount	Parts 1 & 2 Original Total Forecasted Amount	Percentage Difference
	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13								
Change Order Amount	$811,382	$754,022	$752,716	$670,612	$663,193	$548,075	$408,906	$408,906	$408,906	$499,774	$544,835	$708,832			**$2,980,159**	**$4,200,000**	**$1,500,000**	**$5,700,000**	**$8,300,000**	**69%**
Initial Contractor Invoice (Kiewit)	$470,738	$294,496	$386,003	$436,949	$278,538	$1,099,424							**$2,966,148**	**$1,233,852**						
Dollar Difference	-$340,644	-$459,526	-$366,713	-$233,663	-$384,655	$551,349														
Percentage Difference	-42%	-61%	-49%	-35%	-58%	101%														
Revised Contractor Invoice (per HART review)*	$414,336	$259,211	$323,092	$304,189	$178,978	$359,036							**$1,838,842**	**$2,361,158**						
Dollar Difference	-$397,046	-$494,811	-$429,624	-$366,423	-$484,215	-$189,039														
Percentage Difference	-49%	-66%	-57%	-55%	-73%	-34%														

Maintenance and Storage Facility Design-Build Contract (MSF)

	Actual To Date - Part 1						Forecast to Complete - Part 2						Cumulative Invoiced Total	Remaining Change Order Amount	Forecasted subtotal for Part 2	Part 1 Approved Change Order Amount	Additional Amount Needed	Parts 1 & 2 Total Change Amount	Parts 1 & 2 Original Total Forecasted Amount	Percentage Difference
	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	Jul-13	Aug-13								
Change Order Amount	$671,820	$692,256	$627,543	$661,602	$678,632	$693,959	$328,730	$1,020,625	$699,388	$722,091	$741,999	$1,280,522			**$3,444,000**	**$4,100,000**	**$3,000,000**	**$7,100,000**	**$8,600,000**	**83%**
Initial Contractor Invoice (Kiewit Kobayashi JV)	$777,334	$599,335	$536,443	$584,020	$446,845	$656,365	$611,366	$1,020,000					**$5,231,708**	**-$1,131,708**						
Dollar Difference	$105,514	-$92,921	-$91,100	-$77,582	-$231,787	-$37,594	$282,636													
Percentage Difference	16%	-13%	-15%	-12%	-34%	-5%	86%													
Revised Contractor Invoice (per HART Review)*	$652,360	$513,640	$435,536	$337,615	$272,859	$414,962	$328,730	$700,000					**$3,655,702**	**$444,000**						
Dollar Difference	-$19,460	-$178,616	-$192,007	-$323,987	-$405,773	-$278,997	$0													
Percentage Difference	-3%	-26%	-31%	-49%	-60%	-40%	0%													

Monthly Invoice Total All Contracts

Change Order Amount	**$4,756,987**	**$4,586,639**	**$4,131,922**	**$4,209,838**	**$4,141,848**	**$3,998,577**
Initial Contractor Invoice	**$3,732,924**	**$2,890,911**	**$3,193,588**	**$3,605,726**	**$2,866,815**	**$7,917,224**
Dollar Difference	**-$1,024,063**	**-$1,695,728**	**-$938,334**	**-$604,112**	**-$1,275,033**	**$3,918,647**
Percentage Difference	**-22%**	**-37%**	**-23%**	**-14%**	**-31%**	**98%**
Revised Contractor Invoices (per HART review)*	**$2,385,129**	**$1,846,611**	**$1,964,955**	**$1,584,742**	**$1,295,176**	**$5,452,605**
Dollar Difference	**-$2,371,858**	**-$2,740,028**	**-$2,166,967**	**-$2,625,096**	**-$2,846,672**	**$1,454,028**
Percentage Difference	**-50%**	**-60%**	**-52%**	**-62%**	**-69%**	**36%**

Total For All Contracts

	Cumulative Invoice	Remaining Change Order Amount	Forecasted subtotal for Part 2	Part 1 Approved Change Order Amount	Additional Amount Needed	Parts 1 & 2 Total Change Amount	Parts 1 & 2 Original Total Forecasted Amount	Percentage Difference
Change Order Amount			**$19,802,122**	**$25,900,000**	**$10,300,000**	**$36,200,000**	**$51,900,000**	**70%**
Contractor Invoice	**$25,838,554**	**$61,446**						
Revised Invoice*	**$15,557,948**	**$10,342,052**						
Dollar Difference	**-$10,280,606**							
Percentage Difference	**-40%**							

* Revised Invoices do not include items that are still under evaluation and/or require further documentation for reimbursement. These items may include staffing, equipment, subcontractor costs, demobilization/remobilization.