



HONOLULU AUTHORITY for RAPID TRANSPORTATION

**Board of Directors Meeting
Kapolei Hale, Conference Room B
1000 Uluohia Street
Kapolei, Hawaii 96707
Thursday, August 14, 2014 9:30 am**

MINUTES

PRESENT:

Ivan Lui-Kwan
Donald G. Horner
Michael Formby
Keslie Hui

William "Buzz" Hong
Damien Kim
Robert "Bobby" Bunda
Ford Fuchigami

**ALSO IN ATTENDANCE:
(Sign-In Sheet and Staff)**

Daniel Grabauskas
Brennon Morioka
Diane Arakaki
Duane Sayers
David Sagherian
Gary Takeuchi
Joyce Oliveira
Allison Andrade
Cindy Matsushita
Andrea Tantoco
Karley Halsted
Jeanne Mariani-Belding
Scott Ishikawa

Mel Kahele
Kathy Sokugawa
Tim Mackin
Arnold Wong
Mark Garrity
Jame Schaedel
Lorenzo Garrido
Russell Honma
Akira Fujita
Brent Uechi
David Conover
Morris Atta
Dean Yogi
Rey Alconcel

EXCUSED:

Carrie Okinaga

George Atta

I. Call to Order by Chair

HART Board Chair Ivan Lui-Kwan called the meeting to order at 9:30 a.m.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony.

Mel Kahele of the Ironworkers Local 625 Stabilization Fund provided testimony suggesting HART break up the nine station construction contract into smaller contracts. He spoke of

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small local contractors' difficulty in getting bonding for such a large contract. Mr. Lui-Kwan thanked Mr. Kahele for his testimony.

Mr. Lui-Kwan said that he would be leaving the meeting at 10:00 and that the Vice Chair would then chair the meeting.

III. Approval of Minutes

- a. Approval of the Minutes of the June 19, 2014 Board of Directors Meeting
- b. Approval of the Minutes of the July 17, 2014 Board of Directors Meeting

Mr. Lui-Kwan called for the approval of the minutes for the June 19, 2014 and July 17, 2014 meetings. There being no objections, the minutes were approved.

IV. Airport Station Presentation

Executive Director and CEO Daniel Grabauskas said that the Airport Station design had been unveiled recently, and was an important multi-modal hub. He thanked former State Department of Transportation (HDOT) Airports Director and HART Board member Ford Fuchigami for his instrumental efforts in moving the design forward, along with the Mayor, Council Chair, and HART Board Chair. He displayed renderings of the station, copies of which are attached hereto as Attachment A. The station is fully ADA compliant and includes both covered and elevated walkways which are equidistant from the overseas and interisland airport terminals. He said that the design was the subject of ongoing community meetings, at which the public could get information about the design and offer feedback.

Mr. Lui-Kwan thanked Mr. Fuchigami, HDOT, and HART staff, for their coordination with the aviation and visitor industries, as well as the State of Hawaii and the City and County of Honolulu.

Board member Donald Horner asked if parking would be removed for the station, and Mr. Fuchigami replied that 23 parking stalls would be removed for walkways. He said that the Airport Committee agreed that the location of station was the best possible location, which would provide access to both the Hawaiian Airlines terminal and the overseas terminal. Mr. Fuchigami commended the stakeholders on their collaboration, and noted that HDOT was also planning on a consolidated car rental facility within walking distance of the rail station.

Mr. Horner noted that rail passengers would be able to walk from the train into the parking structures. Mr. Fuchigami confirmed that the station would tie into the sixth floor of the parking structure. Mr. Grabauskas added that future plans could include concessions such as coffee kiosks, etc.

Board member Robert "Bobby" Bunda asked whether the parking booths would move. Mr. Fuchigami said that parking booths, lei stands, and the car rental facility entrance would remain in place to avoid relocation fees. Mr. Bunda asked whether rail passengers with luggage would be able to make it to their flights on time. Mr. Grabauskas said that multiple doors on each train car and areas for luggage adjacent to the doors would allow passengers to deboard easily and quickly.

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Mr. Lui-Kwan reported that there had been a question at the previous night's community design meeting about the collaboration between HDOT and HART. He commented on the significant and ongoing coordination between the agencies. Mr. Lui-Kwan also noted that at the design unveiling press conference, Board member and City Department of Transportation Services (DTS) Director Michael Formby had explained the intermodal connectivity between the Airport Station and Waikiki.

Mr. Horner asked how long it would take to go from the airport to downtown. Mr. Grabauskas said it would take approximately 12 minutes.

Mr. Fuchigami added that many of the airport's 20,000 employees were also expected to utilize rail. Mr. Horner commented that visitors from the neighbor islands will also utilize the train.

Mr. Lui-Kwan said that agenda item V would be deferred until the presenter arrived.

VI. July Monthly Progress Report

HART Project Controls Manager David Sagherian reported on highlights of the July Monthly Progress Report, a copy of which is attached hereto as Attachment B. He said that there had been steady progress on guideway construction, and that the steel framing on the Maintenance and Storage Facility continues to go up.

Mr. Bunda asked about including information on power in the report. Mr. Sagherian reported that staff was making efforts to include information on electricity, and was seeking that information directly from Hawaiian Electric.

V. HART/Ansaldo/DTS/OTS Working Group Update

Mr. Grabauskas introduced DTS Deputy Director Mark Garrity, who had been heading the effort to coordinate operational efficiencies between HART, Ansaldo, DTS and Oahu Transit Services (OTS).

Mr. Garrity gave a PowerPoint presentation, a copy of which is attached hereto as Attachment C. Mr. Garrity reported that the working group had been meeting regularly, included various stakeholders to coordinate and ensure seamless multimodal operations. Mr. Garrity reported that the group had been focusing its efforts on the multimodal fare collection study, IT and communications system integration, transit oriented development (TOD), and rail station design coordination.

He reported on the electronic multimodal fare collection study steering group, and its various presentations to the HART Fare Policy Permitted Interaction Group. The group was working on the system design in preparation for the Request for Proposals later in the year. He said that a new project manager would be starting with HART later that month to coordinate the fare collection system procurement.

Bus-rail integrated operations planning was also occurring, which includes bus service changes starting in 2017. Larger scale changes to bus service would occur in 2019 with the

opening of the full 20 miles of rail. The group also conducted walk audits of some stations, with the focus of improving accessibility to the stations.

Board member Donald Horner opined that he considers rail to be “Route H” of the bus, and asked what the bus equivalent to 60 rail cars would be. Mr. Grabauskas replied that 60 rail cars were equal to approximately 180 buses. Mr. Horner said that the addition of rail service hours to existing bus service hours would result in a significant savings to taxpayers, and asked what they would be. He suggested that those savings could be invested in additional capacity, or a more advanced card system. Mr. Garrity agreed to look into the matter.

VII. Construction and Traffic Update

HART Director of Design and Construction Lorenzo Garrido introduced HART Maintenance and Storage Facility (MSF) Project Manager Akira Fujita, West Oahu/Farrington Highway Project Manager Karley Halsted, Kiewit’s Allison Andrade, and HART Information Specialist Scott Ishikawa. They provided a construction and traffic update, a copy of which is attached hereto as Attachment D.

Mr. Fujita reported on the progress on the steel framing erection of Maintenance of Way and Operations and Service Buildings and ongoing utility construction at the MSF. Ms. Halsted provided an update on the activities of the Precast Yard and segment construction, and highlighted the completion of the first aesthetic columns. Mr. Ishikawa and Ms. Andrade reported on road closures and detours in the Farrington Highway area, and at the H-1/H-2 merge.

Mr. Bunda said that community members had asked about the height of the balanced cantilever. Ms. Halsted responded that at 24 feet high in the eastbound direction, it would be similar to the existing overpasses. Mr. Grabauskas added that it would have a slimmer profile than most other roadway overpasses.

Ms. Halsted reported that the Kamehameha Highway Guideway test shafts were almost complete, and roadway widening and utility relocation continued in the area. Mr. Ishikawa and Ms. Andrade reported on lane closures along Kamehameha Highway.

Mr. Grabauskas complimented HART staff, HDOT, DTS, and Kiewit for their traffic coordination efforts.

Board member William “Buzz” Hong commended HART on the aesthetic column designs. He suggested numbering the columns for use as markers for emergency services.

VI. Right of Way Update

Director of Planning and Right of Way Elizabeth Scanlon and Deputy Director of Right of Way Morris Atta provided an update of HART’s real estate acquisitions. A copy of their presentation is attached hereto as Attachment E.

Mr. Atta reported that all of real estate consultant Paragon’s subcontractors are local, including title, escrow, and appraisal firms, as well as all acquisition agents hired to date.

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He reported that the total number of properties required for the project was now 229, of which 161 remain to be acquired. Of the outstanding properties, 37 are government owned, and 124 are privately owned. Full takes are 41 in number, with 28 already acquired. The total number of partial takes and easements was 188, with 40 completed.

Mr. Horner asked if the full takes were the most expensive. Mr. Atta said that partial takes could be just as, if not more, costly as they involve damages to the remainder property. Mr. Horner asked for more detailed information on the budget in terms of dollar amounts. Mr. Atta stated that he would provide that in future updates.

Mr. Atta said that offers had recently been accepted for two properties.

Mr. Horner asked about the budget, and Mr. Atta said that HART was within its right of way budget. He detailed a chart showing the budgeted versus actual amounts paid on properties acquired thus far. Mr. Horner requested information on trends, and whether the budget is holding, particularly as right of way acquisitions approach the urban core. Mr. Atta said that most appraisals on the remaining properties would be received within the next month or so, which would give staff a better indication of the budget. Mr. Horner requested a presentation to the Finance Committee on the right of way budget relative to the appraisal information.

Mr. Horner asked why the Full Funding Grant Agreement (FFGA) budget for some parcels was the same as the actual amount spent. Board member Kessie Hui said that perhaps those properties were obtained prior to the signing of the FFGA.

Mr. Bunda asked about the budget for the two recently acquired properties. Mr. Atta stated that as the properties were still in escrow, it was not yet appropriate to disclose the selling price and budget.

Mr. Formby asked how the budget numbers were derived. Mr. Atta responded that the budget numbers were based on Tax Map Key assessed values plus a contingency for market fluctuations, plus eminent domain costs, closing costs, and fees.

Mr. Horner asked how many properties were residential, and how many were commercial. Mr. Atta said that while staff had previously reported that there were no residential properties remaining, HART had recently discovered residential occupants in commercial properties. As a result, there would be more residential relocations. Additionally, two residential properties had been converted from partial to full takings, and would also result in residential relocations. He stated that the cost of a partial take plus relocation sometimes approaches the cost of a full take, and that HART had to decide whether to take the whole parcel in those instances. Mr. Horner added that the excess property could also be sold off later if not needed.

Mr. Grabauskas commented that the number of properties was changing due to final design, and that the designers were avoiding full takes to extent possible. Mr. Horner cited the example of the Ross store on Ward, and Mr. Grabauskas agreed, saying that HART staff avoided a \$28 million take.

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Mr. Bunda asked whether HART could stay within the budget. Mr. Atta said that HART was still within budget, but was constantly refining numbers. He said that based on the original budgeted amounts, HART may experience an increase of less than 5% over the original budget. He briefly reviewed the real estate recovery schedule. Mr. Atta said that eminent domain could possibly be utilized on complicated parcels, or parcels with title issues, which might number as many as 30.

Mr. Grabauskas complimented Mr. Atta and his staff. He said that staff would begin to bring eminent domain matters before the Board within the next 60 days or so.

Mr. Hong commended HART for hiring local real estate personnel. He echoed Mr. Horner's request for a Finance Committee presentation, and suggested incentivizing the real estate contractor's performance by offering a bonus.

Mr. Hui requested a financial update on Paragon. Ms. Scanlon said that Paragon had begun increasing its staff, and that HART staff would bring financial information to the Board in future meetings. She reported that Paragon remained focused on controlling costs, pursuant to the Board's request.

Mr. Horner requested that partial and full takes be indicated in future presentations in the interest of transparency. Mr. Atta and Ms. Scanlon agreed.

VII. Executive Director and CEO's Report

Mr. Grabauskas reported that the train model in Kapolei Hale had been well-received by the community and reached 10,000 visitors that week.

Mr. Grabauskas noted that the Board had previously been informed of the large contracts being let in 2014, including the second half of the guideway, Pearl Highlands station and garage, which were currently out to bid, as well as the construction of the first nine stations. A four-station package was also scheduled for procurement later in 2014. Those contracts represent approximately \$1.2 billion in total construction costs. The contract for the final eight stations would be let in 2015.

Mr. Horner said that the \$1.2 billion is an estimate that was now uncertain following the opening of the bids for the first nine stations. He pointed out that contracts to date had been substantially under budget. Mr. Grabauskas said that the project contracts that had been let were approaching approximately two-thirds. Mr. Horner said that the project remains at risk for one-third of the project. Mr. Grabauskas agreed, and said that much of the savings realized in the early contracts had been eroded by delays due to the lawsuits. He said that the contracts were originally scheduled to be let in a much more competitive construction environment, and that any adjustment for inflation included in the budget had been eliminated by the delay, as the current marketplace was extremely active. Mr. Horner pointed out that although two-thirds of the project had already been contracted for and "locked in" regarding the budget, the project was still at risk for variable costs such as concrete.

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Mr. Grabauskas reported that three bids were submitted for the first nine stations, and the bids were opened the previous day and were undergoing review by staff for responsiveness. Therefore, the lowest bidder may not necessarily be awarded the contract. The bids substantially exceeded the expected amount of \$185 million, comprised of a \$150 million base amount and approximately \$35 million in contingency. Mr. Grabauskas said that the three bids were as follows:

\$294 million	Nan, Inc.
\$312 million	Nordic PCL
\$320 million	Hensel Phelps

Mr. Horner said that the difference between the budget and low bid had been incorrectly reported by one media outlet, and was actually 59%.

Mr. Grabauskas said that staff were reviewing the bids to understand why they were much higher than anticipated. He said that with regard to the budget, different options would be explored, including the contingency account of \$563 million. Mr. Horner noted that another option may be the project's expected ending cash balance of about \$190 million. Mr. Grabauskas said that value engineering was another option, and that the robust construction environment is expected to result in greater General Excise Tax revenues. He said that he would report back to the Board on the staff's final evaluation, as well as the feedback from HART's federal partners.

Mr. Grabauskas said that if the contract is awarded to the lowest bidder, it will go to a local firm.

Mr. Bunda asked if the specifications in the bid package would be examined as well. Mr. Grabauskas indicated that was something staff would evaluate, so that issues could be remedied in future solicitations. Mr. Bunda asked about current market forces, and Mr. Grabauskas responded that the contracts had been expected to be let in an extremely favorable bid environment. However, the lawsuit delay has resulted in procurement in a much less competitive environment. Also, contractors are being asked to work on a compressed schedule due to the lawsuit delays, which may also be contributing to higher bids.

Board member Damien Kim asked whether breaking up contracts into smaller pieces would lower the price, as larger contractors are busy doing bigger construction jobs. He suggested that smaller or medium size firms might submit more competitive bids. Mr. Grabauskas said that staff would definitely research that possibility.

Mr. Bunda asked about the possibility of rebidding the contract. Mr. Grabauskas said that staff would consider that as well, although it would have impacts to the schedule. Mr. Hong said that in his experience, many contractors will submit high bids when they don't need the work in a robust construction environment. He echoed Mr. Kim's suggestion that HART try to attract medium sized construction firms. Mr. Grabauskas responded that at the time the nine station contract was bundled together, it was thought that doing so would save money. However, he acknowledged that the present environment may result in the opposite effect, so HART would look into possibly breaking up the contract into smaller contracts.

Mr. Formby suggested looking at areas where HART could realize cost savings, and Mr. Grabauskas said he would. But he added that there is additional complexity and cost in managing multiple small contracts.

Mr. Horner said that the cost assumption for stations was \$25 million per station. However, the base cost for the contract of \$150 million results in a station cost of \$17 million. Mr. Garrido said that the cost of each station would be within a range of \$15 to 20 million. Deputy Executive Director Brennon Morioka added that the range was dependent on location: the west side stations were relatively simple, while the east side stations such as the Ala Moana and Airport stations were the most expensive.

Mr. Hui said that the cost per station included design, which he thought was very high on the rail project. He said that soft costs were 40% of HART's total budget, while private sector soft costs are usually around 20%. Mr. Hui said that he had seen public sector bids come in at twice the cost it would have been for the private sector because the risk was transferred to the contractor. Mr. Grabauskas said that staff would definitely examine the issue of risk. Mr. Horner said that this bid is a good indicator of the costs for the second ten miles of the guideway. Mr. Grabauskas agreed, and said that some contractors have expressed less interest because they have enough work.

Mr. Hong asked Mr. Kahele whether he is seeing the large or small contractors utilizing workers. Mr. Kahele responded that the large contractors such as Nan, Inc. are utilizing workers more. Mr. Kim agreed, and said that while the larger companies may be utilizing the majority of the workers, smaller companies do not necessarily have work, as they are waiting for smaller jobs. He said that this could be favorable to HART. Mr. Kahele concurred with Mr. Kim. Mr. Horner asked Mr. Kahele if many of his union members were out of work. Mr. Kahele responded that most are working, but not necessarily 40 hours per week. Mr. Grabauskas also reported that the bids for the seven drill shafts at the airport had also been opened. HART had estimated the cost to be \$4.5 million, but the lowest bid was \$3.4 million.

Mr. Horner said that HART has flexibility in sequencing. Mr. Grabauskas agreed and said that although items such as the MSF, the guideway, and the stations, are critical for passenger service, items such as the Pearl Highlands parking structure might not necessarily need to be completed as currently sequenced. The estimated base cost for the Pearl Highlands parking structure is \$175 million, with the bids opening at the end of the year. He said staff would look into sequencing.

Mr. Horner observed that regarding cash flow, the delay put HART in a good position as far as liquidity.

Mr. Bunda requested that the minutes reflect the finer points of this discussion.

Mr. Hong requested that Corporation Counsel review HART's contracts to help avoid bids coming in significantly over budget. Mr. Grabauskas committed to do so.

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Mr. Formby announced that Kathy Sokugawa from the Department of Planning and Permitting had brought handouts for the Ala Moana Transit Oriented Development Neighborhood Plan community meeting on August 27, 2014.

VIII. Executive Session

There was no need for an executive session.

IX. Adjournment

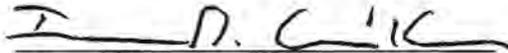
Mr. Horner asked for any public testimony. There was none. He adjourned the meeting at 11:24 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Ivan Lui-Kwan, Esq.
Board Chair

SEP 11 2014

Date

ATTACHMENT A

HONOLULU INTERNATIONAL AIRPORT STATION



TRAVEL TIMES TO HONOLULU INTERNATIONAL AIRPORT STATION

FROM	TRAVEL TIME
Ala Moana Center Station	16 min.
Downtown Station	12 min.
Middle Street Station	4 min.
Pearlridge Station	8 min.
Waipahu Transit Center	15 min.
East Kapolei Station	26 min.



The Honolulu International Airport station will conveniently connect residents and visitors with one of the busiest airports in the nation. Situated on a surface lot between the International and Overseas parking structures, the station will feature:

- Protected/separated pedestrian walkway to the 4th floor of the Overseas Parking Structure and 6th floor of the International Parking Structure
- Street-level covered walkway to the Arrivals area of the Overseas Terminal
- Convenient pull-up areas for TheBus and TheHandi-Van, and a Kiss-and-Ride drop-off area
- Pedestrian connections to airport employment centers
- Train design will provide luggage space for airport travelers



HONOLULU RAIL TRANSIT PROJECT



PROJECTED RAIL TRAVEL TIMES TO ALA MOANA CENTER

FROM					
1	East Kapolei Station Kualakai Parkway (North-South Road) and Keahumoa Parkway	42 min.	8	Pearlridge Station Kamehameha Highway and Kaonoahi Street	24 min.
2	UH West O'ahu Station Kualakai Parkway (North-South Road) and UH West O'ahu Entrance (aka Campus Drive)	40 min.	9	Aloha Stadium Station Kamehameha Highway and Salt Lake Boulevard	21 min.
3	Ho'opili Station At the future planned intersection of minor East-West Street approximately 300 feet south of Farrington Highway	36 min.	10	Pearl Harbor Naval Base Station Kamehameha Highway and Radford Drive	19 min.
4	West Loch Station Farrington Highway and Leoku Street	34 min.	11	Honolulu International Airport Station Near the existing lei stands on Aoale Street	16 min.
5	Waipahu Transit Center Farrington Highway and Mokuola Street	31 min.	12	Lagoon Drive Station Ualena Street and Lagoon Drive	14 min.
6	Leeward Community College Station Leeward Community College campus parking lot	29 min.	13	Middle Street Station Kamehameha Highway and Middle Street	12 min.
7	Pearl Highlands Station Kamehameha Highway and Kuala Street	28 min.	14	Kalihi Station Dillingham Boulevard and Mokauea Street	10 min.
			15	Kapālama Station Dillingham Boulevard and Kokea Street	8 min.
			16	Iwilei Station Dillingham Boulevard and Ka'ā ahi Street	6 min.
			17	Chinatown Station Nimitz Highway and Kekaulike Street	5 min.
			18	Downtown Station Nimitz Highway and Bishop Street	4 min.
			19	Civic Center Station Halekawila Street and South Street	3 min.
			20	Kaka'ako Station Halekawila Street and Ward Avenue	2 min.
			21	Ala Moana Center Station Located at Kona Street (mauka of Ala Moana Center) near Kona Iki Street	-

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STAY IN TOUCH



For questions, comments or more information, speak with a representative by calling our **24-hour project hotline** at (808) 566-2299



Email us your questions, comments or concerns at info@HonoluluTransit.org



Check for weekly traffic updates that affect your area by visiting the project website at www.HonoluluTransit.org

HART QR CODE



The Honolulu Rail Transit Project's new QR Code (Quick Response Code) that connects individuals with iPhones and smart phones to the project's website.

TELEVISION



Sundays at 10:00 p.m. on 'Ōlelo Channel 49

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

HONOLULU INTERNATIONAL AIRPORT STATION ENTRANCE



H O N O L U L U R A I L T R A N S I T P R O J E C T

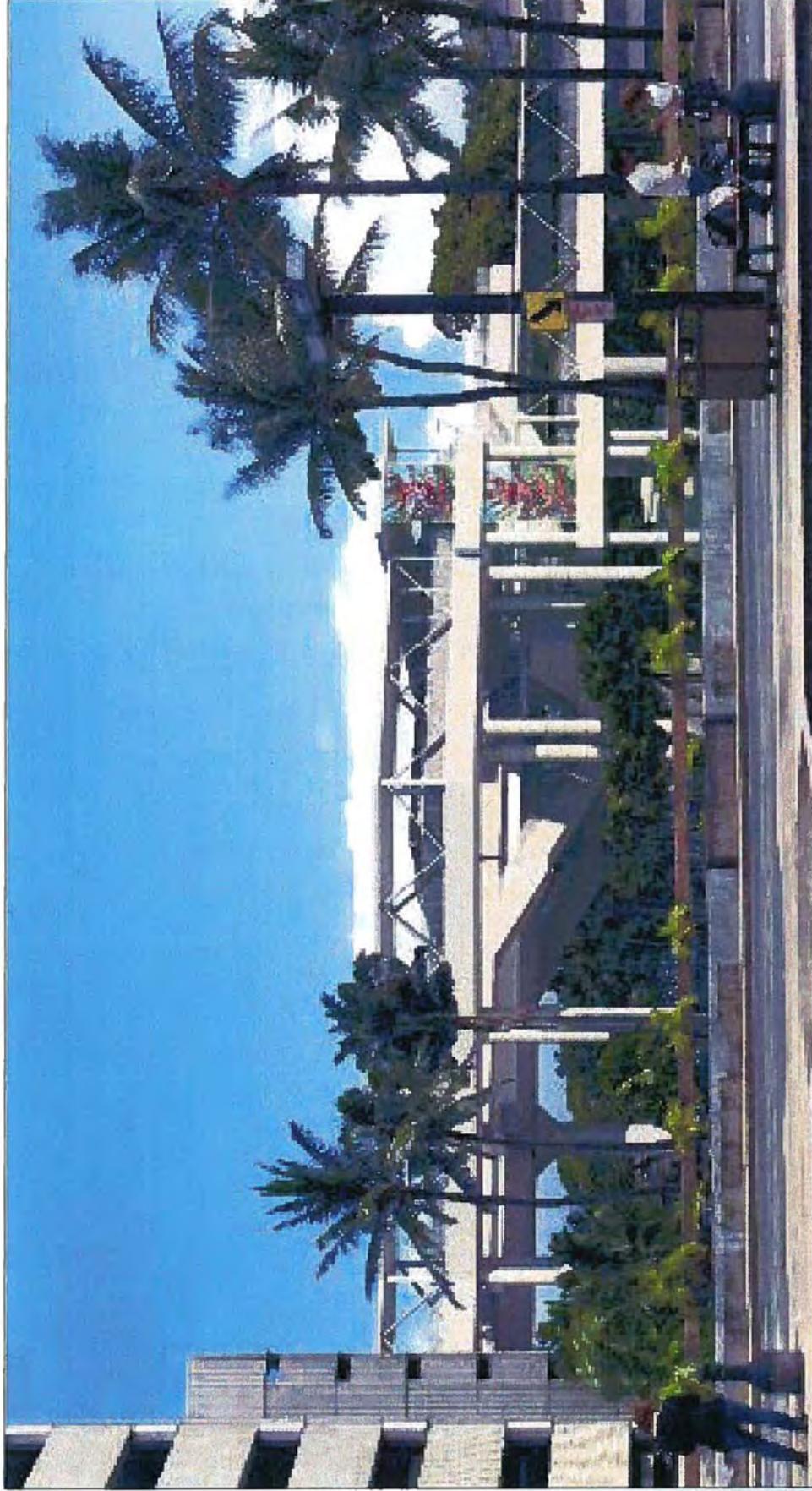
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HONOLULU INTERNATIONAL AIRPORT STATION

- Protected/separated pedestrian walkway to 4th floor of Overseas Parking Structure and 6th floor of International Parking Structure
- Street-level covered walkway to the Arrivals area of Overseas Terminal
- Convenient pull-up areas for TheBus and TheHandi-Van
- Pedestrian connections to airport employment centers
- Train design will provide luggage space for airport travelers

H O N O L U L U R A I L T R A N S I T P R O J E C T

24-Hour Project Hotline (808) 566-2299

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ATTACHMENT B

HONOLULU RAIL TRANSIT PROJECT



July 2014* MONTHLY PROGRESS REPORT

* Data Dates: Cost, Schedule 6/27; Other Activities 7/31

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

This report and all subsidiary reports are prepared for the Federal Transit Administration (FTA). This report should not be relied upon by any party, except the FTA or HART, in accordance with the purposes as described below.

For projects funded through the FTA Full Funding Grant Agreements (FFGAs) program, the FTA and its Project Management Oversight Contractor (PMOC) use a risk-based assessment process to review and validate a project sponsor's budget and schedule. This risk-based assessment process is a tool for analyzing project development and management. Moreover, the assessment process is iterative in nature; any results of an FTA or PMOC risk-based assessment represent a "snapshot in time" for a particular project under the conditions known at that same point in time. The status of any assessment may be altered at any time by new information, changes in circumstances, or further developments in the project, including any specific measures a sponsor may take to mitigate the risks to project costs, budget, and schedule, or the strategy a sponsor may develop for project execution. Therefore, the information in the monthly reports will change from month to month, based on relevant factors for the month and/or previous months.

REPORT FORMAT AND FOCUS

This report is submitted in compliance with the terms of FTA Contract No. DTFT60-09-D-00012, Task Order No. 2. Its purpose is to provide information and data to assist the FTA as it continually monitors the grantee's technical capability and capacity to execute a project efficiently and effectively, and hence, whether the grantee continues to be ready to receive federal funds for further project development.

This report covers the project and quality management activities on the Honolulu Rail Transit Project managed by the Honolulu Authority for Rapid Transportation (HART) with HART as the grantee and partially financed by the FTA FFGA.

ON THE COVER:

Left: West O'ahu Farrington Highway Guideway along Farrington Highway looking Diamond Head.
Upper right: West O'ahu Farrington Highway Guideway along Farrington Highway looking Waianae.
Lower right: Maintenance and Storage Facility site.

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Figure 30. Project Staffing (Actual vs. Planned) 71

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***HIGHLIGHT OF THE MONTH: PEARLRIDGE STATION**
 Serving the Pearlridge Center, Pearl City, Waimalu, Aiea and Outlying Residential Areas



- Construction Timing:**
- Construction Start: January 2015
 - Construction Complete: December 2016
 - Operational: 2017

- Station Features:**
- ADA Pedestrian Access
 - Bicycle Parking
 - Elevator, Escalators and Stairs
 - TheBus Connection
 - TheHandi-Van Pick-up/Drop-off
 - Platform Type: Side
 - Planned # of Entrances: 2

*Each month a different station will be highlighted with architectural renderings and key information.

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH



The Honolulu Authority for Rapid Transportation (HART) has completed its first embossed column as part of a series of special column designs connected with the project’s station development program. The column is one of eight that will support the guideway for the Ho’opili station in East Kapolei.

The embossed column honors the natural elements that nourished the agricultural lands and the story of the Honouliuli ahupua’a. The pattern depicts the flow of wind, coral representing the foundation and the area’s beginnings, sea salt beds, and the symbolic first planting of the ‘ulu tree that grew plentiful in this area. The design also incorporates rain and the sun as it rises over Pu’uokapolei, which marked the seasons for planting and harvesting crops.

All of the project’s 21 stations will have patterns unique to the respective area’s ahupua’a. The patterns are designed to tell the historic and cultural stories of each community where the stations are located.

HART to Receive \$49 Million in GET Collections

HART will receive more than \$49 million in General Excise and Use Tax (GET) revenue for the months of April, May and June in 2014. With the receipt of the \$49.5 million, the total GET revenue for the rail project now stands at \$1.30 billion.

The half-percent GET surcharge dedicated to the Honolulu rail system was levied beginning in January 2007 and is set to expire at the end of 2022. It is estimated the surcharge will fund nearly 70 percent of the project’s cost, with the remainder to be covered with federal funding.

Honolulu International Airport Station Design Unveiled

HART recently unveiled the design for the Honolulu International Airport Station, which will be located between the International and Overseas parking garages.

Scheduled to be completed in 2019, the Honolulu International Airport Station will conveniently connect residents and visitors with one of the busiest airports in the nation. The station will provide:

- Protected pedestrian walkways to the 4th floor of the Overseas Parking Structure and the 6th floor of the International Parking Structure
- A street-level covered walkway to the arrivals area of the Overseas Terminal
- Convenient pull-up areas for TheBus and TheHandi-Van, and a Kiss-and-Ride drop-off area
- Pedestrian connections for airport workers to concessions, restaurants and other airport businesses.



It is estimated that more than 15,000 passengers will catch the train at the Honolulu International Airport Station every day.

PROJECT PROGRESS

Overall Progress:

Project Progress Through June 27, 2014			
	Actual	Early Plan	Late Plan
Overall Project Progress*	25.0%	33.2%	27.1%
Overall Construction Progress*	16.2%	23.3%	18.3%
Overall Design Progress	77%	88.0%	75.6%
Overall Utilities Progress	9.3%	24.8%	20.0%

*Current figures reflect adjustments to components of the budget baselines.

- There have been no project scope changes; the project scope continues to reflect the Final Environmental Impact Statement (FEIS), Record of Decision (ROD) and Full Funding Grant Agreement (FFGA).
- The Contract Packaging Plan (CPP) is being modified with certain facility design and construction work re-packaging.

Schedule:

- 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.
- HART continues to work with contractors to refresh the Master Project Schedule (MPS) as a result of the approximately 1-year construction delay.

FINANCIALS

Incurred Cost:

- \$1.043B = Total Incurred Cost (actual expenditures plus approved requests for payment)
- \$42.4M = June 2014 incurred amount in costs (actual expenditures plus approved requests for payment)

Committed Amount:

- \$2.800B = Total Committed Amount (including awarded design contract allowances of \$4.3M, but excluding uncommitted contingencies and finance charges)

Authorized for Expenditure (AFE):

- \$2.089B = Total Amount AFE by way of Notices to Proceed (NTPs)
- \$33.7M = June 2014 total AFE increase

Project Contingency:

- \$563.4M = Current Project Contingency Balance
- \$5M = June 2014 drawdown to Project Contingency
- \$2.6M = Current Known Changes Balance
- \$27.5M = June 2014 drawdown to Known Changes Balance

Funding:

- \$1,430.6M = Total Cash Received Since Preliminary Engineering (PE)
- FFGA:
 - \$13.2M = New Starts drawdown received in June 2014
- General Excise Tax (GET) Surcharge:
 - \$870M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development
 - \$1,248M = amount received since 2007
 - \$0 = GET surcharge revenue received in June 2014

Project Revenue and Costs:

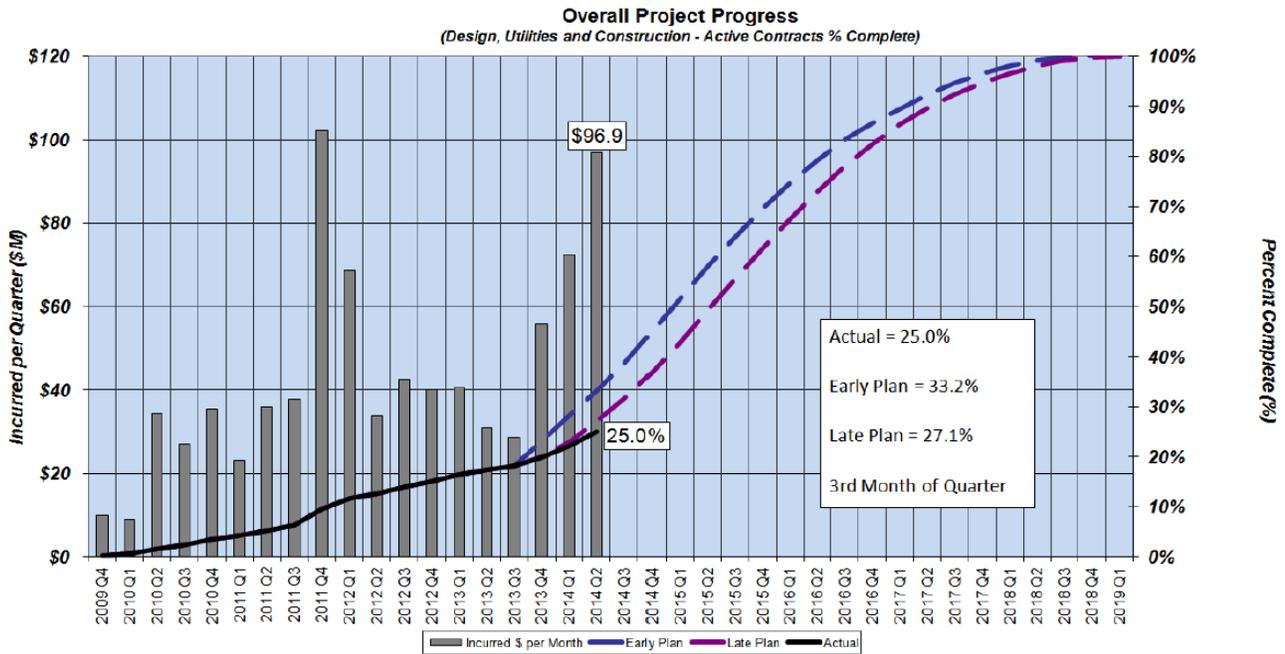
- \$441M = Cash Balance as of 6/30/14

2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of June 27, 2014)

- Note:
- Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
 - Late Plan = Latest dates activities can begin and finish and not have an impact on completion date, based on logic and durations used in the schedule.

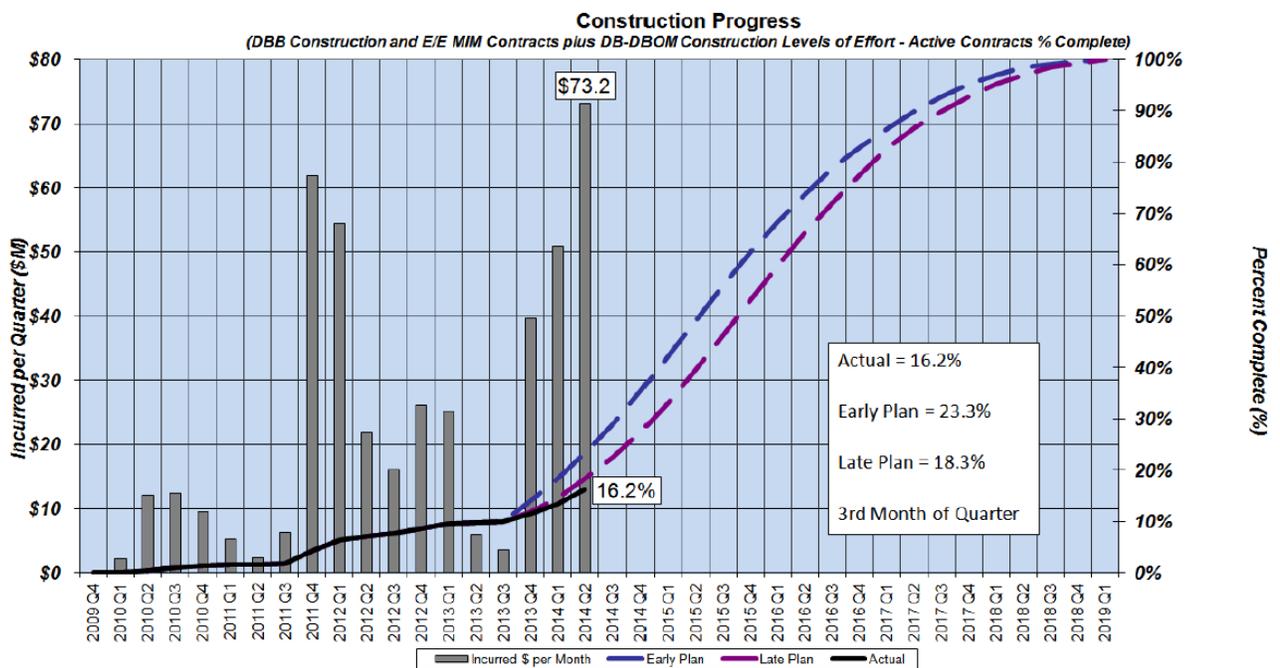
Figure 1. Overall Project Progress (% Complete)*



*Current figure reflects adjustments to components of the budget baselines.

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 reflects all project elements as budgeted.

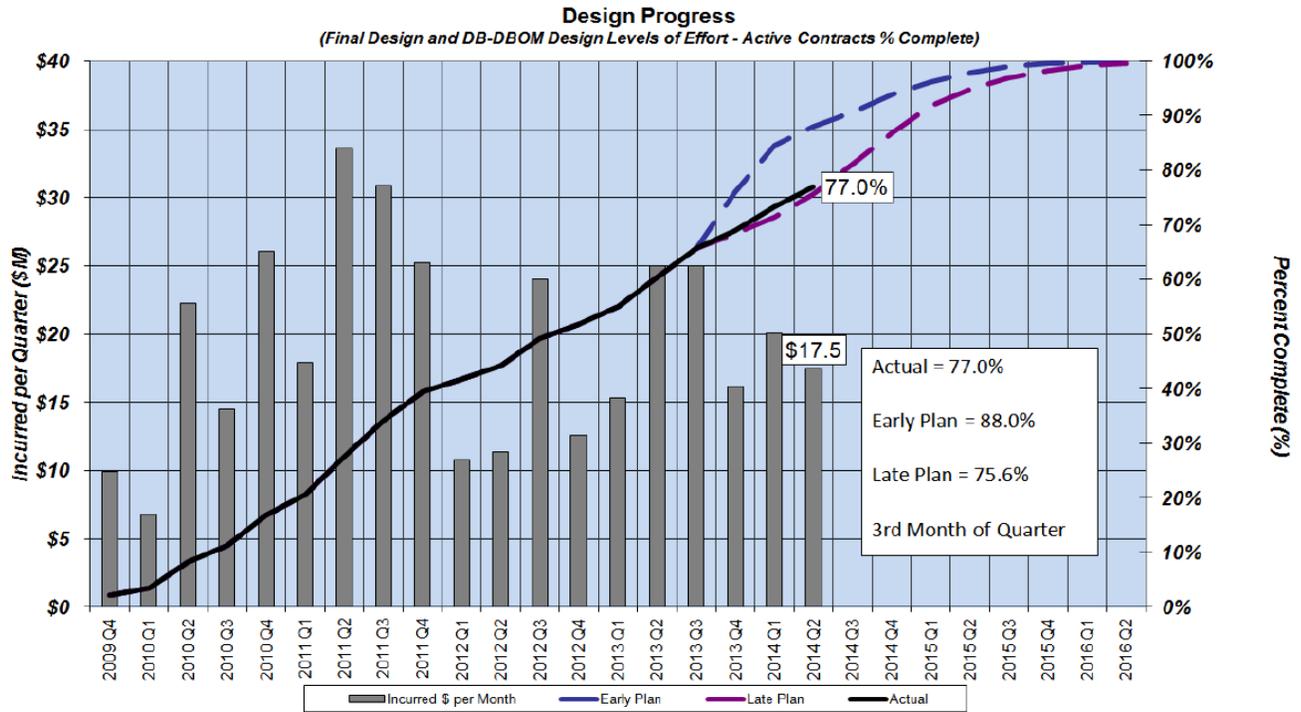
Figure 2. Construction Progress (% Complete)*



*Current figure reflects adjustments to components of the budget baselines.

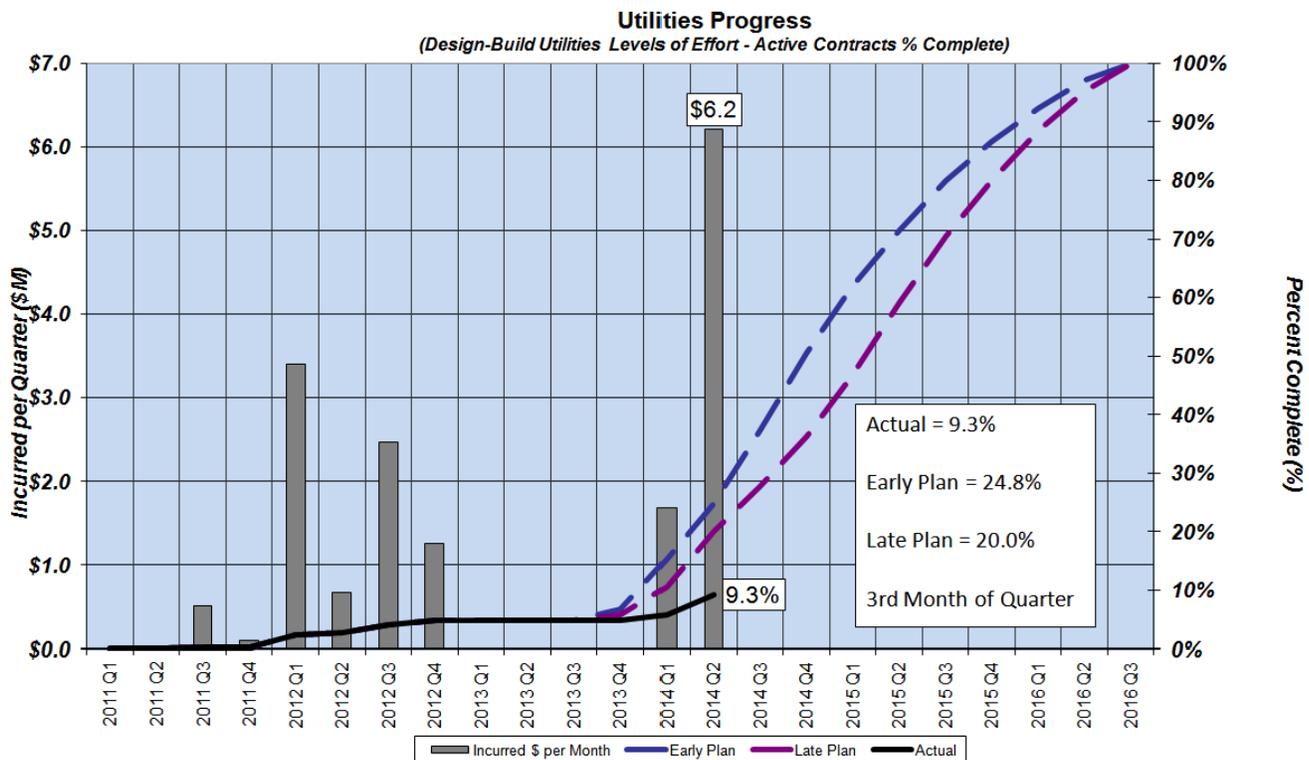
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 3. Design Progress (% Complete)



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 4. Utilities Progress (% Complete)



Overall utilities progress is based on the weighted average progress of the DB utilities levels of effort.

2.2 Project Budget (data as of June 27, 2014)

- \$5.122B = Full Funding Grant Agreement (FFGA) Baseline Project Budget (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.
- \$1.043B = Total Incurred Cost (actual expenditures plus approved requests for payment)
 - 24% of the FFGA Current Project Budget (excluding contingencies and finance charges) of \$4.383B.
 - \$42.4M = June 2014 incurred amount in costs (actual expenditures plus approved requests for payment).
- \$2.800B = Total Committed Amount (including awarded design contract allowances of \$4.3M, but excluding uncommitted contingencies and finance charges)
 - 63.9% of the FFGA Current Project Budget (excluding contingencies and finance charges).
- \$2.089B = Total Amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs)
 - 47.7% of the FFGA Current Project Budget (excluding contingencies and finance charges).
 - \$33.7M = June 2014 total AFE increase.

Total Incurred Cost = \$1.043B
(previous report = \$1B)

Total Committed Amount = \$2.800B
(previous report = \$2.76B)

Total Amount AFE = \$2.089B
(previous report = \$2.055B)

Figure 5. Total Authorized for Expenditure (AFE) Increase

Notices to Proceed			
<u>Contract</u>		<u>Scope</u>	<u>Amount</u>
MM-964	Safety and Security	NTP1	1,200,000
DB-120	WOFH	Change Order 44	20,855,423
DB-200	MSF	Change Order 21	1,591,096
DB-200	MSF	Change Order 22	10,087,325
Net AFE Increase			33,733,844

- \$2.2B = 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 through FY2014.

2.3 Project Contingency (data as of June 27, 2014)

Note: Contingency management and cost contingency details, including a breakdown of Project contingency drawdowns, are discussed in further detail in Appendix C.

- \$563.4M = Current Project Contingency Balance
- There was a \$5.0M contingency drawdown during the June 2014 reporting period due to the following contract modification:
 - Change Order No. 22 for \$10.1M to Maintenance & Storage Facility DB (DB-200) for Amendment 1 Non-Rail Escalation; contingency drawdown **\$5.0M**
- As of this reporting period, none of the executed change orders reduced the Baseline Budget Contingency amount below the buffer zone.
- \$2.6M = Current Known Changes Balance (down from the original amount of \$73.9M)
- There was a \$27.5M drawdown from Known Changes Contingency last period due to the following contract modifications:
 - Change Order No. 21 for \$1.6M to Maintenance & Storage Facility DB (DB-200) for Amendment 1 Part A Markup Only; contingency drawdown **\$1.6M**
 - Change Order No. 22 for \$10.1M to Maintenance & Storage Facility DB (DB-200) for Amendment 1 Non-Rail Escalation; contingency drawdown **\$5.1M**
 - Change Order No. 44 for \$20.9M to West O’ahu Farrington Highway Guideway DB (DB-120) for Delay of NTP 2,3,4; contingency drawdown **\$20.9M**

*Current Contingency Balance = \$563.4M
(previous report = \$568.4M)*

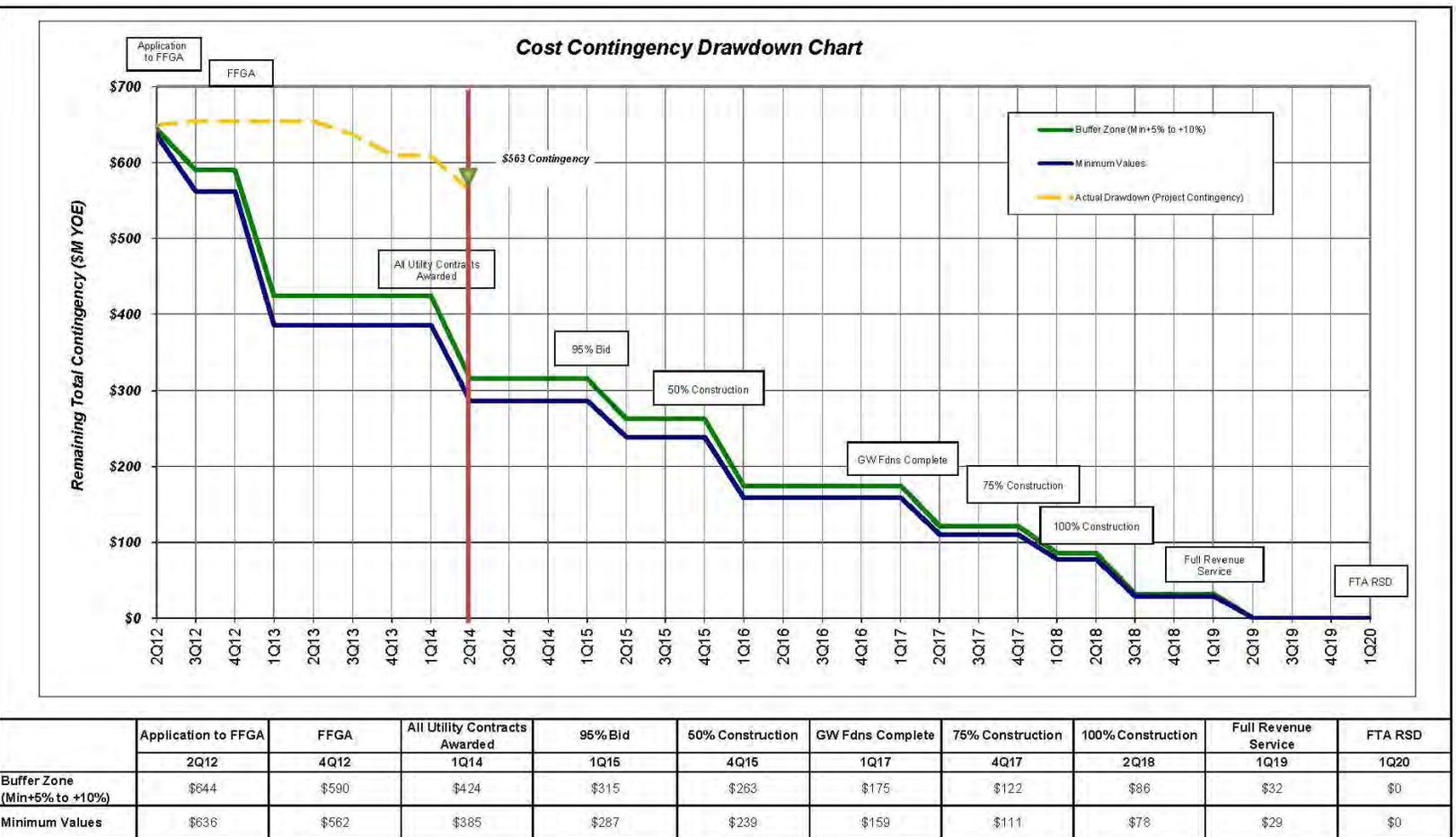
Figure 6. Project Contingency Budget

Project Contingency Budget		
Contingency	SCC Code	Budget (\$M)
Unallocated Contingency	90.01	\$101.9
Allocated Contingency	90.02	\$540.1
Allowances	90.03	\$1.6
Baseline FFGA Project Contingency Budget	90.01 - 90.03	\$643.6
Contingency Transfers to date	90.01 - 90.03	(\$80.2)
Current FFGA Project Contingency	90.01 - 90.03	\$563.4

Figure 7. FFGA Project Contingency Current Budget

FFGA Project Contingency Current Budget			
Report Month	Period Beginning: Current Budget Contingency (\$M)	Contingency Drawdown (\$M)	Period Ending: Current Budget Contingency (\$M)
	[a]	[b]	[c] = a + b
January '14 Monthly Progress Report	\$610.0	(\$0.3)	\$609.7
February '14 Monthly Progress Report	\$609.7	(\$1.4)	\$608.3
March '14 Quarterly Progress Report	\$608.3	(\$0.1)	\$608.2
April '14 Monthly Progress Report	\$608.2	\$0.0	\$608.2
May '14 Monthly Progress Report	\$608.2	(\$17.5)	\$590.7
June '14 Monthly Progress Report	\$590.7	(\$22.3)	\$568.4
July '14 Monthly Progress Report	\$568.4	(\$5.0)	\$563.4

Figure 8. Draft Cost Contingency Drawdown Chart



Note: Contingency management and cost contingency details, including a breakdown of project contingency drawdowns, are discussed in further detail in Appendix C.

2.4 Project Funding (data as of June 27, 2014)

Figure 9. Planned vs. Received Project Funding

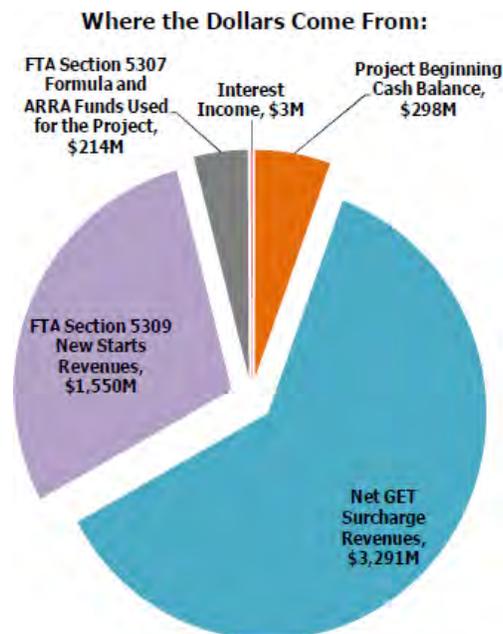
Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue	0	1,550	256	256
FTA Section 5307 Formula Funds	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	378	3,291	870	1,248
Total	385	5,356	1,430	1,815

¹ GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

² FFGA Financial Plan, Table A-1 *Capital Plan Cash Flows*.

³ Beginning Project Cash Balance at Entry into Preliminary Engineering (PE) on October 16, 2009 (the FFGA Project start date) = GET, investment and miscellaneous income minus pre-PE expenditures.

Figure 10. Project Funding Sources (YOE \$M)



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge
 - \$870M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$898M = Projected Net GET Surcharge Revenue for FYs 2010-2014, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - \$0= GET surcharge received in June 2014.

- Full Funding Grant Agreement (FFGA)
 - \$13.2M = New Starts drawdown received in June 2014.

Total Cash Received Since PE = 1,430.6M
(previous report = \$1,417M)

GET Received Since PE = \$870M
(previous report = \$870M)

GET Received Since 2007 = \$1,248M
(previous report = \$1,248M)

Figure 11. New Starts Drawdown by Federal Fiscal Year

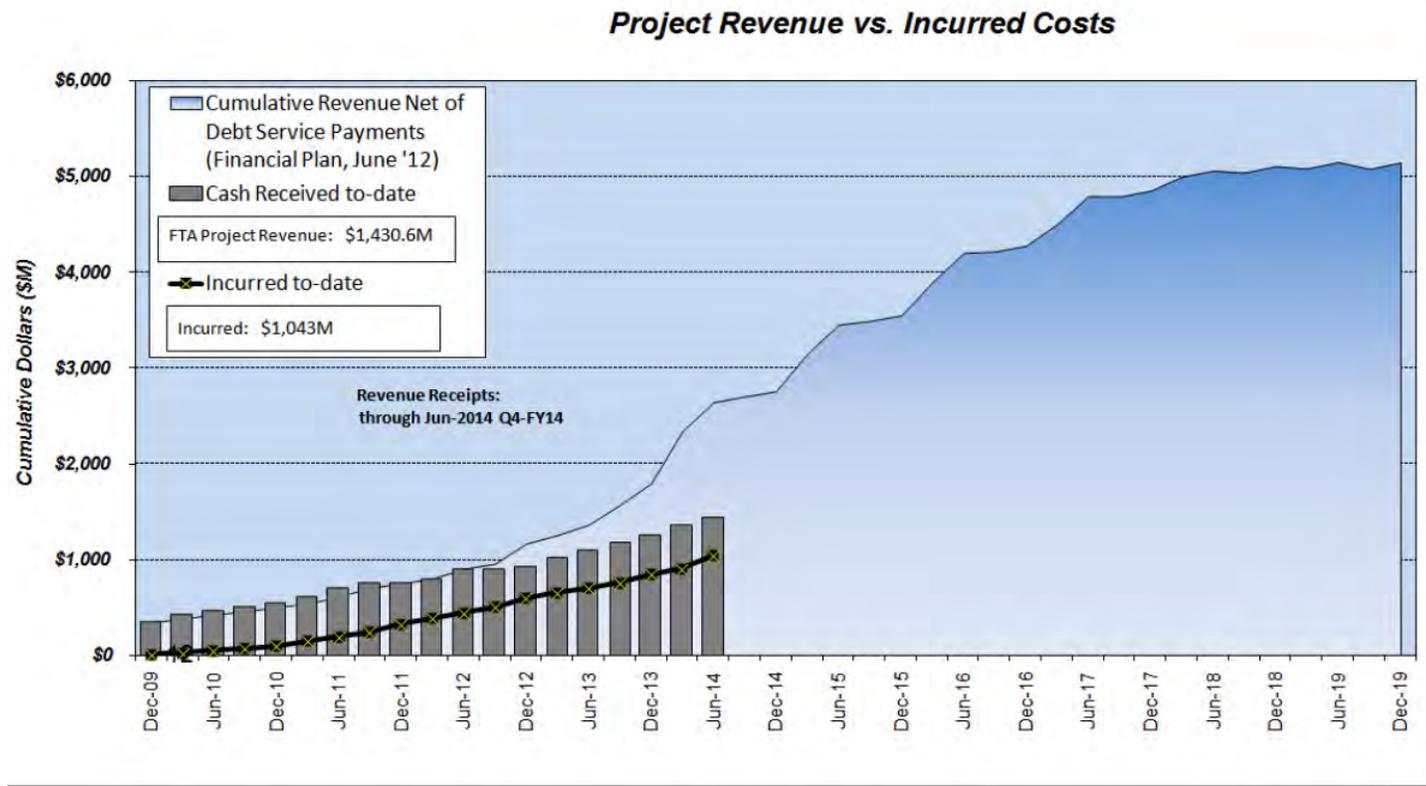
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	\$15,190,000	\$15,190,000	\$0	
2009	\$19,800,000	\$19,800,000	\$0	
2010	\$30,000,000	\$30,000,000	\$0	
2011	\$55,000,000	\$55,000,000	\$0	\$20,607,242
2012	\$200,000,000	\$135,970,026	\$64,029,974	\$99,382,758
2013	\$236,277,358	\$0	\$236,277,358	\$258,280,277
2014	\$250,000,000	\$0	\$250,000,000	\$441,719,724
2015 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2016 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2017 (pending)	\$243,732,642	\$0	\$243,732,642	\$230,010,000
Total	\$1,550,000,000	\$255,960,026	\$1,294,039,974	\$1,550,000,000

2.5 Project Revenue and Costs

(data as of June 27, 2014)

Ending Cash Balance 06/30/14 = \$441.0M
(previous report = \$439.5M)

Figure 12. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = June 27, 2014

Figure 13. Cash Balance Summary

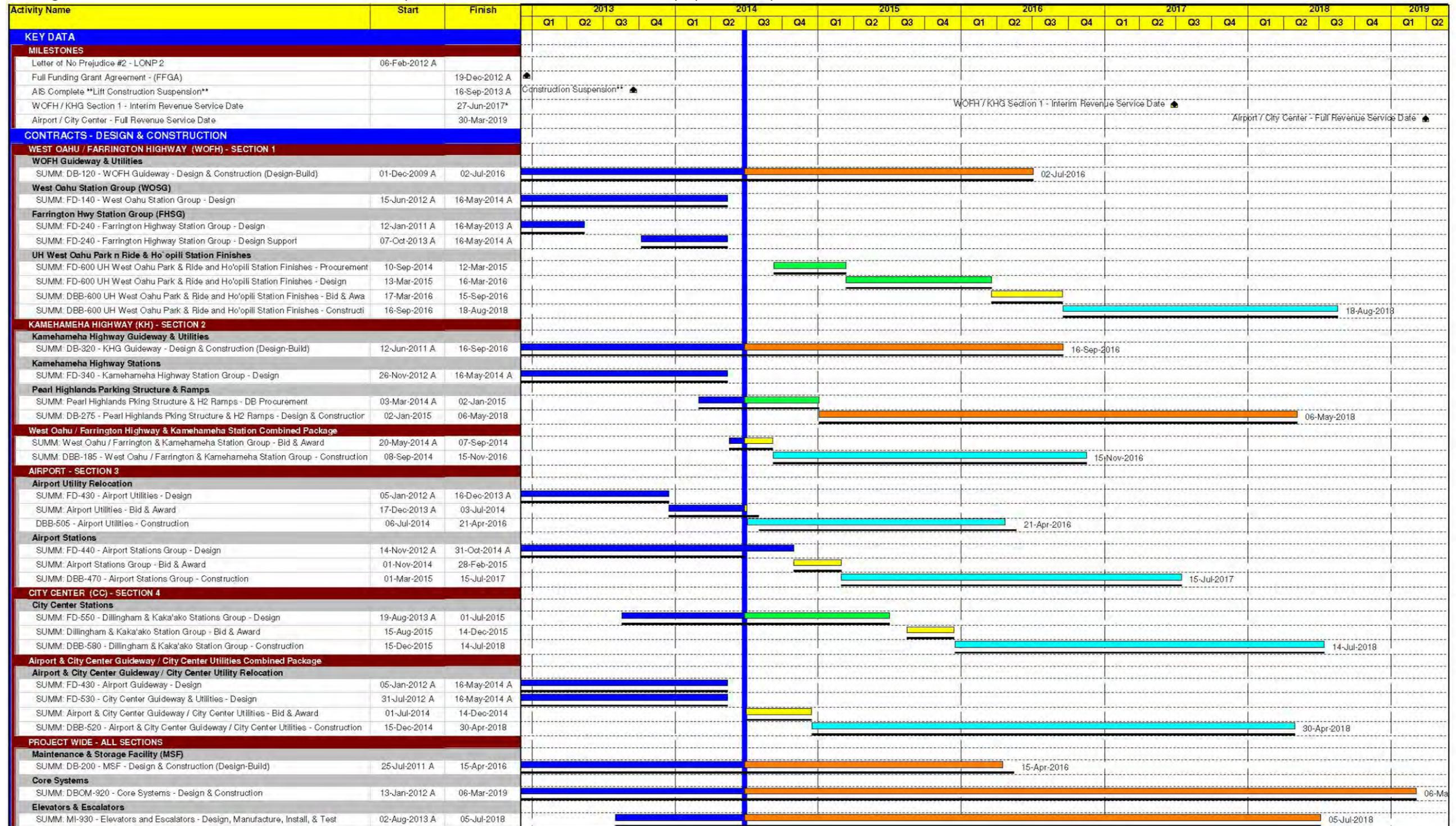
JUNE 2014 CASH BALANCE SUMMARY		
	June	YTD Cumulative
Beginning Cash Balance	439,506,359	393,709,711
Expenditures:		
Operating Expenditures	(2,021,021)	(17,275,356)
Capital Expenditures	(9,784,938)	(267,910,146)
Expenditures Total:	(11,805,959)	(285,185,502)
Receipts:		
GET Surcharge	0	219,289,704
FTA Drawdown	13,231,081	112,122,562
Interest	50,182	325,874
Other (rental, refunds, copy fees, etc.)	29,656	748,969
Receipts Total:	13,310,919	332,487,110
Ending Cash Balance 06/30/14	441,011,319	441,011,319

Note: Project Cost Reports can be found in Appendix D.

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3 SCHEDULE

Figure 14. H RTP Master Project Schedule Summary (MPSS)
 The MPSS is st atused against the FFGA Baseline MPS. The baseline and actual/planned durations of each contract are displayed for comparison.





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

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Honolulu Rail Transit Project

As of: 27-Jun-2014

Pg 1 of 1

MPS Summary

Design & Construction Contracts

3 SCHEDULE (continued)

- 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.
- HART continues to closely monitor and manage the MPS and all key milestones.
 - In an effort to mitigate the AIS delay, 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.

To date, nearly 75% of the planned design, construction and consultant support contracts have been awarded.

Figure 15. Awarded Contracts

Awarded Contracts		
Contract No.	Contract Name	Contractor
DB-120	West O’ahu/Farrington Highway (WOFH) Guideway Design-Build	Kiewit Infrastructure West Company
DB-200	Maintenance and Storage Facility (MSF) Design-Build	Kiewit/Kobayashi Joint Venture
DB-320	Kamehameha Highway Guideway (KHG) Design-Build	Kiewit Infrastructure West Company
DBB-505	Airport Section Utilities Construction Contract	Nan, Inc.
DBOM-920	Core Systems Contract Design-Build-Operate-Maintain	Ansaldo Honolulu JV
MI-930	Elevators and Escalators Design-Furnish-Install-Maintain	Schindler Elevator Corporation
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL
FD-140	West O’ahu Station Group Final Design	URS Corporation
FD-240	Farrington Highway Station Group Final Design 1	HDR Engineering, Inc.
FD-240 (2)	Farrington Highway Station Group Final Design 2	URS Corporation
FD-340	Kamehameha Highway Station Group Final Design	Anil Verma Associates, Inc.
FD-430	Airport Section Guideway and Utilities Final Design	AECOM Technical Services, Inc.
FD-440	Airport Station Group Final Design	AECOM Technical Services, Inc.
FD-530	City Center Section Guideway and Utilities Final Design	AECOM Technical Services, Inc.
FD-550	Dillingham/Kaka’ako Station Groups Final Design	Perkins+Will
MM-290	Westside Fixed Facilities CEI Services	PGH Wong Engineering, Inc.
MM-595	Eastside Fixed Facilities CEI Services	URS Corporation
MM-900	Program Management Support Consultant (PMSC-1)	InfraConsult LLC
MM-901	Program Management Support Consultant (PMSC-2)	InfraConsult LLC
MM-905	General Engineering Consultant (EIS/PE) Services (GEC-1)	Parsons Brinckerhoff
MM-910	General Engineering Consultant Services for Final Design and Construction (GEC-2)	Parsons Brinckerhoff
MM-913	General Engineering Consultant Services for Construction (GEC-3)	CH2M HILL
MM-962	Core Systems Contract Oversight Consultant	Lea+Elliott, Inc.
MM-935	Real Estate Consultant	Paragon Partners Ltd.
MM-937	Real Estate Engineering Support (Mapping and Surveying)	R.M. Towill Corporation
MM-940	Kāko’o Consultant	Pacific Legacy, Inc.
MM-960	Archaeological and Cultural Monitoring Services	Cultural Surveys Hawai’i
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.
MM-951	Owner-Controlled Insurance Program (OCIP) Broker	Aon Risk Services, Inc., of Hawaii
MM-964	Safety and Security Support Services Consultant	Lawson & Associates, Inc.
MM-975	LEED Commissioning Services for MSF	Enovity, Inc.
MM-915	HDOT Traffic Management Consultant	ICX Transportation Group, Inc.
MM-920	HDOT Coordination Consultant – WOFH Guideway Section	AECOM Technical Services, Inc.
MM-921	HDOT Coordination Consultant – KHG Section	AECOM Technical Services, Inc.
MM-922	HDOT Coordination Consultant–Airport & City Center Guideway Sections	SSFM International, Inc.
PA-102	Historic Architecture Design Services	Fung Associates, Inc.
MM-930	HDOT State Safety Oversight Agency (SOA) Manager and Consultant	Dovetail Consulting

= New Contracts

Note: Procurement Tracking Reports can be found in Appendix E.

4 CONTRACT STATUS

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Contract Start Date: January 2012

Start-up Completion: March 2019

Project Description: Providing rail passenger vehicles, automated train control system, traction electrification system, communication systems, fare vending system, passenger Platform Screen Gates (PSGs), and operation and maintenance of the Project.



COST INFORMATION:

Base Contract:	\$573,782,793	NTP 1:	\$20,285,221	NTP 2C:	\$250,363,206
Committed ¹ :	\$602,083,089	NTP 1A:	\$53,929,585	NTP 3:	\$72,604,339
Authorized ² :	\$586,168,077 (97.4%)	NTP 1B:	\$99,170,544		
Incurred-to-Date:	\$74,318,921	NTP 2:	\$23,703,585		
Incurred in June:	\$4,244,818	NTP 2B:	\$37,811,301		

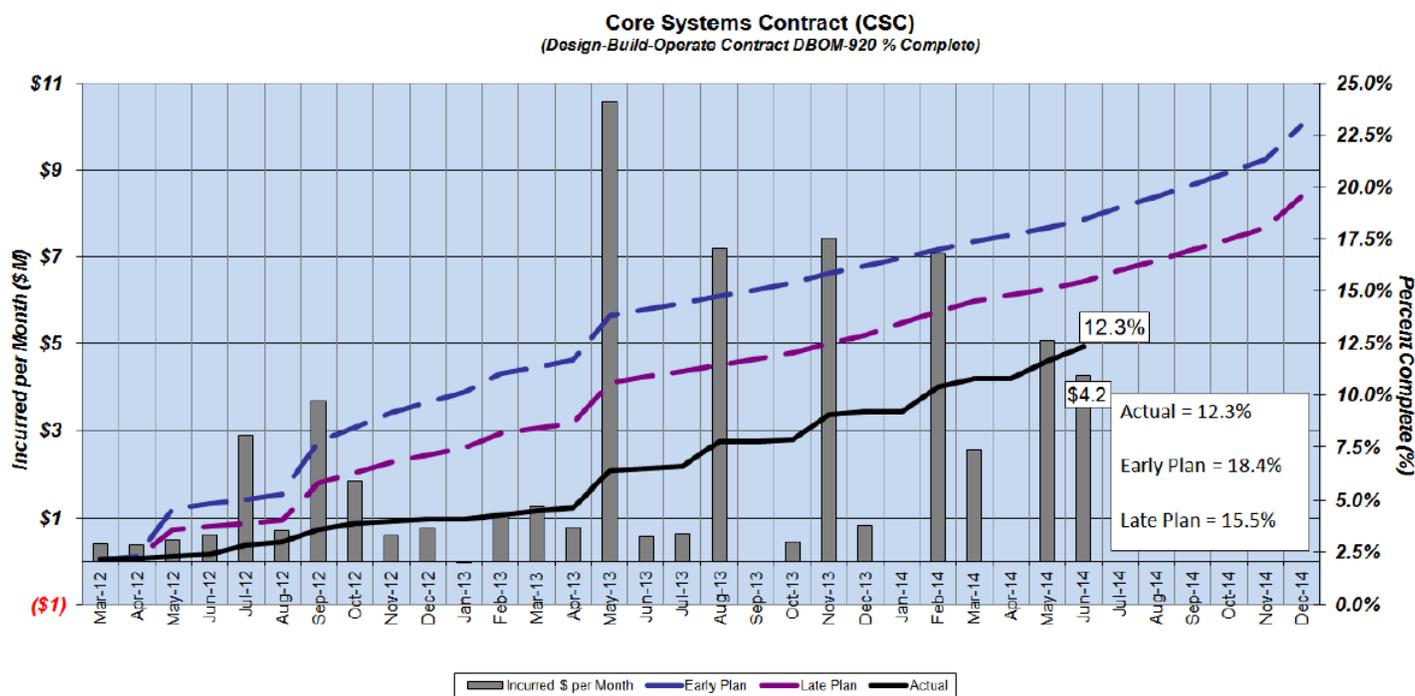
¹ Commitment = Contract value (excluding contingency and \$823.6M O&M budget) + executed Change Orders

² Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$109,023
DBE % Attained:	0.025%

June Notices to Proceed
None

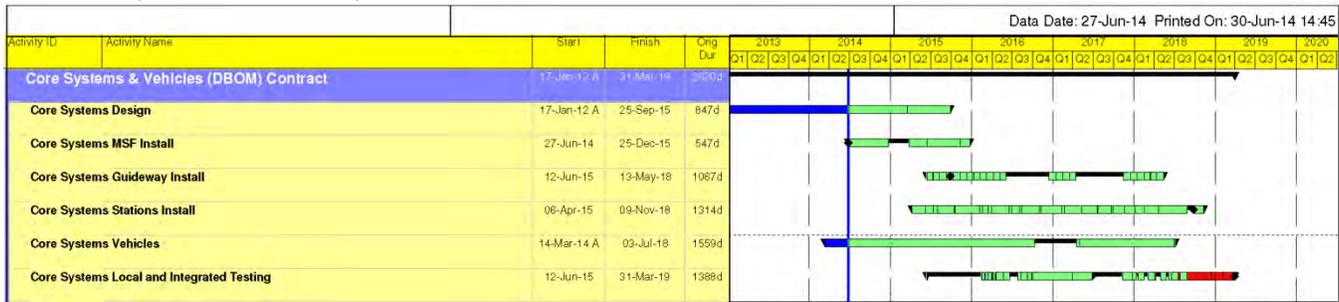
June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$28,300,296



- Financial progress is lagging actual design progress because milestones associated with design package documentation are incomplete and payment is not allowed.

SCHEDULE:

- HART is working with AHJV on a revised schedule with interface milestones based on the restart of construction for fixed facility contractors in September 2013.



WORK PROGRESS:

Activities this Month:

- Design is 48% complete.
- AHJV continued to participate in Interface meetings, to issue/respond to Requests for Interface Data (RFIDs) and to coordinate fixed facility contractor interfaces. HART’s interface partnering meetings continued jointly with AHJV and Kiewit to help expedite closure of interface issues.
- HART and AHJV continued to participate in MSF construction meetings to facilitate MSF construction activities.
- HART continued to follow up with AHJV to resolve design submittals review comments.
- Interim Design and Final Design submittals continued, particularly for passenger vehicles, traction electrification system, train control, communications, fire detection and MOW vehicles.
- HART participated in passenger vehicle Interim Design meetings at factory sites to expedite design submittals.
- Passenger vehicle shell design frozen and extrusions released.

Look Ahead:

- Continue to resolve interface issues with fixed facility designers and contractors, particularly MSF and stations to support construction schedule.
- Finalize rebaseline schedule as a result of revised access dates for fixed facilities.
- Continue passenger vehicle and other systems Interim and Final Design review.

CRITICAL PATH ISSUES:

- Design interface coordination and resolution of issues with other contractors.
- Passenger vehicle delivery timing.
- Coordination with other contractors on construction interface milestones.
- Completion of design milestones to support equipment procurement schedule.
- Resolution of schedule issues.
- HECO coordination.

QUALITY MANAGEMENT:

- Attended and participated in the weekly coordination meetings of HART CS Group and AHJV (ASTS/AB).
- Attended and participated in the Final Design review of the core system (Traction Electrification System).
- Participated in the AHJV Quality Audit of Siemens on July 17-18.
- Issued QA Audit Report to AHJV on the HART Audit held on June 26-27.
- Monitoring CSSC (L&E) and AHJV QA/QC compliance activities.

CSC NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
13	13	0

B. Elevators & Escalators Manufacture-Install-Maintain (MIM)

Contract No.: MI-930

Contractor: Schindler Elevator Corporation

Contract Start Date: August 2013

Substantial Completion: May 2018

Project Description: Furnish / install / test / maintain all elevator and escalator equipment located at the elevated stations.



COST INFORMATION:

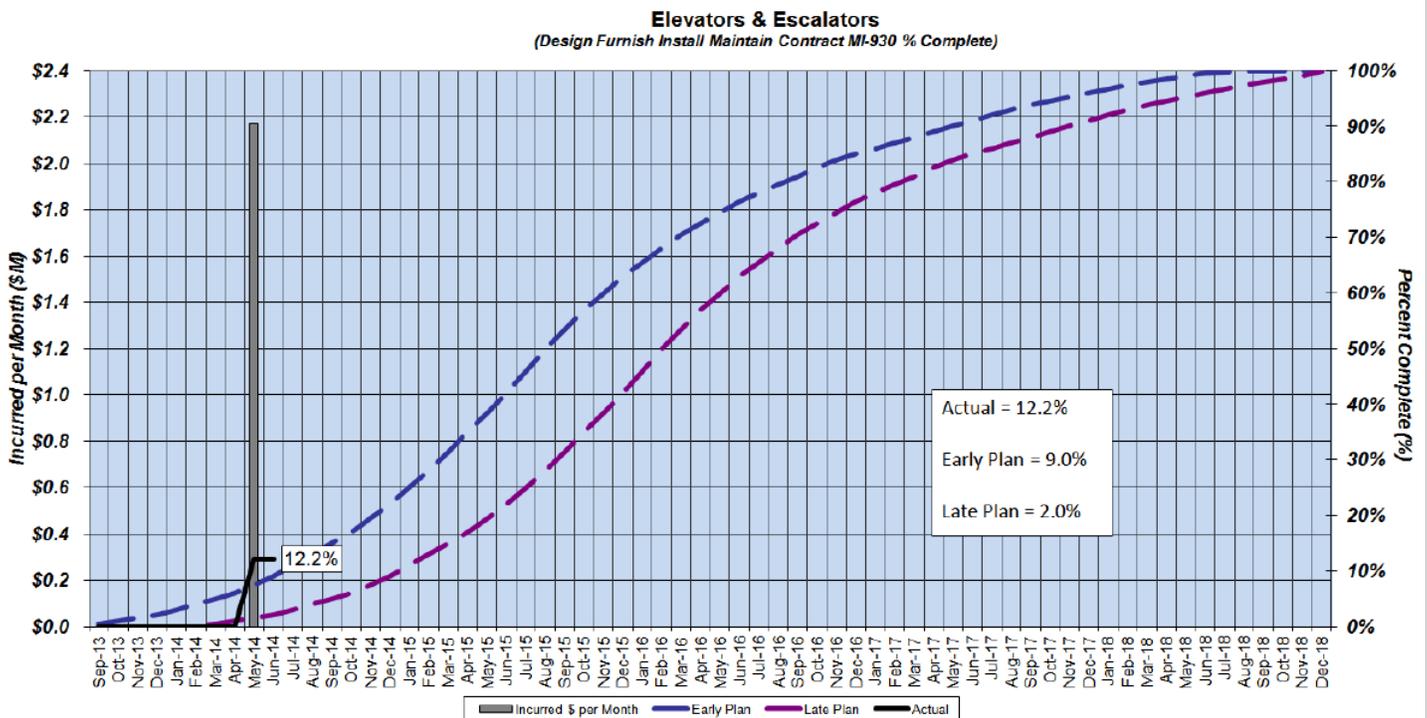
Base Contract:	\$50,982,714	NTP 1:	\$5,442,108
Committed ¹ :	\$50,982,714		
Authorized ² :	\$5,442,108 (10.7%)		
Incurred-to-Date:	\$2,171,751		
Incurred in June:	\$0		

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$0
DBE % Attained:	0%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$0



SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 27-Jun-14																						
Activity ID	Activity Name	Start	Finish	Orig Dur	2013	2014			2015			2016			2017			2018			2019			
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
W. Oahu/Farrington Highway (WOFH) - Section 1																								
	Farrington Highway Station Group	30-Jul-15	09-Mar-16	150																				
	Construction - Farrington Highway Station Group	30-Jul-15	09-Mar-16	150																				
	Waipahu Transit Station	30-Jul-15	02-Oct-15	45																				
	West Loch Station	11-Jan-16	09-Mar-16	40																				
W. Oahu Station Group																								
	Construction - W. Oahu Station Group	12-Aug-15	28-Jan-16	114																				
	Ho'opili Station	12-Aug-15	13-Oct-15	43																				
	UH West Oahu Station	30-Nov-15	28-Jan-16	41																				
	East Kapolei Station	28-Oct-15	31-Dec-15	43																				
Kamehameha Highway (KH) - Section 2																								
	Kamehameha Highway Station Group	20-Jan-16	15-Apr-16	60																				
	Construction - Kamehameha Highway Station Group	20-Jan-16	15-Apr-16	60																				
	Pearl Ridge Station	12-Feb-16	15-Apr-16	43																				
	Aloha Stadium Station	20-Jan-16	23-Mar-16	45																				
	Pearl Highlands - Station	21-Jan-16	17-Mar-16	40																				
Airport - Section 3																								
	Airport Station Group	07-Jun-16	13-Apr-17	211																				
	Construction - Airport Station Group	07-Jun-16	13-Apr-17	211																				
	Pearl Harbor Station	07-Jun-16	10-Aug-16	45																				
	HNL Airport Station	13-Sep-16	07-Nov-16	40																				
	Lagoon Drive Station	16-Dec-16	22-Feb-17	45																				
	Middle Street Station	08-Feb-17	13-Apr-17	45																				
City Center (CC) - Section 4																								
	Dillingham Station Group	08-Feb-17	16-Nov-17	193																				
	Construction - Dillingham Station Group	08-Feb-17	16-Nov-17	193																				
	Kalihi Station	08-Feb-17	05-May-17	60																				
	Kapalama Station	24-Apr-17	27-Jun-17	45																				
	Iwilei Station	06-Jun-17	22-Sep-17	75																				
	Chinatown Station	08-Aug-17	16-Nov-17	70																				
	Kaka'ako Station Group	07-Apr-17	15-Feb-18	212																				
	Construction - Kaka'ako Station Group	07-Apr-17	15-Feb-18	212																				
	Downtown Station	07-Apr-17	19-Jul-17	70																				
	Civic Center Station	25-Sep-17	28-Dec-17	65																				
	Kaka'ako Station	17-Aug-17	13-Nov-17	60																				
	Ala Moana Center Station	30-Nov-17	15-Feb-18	52																				

WORK PROGRESS:

Activities this Month:

- Design is 4.0% complete.
- Design continued for the West Loch and Waipahu Transit Center Stations.
- Interface meetings between design teams and Core Systems Contractor continued.
- All draft equipment drawings for the 21 stations have been submitted for review and acceptance. A workshop was held on June 30 to obtain final approval on product being delivered. The workshop was very successful in resolving outstanding questions with minor items to be resolved via the RFI process.

Look Ahead:

- Design continues for the West Loch and Waipahu Transit Center Stations.
- Elevator & Escalator team to continue meeting with Core Systems Contractor and final designers to discuss interface issues on a monthly basis.
- RFI's have been developed to resolve questions which were raised during the workshop on June 30.

CRITICAL PATH ISSUES:

- Resolution of design interface issues with other contractors.
- Coordination with station contractors on construction interface milestones.

QUALITY MANAGEMENT:

- Reviewed Schindler Elevator Corporation (Schindler) QAP and HART comments sent to Schindler.
- Met with Schindler's project manager on July 22 to discuss HART comments on the QAP and QA/QC expectations.

4.2 Section I – West O’ahu/Farrington Highway: East Kapolei to Pearl Highlands

A. West O’ahu/Farrington Highway Guideway (WOFH)

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: December 2009

Substantial Completion: July 2016



Project Description: Design and construction of 6.8 miles of rail alignment, starting at the East Kapolei station and ending at the Pearl Highlands station.

COST INFORMATION:

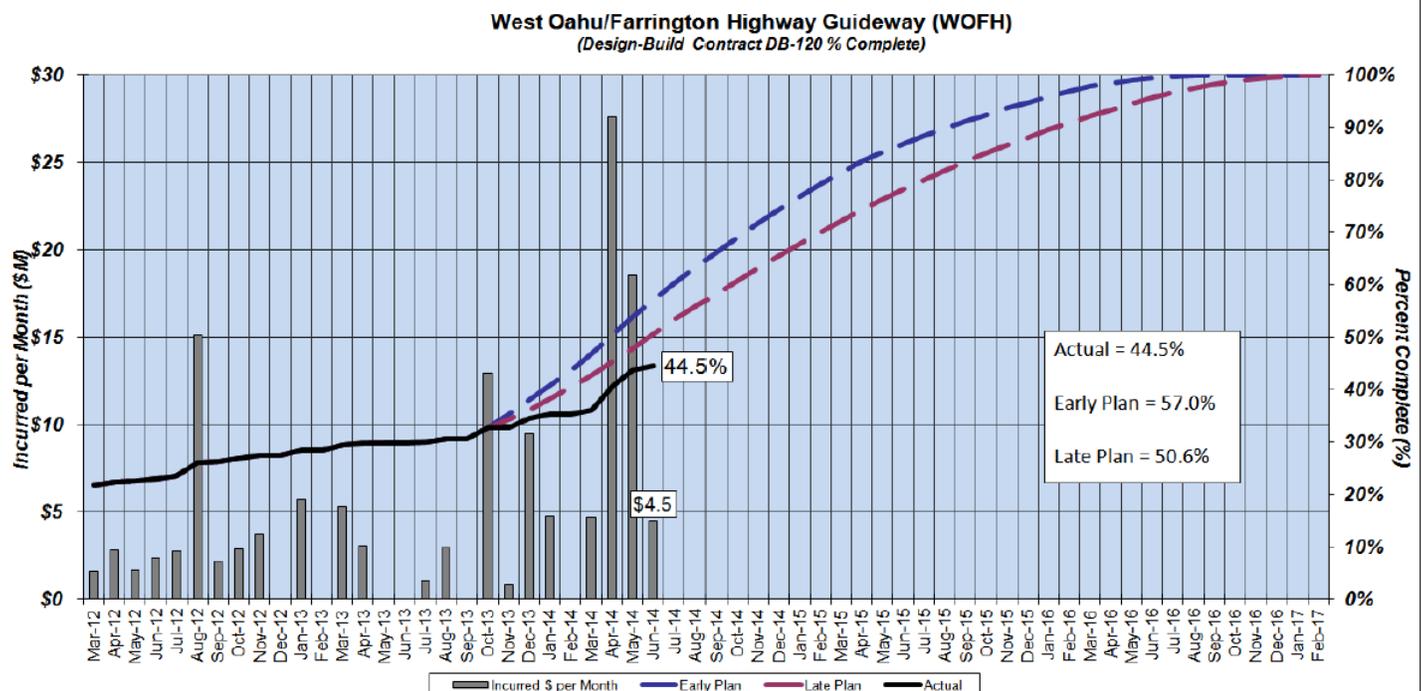
Base Contract:	\$482,924,000	NTP 1:	\$69,256,301	NTP 2:	\$61,975,961
Committed ¹ :	\$590,872,382	NTP 1A:	\$4,650,251	NTP 3:	\$3,871,885
Authorized ² :	\$590,872,382 (100%)	NTP 1B:	\$21,152,169	NTP 4A:	\$64,417,082
Incurred-to-Date:	\$263,666,303	NTP 1C:	\$14,034,417	NTP 4B:	\$21,800,000
Incurred in June:	\$4,456,446				

¹Commitment = Contract value (not including contingency) + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$2,320,886
DBE % Attained:	0.48%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
CO 44	\$20,855,423
Cumulative to Date	\$107,948,382



- Contractor billings for activities completed are lagging which is affecting the progress reported. It is anticipated that the contractor’s billings will be current in July 2014.

SCHEDULE:

- KIWC submitted a revised baseline schedule reflecting the updated substantial completion of July 2016. On May 12, 2014, HART accepted the revised baseline schedule with notes. RFCR 73, Contract Milestone Modifications, is in review by HART.

		Data Date: 27-Jun-14, Printed On: 30-Jun-14 15:06																							
Activity ID	Activity Name	Start	Finish	Ong Dur	2013			2014			2015			2016			2017			2018			2019		
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Total		08-Mar-12 A	20-Oct-16	1029d																					
West Guideways & Structures																									
	W. Oahu/Farrington Highway (WOFH) - Section 1	08-Mar-12 A	20-Oct-16	1029d																					
	W. Oahu/Farrington Highway Guideway	08-Mar-12 A	20-Oct-16	1029d																					
	Kiewit WOFH Summary	08-Mar-12 A	20-Oct-16	1029d																					
	Foundations	08-Mar-12 A	24-Sep-15	637d																					
	Drilled Shafts	23-Apr-12 A	16-Sep-15	629d																					
	Columns	21-May-12 A	24-Sep-15	637d																					
	At Grade	08-Mar-12 A	06-Jan-15	67d																					
	Guideway	27-Jun-14	02-Jun-16	707d																					
	Precast Segment Erection	27-Jun-14	02-Jun-16	707d																					
	Balanced Cantilever Segments	03-Jul-14	14-Oct-15	469d																					
	Trackwork	25-Sep-14	20-Oct-16	757d																					
	Direct Fixation Trackwork	25-Sep-14	21-Sep-16	728d																					
	Third Rail	29-Apr-15	20-Oct-16	541d																					

Contract Submittals	
# Received	# Currently Under Review
701	5

Anticipated Final Design Submittals		
Total #	# Complete	% Complete
122	90	74%

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
229	0	4

WORK PROGRESS:

Activities this Month:

Joint Use and Occupancy Agreement Progress

- KIWC continued maintenance activities from Fort Weaver Road through Waipahu High School and Work Area 1 along Farrington Highway.
- Street light repairs were conducted in Work Areas 2, 3 and 4.

Shaft/Column/Span/Utility Relocation Progress

- Drilled shaft construction continued for dry shafts in Work Areas 1, 2 and 4.
- Meetings continued to resolve the wet shafts issues by having on-going discussions between KIWC and HART.
- Segment erection progressed at Spans 61, 62, 70 and 71, at Work Area 1.
- Meetings continued between KIWC and HART to resolve cracks issue in Span 67.
- Poured and stripped Pier 253 wall. Built-up the geo fabric and slope protection for the mechanically stabilized earth (MSE) and Pile Wall at Pier 254.
- For the North Access Road Underpass, KIWC completed falsework for the top deck and poured it. KIWC continued with the wing wall bench slope construction and step footings.

Precast Yard Progress

- Precast Yard is maintaining a daily segment cast production of 12 segments per day and up to 60 segments per week.

KIWC/Third Party Coordination

- HART is continuing to work with KIWC to develop an issues list to identify critical changes that require immediate resolution.
- Continued to coordinate with HECO and KIWC to resolve multiple utility conflict relocation issues.
- Continued coordination with Leeward Community College regarding campus improvements.

Change Orders

- Negotiating RFCR 74, Station Load and Configuration Mods.

Look Ahead:

Design Progress

- Continue interface and final design activities.

Shaft/Column/Span/Utility Relocation

- Continue the segment erection through Work Area 1 with two headings (westbound and eastbound direction), assembling two spans per week.
- Casting and curing column forms for Piers 11, 46, 80, 82 and 82.5 in Work Area 1.
- Continue drilled shafts operation for Piers 233 to 235 in Work Area 3; and 244, 246 and 251 in Work Area 4.
- Continue segment erection in Work Area 1 for Spans 60 and 72.
- Continue substructure and column construction of Column 251 and Balanced Cantilever at H1 area, Pier 252 to 254, Work Area 6.
- Continue utility relocation and mobilize equipment to drilling shafts site for Piers 135 and 151 in Work Area 2.

Precast Yard Progress

- Continue production segment casting at Precast Yard at the rate of 12 segments per day.

KIWC/Third Party Coordination

- HECO and HDOT coordination.
- Resolve the issues regarding the construction of the retaining walls for the Cane Haul Box culvert.

Change Orders

- Resolution of escalation changes.

CRITICAL PATH ISSUES:

- Bring Critical Path Method (CPM) Schedule up to date and keep it up to date; a monthly schedule progress update should be submitted within 10 work days after month end.
- Ensure safety and quality control while increasing production rate on precast segment erection.
- Access restriction to Pier 254 and 255 due to Navy land disposal policy change impacts work availability at H1 area.
- Banana Patch: Land owners committed to moving their equipment for property access within three weeks.
- UH Master Agreement needed for work at Leeward Community College and UH West O’ahu.

UTILITY AGREEMENTS:

- The Hawaiian Telcom (HTI) Utility Construction Agreement (UCA) has not yet been executed. HART reviewed HTI comments to the draft agreement, and returned draft to HTI for consideration.
- Sandwich Isle Communications (SIC) UCA has not been executed. Currently, a UCA is not needed as there are no conflicts, however SIC has requested an agreement in the event a conflict arises. A draft construction agreement was submitted to SIC.
- Looking Ahead: Execute HTI WOFH UCA.

HAWAI’I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

- The HDOT Design Coordination Consultant for the WOFH section (contract MM-920), AECOM Technical Services, Inc. (AECOM), continues to review design submittals for HDOT.

RIGHT OF WAY:

W.Oahu\Farrington Right-of-Way for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	14	14		14	14	13	1		13	10	14
Partial Acquisition	14	6		1	1			4	3		3
Easement	17	15	5					9	7		7
TOTAL	45	35	5	15	15	13	1	13	23	10	24

W.Oahu\Farrington Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
18	6	1	25	11	12	8	24

- Acquisitions:
 - Negotiating offer for TMK 9-4-047-008. Received concurrence from FTA on administrative settlement.
- Relocations:
 - Move initiated on TMK 9-6-004-006.
- Look Ahead:
 - Complete the acquisition of TMK 9-6-004-006, a full acquisition within the Banana Patch.
 - Complete negotiations with owners of TMK 9-4-047-008, a partial acquisition for West Loch Station.

QUALITY MANAGEMENT:

- Performed First Article Inspection (FAI) of the Aesthetic Columns at the Ho’opili Station.
- Participated in the construction pre-activity meeting (Electrical Work).
- Monitoring the KIWC and CE&I Inspection and Test Plan (ITP) updates and its implementation.
- Continued reviewing KIWC QA/QC Close-out Plan for each column including substructures, and Pre-Cast segments in preparation for partial Safety and Security Certification of the Certifiable Items for Track and Structures, Civil Installations.
- Issued Environmental Compliance Audit Report to KIWC on WOFH and KHG for the environmental compliance audit held on May 20-21.
- Performed QA Audit of KIWC Casting Yard on July 30-31.
- HART QA issued NCR 14-000-QA1 on Span 67 with the damaged Segments 11 and 12. HART has requested a replacement plan, which still needs to be submitted and approved. The NCR was added in the HART NCR Log under construction.
- Monitoring CE&I and KIWC QA/QC activities.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
161	136	25

SAFETY AND SECURITY:

West O’ahu / Farrington Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
DB-120 W. O’ahu/ Farrington Highway Guideway	Environment	1	0			
	Loss or Damage	7	1	Equipment damage	July 8, 2014	Loader backed into hoptoe.
	Near Miss	11	0			
	*Reportable Occupational Injury/Illness	0	0			
	**Loss Time Occupational Injury/Illness	2	0			
	Road/Vehicle - Driving	9	1	Tire damage	July 8, 2014	Tire struck.
	Security	17	0			
Service Strike	5	0				

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

PROJECT PICTURES:



Erecting reinforced steel cage for Pier 81, Ho’opili.



Launching underslung truss in westbound direction towards Pier 60.



Excavating and benching shear key footing at North Access Road Overpass wing walls.



Stripped pier wall formwork and general clean up at Pier 253.

B. West O’ahu Station Group (WOSG)

Contract No.: FD-140

Contractor: URS Corporation, Final Design Consultant (Engineer of Record)

Contract Start Date: June 2012

Construction Docs Bid-Ready: May 15, 2014

Project Description: Architectural and engineering services for the design of three (3) transit stations situated along the WOFH Guideway. The three stations comprising the WOSG contract are the East Kapolei Station, the UH West O’ahu Station and the Ho’opili Station.



COST INFORMATION:

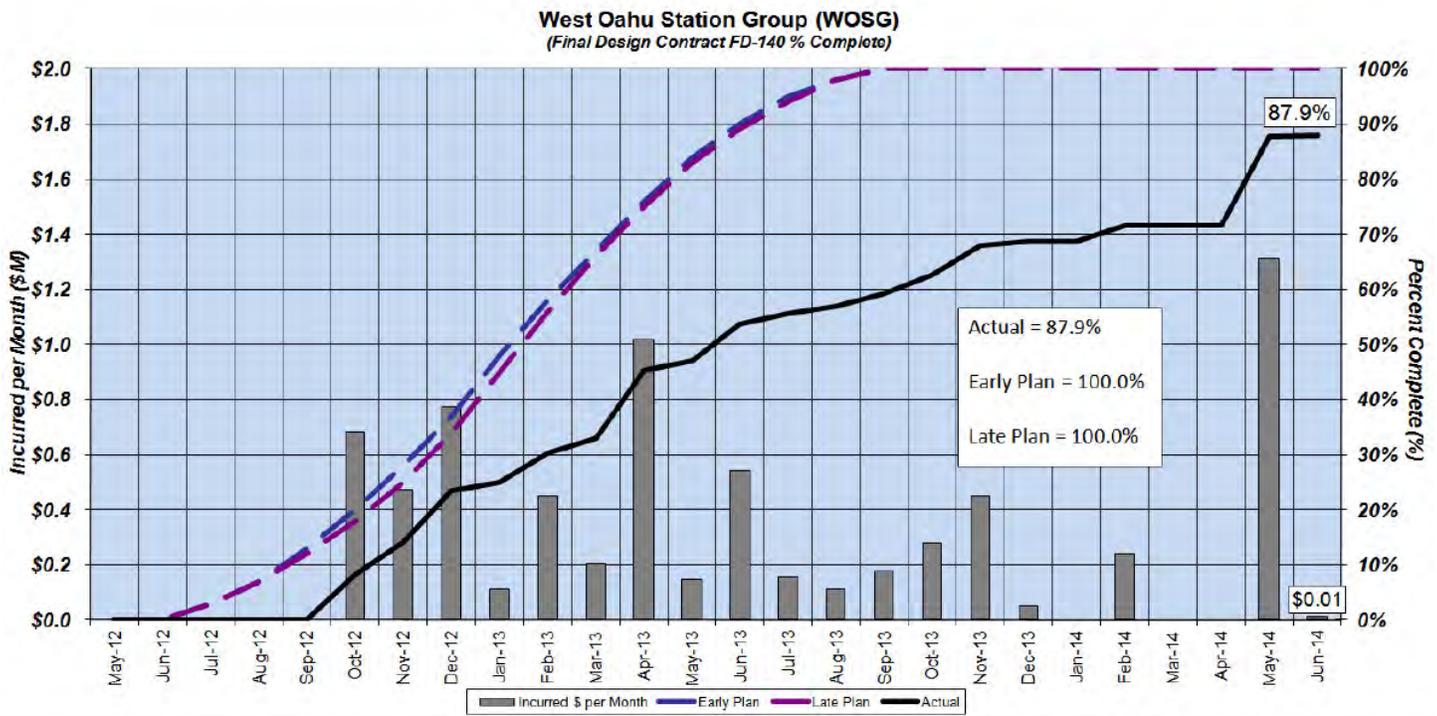
Base Contract:	\$7,789,000	NTP 1A:	\$326,420	NTP 3:	\$981,181
Committed ¹ :	\$9,262,805	NTP 1B:	\$2,064,757	NTP 4:	\$55,726
Authorized ² :	\$7,105,110 (76.7%)	NTP 2:	\$2,203,221		
Incurred-to-Date:	\$7,198,773				
Incurred in June:	\$13,000				

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$0
DBE % Attained:	0%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	----
Cumulative to Date	\$1,473,805



SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 07-Jul-14																					
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014			2015			2016			2017			2018			2019		
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
W. Oahu/Farrington Highway (WOFH) - Section 1		14-Jan-10 A	27-Sep-16	1887																			
W. Oahu Station Group		14-Jan-10 A	27-Sep-16	1887																			
Design - W. Oahu Station Group		14-Jan-10 A	08-Sep-14	1164																			
Design - W. Oahu Station Group		14-Jan-10 A	08-Sep-14	1164																			
Construction - W. Oahu Station Group		08-Sep-14	27-Sep-16	509																			
Ho'opili Station		08-Sep-14	19-Sep-16	503																			
UH West Oahu Station		20-Oct-14	19-Sep-16	473																			
East Kapolei Station		29-Dec-14	27-Sep-16	433																			

WORK PROGRESS:

Activities this Month:

- Held biweekly interface meetings.
- Continued to process pending changes.
- Advertised May 20, 2014.
- Issued addendums.
- Respond to RFIs.

Look Ahead:

- Continue processing pending changes.
- Prepare final addendum.
- Continue responding to RFIs.
- Resolve third party comments/approvals.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Third party reviews.
- Third party master agreements.

QUALITY MANAGEMENT:

- Monitoring URS QA/QC activities.

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240

Contractors:

URS Corporation

Start Date: September 27, 2013 End Date: November 14, 2016

HDR Engineering, Inc.

Start Date: January 12, 2011 End Date: April 5, 2013

Construction Docs Bid-Ready: May 15, 2014



Project Description: Architectural and engineering services for the design of three (3) transit stations situated along the WOFH Guideway. The three stations comprising the FHSG contract are the West Loch Station, the Waipahu Transit Center Station and the at-grade Leeward Community College Station.

COST INFORMATION:

Base Contract:	\$9,300,696	NTP 1.2:	\$1,756,031	NTP 1B REV2:	\$107,783	NTP 2 REV1:	\$33,939
Committed ¹ :	\$12,208,045	NTP 1A:	\$52,356	NTP 1B REV3:	\$12,500	NTP 2 REV2:	\$0
Authorized ² :	\$9,971,999 (81.7%)	NTP 1A REV1:	\$114,794	NTP 1B REV4:	\$0	NTP 3:	\$1,119,617
Incurred-to-Date:	\$9,651,484	NTP 1B:	\$536,955	NTP 2:	\$3,437,489	NTP OFFSET:	(\$320,000)
Incurred in June:	\$0	NTP 1B REV1:	\$108,278	NTP 2:	\$104,908		

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders

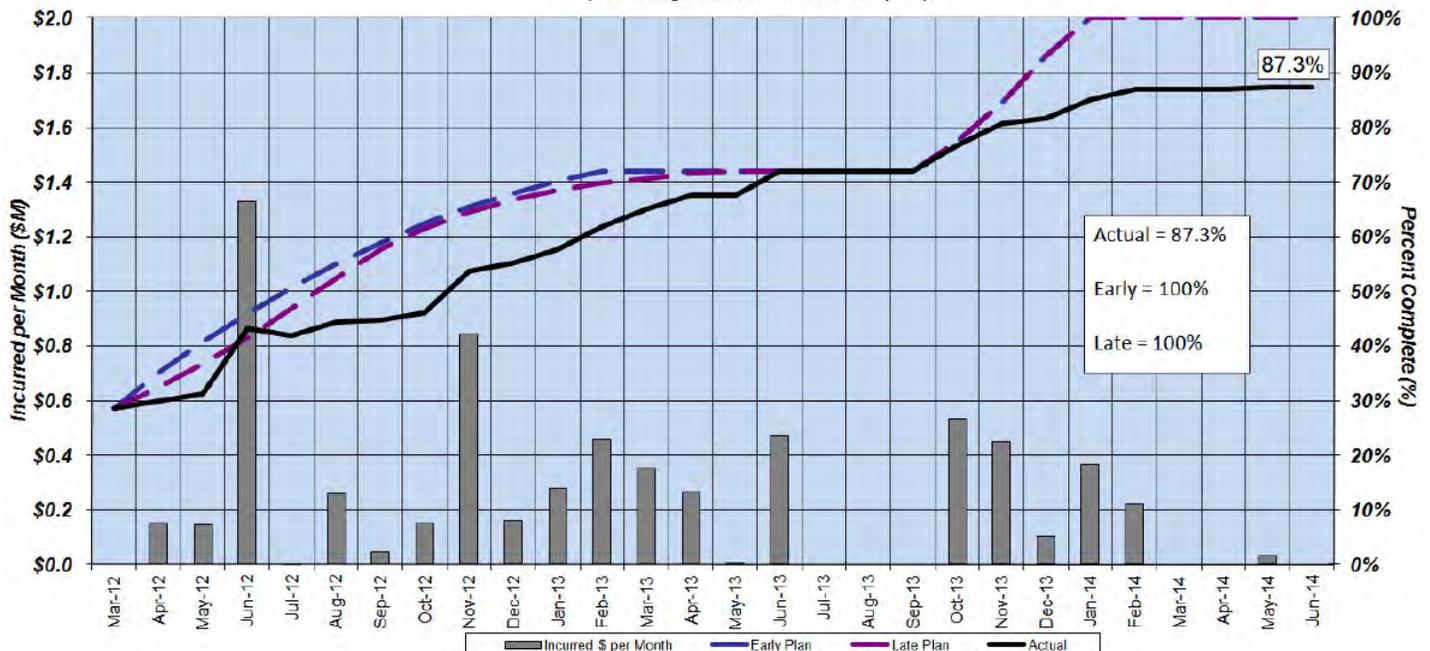
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$258,611
DBE % Attained:	4.7%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$2,907,349

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



- Design was combined into the West Side Stations Group (WSSG) package and incorporated additional design and interface information. Design was completed as a part of WSSG in May 2014.

SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 07-Jul-14												
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014	2015	2016	2017	2018	2019			
					Q	Q	Q	Q	Q	Q	Q			
W. Oahu/Farrington Highway (WOFH) - Section 1		02-Oct-09 A	22-Sep-16	2073	[Gantt bar from 02-Oct-09 to 22-Sep-16]							22-Sep-16		
Farrington Highway Station Group		02-Oct-09 A	22-Sep-16	2073	[Gantt bar from 02-Oct-09 to 22-Sep-16]							22-Sep-16		
	Design - Farrington Highway Station Group	02-Oct-09 A	07-Sep-14	1327	[Gantt bar from 02-Oct-09 to 07-Sep-14]									
	Design - Farrington Highway Station Group	02-Oct-09 A	07-Sep-14	1327	[Gantt bar from 02-Oct-09 to 07-Sep-14]									
	Construction - Farrington Highway Station Group	08-Sep-14	22-Sep-16	506	[Gantt bar from 08-Sep-14 to 22-Sep-16]							22-Sep-16		
	Leeward Community College Station	08-Oct-14	23-Aug-16	463	[Gantt bar from 08-Oct-14 to 23-Aug-16]							23-Aug-16		
	Waipahu Transit Station	08-Sep-14	26-Aug-16	488	[Gantt bar from 08-Sep-14 to 26-Aug-16]							26-Aug-16		
	West Loch Station	10-Nov-14	22-Sep-16	461	[Gantt bar from 10-Nov-14 to 22-Sep-16]							22-Sep-16		

WORK PROGRESS:

Activities this Month:

- Held biweekly interface meetings.
- Continued to process pending changes.
- Advertised May 20, 2014.
- Issued addendums.
- Respond to RFIs.

Look Ahead:

- Continue processing pending changes.
- Prepare final addendum.
- Continue responding to RFIs.
- Resolve third party comments/approvals.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Completing third party reviews.
- Third party master agreements.

QUALITY MANAGEMENT:

- Monitoring URS QA/QC activities.

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Contract Start Date: July 2011

Substantial Completion: April 2016

Project Description: The MSF contract consists of the operations & service, maintenance of way, train wash facility and wheel truing facility buildings. In addition to the four (4) facility buildings, MSF includes rail, special trackwork, ties, third rail and other track material for the four guideway segments on the project.



COST INFORMATION:

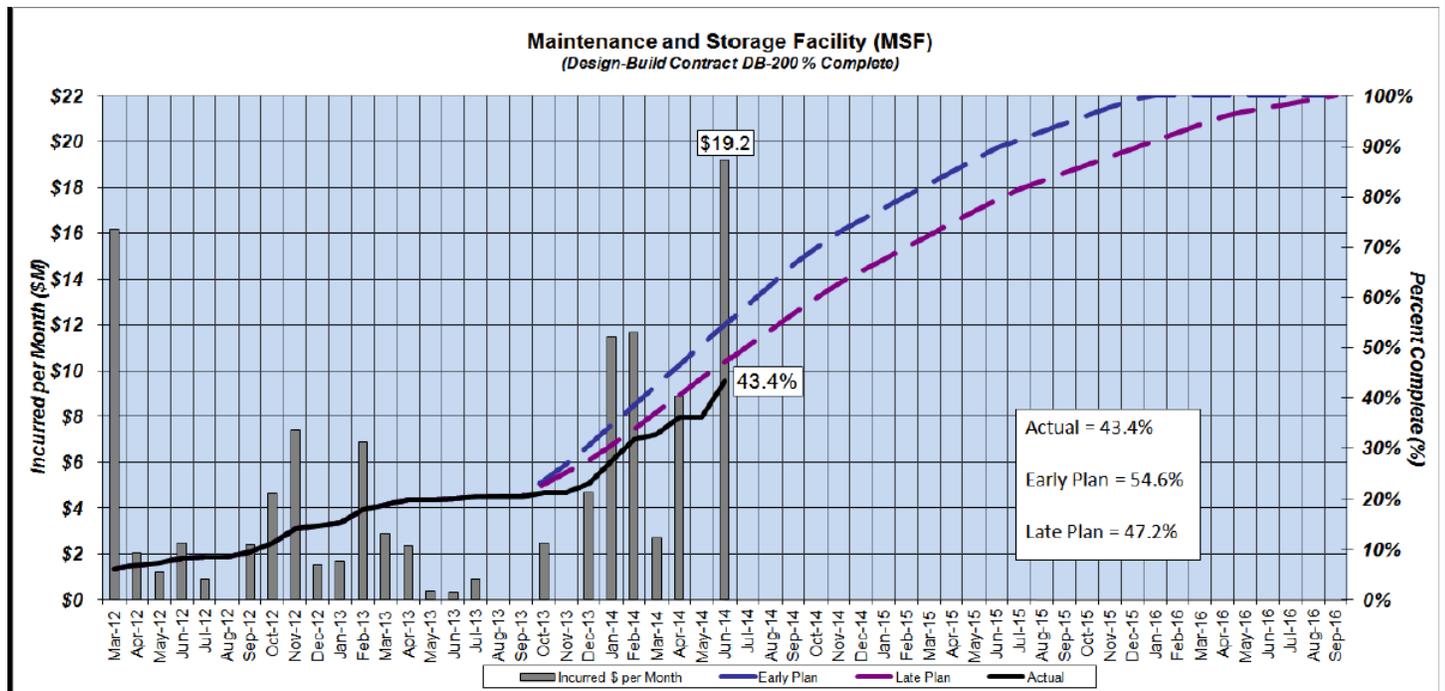
Base Contract:	\$195,258,000	NTP 1:	\$16,886,751	NTP 2 REV1:	\$12,749,013
Committed ¹ :	\$264,272,415	NTP 2:	\$66,261,187	NTP 3:	\$32,391,783
Authorized ² :	\$197,303,149 (74.7%)				
Incurred-to-Date:	\$115,206,427				
Incurred in June:	\$19,216,555				

¹Commitment = Contract value (not including contingency) + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$51,254
DBE % Attained:	0.03%

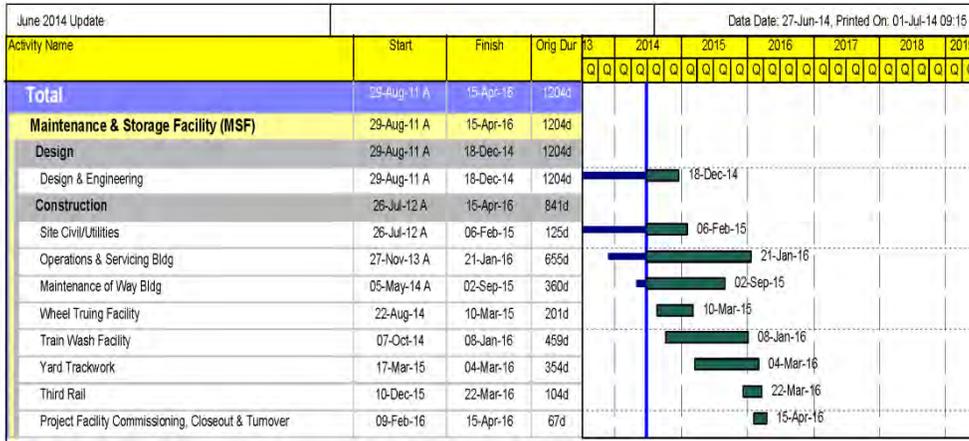
June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
CO 00021	\$1,591,096
CO 00022	\$10,087,325
Cumulative to Date	\$69,014,415



SCHEDULE:

- The MSF substantial completion date is April 15, 2016.



Contract Submittals	
# Received	# Currently Under Review
453	8

Anticipated Final Design Submittals		
Total #	# Complete	% Complete
9	9	100%

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
172	1	2

WORK PROGRESS:

Activities this Month:

Yard

- Redesign of the yard layout and facilities are underway due to the Core Systems Contractor (CSC) consolidated changes.
- Continued monitoring Best Management Practice (BMP) measures for permit compliance.
- Continued to excavate trenches for storm drain and sewer lines.
- Continued to install storm drain and sewer lines with their respective manholes.
- Continued installing site waterlines.
- Continued installing 8" PVC Fire Line.
- Forming underpass slab deck.
- Installing MESA blocks/geogrid for retaining wall 6 and 7.
- Began thermite welding of rail.

Operations and Servicing Building (OSB)

- Continued OSB foundations and stem walls.
- Continued OSB underground electrical and plumbing rough in.
- Erecting structural steel at gridlines 5, 6 and 7.
- Continued to install drain system.

Maintenance of Way (MOW)

- Continued forming and pouring grade beams at MOW.
- Termite spraying subgrade at footings.
- Installing drain system.
- Commenced structural steel erection (perimeter columns).

Rail Procurement

- Continued with the procurement of rail materials.
- Continued stockpiling rail material in the Pasha yard.
- Delivering 115 RE rail to the site (for OSB and MOW).

Administration

- Continued working with the CSC to resolve design interface issues.
- Continued working with KKJV, HART and AHJV to finalize interim milestone dates.

Look Ahead:

- Install sewer lines and manholes.
- Install storm drain lines and manholes.
- OSB structural steel erection.
- MOW structural steel erection.
- OSB underground electrical and plumbing rough in.
- Thermite welding of 115 RE rail.
- Install site waterlines.
- Work with the Core Systems Contractor to resolve design interface issues.
- OSB slab on grade preparation and concrete pour.
- Commence MOW mechanical/electrical rough in.
- MOW spread footings.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Addressing yard reconfiguration interface with Core Systems Contractor.
- Scheduling work related to test track and functional track to support program opening dates.

QUALITY MANAGEMENT:

- Continued participation in Pre-activities meetings for construction scheduled activities (Restraining Rails).
- Witnessed erection of pre-fabricated structural steel and on-site Rail Thermite Welding and Welders qualification.
- Monitoring CE&I and KKJV QA/QC activities.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
17	14	3

SAFETY AND SECURITY:

Maintenance & Storage Facility						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
DB-200 Maintenance & Storage Facility	Environment	4	0			
	Near Miss	2	0			
	Road/Vehicle - Driving	3	0			
	Security	5	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

PROJECT PICTURES:



Installing MESA Blocks with geogrid at retaining wall #7.



Erecting steel truss at OSB.



Erecting structural steel at OSB.



Pouring molten material for thermite welding of rail.



Cutting thermite weld sections for qualification testing.



Installing 10" PVC encased waterline.



Installing drain system at MOW.



Forming underpass slab deck.

4.3 Section II – Kamehameha Highway: Pearl Highlands to Aloha Stadium

A. Kamehameha Highway Guideway (KHG)

Contract No.: DB-320

Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: June 2011

Substantial Completion: September 2016

Project Description: Kamehameha Highway Guideway DB Contract (KHG) consists of 3.9 miles and starts 400 feet east of the Pearl Highlands Station and terminates 1,400 feet beyond the Aloha Stadium Station. KHG is made up of utility relocations, highway widening, drilled shaft foundations (one per column), columns, and aerial structure.



COST INFORMATION:

Base Contract:	\$372,150,000	NTP 1:	\$106,744,930	NTP 3A:	\$33,348,881
Committed ¹ :	\$380,205,655	NTP 2:	\$22,072,270	NTP 3B:	\$0
Authorized ² :	\$170,221,736 (44.8%)				
Incurred-to-Date:	\$100,991,117				
Incurred in June:	\$4,373,086				

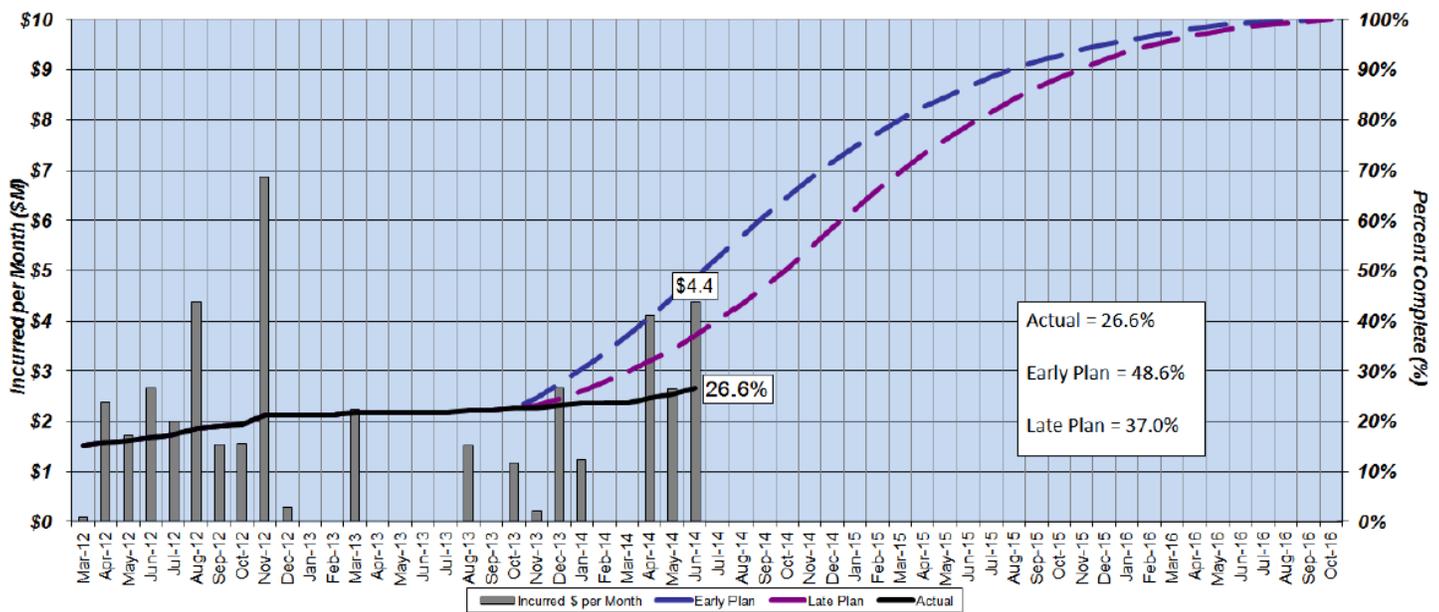
¹Commitment = Contract value (not including contingency) + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$297,631
DBE % Attained:	0.08%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$8,055,655

Kamehameha Highway Guideway (KHG)
(Design-Build Contract DB-320 % Complete)



- Contractor billings for activities completed are lagging which is affecting the progress reported. It is anticipated that contractor billings will be current in July 2014.

SCHEDULE:

- KIWC’s revised schedule submitted as part of Progress Payment 32 is under review.

Activity ID	Activity Name	Start	Finish	Orig Dur	Data Date: 27-Jun-14, Printed On: 30-Jun-14 15:07													
					2013	2014				2015				2016				
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total		15-Nov-09 A	11-Jan-17	3352d														
West Guideways & Structures		18-Nov-09 A	11-Jan-17	3232d														
Kamehameha Highway (KH) - Section 2		18-Nov-09 A	11-Jan-17	3232d														
Kamehameha Highway Guideway		18-Nov-09 A	11-Jan-17	3232d														
KHG Permits Remaining		14-Jul-11 A	01-Dec-16	2862d														
Design - Kamehameha Highway Guideway		18-Nov-09 A	05-Sep-16	1687d														
Right of Way - Kamehameha Highway Guideway		29-Jul-11 A	30-Mar-12 A	244d														
Construction - Kamehameha Highway Guideway		12-Jul-11 A	28-Oct-14	546d														
Kiewit KHG Summary		27-Jun-14	11-Jan-17	930d														
Foundations		27-Jun-14	16-May-16	690d														
Drilled Shafts		27-Jun-14	31-Mar-16	644d														
Columns		14-Aug-14	16-May-16	642d														
Guideway		29-Aug-14	21-Jul-16	693d														
Precast Segment Erection		29-Aug-14	21-Jul-16	693d														
Cast BC Segments		16-Mar-15	28-Apr-16	410d														
Trackwork		17-Jul-15	02-Sep-16	414d														
Direct Fixation Trackwork		17-Jul-15	21-Jul-16	371d														
Third Rail		14-Aug-15	02-Sep-16	386d														
KHG Project Finish Work, Demob, Punchlist		06-Sep-16	11-Jan-17	128d														

Contract Submittals	
# Received	# Currently Under Review
314	8

Final Design Submittals		
Total #	# Complete	% Complete
50	28	56%

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
87	0	---

WORK PROGRESS:

Activities this Month:

- Processed Progress Payment 32.
- Began road widening in Phase 12 A and B.
- Continued compilation of completed design package CIL for Safety and Security Certification.
- Continued Intelligent Transportation Systems (ITS) Phase 2 work.
- Continued relocation of electrical duct banks.
- Continued relocation of gas lines B, C, D, G and H.
- Completed demobilization of Test Shaft 12.
- Load testing Test Shaft 15.
- Demolition of existing wall at wall 2 location.

Look Ahead:

- Continue interface and design activities.
- Continue JUAO activities.
- Continue utility relocation work.
- Finish demobilization for Test Shaft 15.
- Begin roadway widening in Phase 1 fronting UH Urban Gardens.
- Continue roadway widening in Phase 1.
- Process progress payments for May and June.
- Restore roadway at Phase 12 roadway widening.
- Excavate and Set Blocks wall #2.
- Start relocation of HECO 46KV line in Package 6.

CRITICAL PATH ISSUES:

- Bring CPM Schedule up to date and keep it up to date; a monthly schedule progress update should be submitted within 10 work days after month end.
- UH Master Agreement needed for work at UH Urban Gardens.
- Maintenance of Traffic along congested corridor.
- ROW acquisition still ongoing.

UTILITY AGREEMENTS:

- Five of six UCA’s have been executed. The remaining UCA that needs to be executed is HTI.
- No UCA’s for Chevron and SIC will be needed.
- Looking Ahead: Execute HTI KHG UCA.

HAWAI’I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

- AECOM, the HDOT Design Consultant for the KHG section (contract MM-921), continues to review design submittals for HDOT.

RIGHT OF WAY:

Kamehameha Right-of-Way for Parcels											
	#Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	3	3		3	3	3			3	1	2
Partial Acquisition	19	3		3	3		1				3
Easement	5	5	1					8	3		3
TOTAL	27	11	1	6	6	3	1	8	6	1	8

Kamehameha Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
	4		4	4	3	3	4

- Look Ahead: Complete partial acquisitions associated with TMK 9-7-023-008, TMK 9-7-022-008 and TMK 9-7-022-021.

QUALITY MANAGEMENT:

- QA/QC activities are the same as the WOFH contract.

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
25	21	4

SAFETY AND SECURITY:

Kamehameha Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
DB-320 Kamehameha Highway Guideway	Environment	2	0			
	Loss or Damage	6	0			
	Near Miss	4	1	Near miss	July 7, 2014	Trench wall collapsed.
	Road/Vehicle - Driving	6	1	No Loss	July 26, 2014	Citizen rear-ended Kiewit truck.
	Security	7	0			
	Service Strike	4	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

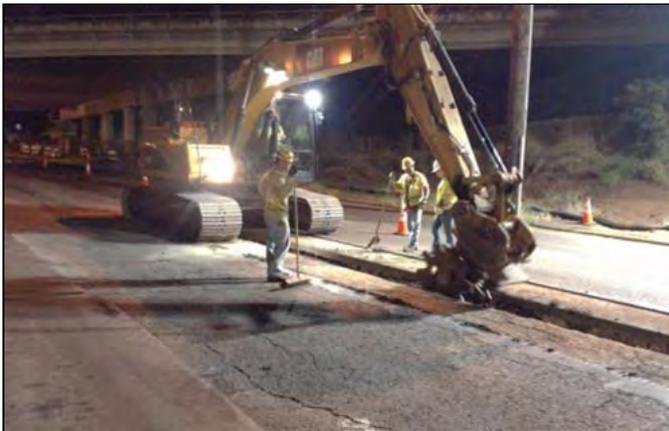
PROJECT PICTURES:



Demobilizing Test Shaft 12 work pad.



Hawaiian Tel 306-A duct line installation.



Compaction of trench for relocation of gas line G.



Placing Phase 12 curb and gutter.

B. Kamehameha Highway Station Group (KHSG)

Contract No.: FD-340

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

Contract Start Date: November 2012

Construction Docs Bid-Ready: May 15, 2014

Project Description: The Kamehameha Highway Stations Group FD Contract (KHSG) consists of architectural and engineering services for the design of three (3) transit stations situated along the Kamehameha Highway Guideway. The three (3) stations comprising the KHSG contract are the Pearl Highlands Station and H2R2 Ramp, the Pearlridge Station, and the Aloha Stadium Station.



COST INFORMATION:

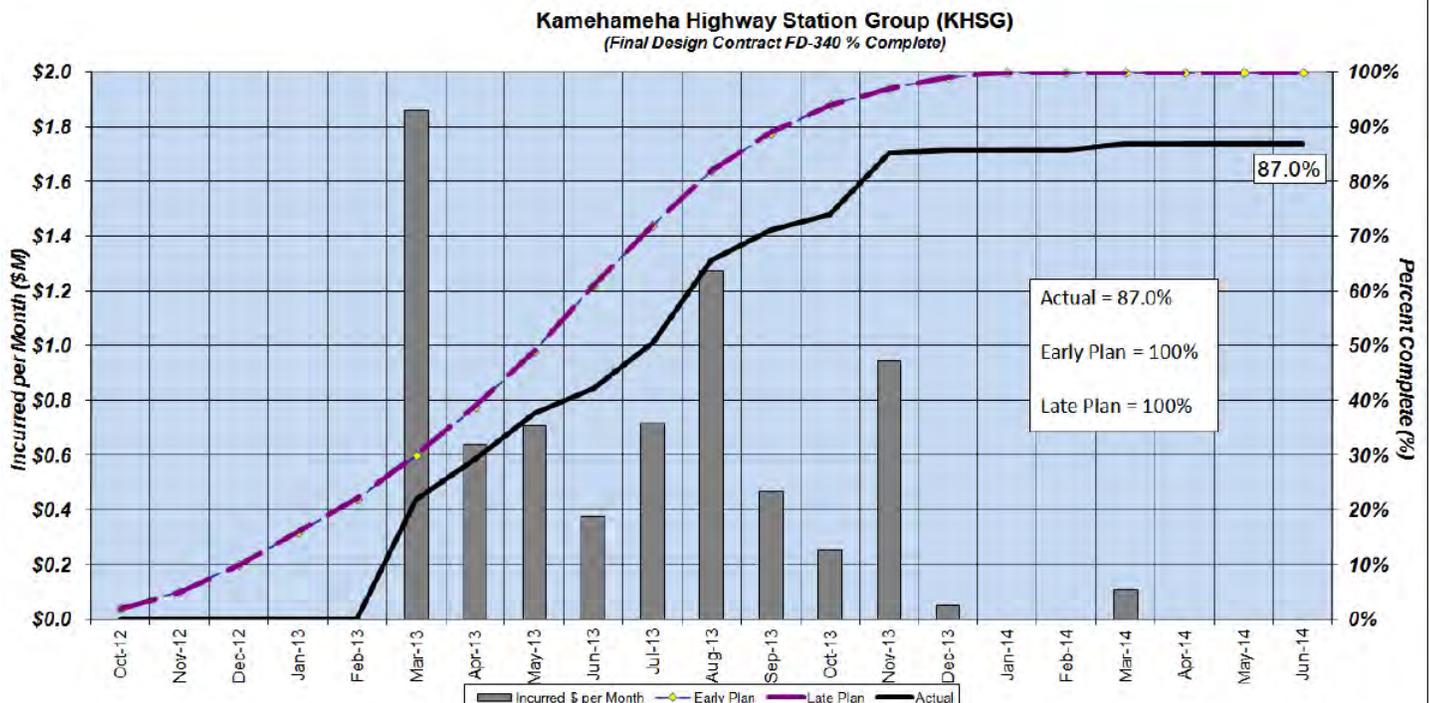
Base Contract:	\$8,702,592	NTP 1A:	\$491,104	NTP 3:	\$1,913,030
Committed ¹ :	\$8,702,592	NTP 1B:	\$2,533,421	NTP 4:	\$77,979
Authorized ² :	\$7,875,760 (90.5%)	NTP 2:	\$2,860,226		
Incurred-to-Date:	\$7,393,143				
Incurred in June:	\$0				

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$3,111,750
DBE % Attained:	35.76%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$0



- Design was combined into the WSSG package and incorporated additional design and interface information. Design was completed as a part of WSSG in May 2014.

SCHEDULE:

June 2014 Update					Data Date: 27-Jun-14, Printed On: 27-Jun-14																
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014			2015			2016			2017			2018			2019
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Kamehameha Highway (KH) - Section 2		28-Jun-11 A	19-Sep-16	1851																	
Kamehameha Highway Station Group		28-Jun-11 A	19-Sep-16	1851																	
Design - Kamehameha Highway Station Group		28-Jun-11 A	08-Sep-14	1124																	
Construction - Kamehameha Highway Station Group		08-Oct-14	19-Sep-16	713																	
Pearl Ridge Station		11-Dec-14	29-Aug-16	628																	
Aloha Stadium Station		11-Dec-14	06-Sep-16	636																	
Pearl Highlands - Station		08-Oct-14	19-Sep-16	713																	

WORK PROGRESS:

Activities this Month:

- Held biweekly interface meetings.
- Continued to process pending changes.
- Advertised May 20, 2014.
- Issued addendums.
- Respond to RFIs.

Look Ahead:

- Continue processing pending changes.
- Prepare final addendum.
- Continue responding to RFIs.
- Resolve third party comments/approvals.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.

QUALITY MANAGEMENT:

- Monitoring AVA QA/QC activities.
- Participated in the construction pre-activity meetings (Roadway Widening and Walls #2, #3, and #4).

4.4 Section III – Airport: Aloha Stadium to Middle Street Transit Center Station

A. Airport Section Guideway and Utilities



Contract No.: FD-430

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

Contract Start Date: January 2012

Construction Docs Bid-Ready:

Utilities: Dec. 2013

Guideway: June 2014

Project Description: The Airport Segment Guideway and Utilities FD Contract (Airport) consists of widening of portions of Kamehameha Highway and other streets to accommodate the guideway columns, provide bus stops, improve sidewalks and medians, related traffic signals, address environmental mitigation commitments, and other related improvements. Design of barrier walls attached to the guideway, and running rails. Numerous utilities along the proposed alignment require relocation to allow for the guideway construction.

COST INFORMATION:

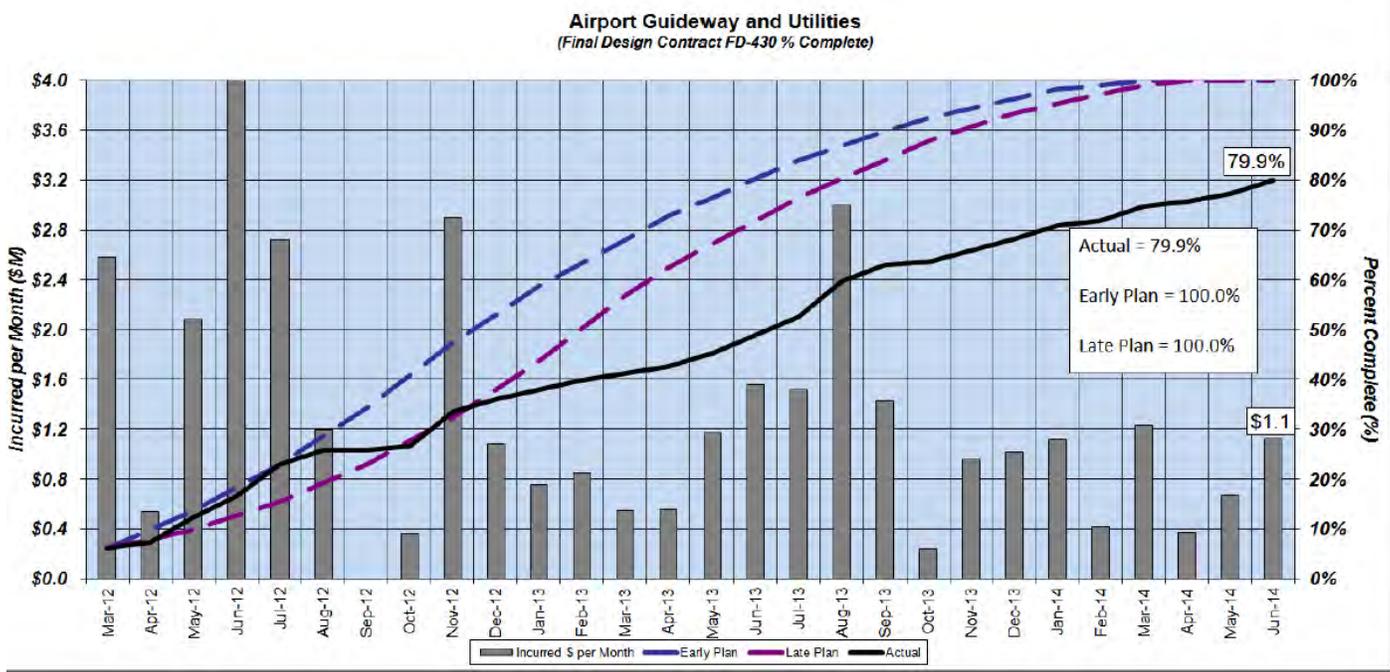
Base Contract:	\$38,840,960	NTP 1A:	\$784,136	NTP 3:	\$293,939
Committed ¹ :	\$42,268,382	NTP 1B:	\$13,233,957	NTP 3A:	\$5,892,216
Authorized ² :	\$40,680,368 (96.2%)	NTP 2:	\$17,048,698		
Incurred-to-Date:	\$33,784,505				
Incurred in June:	\$1,129,018				

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$162,813
DBE % Attained:	0.42%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$3,427,422



- Design was combined with the City Center Guideway and Utilities and was completed in June 2014 to support the Airport and City Center Sections Guideway Construction procurement in July 2014.

RIGHT OF WAY:

Airport Right-of-Way for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	5	5	1	4	5	5			4	1	1
Partial Acquisition	6	6	3					1	1		1
Easement	36	34	2	1	1			23	23		23
TOTAL	47	45	6	5	6	5		24	28	1	25

Airport Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
	8		8	5	7		4

- Acquisitions:
 - Negotiating offer on TMK 1-1-016-007.
 - TMK 9-9-003-066 in escrow.
- Relocations:
 - Move ongoing for tenant at TMK 1-1-016-006 and 1-1-016-005.
 - Move complete for tenant at TMK 1-1-016-015.
 - 90-day notice to vacate sent to tenant at TMK 1-1-016-007.
- Look Ahead:
 - Complete the appraisals for the remaining partial acquisitions and easements along Waiwai Loop, Post Office and Middle Street.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.
- Reviewed Constructability Reviews performed and submitted by CE&I East (URS).

SAFETY AND SECURITY:

Airport Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
FD-430 Airport Section Guideway & Utilities	Environment	3	0			
	Loss or Damage	1	0			
	Near Miss	1	0			
	*Reportable Occupational Injury/Illness	0	0			
	Security	1	0			
	**Loss Time Occupational Injury/Illness	2	0			
	Service Strike	2	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

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B. Airport Station Group (ASG)

Contract No.: FD-440
Contractor: AECOM Technical Services, Inc., Final Design Consultant (Engineer of Record)
Contract Start Date: November 2012
Construction Docs Bid-Ready: November 2014



Project Description: Architectural and engineering services for the design of four (4) transit stations situated along the Airport Guideway. The four (4) stations comprising the ASG contract are the Pearl Harbor Naval Base Station, the Honolulu International Airport Station, the Lagoon Drive Station, and the Middle Street Station.

COST INFORMATION:

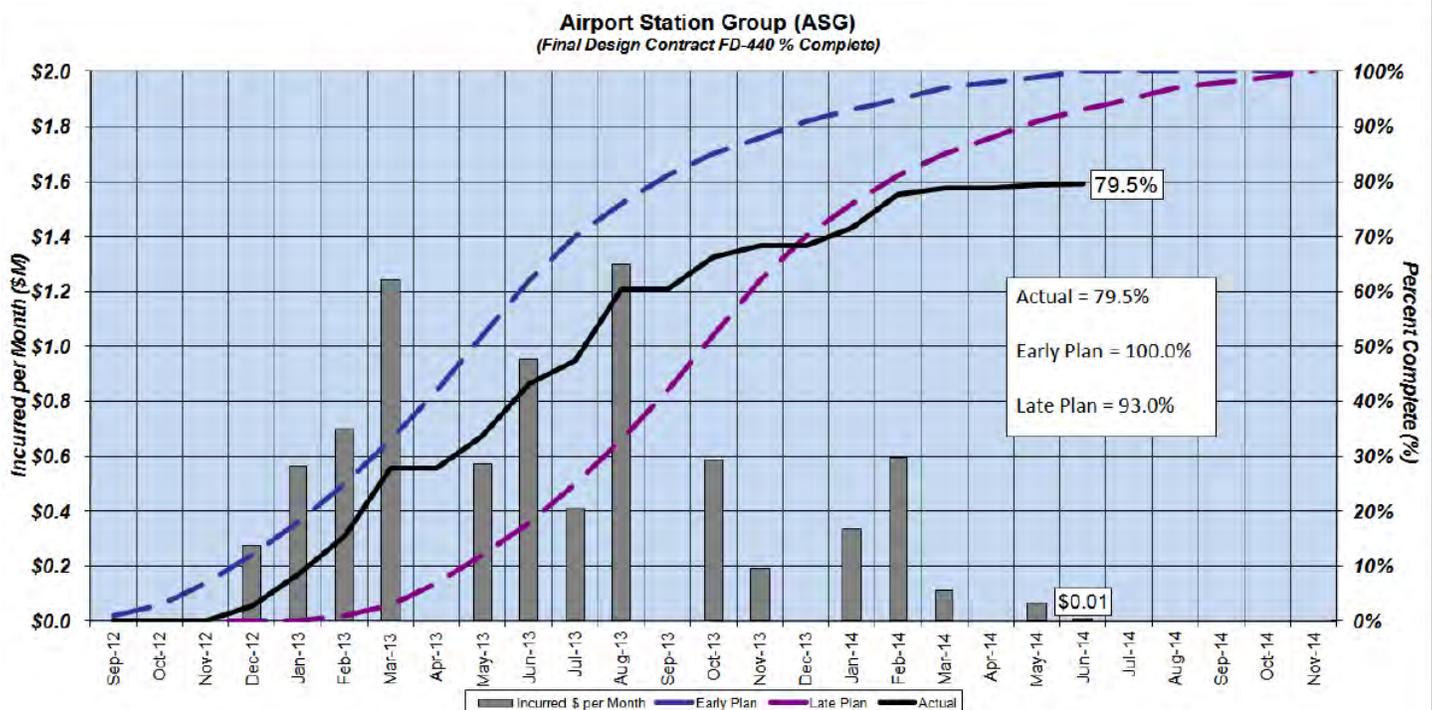
Base Contract:	\$10,177,365	NTP 1A:	\$276,035	NTP 2:	\$3,626,123
Committed ¹ :	\$10,177,365	NTP 1B:	\$2,602,508	NTP 3:	\$2,623,356
Authorized ² :	\$9,128,022 (89.7%)				
Incurred-to-Date:	\$7,907,867				
Incurred in June:	\$8,000				

¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$234,761
DBE % Attained:	2.31%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$0



- Schedule delay is due to ongoing design coordination with third party stakeholders, including the Navy and HDOT-Airports. Design is expected to be complete in November 2014 to support construction procurement.

SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 27-Jun-14																			
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014			2015			2016			2017			2018			2019
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Airport - Section 3		02-May-11 A	15-Feb-18	2427																	15-Feb-18
Airport Station Group		02-May-11 A	15-Feb-18	2427																	15-Feb-18
Design - Airport Station Group		02-May-11 A	04-Mar-15	1375																	04-Mar-15
Design - Airport Station Group		02-May-11 A	04-Mar-15	1375																	04-Mar-15
Construction - Airport Station Group		22-Jul-15	15-Feb-18	636																	15-Feb-18
Pearl Harbor Station		22-Jul-15	22-Dec-17	600																	22-Dec-17
HNL Airport Station		23-Sep-15	22-Dec-17	567																	22-Dec-17
Lagoon Drive Station		19-Nov-15	09-Jan-18	527																	09-Jan-18
Middle Street Station		21-Jan-16	15-Feb-18	513																	15-Feb-18

WORK PROGRESS:

Activities this Month:

- Continued final design development which is approx. 92% complete due to amendments to the contract.
- Continued biweekly progress/design and interface meetings.
- Continue processing pending changes.
- Resolve third party comments/approvals.

Look Ahead:

- Continue coordination meetings with stakeholders: HDOT, U.S. Navy and others.
- Continue third party coordination.

CRITICAL PATH ISSUES:

- Coordination with other contractors on design and construction interface milestones.
- Resolution of easements at Pearl Harbor Station.
- Resolution of Airport Station interface with DOT-Airports.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

4.5 Section IV – City Center: Middle Street Transit Center Station to Ala Moana Center

A. City Center Section Guideway and Utilities

Contract No.: FD-530

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

Contract Start Date: July 2012

Construction Docs Bid-Ready:

Guideway & Utilities: June 2014



Project Description: The City Center Guideway and Utilities FD

Contract (CCUG) consists of widening of portions of Kamehameha Highway and other streets to accommodate the guideway columns, provide bus stops, improve sidewalks and medians, related traffic signals, address environmental mitigation commitments, and other related improvements. Design of barrier walls attached to the guideway, and running rails.

COST INFORMATION:

Base Contract:	\$43,948,220	NTP 1A:	\$537,870	NTP 2:	\$18,680,227
Committed ¹ :	\$44,887,173	NTP 1B:	\$15,411,551	NTP3:	\$6,315,814
Authorized ² :	\$41,884,415 (93.3%)				
Incurred-to-Date:	\$27,925,039				
Incurred in June:	\$1,874,148				

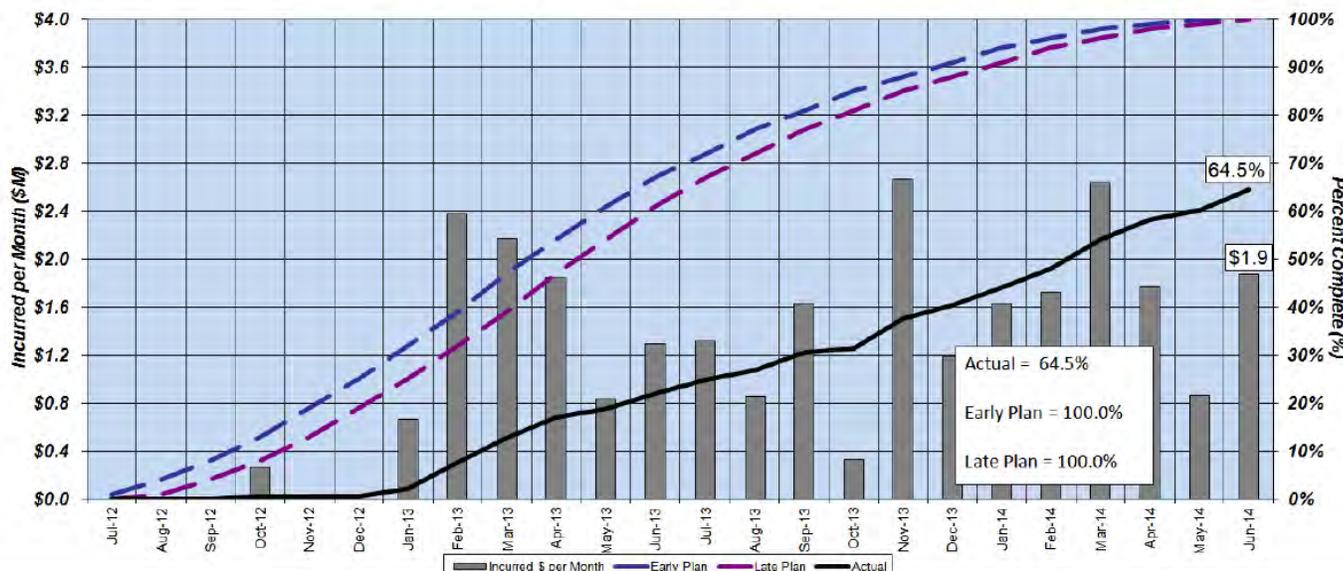
¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$191,227
DBE % Attained:	0.44%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$938,953

City Center Guideway and Utilities
(Final Design Contract FD-530 % Complete)



- Design progress is delayed due to federal lawsuit restrictions on property acquisition. Design activities are being expedited in order to support the Airport and City Center Sections Guideway Construction procurement in July 2014.

SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 27-Jun-14 10:15																							
Activity ID	Activity Name	Start	Finish	Orig Dur	2013		2014				2015				2016				2017				2018		
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Total		19-Aug-11 A	01-Jun-18	3918																					
City Center Programmatic		01-Nov-11 A	04-Dec-14	812																					
City Center Permits		19-Aug-11 A	08-Dec-15	3918																					
Design - City Center Guideway & Utilities		01-Jul-12 A	15-Aug-14	696																					
Construction - City Center Guideway & Utilities		19-Dec-14	01-Jun-18	1261																					

WORK PROGRESS:

Activities this Month:

- Design is 90% complete.
- Continued weekly progress/design and interface meetings.
- Preparing addendum #1 for the qualification package.
- Continued to meet with various private and public stakeholders to coordinate station and guideway interface with their planned developments.
- Continued geotechnical investigations.

Look Ahead:

- Respond to qualification package RFIs.
- Prepare slides for the pre-submittal qualification package.
- Continue preparing addendums.
- Continue coordination with various private and public stakeholders.
- Continue geotechnical investigations.

CRITICAL PATH ISSUES:

- Coordination with other contractors on design and construction interface milestones.
- Coordination of existing utility relocations with HECO.
- Coordination with property owners and developers along alignment.
- Timely acquisition of properties and easements.

UTILITY AGREEMENTS:

- tw telecom, Tesoro, Hawai'iGAS, HTI, OTWC, AT&T Corp., and AT&T Government Solutions for the Airport and City Center Section have been executed. The remaining ESA that needs to be executed is SIC.
- No UCA's will be needed for Chevron and Tesoro for the City Center Section.
- AT&T Corp. has reviewed the Draft Construction Agreement, and has provided comments. Draft Construction Agreement is currently under HART review. This agreement will also cover work for the Airport Section Guideway, as the AT&T relocations begin at Middle Street (near the end of the Airport Section). It is not expected that this agreement be in place for the Airport Segment utility construction.

HDOT AGREEMENTS:

- Looking Ahead: City Center Joint Use and Occupancy expected to be executed early 2015.

RIGHT OF WAY:

City Center Right-of-Way for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	17	17	1	15	13	7			7	3	3
Partial Acquisition	91	81	17	2	2	1					
Easement	40	35	1					2	2		2
TOTAL	148	133	19	17	15	8		2	9	3	5

City Center Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
4	58		62	14	29	11	12

- Acquisitions:
 - Conducted appraisal site inspections for TMKs 1-5-007-024, 1-5-021-009, 1-5-028-019, 1-5-028-022, 1-5-028-066, 1-5-029-049, 1-5-029-050, 1-5-029-060, 1-5-029-065, 2-1-030-043 and 2-3-007-045.
 - Negotiating offer on TMK 2-3-007-044.
 - Sent offer to TMKs 1-5-007-021, 2-3-007-036, 2-3-007-033, 1-2-003-082, and 2-3-007-054.
 - Offer accepted on TMK 1-2-003-082. Opened escrow.
 - Meeting with property owners to determine impacts for partial acquisitions.
 - Securing rights of entry for pre-acquisition activities to include surveying and environmental site assessments.
- Relocations:
 - Conducted interview with occupant at TMK 2-3-007-033.
 - 90-day notice to vacate sent to two tenants at TMK 1-5-007-021.
 - 90-day notice to vacate sent to three tenants at TMK 2-3-007-036.
 - 90-day notice to vacate sent to two tenants at TMK 2-3-007-054.
 - 30-day notice to vacate sent to three tenants at TMK 2-3-004-048.
- Look Ahead:
 - Seek appraisal concurrence on TMK 2-3-007-045 and 2-3-007-039.
 - Conduct surveying for partial acquisition properties.
 - Secure consents for Environmental Site Assessments.
 - Make offers on TMK 2-3-007-039, pending FTA concurrence.
 - Close escrow on TMK 1-2-003-082.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.
- Reviewed Constructability Reviews performed and submitted by CE&I East (URS).

SAFETY AND SECURITY:

City Center Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
FD-550 Dillingham and Kaka'ako Station Group	Near Miss	1	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

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B. Dillingham and Kaka'ako Station Group (DKSG)

Contract No.: FD-550

Contractor: Perkins+Will, Final Design Consultant (Engineer of Record)

Contract Start Date: August 2013

Construction Docs Bid-Ready: July 2015

Project Description: Design eight stations for the fourth and final phase of the rail transit project that will connect Dillingham Blvd. to Ala Moana Center.



COST INFORMATION:

Base Contract:	\$18,321,918	NTP 1A:	\$1,305,204	NTP 1B:	\$4,593,942
Committed ¹ :	\$18,321,918	NTP 2:	\$5,763,606		
Authorized ² :	\$11,662,752 (63.7%)				
Incurred-to-Date:	\$5,738,811				
Incurred in June:	\$0				

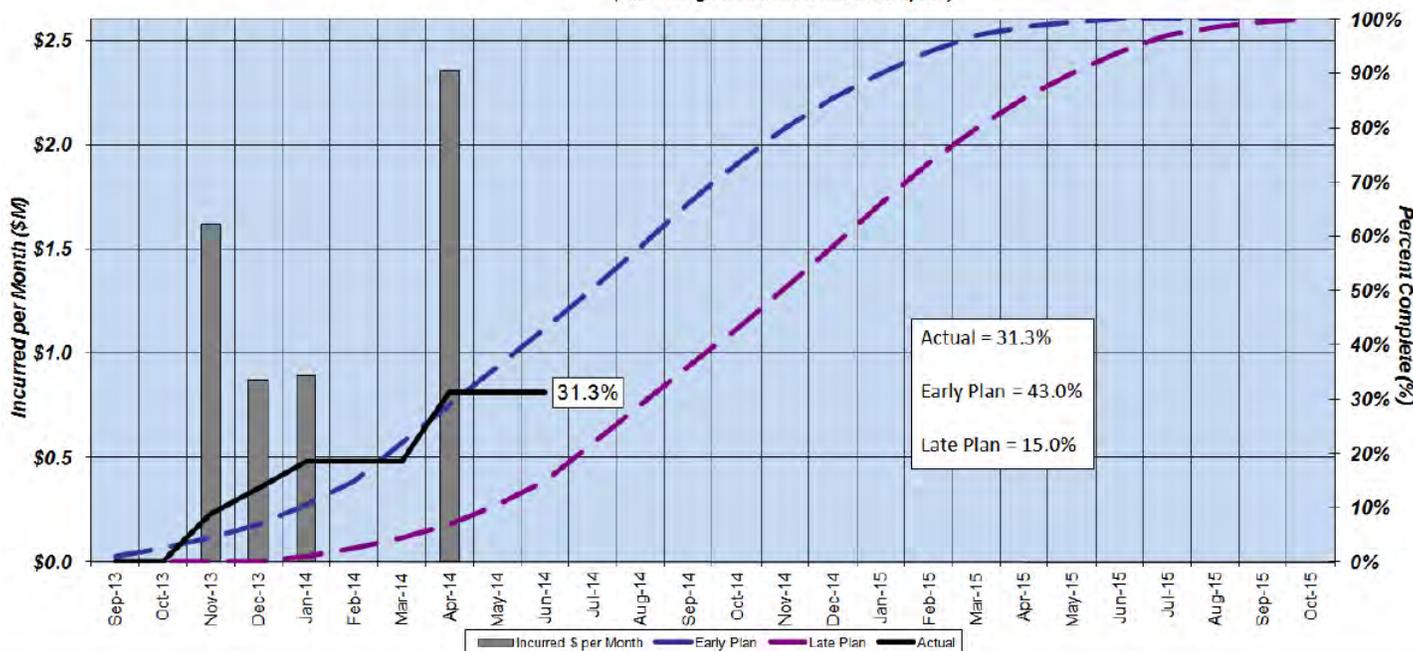
¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$0
DBE % Attained:	0%

June Notices to Proceed
None

June Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$0

Dillingham and Kaka'ako Station Group (DKSG)
 (Final Design Contract FD-550 % Complete)



SCHEDULE:

June 2014 Update		Data Date: 27-Jun-14, Printed On: 27-Jun-14																				
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014			2015			2016			2017			2018			2019	
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
City Center (CC) - Section 4																					14-D	
Dillingham Station Group																						16-Jul-18
	Design - Dillingham Station Group	15-Oct-12 A	14-Nov-15	1023																		
	Construction - Dillingham Station Group	28-Jan-16	16-Jul-18	609																	16-Jul-18	
	Kalihi Station	28-Jan-16	03-Apr-18	538																	03-Apr-18	
	Kapalama Station	11-Mar-16	03-May-18	530																	03-May-18	
	Iwilei Station	26-Apr-16	02-Jul-18	540																	02-Jul-18	
	Chinatown Station	13-Jul-16	16-Jul-18	496																	16-Jul-18	
Kaka'ako Station Group																						14-D
	Design - Kaka'ako Station Group	15-Oct-12 A	14-Nov-15	991																		
	Construction - Kaka'ako Station Group	14-Nov-15	14-Dec-18	1126																	14-D	
	Downtown Station	14-Nov-15	25-May-18	924																	25-May-18	
	Civic Center Station	08-Jun-16	16-Jul-18	519																	16-Jul-18	
	Kaka'ako Station	29-Jul-16	24-Aug-18	512																	24-Aug-18	
	Ala Moana Center Station	28-Sep-16	14-Dec-18	546																	14-D	

WORK PROGRESS:

Activities this Month:

- Design is 40% complete.
- Continued weekly progress/design and interface meetings.
- Coordinated with various private developers, third party stakeholders and the city Department of Planning and Permitting regarding TOD.
- Continued generating interface loads.
- Continued geotechnical borings and topographic survey.
- Interim design submittal for Kaka'ako and Iwilei.

Look Ahead:

- Continue final design.
- Continue interface loads.
- Interim design on 6 of the 8 stations.
- Continue coordination with various stakeholders and private developers.

CRITICAL PATH ISSUES:

- Coordination with other contractors on design and construction interface milestones.
- Coordination with property owners/developers on station integration.
- Chinatown concourse structural cantilever.

QUALITY MANAGEMENT:

- Monitoring P+W QA/QC activities.
- Issued QA Audit Report to P+W on the HART Audit held on June 19.

5 OVERALL PROJECT-WIDE ACTIVITIES

5.1 Interface

• Activities this month

- Facilitated 20 interface definition meetings with various contractors. Meetings are now held monthly and workshops are held to resolve critical issues.
- Resolved interfaces via mini-design teams with workshops for: Station Communication Design, Peripheral Devices, Platform Screen Gates and Station Canopy Design.
- Initiated HECO facilitation meetings for MSF and CSC.
- Update Interface Control Manuals (ICMs) for MSF interface contractor partners AHJV and KKJV.
- Facilitate resolution of outstanding elevated Guideway RFIDs.
- Participated with CMS to set up SSI-related (Sensitive Security Information) protocols per FTA requirements for interface.
- Resolved Chinatown and Downtown Station configuration to firm up track alignment.
- The week of July 28, DKSG station loads provided to City Center Guideway to finalize station design.
- Met with Airport Guideway and CSC to discuss AM Antenna impacts to CSC.
- Commence compilation of PICM (Project Interface Control Manual).

Requests for Interface Data (RFIDs)	
Total Submitted	Closed
1,395	941

Interface Issues Elevated					
Total	New	Open	Closed	On Hold	OSR
50	5	1	6	2	36

• Look Ahead

- Continue Interface Partnering meeting with WOFH, KHG, MSF, station designers, CSC and E/E contractors.
- Continue monitoring contractor RFIDs and Interface Control Documents (ICDs) pertaining to the Final Design Baseline (Revision 0).
- Continue with assessment process of elevated issues for path forward to construction.
- Advance resolution of Safety & Security list of open interface items.
- Support interface efforts during construction.

5.2 Other Design Activities

• Activities this month

- Prepare community meeting presentations.
- Coordination with various private developers and third party stakeholders.
- Support weekly maintenance of traffic coordination.
- Continued work on Pearl Highlands Transit Center and Garage procurement package.
- Technical review of Request for Changes.
- Technical review of design submittals.
- Provide technical support for construction-related issues.
- Provide technical support for design-related issues.

• Look Ahead

- Prepare addendum for Pearl Highlands Transit Center and Garage Design-Build Package.

5.3 Permits

• Activities this month

- HART has submitted a revised application for a Clean Water Act Section 401 Certification to the Hawai'i Department of Health, Clean Water Branch, in preparation for upcoming construction activities near Waiawa Stream.
- HART submitted an application to the Hawai'i Department of Health, Indoor & Radiological Health Branch, for an amendment to the community noise variance for KHG that would extend the hours allowable for hoe ramming.
- HART submitted the City Center Community Noise and Variance permit applications to Hawai'i Department of Health, Indoor & Radiological Health Branch.

- HART received a 2-year extension of the Coast Guard Advanced Approval for work in and around eight navigable streams along the HRTP, on July 15, 2014.
- HART received approval of the WOFH National Pollution Discharge Elimination Systems (NPDES) permit application to Hawai'i Department of Health (HDOH) Clean Water Branch on June 25, 2014.
- HART received approval on its Community Noise Variance amendment request, on July 17, 2014, to use white noise backup alarms for night construction activities on all HRTP sites.

- **Look Ahead**

- Upcoming significant permit activity:
 - HART will submit the Halawa Clean Water Act Section 401 Certification to the Hawai'i Department of Health.
 - HART will submit the Hawai'i Department of Transportation Airport Municipal Separate Storm Sewer System (MS4) for Airport and City Center Guideway.

5.4 Hawai'i 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 Maintenance of Traffic (MOT) for HDOT.
- Kiewit is responsible for maintenance of Farrington Highway and Kamehameha Highway as part of the Master Agreement.
- SSFM, the HDOT Design Coordination Consultant for the Airport and City Center Guideway sections (contract MM-922), is reviewing guideway design submittals for HDOT.

5.5 Utility Agreements

Figure 16. Utility Agreements Status

Utility Agreements Status Matrix									
Utility Owner	Status	WOFH		KHG		Airport		City Center	
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA	
AT&T	Executed	5/11/11	12/20/11	5/18/12	AT&T has provided comments 4/11/14 (will include City Center)	Submitted draft to AT&T (will include City Center)	Agreement Executed		
	NTP	5/12/11	12/21/11						
Chevron	Executed	12/4/09		11/4/11					
	NTP	12/22/09		11/15/11					
Hawaiian Telcom	Executed	5/20/10	HART completed review of comments from HTI and returned to HTI	5/10/12	Pending negotiation of WOFH Template	HTI agreement executed 9/27/13			
	NTP	6/14/10							
HECO	Executed	By Agreement with PB	4/20/12 (to be vacated once Design and Construction Services Agreements Executed)	7/12/12 (Agreement to be vacated once Design and Construction Services Agreements are Executed)		Airport Bridging Agreement (Expired 11/29/13) City Center Bridging Agreement (Expired 11/29/13)			
	NTP								
		Pre-Construction		Pre-Construction		Pre-Construction			
	Executed	10/30/13		10/4/13		n/a			
	Expired	11/29/13		11/29/13		n/a			
		Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services
	Executed	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
	NTP	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
Oceanic Time Warner Cable	Executed	12/8/09	12/21/11	1/9/12	6/2/14	Oceanic submitted revisions. Under HART review.	Executed 4/4/2013		
	NTP	12/22/09							
Pacific Lightnet/Wavecom	Executed	4/28/10	3/12/12	2/15/12					
	NTP	4/29/10	3/13/12	2/16/12					
Sandwich Isle Communications	Executed	5/20/10	Submitted draft to SIC	4/20/12	Submitted draft to SIC	Submitted draft to SIC			
	NTP	6/8/10							
Hawai'iGAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	Hawai'iGAS signed, pending execution	9/27/13		
	NTP	12/22/09	7/12/11						
tw telecom	Executed	12/2/09		2/14/12	No Scope – Oceanic to relocate for tw telecom for KHG	Executed 10/11/12			
	NTP	12/22/09		2/16/12					
Tesoro	Executed			2/15/12	Agreement executed 9/12/13	Agreement executed 9/3/13			
	NTP			2/16/12					

Legend: = Action this month
 = Not applicable
 COR = Corporation Counsel
 ESA = Engineering Services Agreement
 UCA = Utility Construction Agreement
 UFCRA = Combined Engineering and Construction Utility Agreement

5.6 Right-of-Way (data as of July 28, 2014)

• **Budget**

- \$55.2M was spent to acquire 27 properties. The budgeted amount for the 27 parcels was \$60.4M, resulting in a budget underrun of \$5.2M.
- \$3M has been expended to date for relocations.

Figure 17. Right-of-Way Status for the Parcels [data provided by Real Estate Acquisition database (READ)]

Right-of-Way Status for the Parcels*											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted For Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	39	39	2	36	35	28	1		27	15	20
Partial Acquisition	130	96	20	6	6	1	1	5	4		7
Easement	98	89	9	1	1			42	35		35
GRAND TOTAL	267	224	31	43	42	29	2	47	66	15	62

* During design development, the real estate requirements have been adjusted to accommodate the design refinements. Parcel requirements are adjusted as design is finalized.

Figure 18. Relocation Status for the Occupants (data provided by READ)

Relocation Status for the Occupants								
	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
GRAND TOTAL	22	76	1	99	34	51	22	44

Figure 19. Third-Party Agreement Status

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
University of Hawai'i (UH) Master Agreement	Pending	September 2014	WOFH, KHG, City Center	Final negotiations are underway. Will secure Right of Construction as not to delay the project.
UH -West O'ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH	
UH - West O'ahu (UHWO) Construction Right of Entry	Pending	July 2014	WOFH	In negotiations.
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry	Pending	July 2014	WOFH	In negotiations.
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG	
UH Urban Garden Construction Right of Entry	Pending	July 2014	KHG	In negotiations.
D.R. Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed.
D.R. Horton Final Easement Agreement	Pending	December 2014	WOFH	Document in process with D.R. Horton
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed	April 2014	City Center	
Honolulu Community College (HCC) Construction Right of Entry	Pending	July 2014	City Center	In negotiations.
Department of Land and Natural Resources (DLNR) Right of Entry	Executed		WOFH	Right of entry is in place.
Department of Land and Natural Resources (DLNR) Easement	Pending		WOFH	Easement documents in process.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Department of Education Master Agreement and Consent to Construct	Executed	May 2014	WOFH	ROE is pending to allow entry for work to proceed; Master Agreement is pending.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry	Executed		KHG	Limited ROE granted for staging for Kiewit for KHG Contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	September 2014	KHG	Easement in process.
DHHL Master Agreement	Executed		WOFH, MSF	
DHHL Consent to Construct	Executed		WOFH, MSF	Consent to construct in place.
DHHL License	Pending	July 2014	WOFH, MSF	License agreement approved by City Council. Awaiting final execution.
HDOT Master Agreement	Executed		WOFH	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH	
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center	
HDOT JU&O Sub-agreement	Executed		KHG, Airport, City Center	
HDOT SOA MOU	Executed		Program	
OCCC/Hawai'i Department of Public Safety Agreement Dillingham Blvd	Pending	July 2014	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
DAGS	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
U.S. Navy / General Services Administration (GSA)	Pending	N/A	Airport	Easements and fee taking are being processed by the Navy. Under new directive, Navy will charge for all licenses and easements.
U.S. Post Office Honolulu Processing Center	Pending	Oct 2014	Airport	Finalized design. Title Search and mapping have been initiated.
Federal Court House/GSA	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway.
Pacific Guardian Center	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.
Howard Hughes Corporation – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Kaka'ako station.
Sam House Development LLC – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana Center station.
GGP Ala Moana LLC – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana station.

5.7 Safety and Security Project-Wide Contracts

Figure 20. Project-Wide Contracts

Project-Wide Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for July 2014	Loss Type	Date	Event Description
Archaeological Inventory Survey	Environment	1	0			
	Loss or Damage	1	0			
	Near Miss	3	0			
	*Reportable Occupational Injury/Illness	0	0			
	**Loss Time Occupational Injury/Illness	0	0			
	Road/Vehicle - Driving	3	0			
	Security	3	0			
MM-905 General Engineering Consultant (EIS/PE)	Road/Vehicle - Driving	1	0			
MM-910 General Engineering Consultant II (Final Design & Construction)	Road/Vehicle - Driving	1	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.
 **Loss Time Injury: Time away from work due to injury.

6 MANAGEMENT & ADMINISTRATIVE UPDATES

6.1 Safety and Security

Figure 21. Safety and Security Issues Overview

Overview of Safety and Security Issues		
Period/Date	Number	Comments
Q1 2014	10 in Q1 2014	January (0), February (5), March (5)
Q2 2014	16 in Q2 2014	April (3), May (3), June (10)
July 2014	4 in July	
2014	30 to date in 2014	

- **Activities this month**

- HART reviewed submittals from KKJV, AHJV, DKSG, AECOM, WOFH, WOSG, and MSF for compliance and technical specifications.
- HART staff continues to meet with HDOT biweekly to address FTA, HDOT, and HART concerns.
- Continued to hold Sensitive Security Information (SSI) Implementation working group meeting.
- Participated in the monthly Joint Traffic Management System (JTMS) steering committee meeting.
- Participated in the weekly HART Core Systems staff meeting.
- Continued work in evaluating submittals.
- Participated in biweekly Project Interface meeting.
- Participated in biweekly Safety and Security Certification Working Group (SSCWG) meeting.
- SSI Program to be presented to HART staff, as needed.
- Working with the Department of Emergency Management concerning evacuation zones during a Great Aleutian Tsunami (GAT) event.
- Continue to meet with the fire and police departments to review design packages for compliance.
- Participated in multi-agency MOT meeting on Fridays to better plan MOT activities for the guideway.
- Developed a HART Safety Hazard Tracking Log to address Safety and Security concerns across the project.
- Weekly meeting to address Hazard Tracking Log.
- HDOT conducted a review of the Safety program. HDOT submitted comments for HART to consider.

- **Look Ahead**

- Continue to hold safety meetings with contractors, particularly AHJV, committees and staff.
- On-going discussion of security concerns with the Transportation Security Administration (TSA), Honolulu Police Department (HPD), Honolulu Fire Department (HFD) and Department of Public Safety (DPS), 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.
- Continue development of the Safety and Security Management Plan, Safety and Security Information Procedures, and Safety and Security Certification Plan.
- Safety and Security staff will provide SSI Training to employees that need to be trained.
- Continue to work with the Department of Emergency Management concerning Hurricane Drill and Tsunami event.
- Continue with Brown Bag Lunch Training for HART employees.

6.2 Quality Management

- **Activities this month**

- HART Quality Assurance (QA) staff holds a weekly meeting to discuss overall Project QA/Quality Control (QC) issues with consultants, contractors, subs and internal staff. The QA staff also reviews the Weekly To Do List.
- Certified one Lead Auditor (Robert Ko, QA Engineer).
- Continued updating and implementing the 1) QA Audits and 2) Environmental Compliance Audits Schedules for 2014.
- Continued updating and reviewing appropriate Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Updates to the appropriate Baseline Plans and Procedures have been prioritized for completion by 2014.
- Conducted biweekly Quality Task Force (QTF) meetings with CE&I, contractors and consultants’ QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; Non Conformance Report (NCRs); Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; and Buy America compliance.
- Reviewing Core Systems Contract Oversight Consultant (Lea+Elliott) supplemental QAP to HART QMP.
- Reviewing internal responses to corrective and preventative actions on NCRs and Observations respectively, issued on the Combined Internal QA and Safety & Security Audit of HART (3/18 – 4/1).
- Issued report on QA and Environmental Compliance Audit of Data Recovery Activities on Trench No. 120C, Halekauwila Street on 5/17.
- Continued participation on the interface management plan.

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
26 (Audits)	23	3
1 (Construction)	0	1

- **Look Ahead**

- Continue mentoring and training personnel on approved Project Plans and Procedures.
- Continue QA/QC and Environmental Compliance monitoring and oversight of contracts executed to date.
- Update and implement the 2014: QA and Environmental Audit Schedules.
- Perform QA Audits: Surveying of WOFH, KHG and MSF (KIWC and KKJV) on August 5-6; Final Design of AUG, CCUG, and ASG (AECOM) on September 3-4; Environmental Compliance of AUG, CCUG, and ASG (AECOM) on September 9; and CSC (ASTS/AB) Italy on September 11-24 (Tentative).
- Follow up on and close corrective and preventative actions on all NCRs and Observations issued to all contracts.
- Review and approve Contractor/Consultant QAPs, Inspection and Test Plans (ITPs) and implementing procedures (new and updates).

6.3 Buy America Compliance (49 CFR 661 and 49 CFR 663)

Core Systems

- **Activities this month**

- 49 CFR 661 and 49 CFR 663 requires that Rolling Stock, Train Control Equipment, Communication Equipment, and Traction Power Equipment shall have 60% of US contents and be Finally Assembled in the USA.
- Continued discussion on procurement status and Buy America updates with AHJV (ASTS/AB):
 - E Cars (Breda): 69.3% Pre-Award Audit US contents – July 2014 Monthly Report shows 71% US contents. The higher value includes the proposed manufacturing of Truck Frames and Bolsters at the Finmeccanica (DRS) facilities in West Plains, MO.
 - M Cars (Breda): Prepare Buy America Compliance Matrix (BACM) upon completion of contract negotiation.
 - Train Control System Wayside Portion (ASTS USA): 90% US contents HART-approved BACM; no changes during this reporting period.
 - Supervisory Control and Data Acquisition (SCADA) System (ASTS USA): 92.8% US contents HART-approved BACM; no changes during this reporting period.

- Traction Electrification System (Siemens): 69.9% US contents HART-approved BACM; no changes during this reporting period.
- Communication System Wayside Portion (Alcatel-Lucent): 80.7% US contents HART-approved BACM; no changes during this reporting period.
- MOW Multi-purpose Vehicle (Modern Track Machinery, Inc. [MTM]): 100% US contents HART-approved BACM; no changes during this reporting period.
- MOW 15 Ton Flatbed Trailer (MTM): 100% US contents HART-approved BACM; no changes during this period.
- MOW Rail Grinder Equipment (MTM): 69.3% US contents HART-approved BACM; changed to 66.7% (-2.6%).
- MOW Tamper (MTM): 85% US contents HART-approved BACM; changed to 82% (-3%).
- MOW Geometry Car (MTM): 71.9% US contents HART-approved BACM; no changes during this reporting period.
- MOW High Reach Lift Truck (MTM): 100% US contents HART-approved BACM; no changes during this period.
- MOW Rail Car Mover (MTM): 100% US contents HART-approved BACM; no changes during this reporting period.
- MOW Enclosed Trailer (MTM): 71% US contents HART-approved BACM; changed to 73.9% (+2.9%).
- Fire Detection & Alarm System Components (Johnson Controls): 100% US contents HART-approved BACM; no changes during this reporting period.
- Uninterrupted Power Supply (UPS) System: TBD
- Platform Screen Gates System, a Train Control Subsystem (Stanley Access Technologies, LLC): 96.4% US contents HART-approved BACM; no changes during this reporting period.

- **Look Ahead**

- Monitoring AHJV/AB Buy America compliance.

Construction

- **Activities this month**

- 49 CFR 661 requires that all iron, steel and manufactured products, which apply to all construction materials used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges, must be manufactured in the USA.
- Monitored Final Design consultants to include Buy America requirements into Design and Specifications.
- Included Buy America compliance on QA Audit Checklist of Final Design consultants.
- Monitored DB contractors' compliance to Buy America requirements.
- Update and implement the 2014: Buy America Audit Schedule.
- Performed Buy America Compliance Audit of the KIWC Casting Yard on July 30-31.

- **Look Ahead**

- Monitoring KIWC (WOFH and KHG) and KKJV (MSF) Buy America compliance.

Utilities

- **Activities this month**

- 49 CFR 661 requires that all iron, steel and manufactured products, which apply to all construction materials used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges must be manufactured in the USA.
- All utilities are Buy America compliant.

- **Look Ahead**

- Monitoring utilities' Buy America compliance.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**

- \$16,477,723 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 7/31/14
 - 6.34% = DBE utilization on total disbursed FTA funds received to date (\$16,477,723 divided by \$259,960,026)
 - 0.93% = DBE utilization to date on total Project FTA funds (\$16,477,723 divided by \$1,763,903,901)

*Total DBE Participation = \$16.5M
(previous report = \$16.2M)*

Figure 22. DBE Participation this Month

DBE Participation in July		
DBE Firm	Contract Number	Participation
212 Harakawa	SC-HRT-11H0131 MM-905	\$32,821
AMR Estimating Services	SC-HRT-11H0131 MM-905	\$27,881
LKG-CMC	SC-HRT-1400049 MM-962	\$15,434
LKG-CMC	SC-HRT-11H0131 MM-905	\$107,533
Gary K. Omori	SC-HRT-11H0131 MM-905	\$9,666
Pat Lee & Associates	SC-HRT-11H0131 MM-905	\$2,304
AMR Estimating Services	SC-HRT-1400027 MM-913	\$47,346
TOTAL FOR THE MONTH		\$242,985

- **Look Ahead**

- HART staff will continue to review, tabulate, and evaluate DBE participation reports submitted by prime contractors with their requests for payments, and take action to ensure DBEs and other small businesses have an equal opportunity to participate in our contracts at all levels. For all contracts, HART shall require prime contractors to identify elements of a contract, or a specific subcontract that are of a size that small businesses, including DBEs, can reasonably perform and actively recruit.
- HART’s plan is to continue to disseminate the prime contractor and potential prime contractor contact information to the certified DBEs and other points of contact for small businesses to inform them of opportunity. HART’s mission is to breakdown as many barriers as possible by acting as a liaison between the primes, subcontractors, DBEs and small businesses to develop mutually beneficial business relationships.
- An extensive outreach program directed to the minority small business community through their leaders and organizations is planned for 2014, as well as conducting periodic pre-bid conferences, seminars, workshops and business fairs to inform and encourage participation. HART staff will be readily available to address and satisfy any special assistance needs that arise.
- HART’s commitment is to meet the maximum feasible portion of its overall goals through race-neutral means. HART is aware there may be concerns that certain minority groups are being underutilized in the DBE participation process. Race-neutral participation is being closely monitored and contract goals or other race or gender conscious means will be utilized if it becomes apparent that the overall goal cannot be met through race-neutral means.

Note: For a full listing of DBE participation to date, please see Appendix F.

6.5 Planning and Environment

• Activities this month

- Programmatic Agreement (PA) by PA Stipulation number and section letter, if applicable:
 - III. Identification and Protection of Archaeological Sites and Burials - Archaeological Inventory Surveys (AIS):
 - Further refinement of draft Cultural Monitoring Plan for review by recognized cultural descendants is ongoing.
 - The State Historic Preservation Division (SHPD) accepted the Supplemental AIS plan for City Center-Kaka'ako/Queen Street area on June 20, 2014.
 - SHPD accepted the Archaeological Monitoring Plan for City Center on June 23, 2014.
 - Supplemental AIS work planned for August.
 - IV. Design Standards:
 - A HART/Kāko'o meeting was held on July 24. Agenda items included the previous Chinatown Station Plaza Design, and updated plans for the 928 and 930 Kekaulike Street buildings as well as an update on the Historic Preservation Fund.
 - VI. National Register of Historic Places/Historic Landmark Nominations:
 - HART acquired the parcel which includes the former Sung Huong Restaurant (928 Kekaulike Street) and Holau Market (930 Kekaulike Street) for the construction of the future Chinatown Station and initiated the preparation of individual National Register of Historic Places (NRHP) nominations and Historic Preservation Certification Applications (HPCA) for both buildings on June 6.
 - IX. B. Historic Preservation Program:
 - A meeting of the members of the Historic Preservation Fund (HPF) committee was held on June 8 to conduct final reviews of HPF applications. Eight projects were selected for funding.
 - XI. City Contractors and Contract Adherence to PA:
 - Cultural awareness training for construction contractors and employees is planned for August.
- Mitigation Monitoring Program (MMP)
 - MMP Reporting:
 - A draft of the Mitigation Monitoring Program, Revision 1 was submitted to the FTA for review and further discussion.
- Planning Activities
 - Continued coordination on Transit-Oriented Development (TOD) with the Department of Planning and Permitting (DPP) and Department of Transportation Services (DTS). Continue to participate in weekly subcabinet meetings and monthly coordination meetings.
 - Continued coordination with city Department of Transportation Services (DTS) and operations contractor O'ahu Transit Services (OTS) to collaborate on bus-to-rail service design leading up to and following the anticipated first operating segment opening in 2017.
 - Collaboration with city DTS on a Bus Fleet Management Plan to determine appropriate TheBus fleet size as well as mix of appropriate vehicle types (sizes and propulsion) for proposed bus-to-rail service designs leading up to and following the anticipated first operating segment opening in 2017.

• Looking Ahead

- Conduct monthly HART/Kāko'o meeting with consulting parties.
- Conduct monthly OIBC and cultural descendant meetings.
- Conduct monthly sustainability meetings.
- Conduct monthly bus-rail integration planning meetings with city DTS.

6.6 Risk Management

Risk management is integral to all phases leading up to project delivery including: planning, design, construction, systems testing, system operation start up, and ultimately to project construction closeout. Risk management is the systematic process of identifying, analyzing, and responding to risk in a timely manner. Risk assessments are performed to identify, assess, prioritize, manage and mitigate risk exposure, and develop prudent contingency plans. The Project Risk Register (RR) is the depository for all risks identified for the Project. Every month, risks contained in the RR are reviewed to confirm risks are appropriately identified, identify new risks, and close out risks that no longer pose an issue.

A major goal for HART and the FTA is to complete the Project within budget and on schedule. The primary strategy of risk management is to maintain a reserved contingency balance throughout the life of the Project that is acceptable to HART and the FTA, and in turn reassures the public that the Project will be completed on time and on budget. Effective management of project risks is necessary to significantly increase the likelihood of delivering a successful project.

Maintaining the RR includes assessing the potential for a risk to happen as well as the cost and schedule impacts should the risk occur in isolation. The cost and time impacts to the Project are assessed based on a "most likely scenario." Construction of the Project involves systematically using equipment and materials through a variety of means and methods to create a quality transit system. Therefore, not all risks (known and unknown) will occur with the same frequency or probability as estimated in isolation. In addition, risks can be eliminated due to design best practices as well as through the implementation of safe alternative means and methods of construction to avoid the occurrence.

This report includes a listing of the top program wide risks which is an aggregate of the individual contract risks of the same category. Key metrics are subject to change as more is learned about the risks and as additional expertise is brought in to implement various aspects of the Project. By actively managing the RR, HART is able to actively manage the Project and ensure it is built on time and on budget for the tax payer and future passengers.

Figure 23. Risk Matrix

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		

The risk matrix is used to score and rank identified risks. The rating is the average cost and schedule impact score multiplied by the probability score.

Figure 24. Top Project Risks

Top Risks July 2014								
Current Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	July '14 Risk Rating	June '14 Risk Rating
6.07	MSF	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	5	18	18
110.06	City Center Guideway	Right-of-Way - Real Estate market could rebound before purchase of all needed properties, greatly increasing cost of property and delaying construction if legal actions are pursued.	75%	4	5	4	18	10
11.05	Airport Guideway	Utilities - Agreements with all utility owners are not yet in place, and subsequent agreements may expose the City to unforeseen costs and schedule impacts.	75%	4	4	4	16	12
11.06	City Center Guideway	Utilities - Agreements with all utility owners are not yet in place, and subsequent agreements may expose the City to unforeseen costs and schedule impacts.	75%	4	4	4	16	12
35.05	Airport Guideway	Geotech - Due to court delays, limited geotechnical information available at PE level. Additional costs for redesign may be incurred.	75%	4	5	3	16	16
35.06	City Center Guideway	Geotech - Due to court delays, limited geotechnical information available at PE level. Additional costs for redesign may be incurred.	75%	4	5	3	16	16
20.03	WOFH Guideway	Interface - Late delivery of/or acceptance of civils, stations, or systems interface to guideway results in cost and schedule impacts.	90%	5	3	3	15	15
33.03	WOFH Guideway	Interface - Core Systems design interface may result in changes to fixed facility design resulting in cost and schedule impacts.	90%	5	4	2	15	15
75.14	City Center Stations	Procurement - Delay to obtain property access for designers to perform preconstruction work impacts design quality and construction pricing.	90%	5	3	3	15	15
6.03	WOFH Guideway	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	3	14	14
6.04	Kamehameha Highway Guideway	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	3	14	14

Risks are placed in order based on highest risk rating for the month. The Top Risks list represents risks that could have a major impact on the Project and require additional focus by management. There are other high rated risks that are not listed and are in the process of being mitigated.

Figure 25. Risks Added

Risks Added in July							
Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Risk Rating
1.07	MSF	Escalation rates of commodities (concrete, freight, lumber and steel) may be higher than forecasted.	60%	3	5	0	7.5

Figure 26. Risks Deleted

Risks Deleted in July					
Current Risk ID	Contract Package	Risk Description	July 2014 Comments	Risk Rating	
				July '14	June '14
20.09	West Side Station Group	Late delivery of/or acceptance of TCCR or Elevator/Escalator interface results in change orders for delay.	7/14 - Risk is transferred to the contractor. Coordination allowance is included in the contract documents.		16
28.09	West Side Station Group	Potential of impacts resulting from incomplete design consequential delays to opening. FHSG has a set of comments that have not been responded to as the design version control was rushed during the transfer to a new designer.	7/14 - Risk is transferred to the contractor. Design is being completed. Addenda includes allowances for the approximate costs of outstanding items.		16
6.09	West Side Station Group	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	7/14 - Risk is transferred to the contractor. Coordination allowance was included in the contract.		14
72.09	West Side Station Group	Systems interfaces at West Side stations may result in claims delay by station designer.	7/14 - Risk is transferred to the contractor. Coordination allowance has been included into the contract.		10
145.15	Airport Utilities	Delays associated with procurement process may impact schedule and/or price of Airport/City Center Guideway.	7/14 - Work is likely to commence in October. Contractor is performing administrative and preplanning of field related activities.		12
166.09	West Side Station Group	Potential conflict between guideway contractor with Station Group contractor may result in claim if direction is not clear from HART.	7/14 - Risk is transferred to the contractor. Coordination allowance was included in the contract.		9
160.09	West Side Station Group	Ho'opili issues may cause schedule/cost impacts: grade difference, development of surrounding property, temporary access road by others, holding tanks, etc.	7/14 - Risk is transferred to the contractor. Allowances to resolve outstanding issues have been included in Addendum.		7.5
41.03	WOFH Guideway	Strike by local labor may cause delays to WOFH Contract.	7/14 - PLA is in place for the life of the project.		2.5

Note: Risks by Contract Package and a Comparison of Risk Ratings can be found in Appendix G.

6.7 Community Outreach

- **Activities this month**

- HART marked a major milestone this month with the unveiling of early designs for the Honolulu International Airport station. HART’s communications team organized a news conference to share the new designs with the media and the public. Excellent coverage on all the key television stations and in the daily newspaper provided the public with a clear vision of what the station will look like and its benefits for travelers and airport employees. The public will have the chance to share their feedback on the airport station designs at a community meeting on August 13, at Moanalua High School’s cafeteria. Registration is at 6 p.m. and the meeting begins at 6:30 p.m. Design work on the Honolulu International Airport Station is expected to be completed later this year and construction is set to begin in 2015.

To date, HART’s outreach team has participated in:

- *1,662 presentations and events*
- *896 Neighborhood Board meetings*

Figure 27. HART partnered with state and city leaders to unveil designs for its Honolulu International Airport transit station.



HART Executive Director and CEO Dan Grabauskas, is joined by HART board Chairman Ivan Lui-Kwan, state and city officials, and leaders from the state visitor and aviation industries at a news conference to unveil the first look at the project.

Figure 28. This rendering of HART’s airport transit station was one of several shared with the public at a news conference this month.



This rendering provides an early look at the station at the Honolulu International Airport. More than 15,000 boardings a day are expected at this station, and it will be one of the rail systems busiest.

- **Construction Outreach**

- HART’s public outreach team also participated in numerous construction-focused community meetings, including meetings for businesses and residents along the rail route, and a meeting for business owners in the Kalihi area. HART’s outreach team participated in 26 events and community meetings, including a dozen Neighborhood Board meetings.
- HART’s outreach team continues to get the word out and coordinate with other agencies on traffic impacts related to construction work. Traffic briefings with reporters every other week, monthly reports to HART’s board of directors at public meetings, traffic posts on Facebook and Twitter, and weekly news releases keep the community informed about detours, traffic delays and road closures. Coordination with the Hawai’i Department of Transportation and the city on other roadwork, and prominent signage and partnerships to help get the word out continued through July. Smaller, tailored briefings with business groups and associations have also proved helpful in keeping the community informed.

- **Community Input**

- HART’s public information team responded to more than 70 public inquiries and requests in July that came in via the agency’s website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities, including traffic.

- **Look Ahead**

Coming in August:

- Community meeting on the Honolulu International Airport Station designs
- Community and business meetings to discuss construction continue
- Traffic updates and information for motorists continues

6.8 Staffing

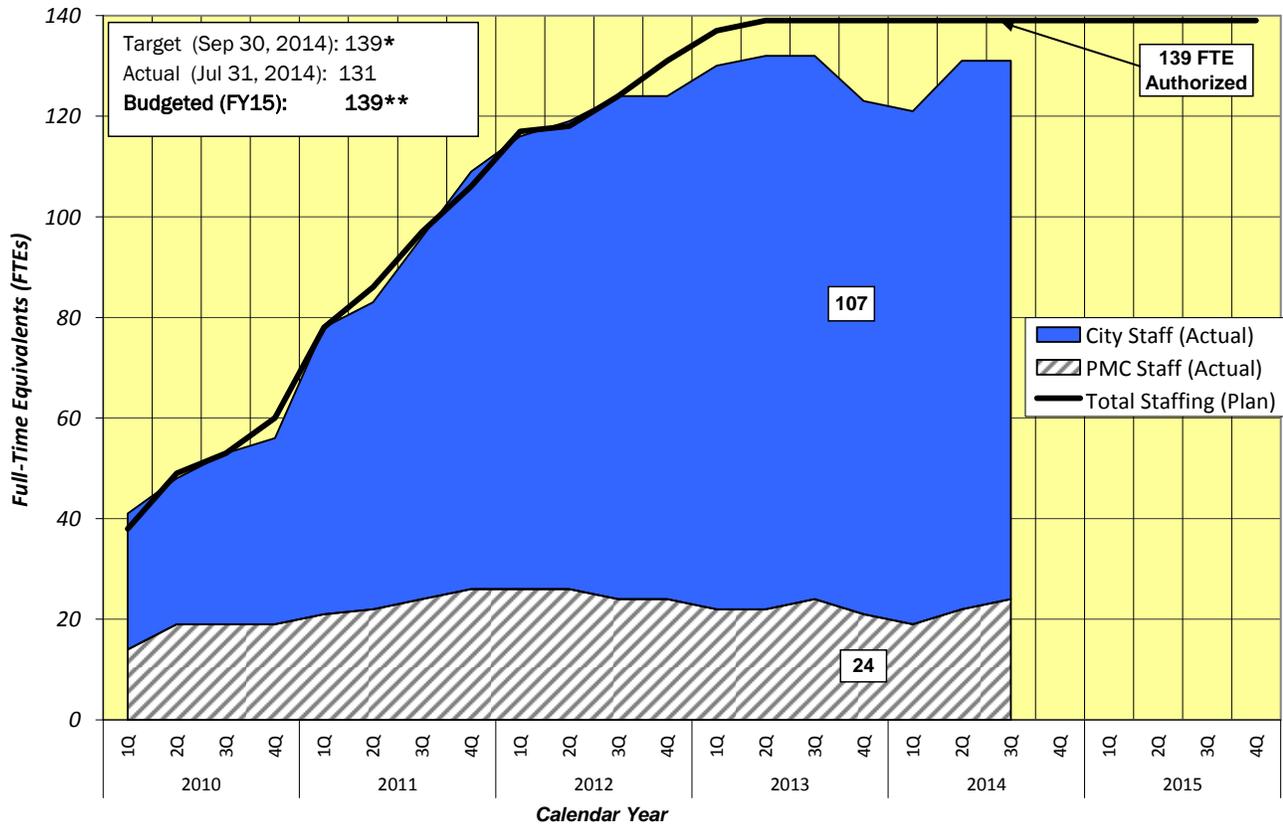
Figure 29. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Design and Construction				
Assistant Project Manager	Construction (KHG)	New (City)	Recruiting	
Assistant Project Manager	Construction (WOFH)	New (City)	Recruiting	
Assistant Deputy Director of Construction	Construction	New (PMC)	Filled	Jul
Assistant Deputy Director	Design	New (City or PMC)	Recruiting	
Project Manager	Design – DSG/KSG	Existing (City)	Filled	Jul
Budget and Finance				
Transit Contracts Manager* (1)	Procurement and Contracts	Existing (City)	Filled	Jul
Transit Contracts Manager* (2)	Procurement and Contracts	Existing (City)	Recruiting/ Interviewing	
Project Controls				
Clerk	Document Controls	Existing (City)	Filled	Jul
Planning, Utilities, Permits & Right-of-Way				
Planner * (Land Use)	Planning	Existing (City)	Recruiting	
Planner* (Environmental)	Planning	Existing (City)	Recruiting	
Right-of-Way Agent	Right-of-Way	New (City)	Recruiting	
Administrative Services				
Personnel Clerk	Administrative Services	New (City)	Creating Position	
Civil Rights				
Human Resources Specialist	Equal Opportunity	Existing (City)	Recruiting	

*Per qualifications.

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 Hawai'i Department of Transportation (HDOT) on Consultant Services Contracts.

Figure 30. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5, dated 5-25-12 (Under Revision)
 ** 139 City positions authorized in FY 2015 HART Operating Budget

The actual number of employees reflects employees hired during this period as well as employees who left the project from both HART and the PMC staffs.

Note: For a project organization chart, see Appendix H.

APPENDICES

Appendix A. Project Fact Sheet



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION PROJECT FACT SHEET							
AS OF JULY 2014							
	July Report	June Report	Variance		July Report	June Report	Variance
FINANCIAL & PROJECT DATA							
Progress (Pg. 9-10)				ROW (Pg. 57-58)			
Overall Project Progress	25.0%	24.0%	1.0%	Total # Properties Acquired	27	27	0
Overall Construction Progress	16.2%	14.8%	1.4%	Total \$ Spent on Acquisitions	\$55.2M	\$55.2M	\$0
Overall Design Progress	77.0%	75.6%	1.4%	Total \$ Expended for Relocations	\$3M	\$2.8M	\$0.2M
Overall Utilities Progress	9.3%	6.5%	2.8%	Safety/Security Incidents (Pg. 60)			
Incurred Cost (Pg. 11)				# of Incidents for the Month			
Total Incurred Cost	\$1.043B	\$1B	\$43M		4	10	N/A
Monthly Incurred Cost	\$42.4M	37.6M	N/A	NCRs (Pg. 61)			
Committed Amount (Pg. 11)				Total Open NCRs for the Month			
Total Committed	\$2.800B	2.756B	\$0.044B		36	40	N/A
Authorized for Expenditure (AFE) (Pg. 11)				DBE (Pg. 63)			
Total AFE by way of NTP	\$2.089B	2.055B	\$0.034B	Total Participation	\$16.5M	\$16.2M	\$0.3M
Monthly AFE	\$33.7M	106M	N/A	Risks (Pg. 65-67)			
Project Contingency (Pg. 12-13)				Total # of Risks			
Current Balance	\$563.4M	\$568.4M	(\$5M)		255	262	(7)
Monthly Drawdown	\$5M	\$22.3M	N/A	Community Outreach (Pg. 68-69)			
Known Changes Balance	\$27.5M	\$30.1M	(\$2.6M)	Presentations and Events	1,662	1,648	14
Funding (Pg. 14-16)				Neighborhood Board Meetings			
Cash Received Since PE	\$1,430.6M	\$1,417M	\$13.6		896	884	12
Ending Cash Balance	\$441M	\$439.5M	N/A	Staffing (Pg. 70-71)			
\$ 5309 New Starts Received	\$256M	\$243M	\$13M	Actual	131	131	0
GET Received Since PE	\$870.1M	\$870.1M	\$0				
GET Received Since 2007	\$1,248.5M	\$1,248.5M	\$0				
CONSTRUCTION & DESIGN CONTRACTS EXPENDITURES STATUS							
CONSTRUCTION				DESIGN			
CSCDBOM-920 (Pg. 20-21)				WOSG FD-140 (Pg. 28-29)			
Committed / Incurred	\$602M / \$74M	\$602M / \$70M	(\$0) / \$4M	Committed / Incurred	\$9.3M / \$7.2M	\$9.3M / \$7.2M	\$0 / \$0
% Complete	12.3%	11.6%	0.7%	% Complete	87.9%	87.7%	0.2%
Elevators & Escalators MI-930 (Pg. 22-23)				FHSG FD-240 (Pg. 30-31)			
Committed / Incurred	\$51M / \$2.2M	\$51M / \$2.2	\$0 / \$0M	Committed / Incurred	\$12.2M / \$9.7M	\$12.2M / \$9.7M	\$0 / \$0
% Complete	12.2%	12.2%	0.0%	% Complete	87.3%	87.3%	0.0%
WOFH DB-120 (Pg. 24-27)				KHSG FD-340 (Pg. 40-41)			
Committed / Incurred	\$590.9M / \$264M	\$570M / \$259M	\$20.9M / \$5M	Committed / Incurred	\$8.7M / \$7.4M	\$8.7M / \$7.4M	\$0 / \$0
% Complete	44.5%	43.8%	0.7%	% Complete	87.0%	87.0%	0.0%
MSF DB-200 (Pg. 32-35)				Airport Section Guideway and Utilities FD-430 (Pg. 42-44)			
Committed / Incurred	\$264.3M / \$115M	\$252.6M / \$96M	\$11.7M / \$19M	Committed / Incurred	\$42.3M / \$33.8M	\$42.3M / \$32.7M	\$0 / \$1.1M
% Complete	43.4%	36.9%	6.5%	% Complete	79.9%	77.3%	2.6%
KHG DB-320 (Pg. 36-39)				ASG FD-440 (Pg. 46-47)			
Committed / Incurred	\$380M / \$101M	\$380M / \$96.6M	\$0 / \$4.4M	Committed / Incurred	\$10.2M / \$7.9M	\$10.2M / \$7.9M	\$0 / \$0M
% Complete	26.6%	25.4%	1.2%	% Complete	79.5%	79.4%	0.1%
CONTRACTS TOTAL (Construction + Design)				City Center Section Guideway and Utilities FD-530 (Pg. 48-50)			
Committed	\$2.034B	\$2.001B	\$0.033B	Committed / Incurred	\$44.9M / \$27.9M	\$44.9M / \$26.1M	\$0 / \$1.8M
Incurred-to-Date	\$655.9M	\$620.5M	\$35.4M	% Complete	64.5%	60.2%	4.3%
				DKSG FD-550 (Pg. 52-53)			
				Committed / Incurred	\$18.3M / \$5.7M	\$18.3M / \$5.7M	\$0 / \$0
				% Complete	31.3%	31.3%	0.0%

Appendix B. Action Items

The following are Action Items for HART and/or the PMOC, which are reviewed and discussed on a monthly basis.

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
1	Provide information on resolution of visual barrier for Federal Courthouse	HART	Oct-13	Jul-14		Open
2	Schedule PMP & QMP compliance audit	PMOC	Nov-13	TBD		Open
3	Status of HART's request for waiver from Navy related to fair market value compensation for easements/licenses/acquisition.	HART	Nov-13	Jul-14		Open – Navy waiver request moving through the process.
4	HART to provide summaries of bidability/constructability reviews for Airport and City Center Guideway and Utilities	HART	Dec-13	Jun-14		Open – Comments provided to PMOC; awaiting response from designers.
5	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	Sep-14		Open
6	Process Kiewit submission of first claim for materials escalation due to AIS/NTP delay	HART	Mar-14	Aug-14		Open
7	Receive confirmation that license agreement with DHHL has been executed	HART	Mar-14	Jun-14		Open
8	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Sep-14		Open
9	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	Jul-14		Open
10	Update primary and secondary mitigation measures	HART	May-13	Aug-14		Open
11	Update MPS to include realistic schedule for City Center ROW acquisitions	HART	Jun-13	Apr-14	May-14	Open (ongoing)
12	Revisit Hold Points after MPS is updated	HART/PMOC	Sept-13	Aug-14		Open
13	Provide CE&I cost estimate for Airport/City Center Guideway	HART	Apr-14	Jul-14		Open
14	Re-baseline MPS	HART	Apr-14	Sep-14		Open
15	Re-baseline budget	HART	Apr-14	Sep-14		Open
16	Re-baseline Financial Plan	HART	Apr-14	Jul-14		Open
17	Provide opening date for interim UH West O'ahu Park and Ride Project	HART	Apr-14	Aug-14		Open – HART to provide summary at July 2014 Quarterly Meeting.

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
18	Provide Geotechnical Data Report for Airport and City Center Guideway	HART	May-14	Aug-14		Open – HART to provide GDRs to PMOC as they are completed for the 3 zones.
19	Provide FTA with response to HDOT Letter dated April 25, 2014	HART	May-14	Jun-14	Jun-14	Closed
20	PMOC requested HART to develop an immediate plan of action to approve the CELs/CILs.	HART	Jun-14	Jul-14		Open
21	HART to provide internal PMP and QMP audits	HART	Jun-14	Jun-14	Jun-14	Closed
22	Provide GDR for Westside Stations Group Contract	HART	Jul-14	Jul-14		Open
23	Risk Register Breakout Session	HART	Jul-14	Sep-14		Open
24	Provide status of parcel availability for Airport and City Center Contract Package	HART	Jul-14	Sep-14		Open
25	Provide DRAFT Safety Certification Process Flowchart	HART	Jul-14	Jul-14		Open

Appendix C. Project Contingency Management General Background and Clarifications

The FFGA Baseline Budget for Project Contingency is approximately \$643.6M and consists of the following elements:

- 1) Unallocated Contingency – Reserve contingency to address unknown changes to the Project and not currently allocated to a particular work package.
- 2) Project Allocated Contingency – Contingency allocated to each work package to address potential uncertain changes within each respective work package.
- 3) Allowance – A reserve designated for Final Design contracts and committed under the contracts.

Current Contingency Balance = \$563.4M

Current Known Changes Contingency = \$2.6M

The \$643.6M 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.

As the project progresses, budget savings will be realized due to a combination of favorable contract awards and through contract savings methods, such as contract re-packaging, and those savings will be transferred into contingency absorbing the cost of AIS related change orders. Project Contingency will continue to be drawdown as the project progresses. The following list details ways in which contingency can either increase or decrease:

- 1) The budgeted amount for a contract package is either lower or higher than the actual executed contract amount. Contingency will increase if the budgeted amount is higher than the actual contract amounts which results in a budget surplus, and vice versa if the budgeted amount is lower.
- 2) Increase of a contract amount through the execution of a change order or contract amendment. Contingency is decreased and transferred to the appropriate SCC.
- 3) Transfer of 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 same 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.

Changes Identified and Project Performance

HART and the PMOC continue to hold a monthly breakout session to review changes being considered for each contract. Changes are tracked by four categories which are determined by how well defined a change is and are summarized as Changes Identified in Project Cost reports. 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 Risk and Contingency Management Plan (RCMP) is complete. It is consistent with the FFGA submittals, including the CPP, MPS, Project Budget and Financial Plan. The RCMP includes cost and schedule contingency drawdown curves, which 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.

Known Changes Contingency

Known Changes, though tracked separately from the Project Contingency established under the FFGA, functions like contingency and is designated as SCC 90.07 on project cost reports. In re-baselining the Project Budget for FFGA, a bottoms-up estimate (BUE) was developed for each work package identified in the CPP based on the level of design and current pricing of material, equipment, construction labor, professional services, real estate and all other costs. These revised estimates took into account the reduction of contingency to reflect the advancement of Final Design since the Preliminary Engineering phase. Contingency was then allocated in accordance with FTA guidelines and current risk modeling methodologies. The net effect was a reduction of approximately \$170M of contingency between the previous Final Design Project Budget and the FFGA Project Budget. Included in the base costs of the BUE were elements that were considered “Known” or pending changes that were still subject to final negotiations with contractors and the execution of change orders. The estimated costs for Known Changes were either classified as base cost or as separate contingency for specific work packages (contingencies eventually convert to base costs via change order). Of the total \$170M estimated for Known Changes, \$97M was classified as base cost and allocated to multiple contracts. The remaining \$74M was classified as “contingency” in order to process all changes using a consistent methodology of transferring budget from contingency to the appropriate base cost code when a change order is executed. As it was intended for this reserve, the majority of the change orders executed since the BUE draws against this contingency since these were partially defined already.

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
July '12 (Bottoms-Up Estimate)				Beg. Balance:	\$643.6
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer at Bottoms-Up-Estimate from Project Scope to Contingency (contract allowance)	\$58,443	90 03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	\$2,054,106	90 02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	(\$35,623)	90 02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer for Contract Award above the KHG DB contract budget	(\$230,883)	90 02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	\$3,995,230	90 02 - Allocated Contingency
				July '12 Contingency Drawdown	\$5,851,273
				July '12 - Ending Contingency Balance	\$649.4
August '12				Beg. Balance:	\$649.4
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSG FD contract budget	\$1,808,200	90 02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCGU FD contract budget	\$5,917,945	90 02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 17 - Procure and Install Portable Buildings	(\$2,670,000)	90 02 - Allocated Contingency
				August '12 Contingency Drawdown	\$5,056,145
				August '12 - Ending Contingency Balance	\$654.5
September '12				Beg. Balance:	\$654.5
	N/A	N/A	No Contingency Drawdown	\$0	
				September '12 Contingency Drawdown	\$0
				September '12 - Ending Contingency Balance	\$654.5
October '12				Beg. Balance:	\$654.5
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	(\$56,689)	90 02 - Allocated Contingency
				October '12 Contingency Drawdown	(\$56,689)
				October '12 - Ending Contingency Balance	\$654.4
November '12				Beg. Balance:	\$654.4
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	\$227,764	90 03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	\$202,469	90 03 - Contract Allowance
3)	MM-905	General Engineering Consultant	Budget Transfer to align contract budget with Committed value	(\$120,630)	90 02 - Allocated Contingency
				November '12 Contingency Drawdown	\$309,623
				November '12 - Ending Contingency Balance	\$654.7
December '12				Beg. Balance:	\$654.7
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 01 - Design & Engineering Cost Estimates	(\$275,000)	90 02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
				December '12 Contingency Drawdown	(\$275,000)
				December '12 - Ending Contingency Balance	\$654.4
January '13				Beg. Balance:	\$654.4
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 01 - Acacia Rd alternative analysis	(\$15,981)	90.02 - Allocated Contingency
				January '13 Contingency Drawdown	(\$15,981)
				January '13 - Ending Contingency Balance	\$654.4
February '13				Beg. Balance:	\$654.4
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/ Additional BGGV at Ft. Weaver Rd	(\$1,670,178)	90.02 - Allocated Contingency
				February '13 Contingency Drawdown	(\$1,670,178)
				February '13 - Ending Contingency Balance	\$662.8
March '13				Beg. Balance:	\$662.8
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	(\$3,885)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 06 - Ins. Covg Requirements/ Dbl Crossovers/ Insulated Joints	(\$464,876)	90.02 - Allocated Contingency
				March '13 Contingency Drawdown	(\$468,761)
				March '13 - Ending Balance	\$652.3
April '13				Beg. Balance:	\$652.3
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	(\$81,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	\$1,670,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 06	\$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	\$600	90.02 - Allocated Contingency
				April '13 Contingency Drawdown	\$2,023,765
				April '13 - Ending Contingency Balance	\$654.3
May '13				Beg. Balance:	\$654.3
N/A	N/A		No Contingency Drawdown	\$0	
				May '13 Contingency Drawdown	\$0
				May '13 - Ending Contingency Balance	\$654.3
June '13				Beg. Balance:	\$654.3
N/A	N/A		No Contingency Drawdown	\$0	
				June '13 Contingency Drawdown	\$0
				June '13 - Ending Contingency Balance	\$654.3
July '13				Beg. Balance:	\$654.3
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	(\$464,114)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2	(\$3,000,000)	90 02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Maintenance & Storage Facility Yard Switch Machines	(\$663,000)	90 02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 09 - Yard Layout Revisions	(\$514,426)	90 02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 10 - Train Configuration	(\$27,700)	90 02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 11 - Preliminary Design & Supplemental Project Mgt	(\$694,866)	90 02 - Allocated Contingency
July '13 Contingency Drawdown				(\$5,264,106)	
July '13 - Ending Contingency Balance				\$649.1	
August '13				Beg. Balance: \$649.1	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Provisional Part 2	(\$6,800,000)	90 02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 32 - Kaloi Channel Station Mod Concept	(\$72,381)	90 02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension	(\$1,195,094)	90 02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Ho'opili Station Relocation Design	(\$490,815)	90 02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 06 - Archeological Inventory Survey (AIS) Provisional Part 2	(\$1,500,000)	90 02 - Allocated Contingency
6)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 02 - Canopy Redesign	(\$504,366)	90 03 - Contract Allowance
7)	MI-930	Elevator & Escalator Install/Maint.	Budget Transfer for Contract Awarded under E&E IM contract budget	\$3,738,472	90 02 - Allocated Contingency
August '13 Contingency Drawdown				(\$5,824,004)	
August '13 - Ending Contingency Balance				\$643.2	
September '13				Beg. Balance: \$643.2	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 33 - Provisional Sum HDOT Joint Use and Occupancy	(\$4,900,000)	90 02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	(\$120,812)	90 02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalation	(\$823,500)	90 02 - Allocated Contingency
4)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 10 - Notice-To-Proceed 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract	(\$270,965)	90 02 - Allocated Contingency
September '13 Contingency Drawdown				(\$6,115,297)	
September '13 - Ending Contingency Balance				\$637.1	
October '13				Beg. Balance: \$637.1	
1)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 13 - Ins. Covg Requirements/ Roof Access Modification	(\$282,155)	90 02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements	\$266,500	90 02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 37 - Ala Ika Street Mod/ W36 at DR. Horton & Farrington HWY	\$24,815	90 02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
4)	DBOM-920	Core Systems Design Build O/M	Executed Change Order No. 05 - Platform Screen Gates Systems	(\$23,301,657)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-550	Dillingham and Kaka'ako Stations Group FD	Budget Transfer for Contract awarded under DKSG FD contract budget	\$1,157,760	90.02 - Allocated Contingency
October '13 Contingency Drawdown				(\$22,194,737)	
October '13 - Ending Contingency Balance				\$615.0	
November '13				Beg. Balance:	\$615.0
1)	DB-120	West Oahu/Farrington Highway Guideway DB	Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013	(\$1,600,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu/Farrington Highway Guideway DB	Budget Transfer for Change Order No. 038 for Ins. Covg. Requirements	\$1,600,000	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2	(\$214,848)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification	(\$1,723,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 015 for Ins. Covg. Requirements	\$223,000	90.02 - Allocated Contingency
6)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension	(\$532,800)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Station Group FD	Budget Transfer for Contract Award for FHSG FD II	(\$2,700,205)	90.01 - Unallocated Contingency
November '13 Contingency Drawdown				(\$4,947,851)	
November '13 - Ending Contingency Balance				\$610.0	
December '13				Beg. Balance:	\$610.0
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Ulenu St redesign scope impact	(\$248,958)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design relocation of HECO 46kV and fiber optic lines	(\$23,928)	90.02 - Allocated Contingency
December '13 Contingency Drawdown				(\$272,886)	
December '13 - Ending Contingency Balance				\$609.8	
January '14				Beg. Balance:	\$609.8
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension	(\$2,308,450)	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 02 - Soil Resistance Test and Max Sag Calculation	(\$406,153)	90.02 - Allocated Contingency
3)	MM-290	Construction Engineering & Inspection West	Budget Transfer for Contract Award less than CE&I West contract budget	\$181,068	90.02 - Allocated Contingency
4)	MM-595	Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget	\$1,102,817	90.02 - Allocated Contingency
January '14 Contingency Drawdown				(\$1,428,718)	
January '14 - Ending Contingency Balance				\$608.3	
February '14				Beg. Balance:	\$608.3

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 07 - Resist & Sag Geotech Investigation	(\$132,900)	90 02 - Allocated Contingency
2)	HRT-201	HART ODC	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	(\$11,487)	90 02 - Allocated Contingency
3)	MM-910	GEC II	Budget Transfer for Contract Award - Archeological & Cultural Monitoring & Core Systems Support contracts	(\$4,424,173)	90 02 - Allocated Contingency
4)	MM-960	Archeological & Cultural Monitoring	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	\$36,781	90 02 - Allocated Contingency
5)	MM-962	Core Systems Support	Budget Transfer for Contract Award - Core Systems Support contract	\$4,398,899	90 02 - Allocated Contingency
February '14 Contingency Drawdown				(\$132,900)	
			February '14 - Ending Contingency Balance	\$608.2	
March '14			Beg. Balance:	\$608.2	
	N/A	N/A	No Contingency Drawdown	\$0	
March '14 Contingency Drawdown				\$0	
			March '14 - Ending Contingency Balance	\$608.2	
April '14			Beg. Balance:	\$608.2	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 04 - East Kapolei Staff Room Pre-Final Submittal	(\$60,243)	90 03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment No. 08 - Notice-to-Proceed 4&5/Provisional Sum for Design Support during bid	(\$1,588,014)	90 03 - Contract Allowance
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 016 - Rail Lubricators	(\$102,000)	90 02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 017 - Yard Layout Reconfiguration/Automated Train Operation Design	(\$2,125,000)	90 02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 018 - Rail Material Storage Plan	(\$370,000)	90 02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 019 - Train Wash Facility Shortening	\$0	90 02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 040 - Precast Yard Alternative Site	(\$12,400,638)	90 02 - Allocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 041 - Revised Track Alignment and Profile	(\$46,808)	90 02 - Allocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 042 - Sandwich Isles Communications Utility Relocation @ North South Rd	(\$798,049)	90 02 - Allocated Contingency
10)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 005 - Rebar Clear Spacing Design Criteria	\$0	90 02 - Allocated Contingency
April '14 Contingency Drawdown				(\$17,490,752)	
			April '14 - Ending Contingency Balance	\$590.7	
May '14			Beg. Balance:	\$590.7	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Executed Contract Amendment No. 05 - Final Design for relocated Hoopili Station	\$220,123	90 02 - Allocated Contingency
2)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 008 - AFEC work restrictions/abandoned utilities removal	(\$505,674)	90 02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 07/17/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	(\$839,000)	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Contract Design Build CVM	Executed Change Order No. 007 - Relocate TPSS to system site #3	\$867,054	90.02 - Allocated Contingency
5)	MM-915	HDOT MOT Consultant	Budget Transfer for Executed Contract Amendment No.002 - Increase T&M contract value	\$287,391	90.02 - Allocated Contingency
6)	MM-975	MSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	(\$9,910)	90.02 - Allocated Contingency
7)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - CSC consolidated changes construction	(\$22,500,000)	90.01 - Unallocated Contingency
8)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 025 - OSB reconfiguration	\$170,000	90.02 - Allocated Contingency
May '14 Contingency Drawdown				(\$22,310,016)	
			May '14 - Ending Contingency Balance	\$568.4	
June '14			Beg. Balance	\$568.4	
1)	DB-200	Maintenance & Storage Facility DB	Board Approved RFCC 00010 - Amendment 1 Non-Rail Escalation	(\$5,000,000)	90.02 - Allocated Contingency
June '14 Contingency Drawdown				(\$5,000,000)	
			June '14 - Ending Contingency Balance	\$563.4	
* May '14 - Board Approved Changes Only - Pending execution			Beg. Balance	\$563.4	
1)	DB-320	Kamehameha Highway Guideway DB	Board Approved RFCC 00027 - Delay of issuance of Notice-to-Proceed 2 & 3	(\$1,828,000)	90.02 - Allocated Contingency
* June '14 - Board Approved Changes Only - Pending execution					
	N/A	N/A	No Board Approved Changes this period		
* July '14 - Board Approved Changes Only - Pending execution					
1)	DB-120	West Oahu Farrington Highway Guideway DB	RFCR 00010 - Standard Specs Rev 2.0	(\$2,650,000)	90.02 - Allocated Contingency
2)	MM-935	Real Estate Consultant	Extended Paragon Services	(\$3,340,189)	90.02 - Allocated Contingency
Subtotal Board Approved Contingency Drawdown				(\$7,818,189)	
			July '14 - Ending Contingency Balance (Pending Execution)	\$555.6	

Appendix D. Project Cost Reports (data as of June 27, 2014)

Project Costs by Contract

Cost reports are run from the HART Contract Management System (CMS)



Costs Reported as of Month Ending: June 2014
 Project Monthly Cost Report by Contract - One Line Summary

CPP No	Title	A		B		C-A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current*	AFF**	AFF**	INCURRED	Incurred To Date	PERCENT	PERCENT	
A RT	Project Wide A RT	0	0	0	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH	15,348,443	0	0	0	15,348,443	0	0	0	14,925,228	0	0	97%
CCH-101	HART/City Dept of BFS	105,082	0	0	0	105,082	0	0	0	0	0	0	0%
CCH-102	HART/City ODC Land Division	256,201	0	0	0	256,201	0	0	0	173,182	0	0	68%
CCH-107	HART/City Corporation Counsel (CO R)	1,669,318	0	0	0	1,669,318	0	0	0	99,886	0	0	6%
CCH-108	Board of Water Supply (BWS)	928,325	0	0	0	928,325	0	0	0	928,325	0	0	100%
DB-120	West Oahu/Farrington Hwy Guideway	482,924,000	107,948,382	590,872,382	590,872,382	590,872,382	0	0	0	263,666,303	0	0	45%
DB-200	Maintenance & Storage Facility DB	195,238,000	69,014,415	264,272,415	197,303,149	264,272,415	0	0	0	115,206,427	0	0	44%
DB-320	Kahehameha Hwy Guideway DB	372,150,000	8,055,655	380,205,655	170,221,736	380,205,655	0	0	0	100,991,117	0	0	27%
DBB-185	West Side SG Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-275	Pearl Highlands Pkg. Str. Constr. OLD	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-470	Airport Station Group Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-510	City Center Section Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-520	Airport-City Center Guideway Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-580	Dillingham/Kahehameha SG Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-600	UHWO Pkwy/Hoopili Stn. Finishes Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBO M-320	Core Systems Design/Build O/M	573,782,793	28,300,296	602,083,089	586,168,077	602,083,089	0	0	0	74,318,321	0	0	12%
FD-140	West Oahu Station Group Final Design	7,789,000	1,473,805	9,262,805	7,405,110	9,262,805	0	0	0	7,168,773	0	0	78%
FD-240	Farrington Highway Stations Group 2	9,300,696	2,907,349	12,208,045	9,971,399	12,208,045	0	0	0	9,651,484	0	0	79%
FD-245	Pearl Highlands Pkg. Str. FD OLD	0	0	0	0	0	0	0	0	0	0	0	0%
FD-340	Kahehameha Hwy Station Group HSR2 FD	8,702,592	0	8,702,592	7,875,760	8,702,592	0	0	0	7,393,143	0	0	85%
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	3,427,422	42,268,382	40,630,368	42,268,382	0	0	0	33,784,305	0	0	80%
FD-440	Airport Station Group FD	10,177,365	0	10,177,365	9,128,022	10,177,365	0	0	0	7,907,867	0	0	78%
FD-530	City Center Guideway/Utilities FD	43,948,220	938,933	44,887,173	41,884,415	44,887,173	0	0	0	27,925,039	0	0	62%
FD-550	Dillingham and Kahehameha SG FD	18,321,918	0	18,321,918	11,662,752	18,321,918	0	0	0	5,738,811	0	0	31%
FD-600	UHWO Pkg-Hoopili Station Finishes FD	0	0	0	0	0	0	0	0	0	0	0	0%
HRT-200	HART Labor	30,451,942	0	30,451,942	0	30,451,942	0	0	0	28,513,369	0	0	94%
HRT-201	HART ODC	15,421,398	0	15,421,398	0	15,421,398	0	0	0	11,363,549	0	0	74%
M H300	Elevators & Escalators Install/Maint	50,882,714	0	50,882,714	5,442,108	50,882,714	0	0	0	2,171,751	0	0	4%

* Current Committed = Original Contract + CCO/Amendment
 ** AFE = Authorized For Expenditure (Latest NIP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)



Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report by Contract - One Line Summary

CPP No	Title	A	B	C=A+B	D	E	F
		Original	Changes	Current *	AFE AFE**	INCURRED Incurred To Date	PERCENT %
MM-280	WDFWKHSG CE&I(REPACKAGED)	0	0	0	0	0	0%
MM-290	Construction Engrg & Inspection West	54,232,479	0	54,232,479	16,650,000	1,086,118	2%
MM-385	Pearl Highlands Garage and Ramps CEI	0	0	0	0	0	0%
MM-500	Repackaged into MM959 CEI East	0	0	0	0	0	0%
MM-525	Repackaged into MM959 CEI East	0	0	0	0	0	0%
MM-590	Repackaged into MM959 CEI East	0	0	0	0	0	0%
MM-595	Construction Engrg & Inspection East	63,083,417	0	63,083,417	15,257,000	2,372,187	4%
MM-600	UHWO Pkg-Hoop III Stn Finishes CEI	0	0	0	0	0	0%
MM-900	Program Mgt Support Const (PM SC-1)	36,727,162	0	36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Const (PM SC-2)	33,376,897	0	33,376,897	21,240,790	20,496,710	61%
MM-905	MM-905 Gen Engrg Const EIS/PE	0	78,564,942	78,564,942	78,564,942	74,157,822	94%
MM-910	MM-910 Gen Engrg Const FD-Construct	150,000,000	0	150,000,000	150,000,000	150,344,770	100%
MM-913	MM-913 Gen Engrg Re compete	46,143,277	0	46,143,277	4,353,403	2,998,816	6%
MM-915	HDOT Traffic Mgmt. Consult.	1,600,000	1,400,000	3,000,000	4,000,000	1,313,493	44%
MM-920	HDOT Coordination Const WDFH	3,000,000	7,500,000	10,500,000	9,000,000	5,448,776	52%
MM-921	HDOT Coordination Const KHG	10,000,000	-1,400,000	8,600,000	4,000,000	1,540,196	18%
MM-922	HDOT Coord. Const. Airport	12,000,000	-5,600,000	6,400,000	3,000,000	1,511,504	24%
MM-923	HDOT Coordination Const City Center	0	0	0	0	0	0%
MM-925	HDOT Labor - Highway Group	550,000	0	550,000	550,000	714,735	130%
MM-926	HDOT Labor - Airport Group	0	0	0	0	0	0%
MM-930	HDOT State SOA Manager & Consultant	1,272,400	593,142	1,865,542	322,293	373,067	20%
MM-935	Real Estate Consultant	3,000,000	0	3,000,000	5,654,892	702,751	23%
MM-937	Real Estate Consultant - Maps/Surv.	3,238,000	0	3,238,000	0	0	0%
MM-940	Kakao Consultant	1,000,000	0	1,000,000	740,516	362,579	36%
MM-945	On-Call Contractor	0	0	0	0	0	0%
MM-946	On-Call Hazmat Removal Contractor	3,000,000	0	3,000,000	2,570,839	873,577	29%
MM-950	GCIP Consultant	1,250,000	0	1,250,000	883,750	660,313	53%
MM-951	Owner-Controlled Insurance Program	0	0	0	0	0	0%
MM-960	Archeological & Cultural Monitoring	459,517	0	459,517	417,426	23,736	5%
MM-962	CORE Systems Support	43,988,989	0	43,988,989	3,600,000	2,157,769	5%

* Current Committed = Original Contract + CCO/Amendment

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

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Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report by Contract - One Line Summary

Page: 3 of 3

CPP No.	Title	A		B	C=A+B	D		E	F
		Original	COMMITTED Changes			AFE	AFE**		
MM-984	Safety and Security	4,698,373	0	4,698,373	1,200,000	289,420	6%		
MM-975	LEED Commissioning Services for MSF	278,630	93,10	288,540	288,540	58,860	20%		
OTHER	Project Wide	0	0	0	0	0	0%		
PA-101	Programmatic Agreement Humanities	0	0	0	0	0	0%		
PA-102	Programmatic Agreement HP C	400,000	0	400,000	3,559,911	42,247	11%		
PA-103	Programmatic Agreement HP C Park Inpr	0	0	0	0	0	0%		
ROW	Real Estate / Right-of-Way	59,519,536	0	59,519,536	0	58,490,493	98%		
UTIL	Utilities by Utility Companies	87,114,485	1,010,000	88,124,485	67,565,592	4,995,468	6%		
Total Project:		2,496,354,039	304,134,272	2,800,488,310	2,089,187,771	1,042,978,983			

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* Current Committed = Original Contract + COO /Amendment

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

Project Costs by SCC – Summary

Cost reports are run from the HART Contract Management System (CMS)

Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report by SCC Summary

Page: 1 of 2



SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Current	COMMITTED	Current*	AFE	AFE**	Changes ID#***	Est. At Completion****	Variance	Incurred To Date						
1. Subtotal 10 - 80 SCC Costs																			
10	Guideway & Track Elements	1,114,215,147	35,919,024	1,150,134,171	536,339,754	1,150,134,171	26,598,193	0	1,150,134,171	0	1,150,134,171	0	76,024,109						
20	Stations, Stops, Terminals, Interiors	421,804,740	(25,138,472)	396,666,268	50,982,714	396,666,268	0	0	396,666,268	0	396,666,268	0	2,171,751						
30	Support Facilities, Yards, Shops, etc.	32,535,015	21,771,422	114,306,137	114,306,137	114,306,137	17,982,473	0	114,306,137	0	114,306,137	0	29,153,956						
40	Site work & Special Conditions	983,178,121	9,854,834	993,012,455	642,299,730	993,012,455	181,754,108	27,881,904	993,012,455	0	993,012,455	0	293,302,304						
50	Systems	221,284,301	35,661,231	256,945,532	241,785,319	256,945,532	36,403,099	0	256,945,532	0	256,945,532	0	2,064,738						
60	ROW, Land, Existing Improvement	197,397,947	989,444	198,387,391	62,849,356	198,387,391	4,494,712	5,000,000	198,387,391	0	198,387,391	0	59,471,045						
70	Vehicles	186,829,020	4,713,937	191,543,017	191,543,017	191,543,017	1,514,720	0	191,543,017	0	191,543,017	0	6,309,900						
80	Professional Services	1,087,830,119	(6,139,533)	1,081,690,586	952,853,817	1,081,690,586	113,611,913	(17,913,964)	1,081,690,586	0	1,081,690,586	0	542,582,875						
AC	Provisional Pay Requests	0	0	0	0	0	0	0	0	0	0	0	31,238,167						
Subtotal:		4,305,074,410	77,830,148	4,382,704,558	2,792,357,843	4,382,704,558	382,339,218	14,947,940	4,382,704,558	0	4,382,704,558	0	1,042,918,945						
2. NTP																			
NTP	Authorized For Expenditure	0	0	0	0	0	1,706,724,269	0	0	0	0	0	0						
Subtotal:		0	0	0	0	0	1,706,724,269	0	0	0	0	0	0						
3. Contingency																			
CONTR	Contingency	541,689,349	(42,009,039)	499,680,310	7,330,467	499,680,310	124,284	124,732,887	499,680,310	(0)	499,680,310	0	60,138						
PRJ	Contingency	101,871,170	(35,621,115)	66,250,055	66,250,055	66,250,055	0	0	66,250,055	0	66,250,055	0	0						
Subtotal:		643,560,519	(77,630,148)	565,930,365	7,330,467	565,930,365	124,284	124,732,887	565,930,365	0	565,930,365	0	60,138						
4. Finance Charges - Eligible																			
OTH	Finance Charges	173,058,243	0	173,058,243	0	173,058,243	0	0	173,058,243	0	173,058,243	0	0						
Subtotal:		173,058,243	0	173,058,243	0	173,058,243	0	0	173,058,243	0	173,058,243	0	0						
FIA TOTAL PROJECT COSTS		5,124,693,166	0	5,124,693,166	2,800,486,310	5,124,693,166	2,089,107,771	139,680,827	5,124,693,166	0	5,124,693,166	0	1,042,974,983						

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Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report by SCC Summary



SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Transfers	BUDGET	Current	COMMITTED	Current*	AFE**	AFE**	Changes ID'd***	ESTIMATE AT COMPLETION	Variance	Incurred To Date				
4. Finance Charges - Ineligible Costs																			
FINC	Finance Charges	42,000,000	0	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	
	Subtotal:	42,000,000	0	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	
	INELIGIBLE COSTS	42,000,000	0	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	
	Total Project:	5,163,693,166	0	5,163,693,166	2,800,486,310	2,089,187,774	139,680,827	5,163,693,166	0	0	0	0	0	4,042,378,983	0	0	0	0	

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HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report SCC Level 2

SCC	Title	BUDGET									
		A	B	C=A+B	D	E	F	G	H=C-G	I	
		Baseline	Transfers	Current	Current*	A/E**	Changes ID#***	Est. # Completion****	Variance	Incurred To Date	
1. Subtotal 10 - 80 SCC Costs											
10	Guideway & Track Elements	1,114,815,147	85,919,024	-1,150,134,171	585,388,754					76,024,109	
10.04	Guideway: Aerial Structure	1,022,380,671	32,942,863	1,055,323,534	451,033,917	16,396,466	0	1,055,323,534	0	46,474,157	
10.08	Guideway: Retained Cut or Fill	7,482,944	(1,056,688)	6,426,256	6,426,256	0	0	6,426,256	0	0	
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,881	0	82,445,027	0	29,549,952	
10.11	Track: Ballasted	3,293,724	(1,565,845)	2,697,875	2,697,875	0	0	2,697,875	0	0	
10.12	Track: Special (Switches, turnouts)	1,700,603	1,590,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0	
20	Stations, Stops, Terminals (Platform, etc)	421,804,740	(25,158,473)	396,666,268	50,982,714		0	396,666,268	0	2,171,751	
20.01	A-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, mail	234,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0	
20.06	Automobile parking multi-story air	36,408,765	0	66,408,765	0	0	0	66,408,766	0	0	
20.07	Elevators, Escalators	54,721,186	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	2,171,751	
30	Support Facilities: Yards, Shops, etc	32,535,015	21,771,422	114,306,137	114,306,137		0	114,306,137	0	29,153,856	
30.02	Light Maintenance Facility	7,591,888	(5,095)	7,586,793	7,586,793	0	0	7,586,793	0	180,000	
30.03	Heavy Maintenance Facility	38,089,138	4,395,814	42,694,952	42,694,952	4,897,922	0	42,694,952	0	5,349,665	
30.04	Storage of Maintenance of Way Bull	7,797,460	964,571	8,762,031	8,762,031	1,026,121	0	8,762,031	0	139,106	
30.05	Yard and Yard Track	39,046,529	16,215,832	55,262,361	35,262,361	12,098,430	0	66,267,361	0	23,465,185	
40	Sitework, & Special Conditions	938,178,121	9,894,534	989,072,455	642,296,730		27,861,904	989,072,455	0	283,302,304	
40.01	Demolition, Clearing, Earthwork	29,980,158	(2,308,147)	27,672,011	8,022,358	84,742,645	0	27,672,011	0	241,537	
40.02	Site Utilities, Utility Relocation	239,449,756	5,289,048	304,718,799	181,722,847	71,368,770	26,425,000	304,718,799	0	18,163,465	
40.03	Haz. mat'l contained soil removal	9,199,297	(5,421,634)	3,777,663	3,016,085	64,693,516	(391,304)	3,777,663	0	893,662	
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,549,497	64,620,120	0	31,955,923	0	5,133,577	
40.05	Site structures, retaining walls, etc	7,398,960	1,062,414	9,061,374	8,902,848	64,617,451	0	9,061,374	0	575,388	
40.06	Pedestrian/bike access/landscaping	41,073,897	744,177	41,815,074	4,991,868	64,612,865	0	41,815,074	0	50,000	
40.07	Auto, bus, van access/way	131,979,367	(11,580,007)	170,399,360	35,466,916	65,335,831	0	170,399,360	0	2,339,204	
40.08	Temporary Facilities/Indirect Cost	336,517,624	17,094,887	403,612,311	403,612,311	174,144,947	1,828,208	403,612,311	0	285,649,521	
50	Systems	221,324,801	35,661,231	256,986,032	301,788,519		0	256,986,032	0	2,064,788	
50.01	Train control and signals	31,982,536	23,236,140	105,218,696	105,218,696	22,816,050	0	105,218,696	0	0	
50.02	Traffic signals and crossing prot.	10,458,226	(2,068,950)	10,251,336	0	0	0	10,251,336	0	0	
50.03	Traction power supply: substation	23,500,926	1,229,880	30,730,806	30,730,806	(237,485)	0	30,730,806	0	0	
50.04	Traction power distribution: catenary	32,878,150	5,059,838	37,937,988	33,029,111	7,941,115	0	37,937,988	0	190,026	
50.05	Communications	53,691,339	6,443,477	60,134,816	60,134,816	5,883,419	0	60,134,816	0	1,874,712	

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

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

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Costs Reported as of Month Ending: June 2014
 Project Monthly Cost Report SCC Level 2

SCC	Title	A Baseline	B Transfers	C=A+B Current	D COMMITTED Current*	E AFE** AFE**	F Changes ID'd*** Est. At Completion***	G ESTIMATE AT COMPLETION	H=C-G Variance	I INCURRED Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
50	Systems	221,284,301	35,681,231	256,965,532	241,765,319	0	0	256,965,532	0	2,064,738
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 Improvement	197,337,947	999,444	198,337,391	62,849,358	5,000,000	5,000,000	198,337,391	0	59,471,045
60.01	Purchase or lease of real estate	179,360,664	721,644	180,082,308	55,909,879	4,216,312	5,000,000	180,082,308	0	55,833,855
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,945,477	4,442,692	0	18,315,083	0	3,637,190
70	Vehicles	186,833,020	4,713,937	191,546,957	181,543,017	0	0	191,543,017	0	6,909,900
70.01	Light Rail	166,721,386	5,915,837	172,637,223	172,637,073	1,514,720	0	172,637,073	0	6,697,000
70.06	Non-revenue vehicles	14,346,923	(1,320,275)	13,026,648	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	1,087,630,318	(64,302,331)	1,023,328,000	952,853,817	(17,313,264)	(17,313,264)	1,023,328,000	0	542,582,875
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	30,452,590	0	118,699,447	0	100,140,041
80.02	Final Design	228,321,632	(20,745,569)	207,576,063	187,677,828	22,910,909	167,814	207,576,063	0	108,715,289
80.03	Project Management Design & Cons	363,849,768	(5,619,771)	358,230,000	346,782,943	74,196,182	(17,322,901)	366,235,997	0	245,574,916
80.04	Constr. Admin. & Management	189,656,728	(36,243,638)	153,413,090	156,485,845	11,658,122	0	163,413,896	0	48,919,758
80.05	Professional Liability & other ins	46,549,724	(9,333,408)	37,216,316	2,174,657	10,247,408	0	37,216,316	0	1,542,840
80.06	Legal, Permits, Review Fees etc..	67,641,005	(211,036)	67,429,969	35,503,458	12,063,327	0	67,429,969	0	13,236,327
80.07	Surveys, Testing, Investigation, I	21,759,336	42,564,742	64,324,078	66,744,830	9,965,422	27,932	64,324,078	0	14,629,570
80.08	Start up	65,996,664	(1,192,533)	64,804,131	47,907,069	9,546,308	(774,309)	64,804,131	0	9,824,135
AC	Provisional Pay Requests	0	0	0	0	0	0	0	0	31,238,167
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	31,238,167
NT	Authorized For Expenditure	0	0	0	0	0	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	1,706,724,269	0	0	0	0
Subtotal:		4,305,074,410	77,630,148	4,382,704,558	2,792,957,843	2,088,063,487	14,947,940	4,382,704,558	0	1,042,918,849
2. Contingency										
CNTR	Contingency	541,669,343	(43,009,033)	498,660,310	7,530,467	124,732,687	0	498,660,310	(0)	60,138
90.02	Allocated Contract Contingency	540,101,329	(47,239,279)	492,862,050	2,976,074	2,976,074	116,261,290	492,861,950	0	60,138
90.03	Allowances	1,568,014	2,866,379	4,434,393	4,554,393	(2,861,790)	8,008,005	4,554,393	0	0
90.07	Known Change Contingency	0	2,563,967	2,563,967	0	0	473,693	2,563,967	0	0

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Costs Reported as of Month Ending: June 2014
Project Monthly Cost Report SCC Level 2

Page: 3 of 3

SCC	Title	A Baseline	B Transfers	C=A+B Current	D COMMITTED Current*	E AFE AFE**	F Changes ID'd***	G ESTIMATE AT COMPLETION Est. At Completion****	H=C-G Variance	I INCURRED Incurred To Date
2. Contingency										
PRJ	Contingency	101,871,170	(35,821,115)	66,250,055	0	0	0	66,250,055	0	0
90.01	Unallocated Project Contingency	101,871,170	(35,821,115)	66,250,055	0	0	0	66,250,055	0	0
Subtotal:		643,560,513	(77,630,148)	565,930,365	7,530,467	124,284	124,732,887	565,930,365	0	60,138
3. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	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	0	5,121,693,166	2,000,488,310	2,089,187,771	139,600,427	5,121,693,166	0	1,042,978,963
4. Finance Charges - Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	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										
		0	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,000,488,310	2,089,187,771	139,600,827	5,163,693,166	0	1,042,978,963

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Appendix E. Contract Status

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

Procurement Tracking Report						
Contract No.	Contract Name	Contractor	Dates	Issue RFP	Issue NTP	Contract Completion
Design-Build Contracts						
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Current Forecast Actual Date	Apr 03 '09	Dec 01 '09	Feb 29 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KKJV)	Current Forecast Actual Date	Jul 24 '09	Jul 25 '11	Dec 27 '15
DB-275	Pearl Highlands Parking Structure / Bus Transit Center		Current Forecast Actual Date	Mar 03 '14	Dec 28 '14	Apr 30 '18
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	Current Forecast Actual Date	Mar 19 '10	Jul 12 '11	Jul 29 '16
Design-Build-Operate-Maintain Contract						
DBOM-920	Core Systems Contract	Ansaldo Honolulu JV	Current Forecast Actual Date	Aug 17 '09	Jan 13 '12	Mar 31 '19
Manufacture - Install - Test - Maintain						
MI-930	Elevators and Escalators	Schindler Elevator Corporation	Current Forecast Actual Date	Dec 18 '12	Aug 02 '13	Mar 15 '18

Procurement: Final Design (FD) Contracts

Procurement Tracking Report						
Contract #	Contract Name	Contractor Name	Dates	Issue RFP	Issue NTP	Contract Completion
Final Design Contracts						
FD-140	West O'ahu Station Group Final Design	URS Corporation	Current Forecast Actual Date	Jun 14 '10	Jun 15 '12	Jun 30 '16
FD-240	Farrington Highway Station Group Design Support	URS Corporation	Current Forecast Actual Date	Jun 10 '13	Sep 30 '13	Nov 14 '16
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp)	Anil Verma Associates, Inc.	Current Forecast Actual Date	Jun 28 '11	Nov 26 '12	Oct 31 '16
FD-430	Airport Section Guideway and Utilities Final Design	AECOM Technical Services, Inc.	Current Forecast Actual Date	Jan 26 '11	Jan 05 '12	Jun 30 '17
FD-530	City Center Section Guideway and Utilities Final Design	AECOM Technical Services, Inc.	Current Forecast Actual Date	Dec 16 '11	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design	AECOM Technical Services, Inc.	Current Forecast Actual Date	Mar 30 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design	Perkins+Will	Current Forecast Actual Date	Nov 16 '12	Jul 31 '13	Jul 30 '18
FD-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Final Design		Current Forecast Actual Date	Sep 10 '14	Mar 12 '15	Sep 29 '18

Procurement: Design-Bid-Build (DBB) Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Advertise for Bids	Issue NTP	Contract Completion
Design-Bid-Build (DBB) Contracts						
DBB-505	Airport Section Utilities Construction	Nan, Inc.	Current Forecast Actual Date	Dec 17 '13	Jun 30 '14	Dec 22 '15
Re-Pkg DBB-185	West O'ahu/Farrington Hwy/Kamehameha Hwy Station Groups "West Side Stations" Construction [Airport Station not included]		Current Forecast Actual Date	May 20 '14	Sep 08 '14	Nov 15 '16
DBB-470	Airport Station Group Construction		Current Forecast Actual Date	Nov 03 '14	Mar 01 '15	Jul 15 '17
Re-Pkg DBB-580	Dillingham/Kaka'ako Station Groups "East Side Stations" Construction		Current Forecast Actual Date	Aug 15 '15	Dec 15 '15	Aug 14 '18
DBB-520	Airport and City Center Sections Guideway Construction / City Center Section Utilities Construction		Current Forecast Actual Date	Jul 02 '14	Dec 15 '14	Apr 29 '18
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction		Current Forecast Actual Date	Mar 15 '16	Sep 15 '16	Aug 15 '18

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

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Advertise RFQ	Issue NTP	Contract Completion
<i>Construction Engineering & Inspection (CE&I) Services Contracts</i>						
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wong Engineering, Inc.	Current Forecast Actual	Jul 26 '13	Jan 09 '14	Mar 01 '19
MM-595	Construction Engineering & Inspection East Side Sections	URS Corporation	Current Forecast Actual	Jul 26 '13	Jan 09 '14	Mar 01 '19

Procurement: Project Management and Specialty Consultant Services Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Issue RFQ	Issue NTP	Contract Completion
<i>Project Management and Specialty Consultant Services Contracts</i>						
MM-901	Program Management Support Consultant - 2 (PMSC-2)	InfraConsult LLC	Current Forecast Actual	Aug 03 '11	Mar 06 '12	Feb 28 '15
MM-910	General Engineering Consultant II (GEC-2) (Final Design and Construction)	Parsons Brinckerhoff	Current Forecast Actual	Sep 03 '09	Aug 02 '11	Dec 31 '14
MM-913	General Engineering Consultant III (GEC-3)	CH2M HILL	Current Forecast Actual	Jul 26 '13	Dec 05 '13	Mar 01 '19
MM-935	Real Estate Consultant	Paragon Partners, Ltd.	Current Forecast Actual	Apr 01 '11	Mar 14 '12	Mar 13 '17
MM-937	Real Estate Mapping & Surveying	R.M. Towill Corporation	Current Forecast Actual	Nov 15 '13	May 23 '14	Dec 30 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	Current Forecast Actual	May 20 '11	Mar 30 '12	Feb 14 '17
MM-945	On-Call Construction Contractor		Current Forecast Actual	Jun 02 '14	Sep 02 '14	Mar 03 '19
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Current Forecast Actual	Jan 31 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Current Forecast Actual	Jun 04 '11	Apr 08 '14	Mar 30 '19
MM-960	Archeological & Cultural Monitoring	Cultural Surveys Hawai'i	Current Forecast Actual	Sep 10 '13	Jan 15 '14	May 30 '18
MM-962	CORE Systems Support - Re compete	Lea+Elliott, Inc.	Current Forecast Actual	Sep 13 '13	Feb 11 '14	Mar 01 '19
MM-964	Safety / Security Support	Lawson & Associates, Inc.	Current Forecast Actual	Oct 23 '13	Feb 11 '14	Dec 14 '17
MM-966	Financial Support Services		Current Forecast Actual	Aug 01 '14	Oct 17 '14	Dec 30 '15
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility (MSF)	Enovity, Inc.	Current Forecast Actual		Oct 07 '10	Jan 14 '16
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Current Forecast Actual	Mar 15 '13	Aug 01 '13	May 01 '16

Procurement: HDOT Consultant Services and Other Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Issue RFQ	Issue NTP	Contract Completion
<i>Hawai'i Department of Transportation (HDOT) Consultant Services Contracts</i>						
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Current Forecast Actual	Aug 15 '11	Jun 12 '12	Jul 01 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway Guideway Section	AECOM Technical Services, Inc.	Current Forecast Actual		Jun 08 '11	Jun 15 '16
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.	Current Forecast Actual		Jun 29 '12	Jul 15 '15
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway Sections	SSFM International, Inc.	Current Forecast Actual		Jun 12 '12	Jun 15 '16
<i>Other Contracts</i>						
MM-946	On-Call HazMat Contractor	CH2M HILL	Current Forecast Actual		Sep 07 '12	Feb 15 '17

Appendix F. DBE Participation

HART has established a Disadvantaged Business Enterprise (DBE) program in accordance with the regulations of the U.S. Department of Transportation (USDOT), Title 49, Code of Federal Regulations, Part 26 (49 CFR Part 26). To be certified as a DBE, a firm must be small business owned and controlled by socially and economically disadvantaged individuals.

FTA funds totaling approximately \$1.764 billion in year of expenditure dollars (\$1.550 billion New Starts funds plus \$0.214 billion Section 5307/ARRA funds) will be expended for Project related goods and services. A project goal of 13% or approximately \$229 million dollars has been established for awards to DBEs through Federal Fiscal Year 2018.

It is the policy of HART to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in USDOT-assisted contracts.

DBE Participation (9/24/07 to 7/31/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	\$136,616
				CT-DTS-1100195 DB-320	\$129,816	
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$537,031	\$618,639
				CT-HRT-10H0449 DB-200	\$20,894	
				CT-DTS-1100195 DB-320	\$60,714	
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$13,610	\$13,610
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$1,415,789	\$1,415,789
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	\$43,866	\$150,966
				CT-DTS-1100195 DB-320	\$107,100	
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	\$2,846	\$2,846
LP&D Hawaii	541320	APA	M	SC-DTS-1100013 FD-240	\$219,911	\$219,911
Ace Land Surveying	541370	NA	M	SC-DTS-1100013 FD-240	\$38,700	\$38,700
Integrated Security Tech.	561621	O	F	CT-HRT-1200106 DBOM-920	\$105,180	\$105,180
LKG-CMC	541618	O	F	SC-HRT-11H0131 MM-905	\$2,600,462	\$5,422,691
				SC-DTS-0700001 **** MM-910	\$2,783,277	
				SC-HRT-1400049 MM-962	\$38,952	
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$740,962	\$891,103
				SC-DTS-0700001 **** MM-910	\$150,141	

DBE Participation (9/24/07 to 7/31/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$388,609	
				SC-DTS-0700001 **** MM-910	\$392,920	\$781,529
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$402,791	
				SC-DTS-0700001 **** MM-910	\$374,110	\$776,901
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$358,141	
				SC-DTS-0700001 **** MM-910	\$354,758	\$712,899
JAD & Associates	541330	APA	M	SC-DTS-0700001 **** MM-910	\$508,355	\$508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 **** MM-910	\$39,273	\$39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$67,014	\$67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 **** MM-910	\$298,557	\$298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$162,813	
				SC-HRT-1200149 FD-530	\$191,227	
				SC-HRT-1300022 FD-440	\$134,912	\$488,952
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$17,100	\$17,100
Miyabara Associates	541320	APA	M	SC-HRT-1300022 FD-440	\$99,850	\$99,850
Anil Verma Associates, Inc.**	541350	HA	M	SC-HRT-1200111 FD-340	\$3,111,750	\$3,111,750
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$135,281	
				SC-HRT-1400027 MM-913	\$89,064	\$224,345
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	\$3,843
Hawaiya Technologies	238210	APA	F	CT-HRT-10H0449 DB-200	\$27,514	\$27,514
Total						\$16,477,723

* Nagame Okawa's countable participation is limited to the period from 1/2/09 to 2/16/10. The company graduated from the DBE program on 2/16/10.

** Anil Verma Associates, Inc. is a prime contractor and was certified as a DBE effective 6/26/13.

*** AMR Estimating Services, Inc. was certified as a DBE effective 10/25/13.

**** DBE participation from 9/24/07 to 9/17/13.

Race Categories

APA	Persons whose origins are from Japan, China, Taiwan, Korea, Burma (Myanmar), Vietnam, Laos, Cambodia (Kampuchea), Thailand, Malaysia, Indonesia, the Philippines, Brunei, Samoa, Guam, the U.S. Trust Territories of the Pacific Islands, (Republic of Palau), the Commonwealth of the Northern Marianas Islands, Macao, Fiji, Tonga, Kiribati, Juvalu, Nauru, Federated States of Micronesia or Hong Kong
BA	Persons having origins in any of the black racial groups of Africa
HA	Persons of Mexican, Puerto Rican, Cuban, Dominican, Central or South American, or other Spanish or Portuguese culture or origin regardless of race
NA	Persons who are American Indians, Eskimos, Aleuts, or Native Hawaiians
SAA	Persons whose origins are from India, Pakistan, Bangladesh, Bhutan, the Maldives Islands, Nepal or Sri Lanka
O	Any other group whose members are designated as socially and economically disadvantaged by the SBA

Appendix G. Risk

Risk by Contract Package				
Contract Packages	June 2014 # of Risks	July 2014 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	3	3	0	0
WOFH Guideway	32	31	0	1
Maintenance and Storage Facility	11	12	1	0
Kamehameha Highway Guideway	32	32	0	0
Core Systems Contract	22	22	0	0
Elevator/Escalator	3	3	0	0
Airport Utilities	3	2	0	1
Pearl Highlands	6	6	0	0
Airport Guideway	35	35	0	0
City Center Guideway	49	49	0	0
West Side Stations	28	22	0	6
Airport Section Stations	27	27	0	0
City Center Section Stations	11	11	0	0
Total	262	255	1	8

Comparison of Risk Ratings								
Contract Package/Section	July 2014 Update # of Risks				June 2014 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	3	1	2	0	3	1	2	0
WOFH Guideway	31	9	17	5	32	9	16	7
Maintenance and Storage Facility	12	4	8	0	11	4	6	1
Kamehameha Highway Guideway	32	6	19	7	32	7	17	8
Core Systems Contract	22	9	10	3	22	8	11	3
Elevator/Escalator	3	1	2	0	3	0	3	0
Airport Utilities	2	1	1	0	3	3	0	0
Pearl Highlands	6	0	6	0	6	1	5	0
West Side Stations	22	5	14	3	28	6	19	3
Airport Guideway	35	12	19	4	35	12	19	4
City Center Guideway	49	19	25	5	49	19	25	5
Airport Stations	27	4	22	1	27	3	22	2
City Center Stations	11	1	10	0	11	1	9	1
Total	255	72	155	28	262	74	154	34

Appendix H. Project Organization Chart

July 24, 2014

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

Prepared by:

[Signature]
Administrative Specialist

7/24/2014
Date

Concur:

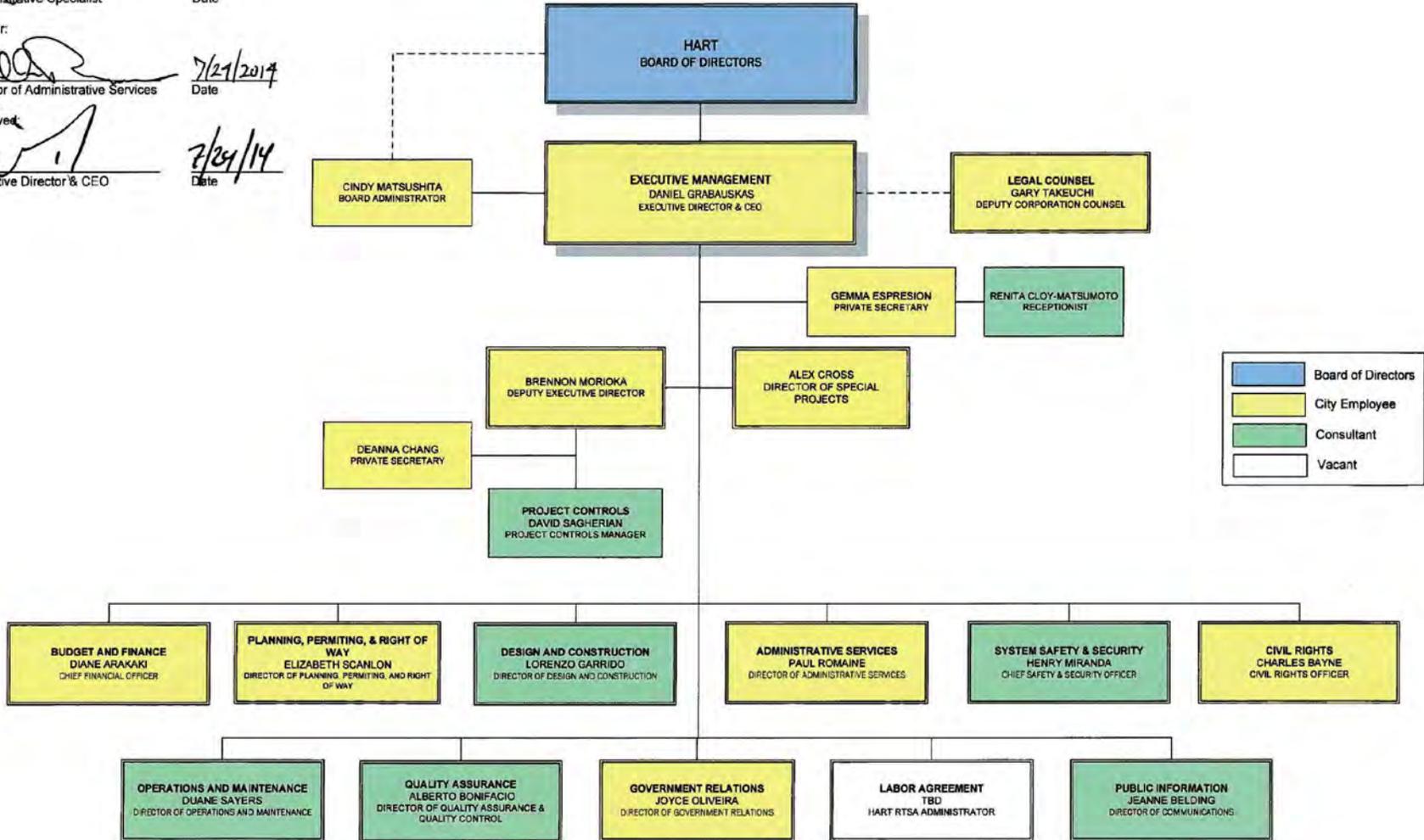
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Director of Administrative Services

7/21/2014
Date

Approved:

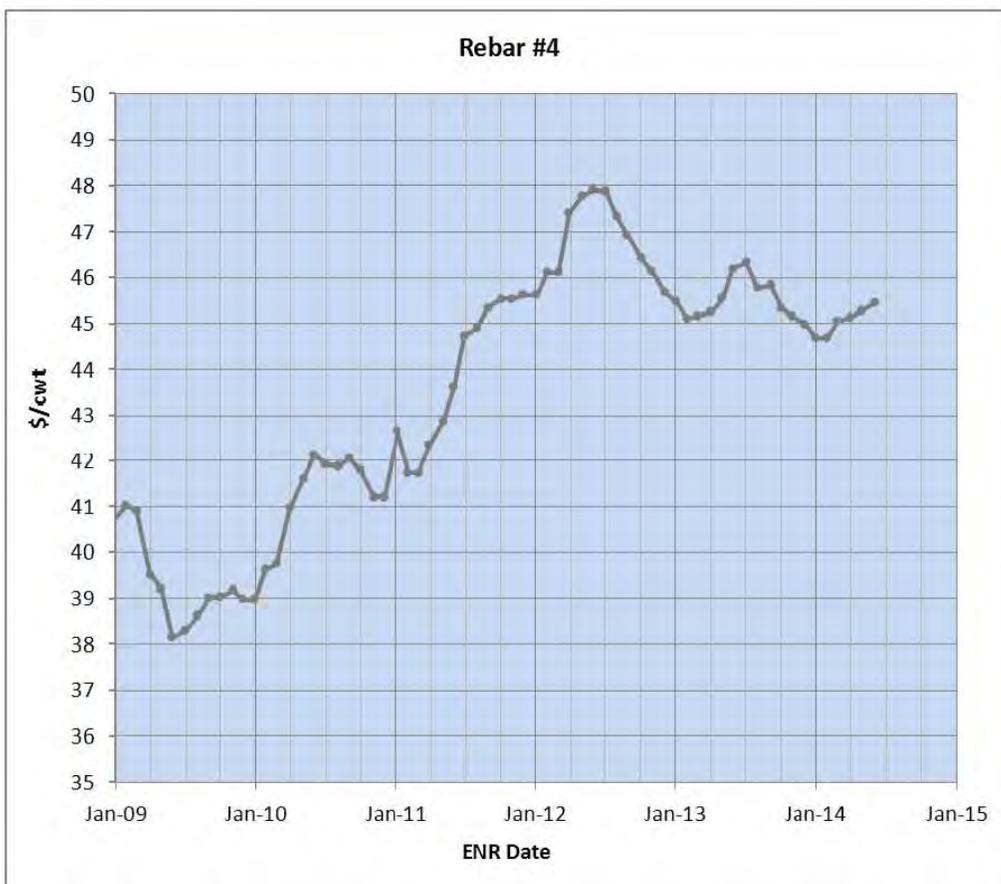
[Signature]
Executive Director & CEO

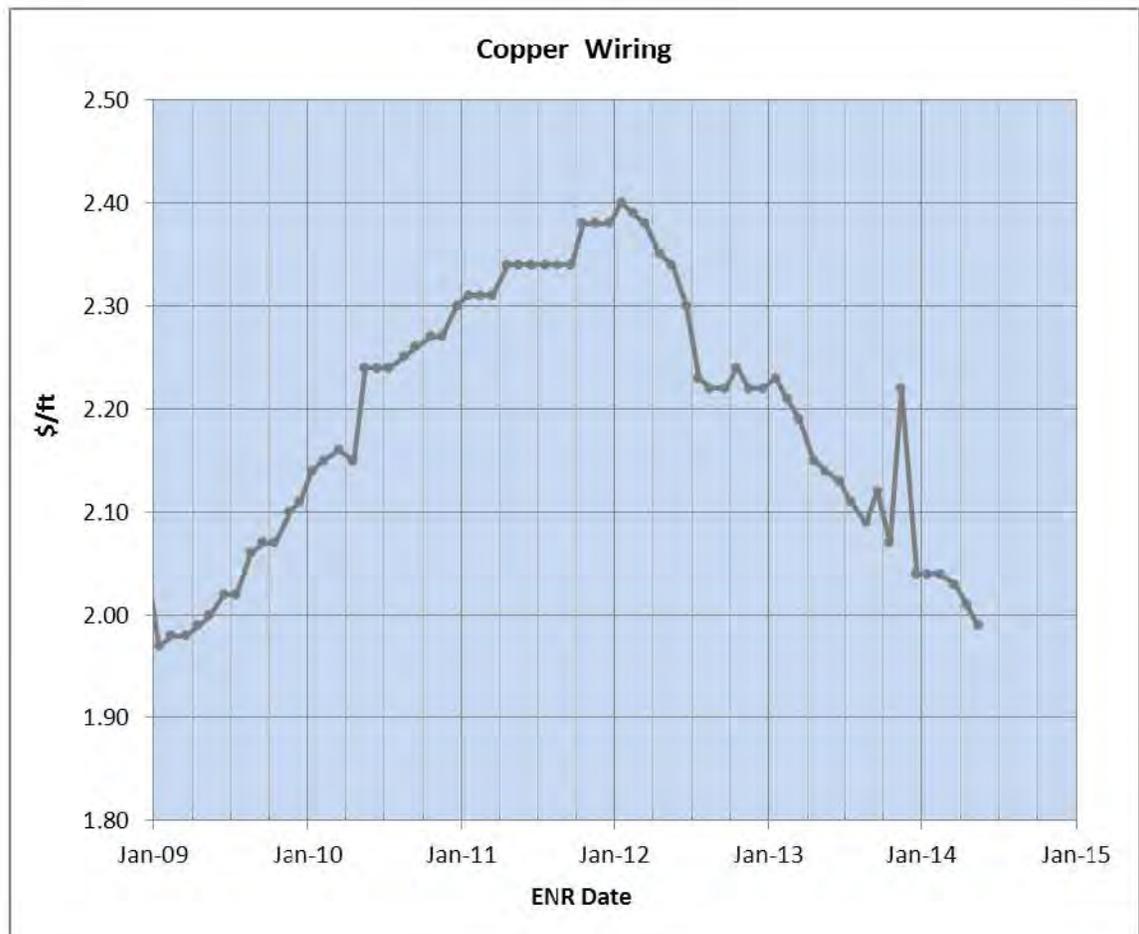
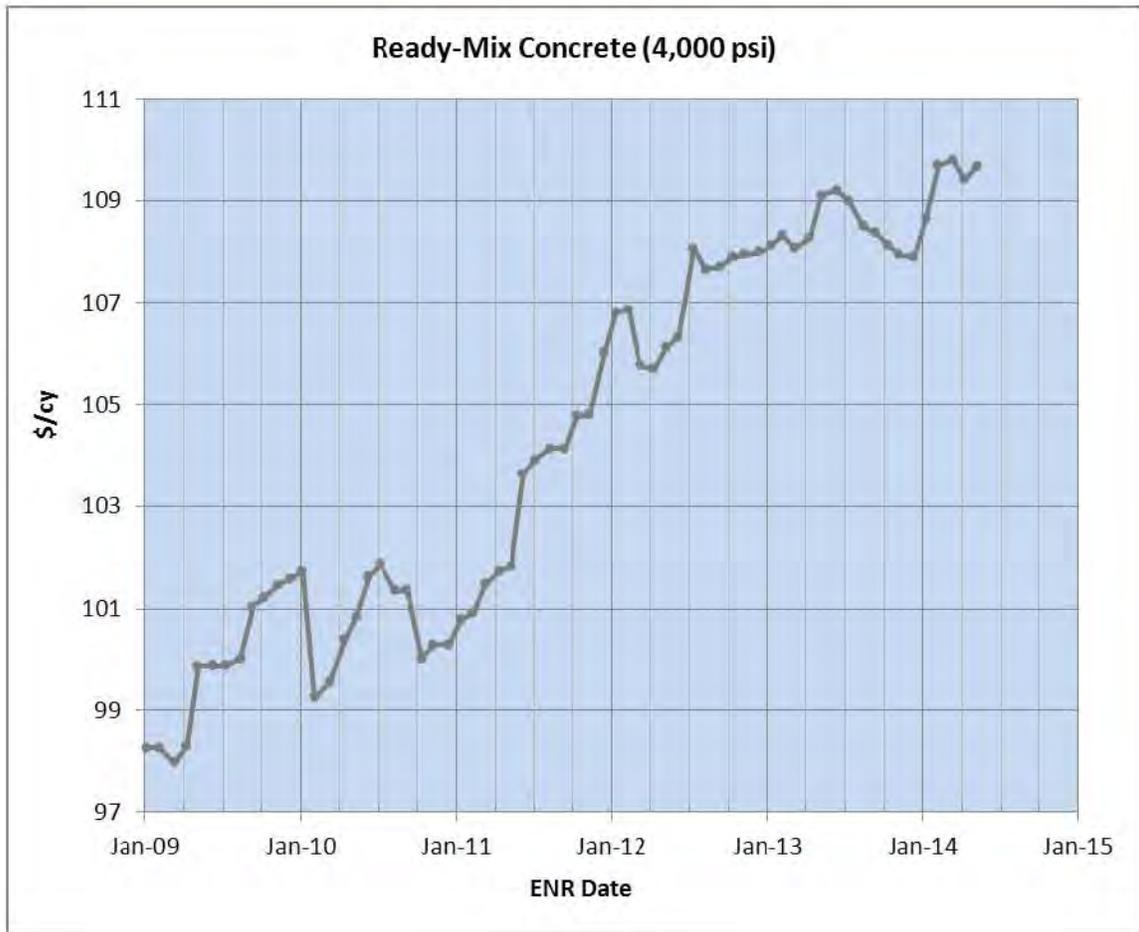
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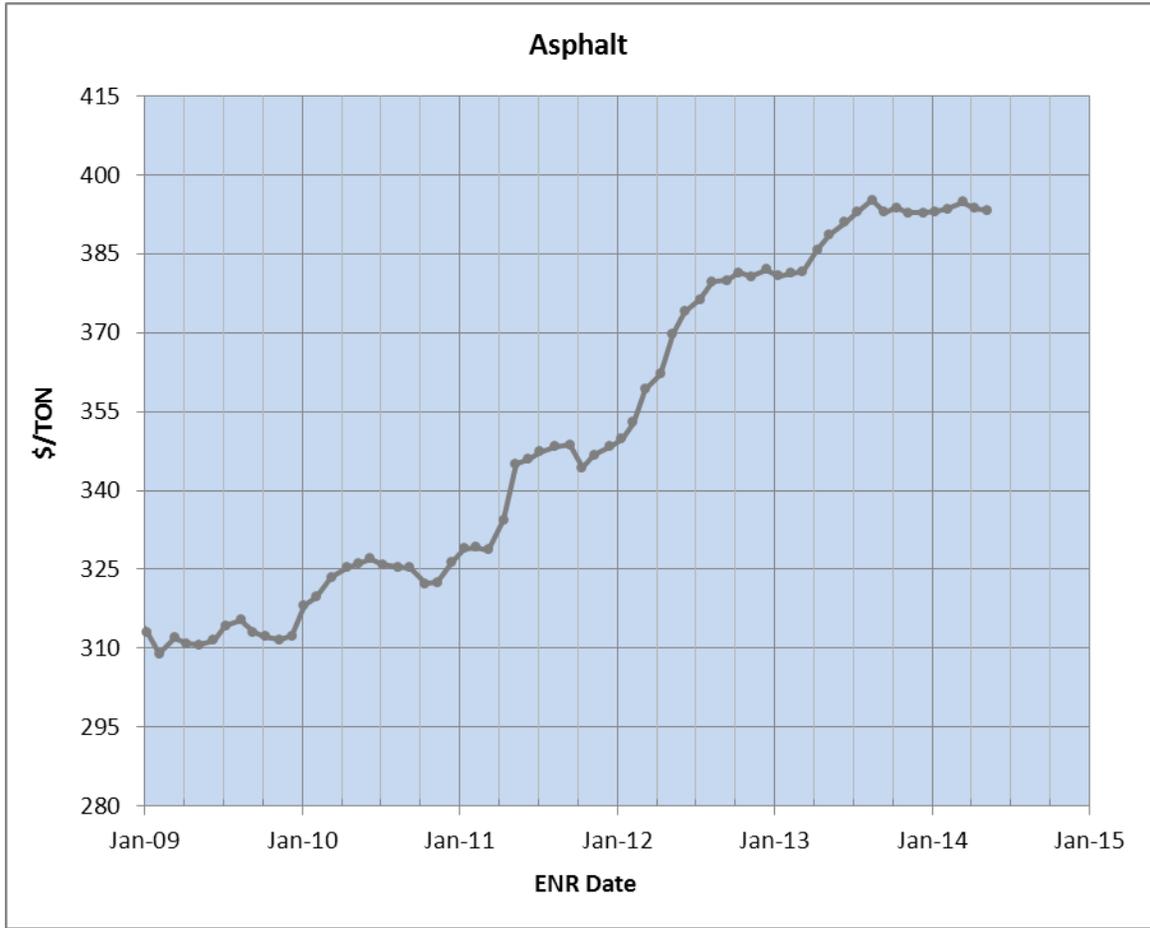


Appendix I. 5 Year Indices on Key Commodities

The following charts represent the cost trends on some of the key materials used in the program.







Appendix J. List of Acronyms

AFE	Authorized for Expenditure
AHJV	Ansaldo Honolulu Joint Venture
AIS	Archaeological Inventory Survey
ARRA	American Recovery and Reinvestment Act
ASG	Airport Station Group
ATC	Automatic Train Control
ATO	Automated Train Operation
BA	Buy America
BACM	Buy America Compliance Matrix
BFS	Budget and Fiscal Services
BMP	Best Management Practice
BUE	Bottom-Up Estimate
CAR	Corrective Actions
CE&I	Construction Engineering and Inspection
CIL	Certified Items List
CMS	Contract Management System
COR	Corporation Counsel
CPM	Critical Path Method
CPP	Contract Packaging Plan
CSC	Core Systems Contract
CSL	Cross Hole Sonic Logging
CZM	Coastal Zone Management
DAGS	Department of Accounting & General Services
DB	Design-Build
DBB	Design-Bid-Build
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development and Tourism
DBOM	Design-Build-Operate-Maintain
DDC	Department of Design and Construction
DHHL	Department of Hawaiian Homelands
DHR	Department of Human Resources
DIT	Department of Information Technology
DKSG	Dillingham and Kaka'ako Station Group
DLNR	Department of Land and Natural Resources
DPM	Deputy Project Managers
DPP	Department of Planning and Permitting
DPS	Department of Public Safety
DTS	Department of Transportation Services
E/E	Elevator/Escalator
ESA	Engineering Services Agreement
FAA	Federal Aviation Administration
FAI	First Article Inspections
FD	Final Design
FEIS	Final Environmental Impact Statement
FFC	Fixed Facility Contractors
FFGA	Full Funding Grant Agreement
FHSG	Farrington Highway Station Group
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
GAT	Great Aleutian Tsunami
GEC	General Engineering Consultant

GET	General Excise Tax
GSA	General Services Administration
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscape Survey
HART	Honolulu Authority for Rapid Transportation
HCC	Honolulu Community College
HCDA	Hawai'i Community Development Authority
HCSD	Hawai'i Capital Special District
HDOH	Hawai'i Department of Health
HDOT	Hawai'i Department of Transportation
HDPE	High-density polyethylene
HFD	Honolulu Fire Department
HHPRB	Hawai'i Historic Places Review Board
HPC	Historic Preservation Committee
HPCA	Historic Preservation Certification Application
HPD	Honolulu Police Department
HPF	Historic Preservation Fund
HRHP	Hawai'i Register of Historic Places
H RTP	Honolulu Rail Transit Project
HTI	Hawaiian Telcom
ICD	Interface Control Documents
ICM	Interface Control Manual
ITP	Inspection and Test Plan
ITS	Intelligent Transportation Systems
JTMS	Joint Traffic Management System
JU&O	Joint Use & Occupancy
KHG	Kamehameha Highway Guideway
KHSG	Kamehameha Highway Station Group
KIWC	Kiewit Infrastructure West Company
KKJV	Kiewit/Kobayashi Joint Venture
LCC	Leeward Community College
LEED	Leadership in Energy and Environmental Design
MIM	Manufacture-Install-Maintain
MMP	Mitigation Monitoring Program
MOT	Maintenance of Traffic
MOW	Maintenance of Way
MPS	Master Project Schedule
MPSS	Master Project Schedule Summary
MS4	Municipal Separate Storm Sewer System
MSE	Mechanically Stabilized Earth
MSF	Maintenance and Storage Facility
MTM	Modern Track Machineries
NCR	Non-Conformance Report
NHL	National Historic Landmark
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NR	National Register
NRHP	National Register of Historic Places
NTP	Notice to Proceed
OCC	Operational Control Center
OCIP	Owner-Controlled Insurance Program

OIBC	O'ahu Island Burial Council
OSB	Operation and Servicing Building
OSHA	Occupational Safety and Health Administration
OTS	O'ahu Transit Services
OTWC	Oceanic Time Warner Cable
PA	Programmatic Agreement
PARs	Preventative Actions
PB	Parsons Brinckerhoff, Inc.
PE	Preliminary Engineering
PICM	Project Interface Control Manual
PIM	Project Interface Manager
PLA	Project Labor Agreement
PM	Project Managers
PMC	Project Management Consultant
PMOC	Project Management Oversight Contractor
PMSC	Program Management Support Consultant
PPE	Personal Protective Equipment
PSG	Platform Screen Gate
QA	Quality Assurance
QC	Quality Control
QMP	Quality Management Plan
QMS	Quality Management System
QTF	Quality Task Force
RCMP	Risk and Contingency Management Plan
READ	Real Estate Acquisition Database
RFC	Request for Change
RFI	Requests for Information
RFID	Requests for Interface Data
RFMP	Rail Fleet Management Plan
RFP	Request for Proposals
RFQ	Request for Qualifications
ROD	Record of Decision
ROE	Right of Entry
ROW	Right-of-Way
RR	Risk Register
RSD	Revenue Service Date
SCADA	Supervisory Control and Data Acquisition
SCAP	Stream Channel Alteration Permit
SCC	Standard Cost Category
SHPD	State Historic Preservation Division
SIC	Sandwich Isle Communications
SOI	Secretary of the Interior
SQP	Supplemental Quality Plan
SSC	Safety Security Certification
SSCWG	Safety and Security Certification Working Group
SSI	Sensitive Security Information
SWPPP	Storm Water Pollution Prevention Plan
T&M	Time and Material
TIGER	Transportation Investment Generating Economic Recovery
TOD	Transit-Oriented Development
TPSS	Traction Power Sub-Station
TSA	Transportation Security Administration
TSI	Transportation Safety Institute

TVA	Threat and Vulnerability Analysis
UCA	Utility Construction Agreement
UFCRA	Utility Facilities Relocation and Cost Reimbursement Agreement
UH	University of Hawai'i
UHWO	University of Hawai'i West O'ahu
UPS	Uninterrupted Power Supply
USDOT	U.S. Department of Transportation
WOFH	West O'ahu/Farrington Highway
WOSG	West O'ahu Station Group
WSSG	West Side Station Group
YOE	Year of Expenditure

ATTACHMENT C



HART-OTS-DTS Working Group

Summary and Update
August 14, 2014

Overview and Purpose of HART-OTS-DTS Working Group

- Formed in April 2013
- Includes HART, OTS and DTS, plus other relevant agencies and organizations
- Meeting regularly since June 2013
- Purpose:
Conduct research, prepare and present data and documentation, and identify opportunities for coordination and cooperation between HART, OTS and DTS as it relates to seamless intermodal operations between Rail, TheBus and TheHandi-Van.

Working Group Members

- Various agencies & departments including:
- CCH Department of Transportation Services (DTS),
Chair of Working Group
- Honolulu Authority for Rapid Transportation (HART)
- Oahu Transit Services (OTS)
- CCH Department of Information Technology (DIT)
- CCH Department of Planning and Permitting (DPP)
- Ansaldo Honolulu Joint Venture (AHJV)
- Innovative Paradigms (Paratransit services)
- Other stakeholders and partners including BFS, HCDA,
Navy

Working Group Regular Activity

- Members meet regularly on a wide variety of topics:
 - Electronic Multimodal Fare Collection System
 - Bus-Rail Integrated Operations Planning
 - IT/Communications System Integration
 - Transit Oriented Development (TOD)
 - Rail Station Design coordination
- Investigations, Research, Studies
- Information Sharing

Working Group Current Efforts

- Multimodal Fare Collection Study
- DIT and HART collaboration on computer data needs and fiber cable distribution
- Station Design and TOD coordination
- Bus-Rail Service Integration Planning
- Rail Station Access

Multimodal Fare Collection Project

- Multimodal electronic fare collection system for bus, rail and Handi-Van in place by 2017
- Consultant has been assisting since September 2013
- Steering group includes DTS, HART, OTS, DIT, BFS
- Completing system design and preparing RFP for release
- New Project Manager starts August 25

Bus-Rail Integration Planning

- Ensure physical and operational compatibility between bus and rail
- Involves HART, DTS, OTS and other stakeholders
- Mitigation during rail construction (e.g. express bus service)
- Small changes to bus service in 2017
- Bigger changes to bus service begin in 2019

Rail Station Access

- Ensure access to rail stations
- Priority: 1. Pedestrians, 2. Bicyclists, 3. Transit and Handi-Van riders (transfers), 4. Auto passenger drop-off/pick-up, 5. Park-and-ride passengers
- 70+ proposed improvements as a result of the Walk Audits held in fall-winter 2013-2014
- CIP Budget to be used to construct access projects
- Project Delivery Manager to be hired to facilitate process



HART-OTS-DTS Working Group

Working together to make the best multimodal transit system in the USA!

Mahalo!

ATTACHMENT D

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update August 14, 2014

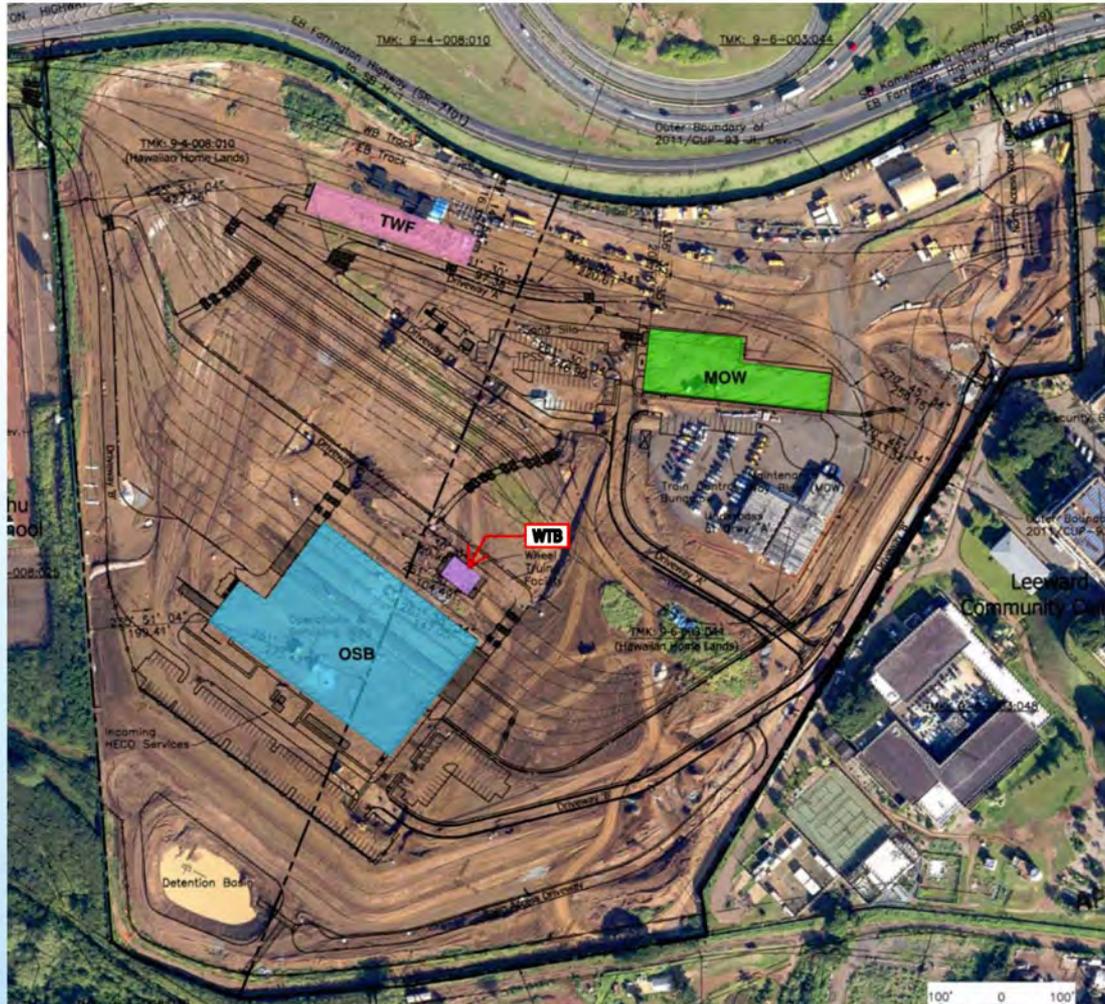
H O N O L U L U R A I L T R A N S I T P R O J E C T

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HART

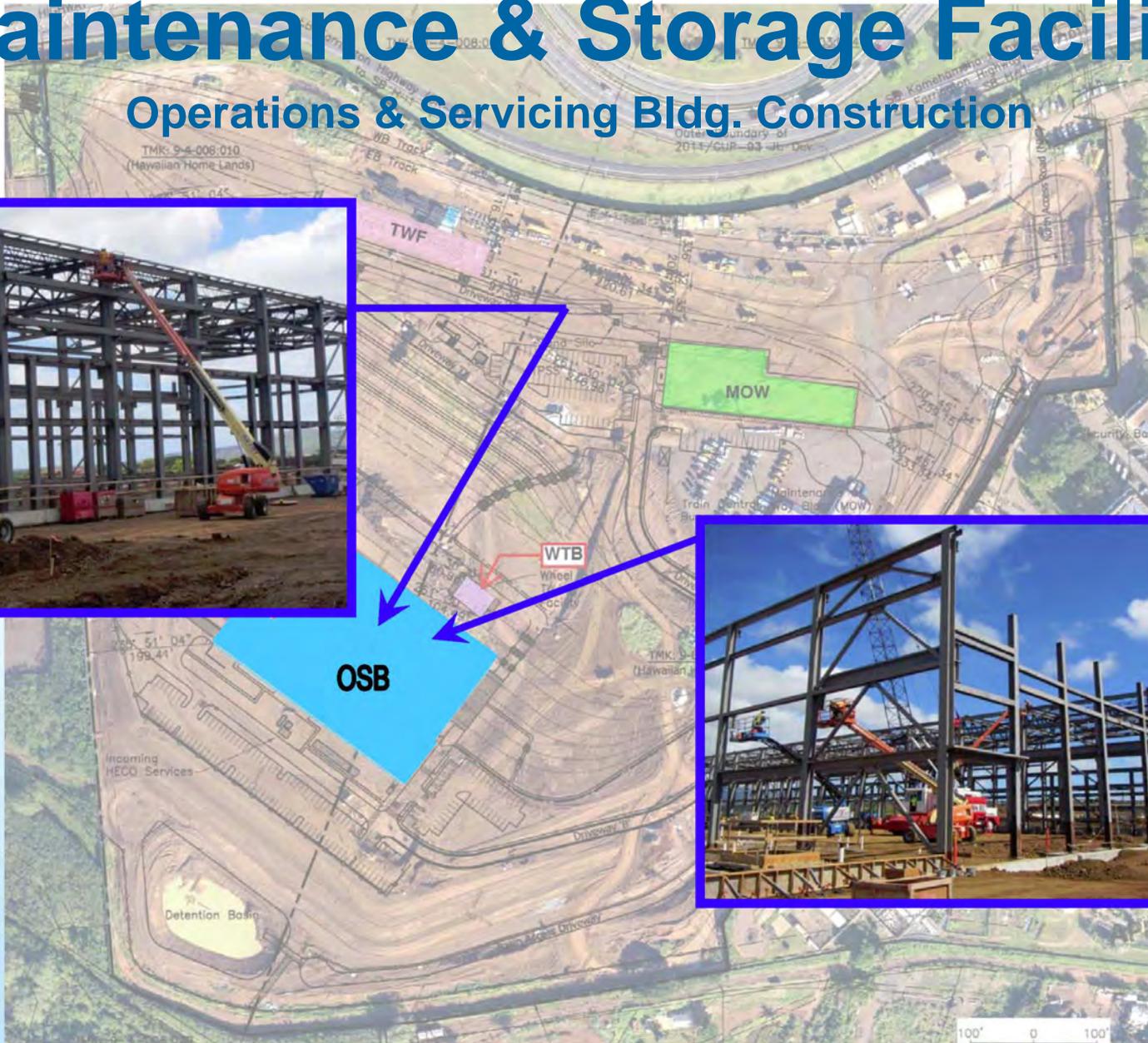
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Maintenance & Storage Facility



Maintenance & Storage Facility

Operations & Servicing Bldg. Construction



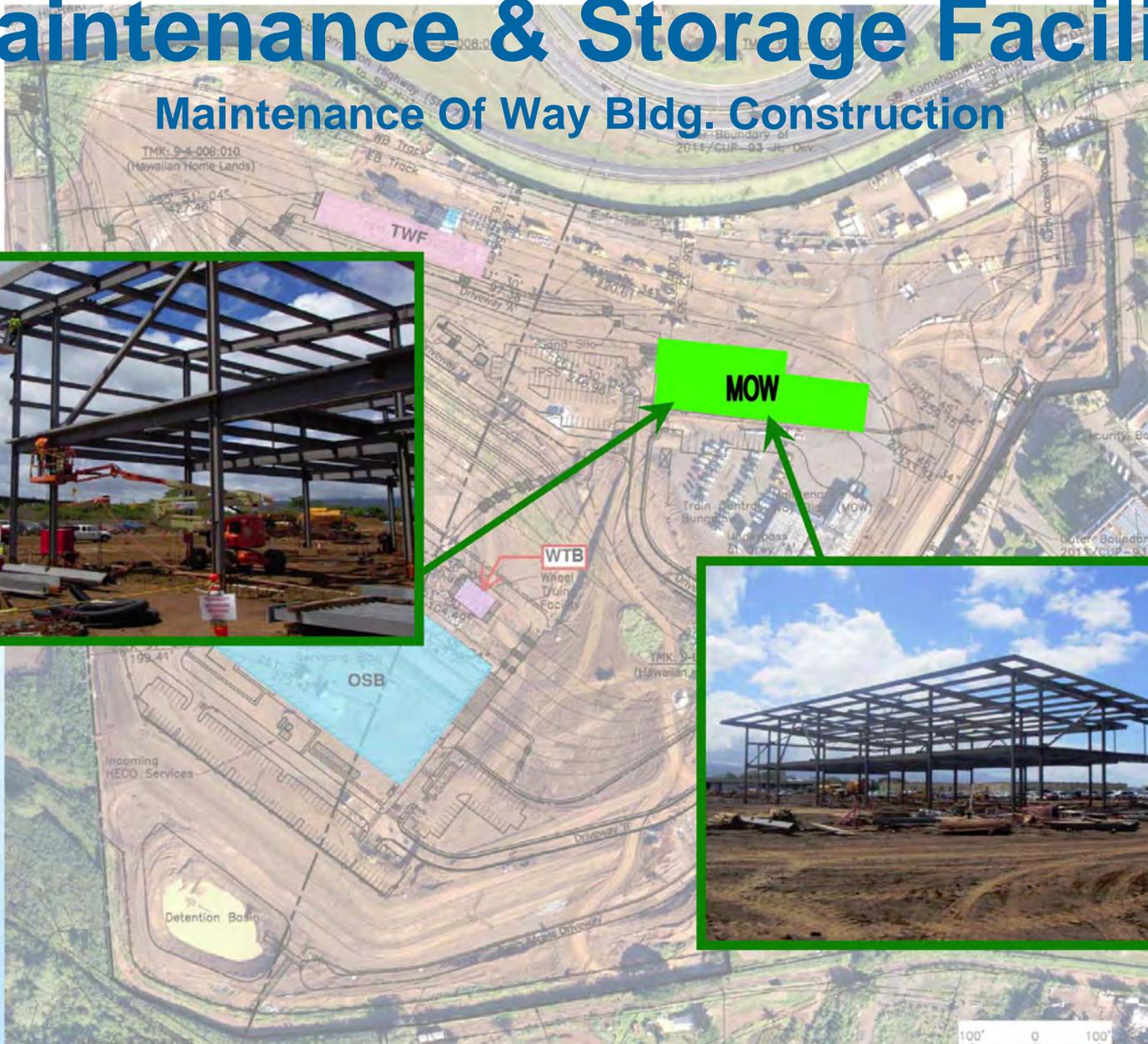
Maintenance & Storage Facility

Operations & Servicing Bldg. Construction



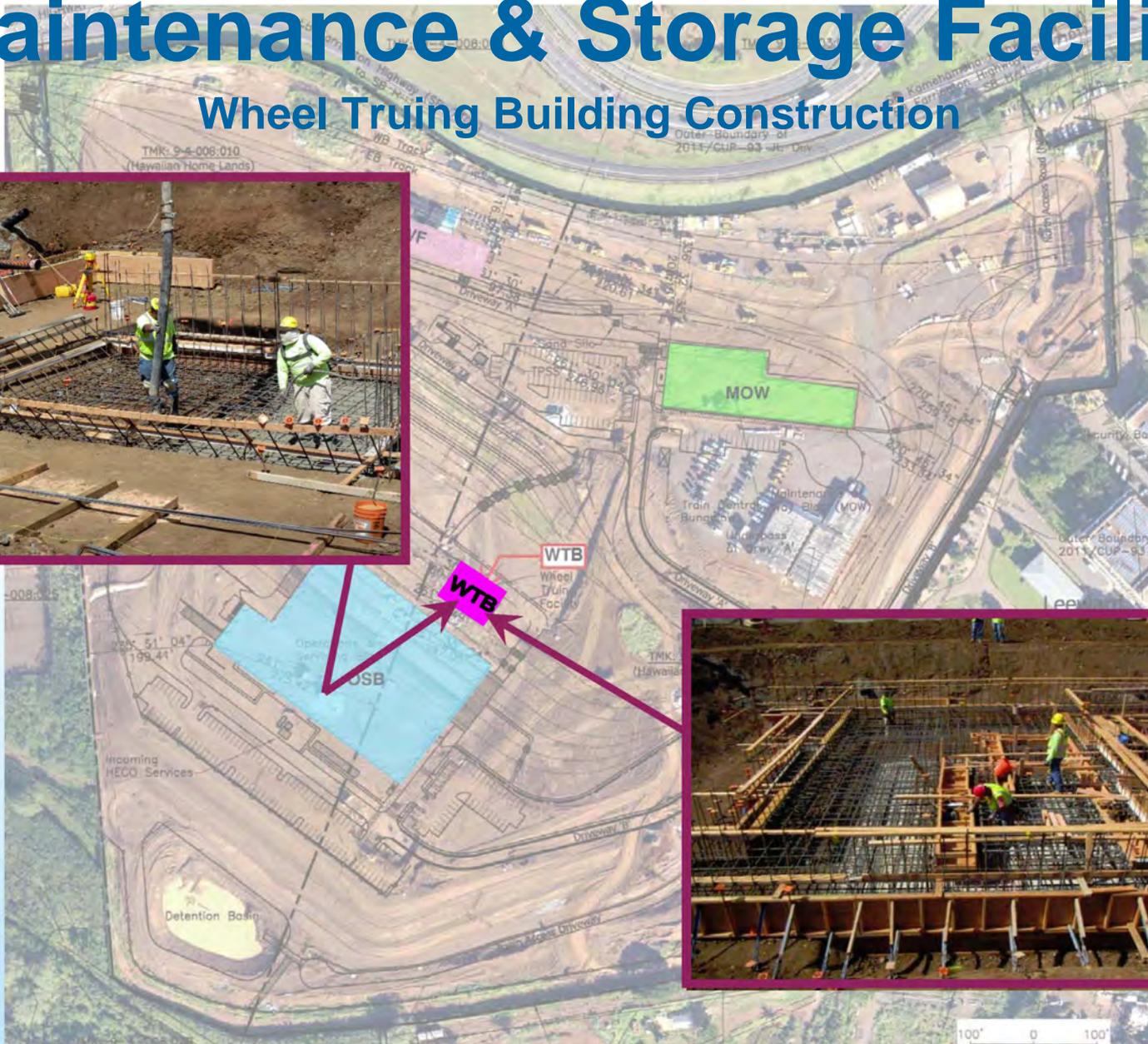
Maintenance & Storage Facility

Maintenance Of Way Bldg. Construction



Maintenance & Storage Facility

Wheel Truing Building Construction



Maintenance & Storage Facility

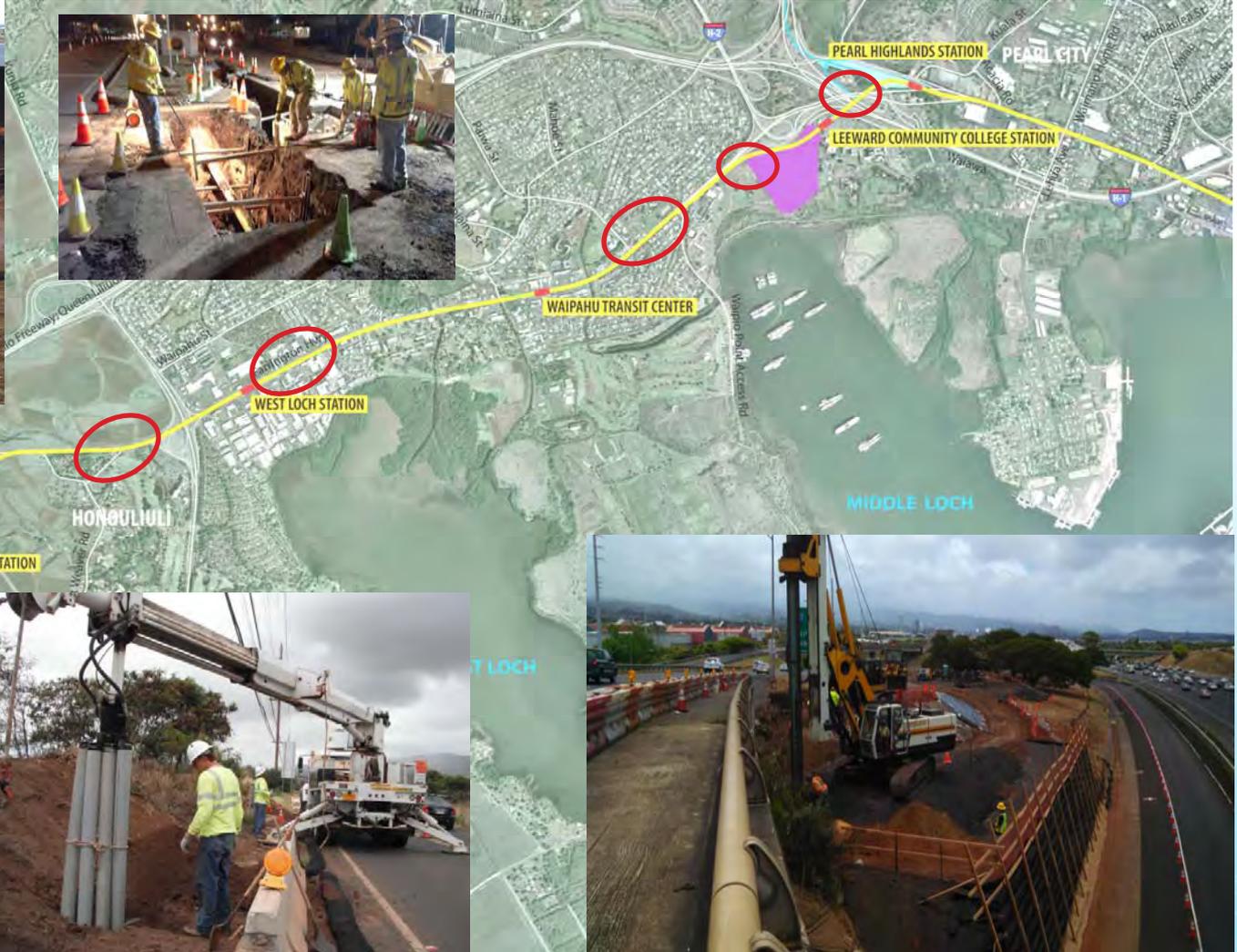
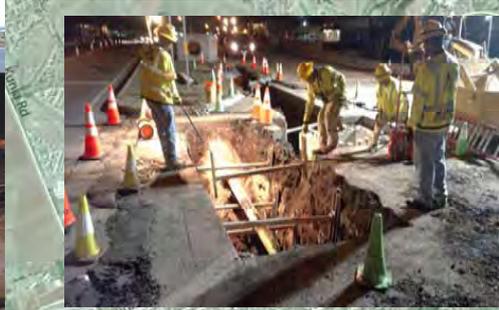
Utility Installation Construction



Guideway



Utilities, Balanced Cantilever & Underpass



Columns and Shafts



Traffic Update

Location: Farrington Highway in Ewa between Kualakai Parkway and Old Fort Weaver Road
Work: Overnight utility work



Traffic Update

Location: Farrington Highway at Fort Weaver/Kunia Road overpass

Work: Installation of shaft and column at Fort Weaver Road overpass



Traffic Update

Location: Farrington Highway at Fort Weaver/Kunia Road overpass

Work: Installation of shafts and columns



Traffic Update

Location: Farrington Highway near Waipahu High School

Work: Preparation for drill shaft work



Traffic Update

Location: H-1/H-2 Freeway merge (Waiawa Interchange)

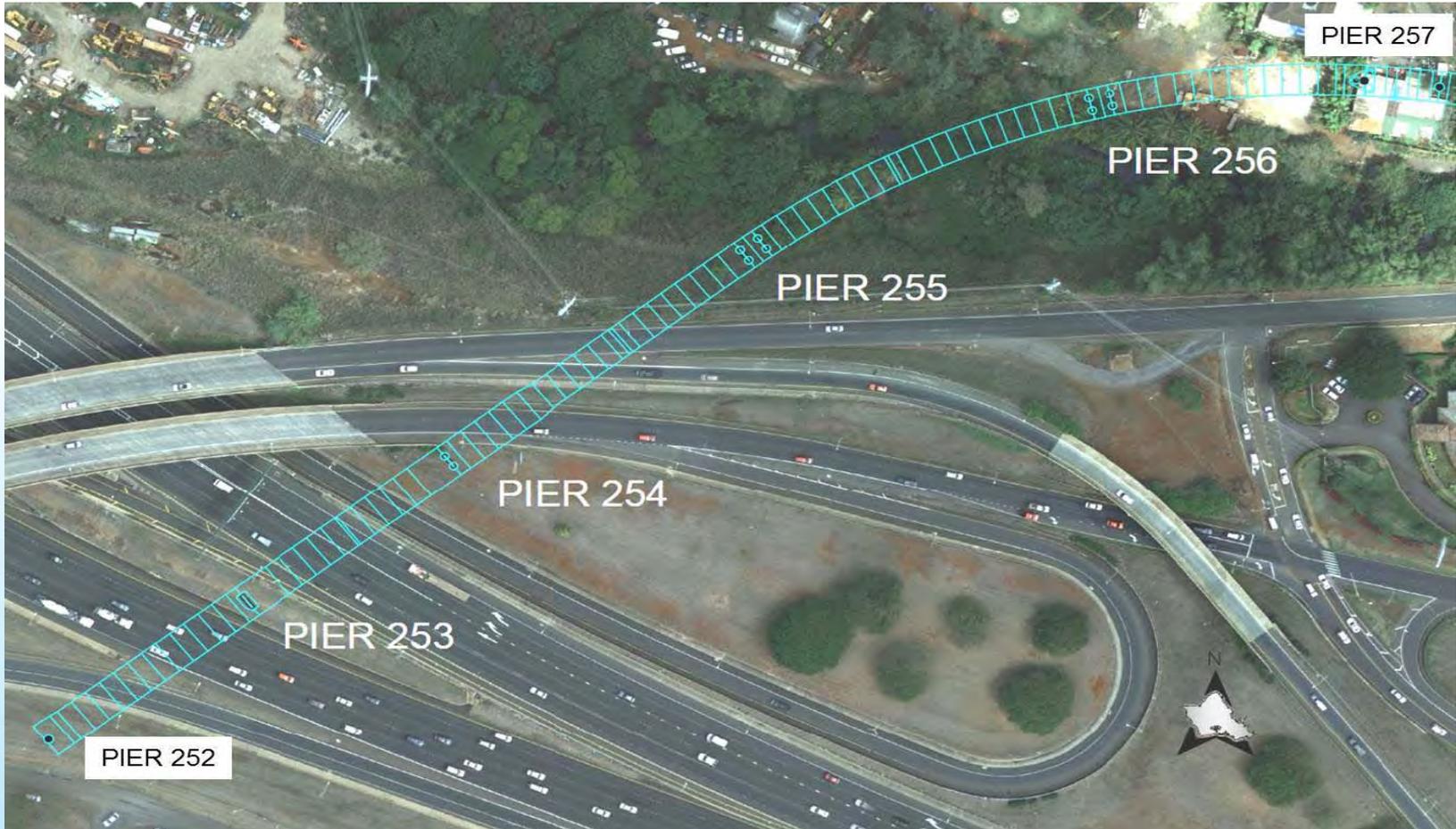
Work: Column work for balanced cantilever work later this fall



Traffic Update

Location: H-1/H-2 Freeway merge (Waiawa Interchange)

Work: Column work for balanced cantilever work later this fall



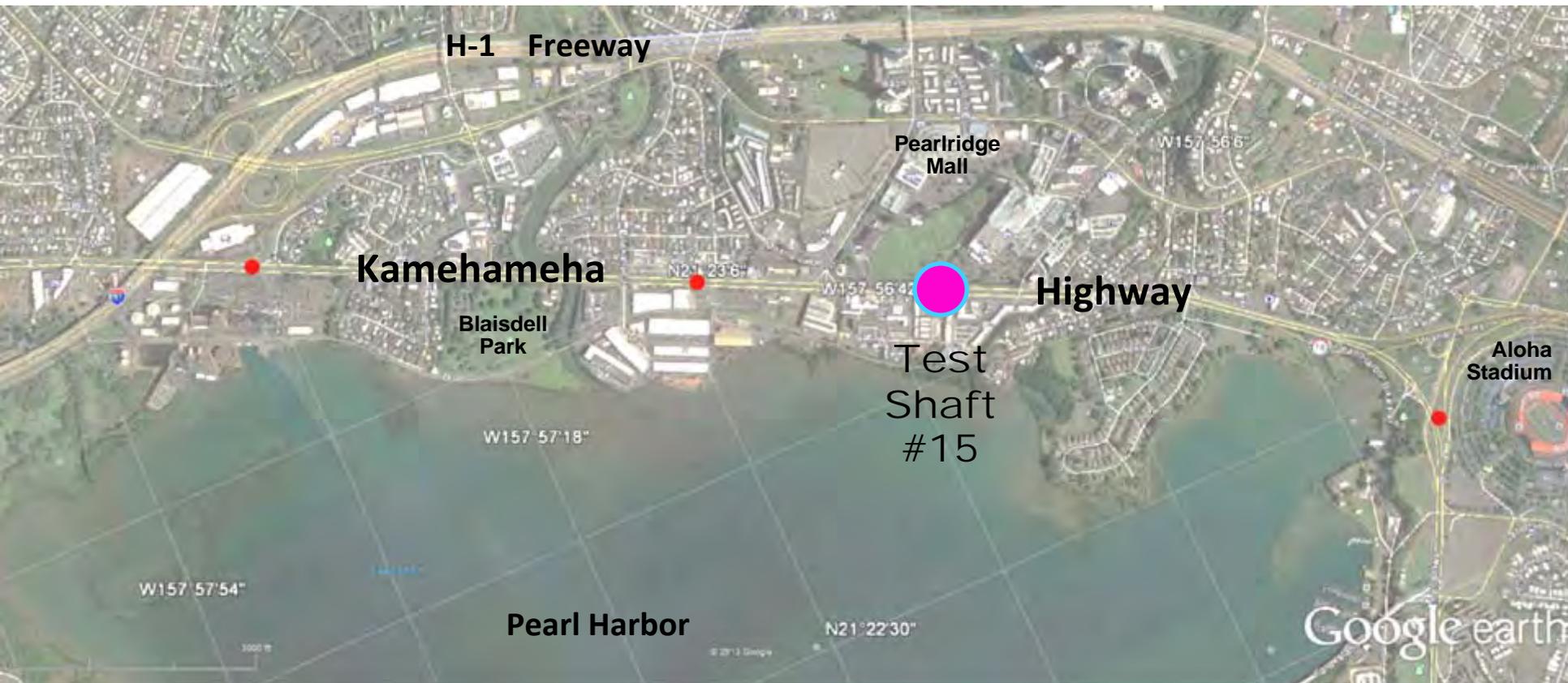
Traffic Update

Location: H-1/H-2 Freeway merge (Waiawa Interchange)

Work: Column work for balanced cantilever work later this fall

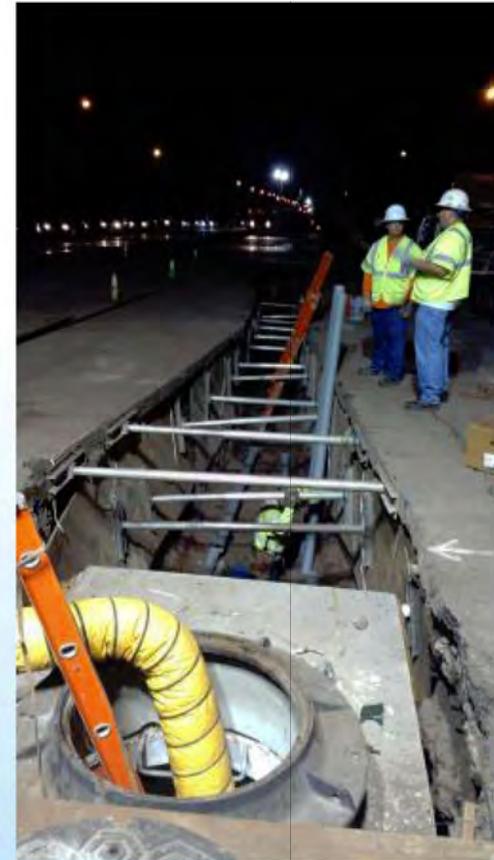


Kamehameha Highway Guideway



Test Shaft Locations

Kamehameha Highway Guideway

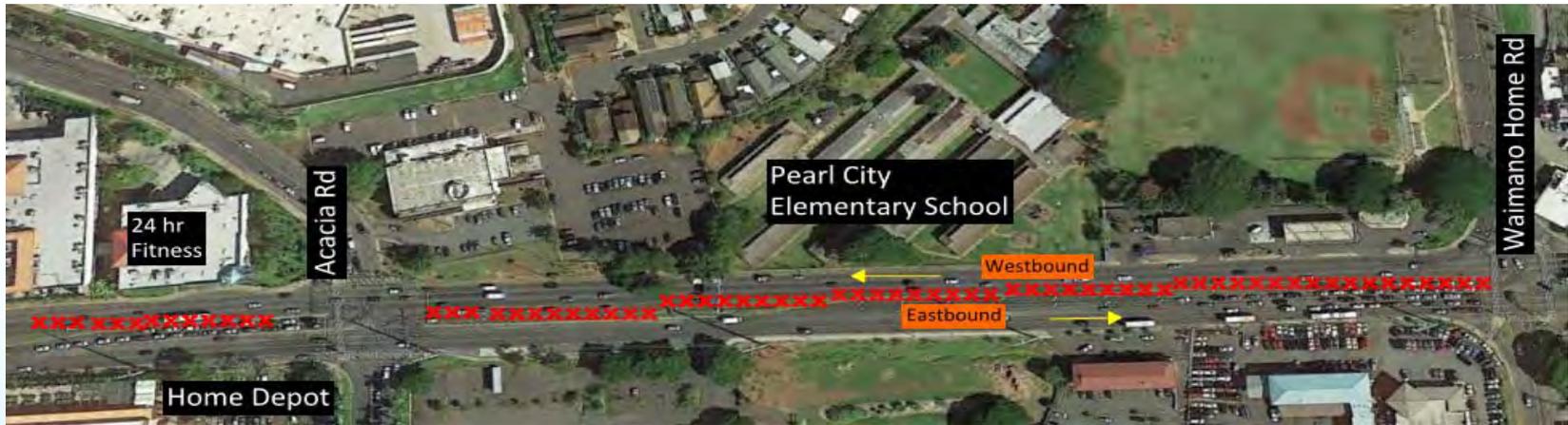


Roadway Widening & Utility Relocations

Traffic Update

Location: Kamehameha Highway between Acacia Road and Puu Poni Street

Work: Utility relocation work



Traffic Update

Location: Kamehameha Highway in Pearl City between Puu Poni Street and Kuleana Road

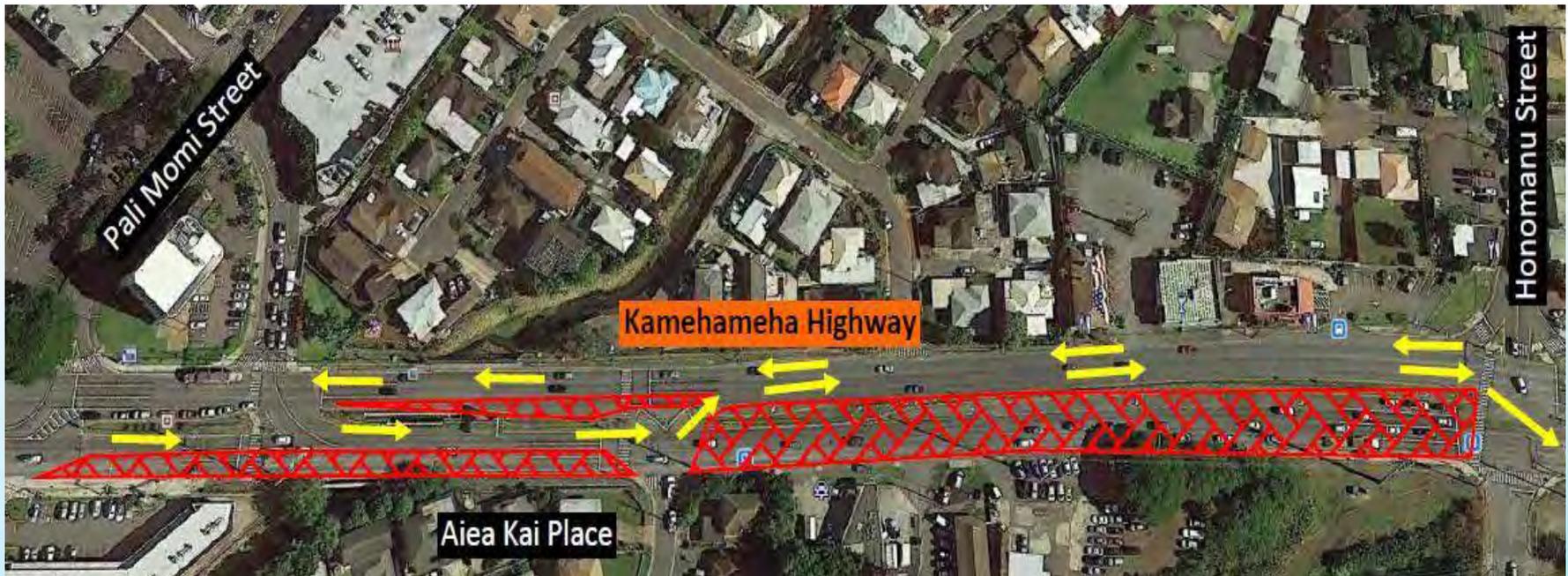
Work: Relocation of utility lines includes potholing, sawcutting and excavation



Traffic Update

Location: Kamehameha Highway in Aiea between Pali Momi and Honomanu Streets

Work: Utility relocation work



Mahalo!



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Right-of-Way Status Update

Elizabeth Scanlon

Director of Planning & Right-of-Way

Morris Atta

Deputy Director of Right-of-Way

Paragon Update

- All our appraisal firms are local companies.
- All Acquisition Agents hired to date are local.

Meeting our Goals

- Balance respect for property owner with schedule needs and project budget
- Balance responsibility of staying within the budget in a changing real estate market
- Continue to communicate and educate effectively
- Negotiate fairly
- Meet requirements of the Uniform Act

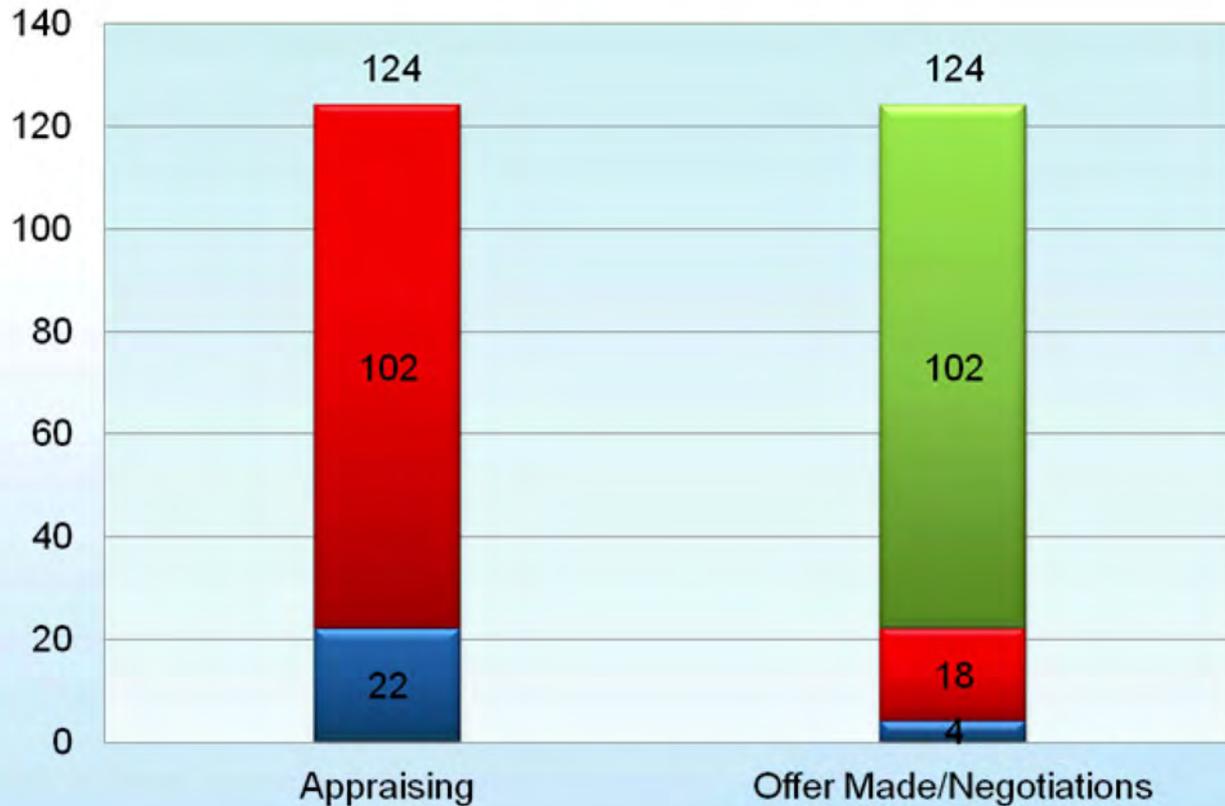
Property Acquisition Status

Project Wide as of 08/05/14

	TOTAL PROPERTIES	ACQUIRED		AVAILABLE TO CONTRACTOR	
WOFH	35	23	66%	24	69%
KHG	11	6	55%	8	73%
Airport	50	29	58%	26	52%
City Center	130	10	8%	5	4%
TOTAL	226	68	30%	63	28%

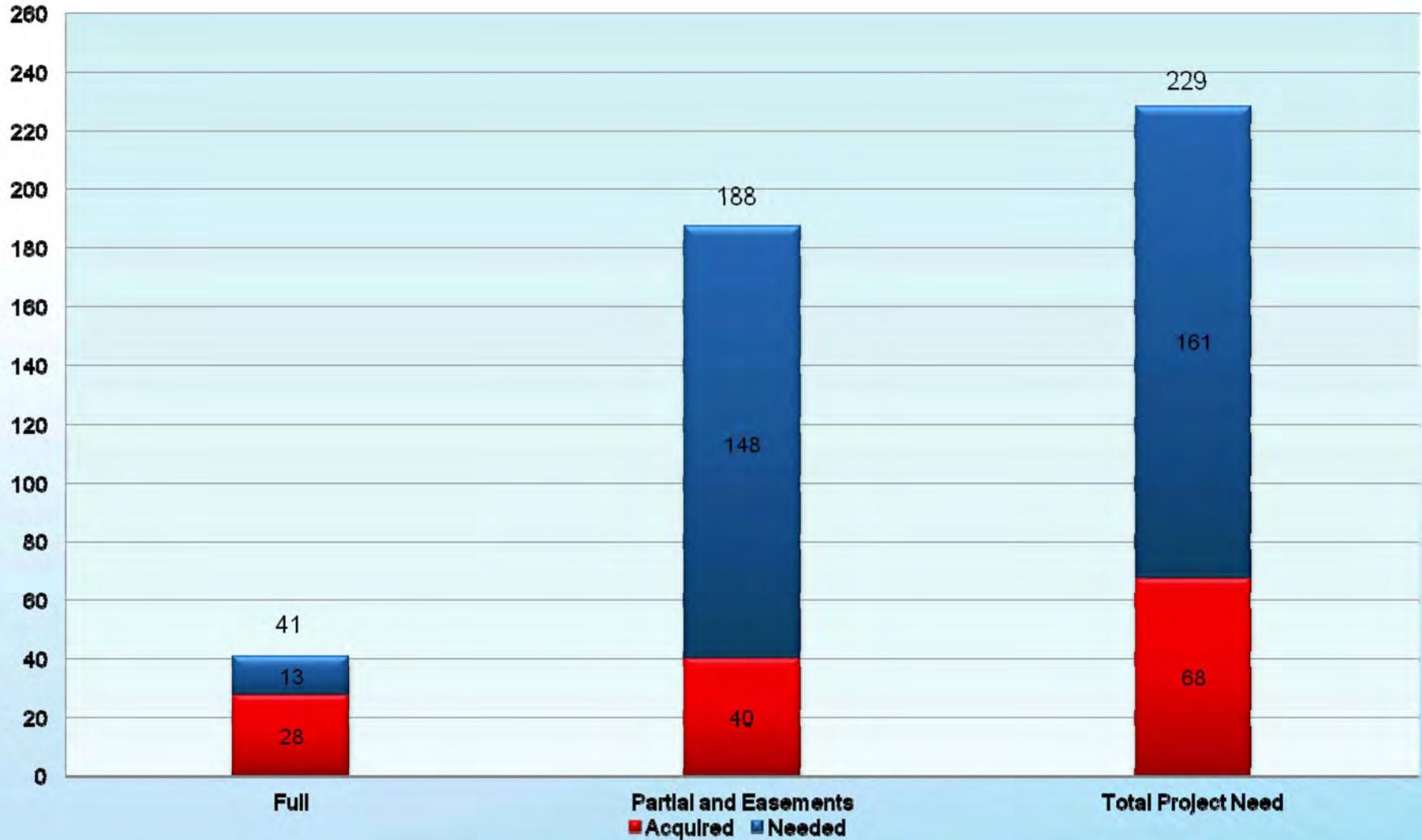
Current Progress

■ Completed ■ In Process ■ Needed



*37 of the 161 needed parcels are government owned and excluded from the figures above since only negotiated agreements are necessary for acquisition.

Project Acquisition Status



Current Updates

08/14/14

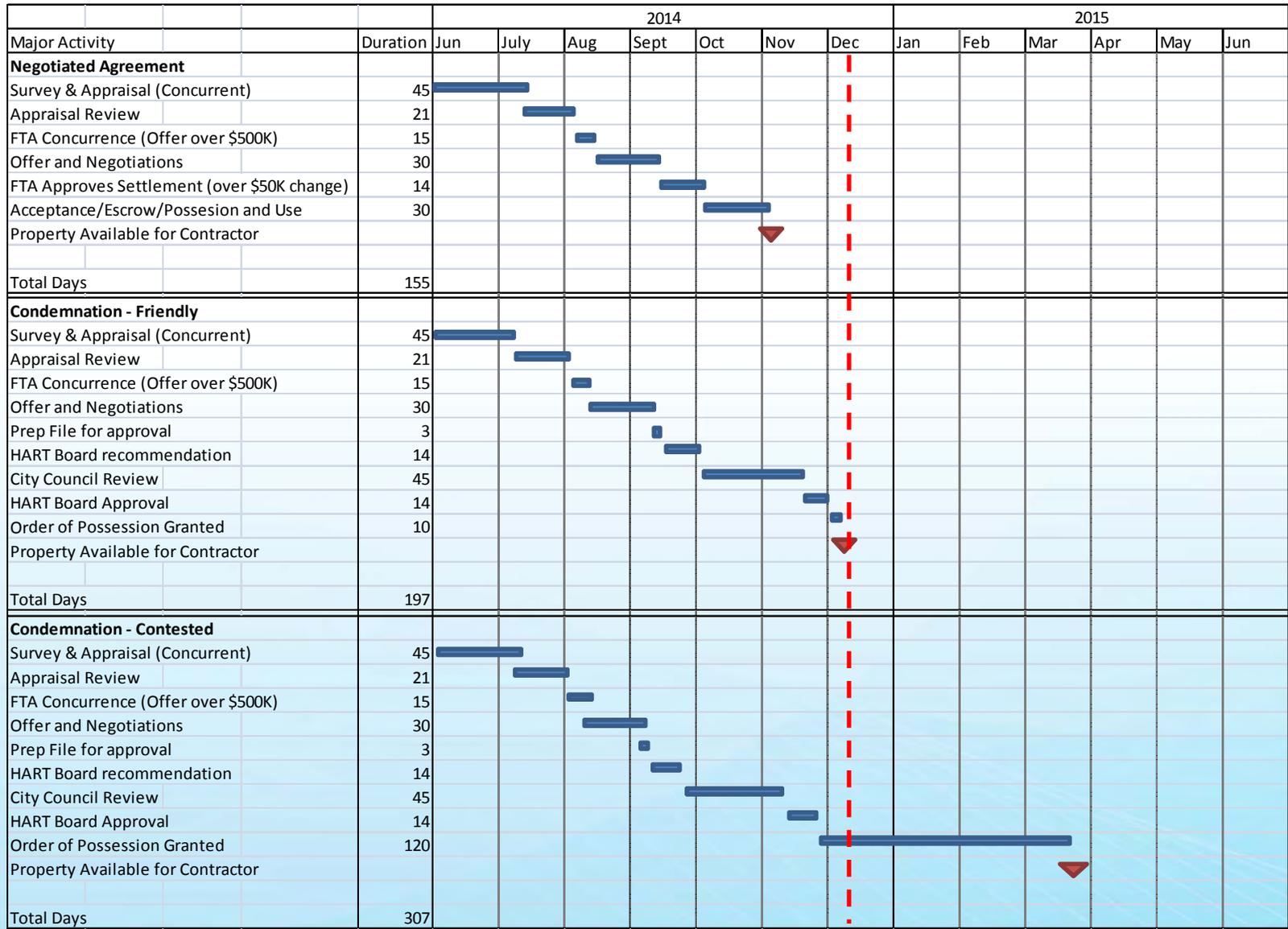
- Property closed since July 31, 2014:
 - 1201 Kona Street
 - Full Take
 - Relocation ongoing

 - 545 Kaaahi Street
 - Full Take
 - Relocation ongoing

Summary:
28 Acquisitions
40 Agreements/Right of Entry
68 Closed Transactions

No	TMK	Address	Total Acquisition (\$)	FFGA Budget	Remaining Balance in Budget
1	1-1-016-005	2676 Waiwai Lp	4,924,144	6,173,973	1,249,829
2	1-1-016-006	2668 Waiwai Lp	3,918,089	4,648,445	730,356
3	1-1-016-014	479 Lagoon Dr	2,843,274	3,930,328	1,087,055
4	1-1-016-015	515 Lagoon Dr	3,551,508	5,067,659	1,516,151
5	1-2-003-016	1819 Dillingham Blvd	1,106,416	222,516	-883,900
6	1-2-003-082	1825 Dillingham Blvd	984,299	1,596,625	612,326
7	1-2-009-001	1901 Dillingham Blvd	2,805,135	2,814,000	8,865
8	1-2-010-068	1900 Dillingham Blvd	1,831,279	2,529,000	697,721
9	1-5-007-023	533 Kaaahi St	2,850,000	2,850,000	0
10	1-7-002-026	902 Kekaulike St	5,219,351	4,927,000	-292,351
11	2-3-004-048	1156 Waimanu St	1,730,578	1,730,578	0
12	2-3-004-069	1168 Waimanu St	2,660,398	2,658,317	-2,081
13	9-4-017-011	94-818 Moloalo St	870,000	870,000	0
14	9-4-019-050	94-819 Farrington Hwy	1,004,277	1,005,000	723
15	9-4-048-046	94-119 Farrington Hwy	3,159,142	3,159,142	0
16	9-4-048-047	94-136 Leonui St	2,749,142	2,749,142	0
17	9-6-003-012	96-171 Kamehameha Hwy	287,030	287,030	0
18	9-6-003-013	96-165/169 Kamehameha Hwy	455,588	455,588	0
19	9-6-003-014	96-157 Kamehameha Hwy	1,216,787	1,216,787	0
20	9-6-003-015	96-159 Kamehameha Hwy	53,304	53,304	0
21	9-6-003-016	96-149A Kamehameha Hwy	22,304	22,304	0
22	9-6-003-017	96-149 Kamehameha Hwy	559,914	559,914	0
23	9-6-003-018	96-137 Kamehameha Hwy	1,017,915	1,017,915	0
24	9-6-004-002	96-93 Kamehameha Hwy	790,000	790,000	0
25	9-6-004-017	Kamehameha Hwy	90,000	90,000	0
26	9-8-009-017	98-077 Kamehameha Hwy	2,509,030	3,512,500	1,003,470
27	9-8-010-002	98-080 Kamehameha Hwy	6,027,021	6,027,021	0
28	9-9-003-068	99-140 Kohomua St	993,783	993,783	0
			56,229,706	61,957,872	5,728,165

Recovery Schedule



*Timeline assumes no duration for subdivision & Land Court approval (currently 180-270 days) and 90 day statutory requirement for relocations.

Eminent Domain

- **Possible Actions to Meet Compressed Schedule**
 - Cooperative Condemnations
 - Contested Condemnations

Mahalo!



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