HONOLULU AUTHORITY for RAPID TRANSPORTATION

Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street
Honolulu, Hawaii 96813
Thursday, February 19, 2015 8:30 am

MINUTES

PRESENT:	Ivan Lui-Kwan	William "Buzz" Hong
	Donald G. Horner	Carrie Okinaga
	Michael Formby	Robert "Bobby" Bunda
	George Atta	Damien Kim
ALSO IN ATTENDANCE: (Sign-In Sheet and Staff)	Daniel Grabauskas	Scott Ishikawa
	Brennon Morioka	A. Makana Paris
	Diane Arakaki	Lori Hiraoka
	Gary Takeuchi	Tom Smyth
	Joyce Oliveira	Brandon Elefante
	Russell Honma	Barbara Armentrout
	Valeria Sadural	Morris Atta
	Aaron Landry	Elizabeth Scanlon
	Tom LeBeau	Paul Migliorato
	Andrea Tantoco	Lorenzo Garrido
		Cindy Matsushita
EXCUSED:	Keslie Hui	Ford Fuchigami

I. Call to Order by Chair

HART Board Chair Ivan Lui-Kwan called the meeting to order at 8:30 a.m.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony. Mel Kahele of the Ironworkers Stabilization Fund requested that he be given an opportunity to provide testimony following the Executive Director's report.

III. Approval of the Minutes of the January 29, 2015 Board of Directors Meeting

Mr. Lui-Kwan asked if there were amendments or corrections to the January 29, 2015 Board of Directors meeting minutes. There being none, the minutes were approved.

IV. Right of Way Update

HART Director of Planning and Right of Way (ROW) Elizabeth Scanlon and Deputy Director of ROW Morris Atta presented the ROW update, a copy of which is attached hereto as Attachment A.

Ms. Scanlon said that HART is continuing to meet the schedule for ROW acquisitions, with a focus on the Airport and Dillingham areas. She said that easements are still needed from the Navy for utilities.

Ms. Scanlon reported that the Real Estate Management Plan had been approved by the Federal Transit Administration (FTA), which included the utilization of possession and use agreements. This tool would assist in securing the possession of needed real estate in a more expedited manner.

Ms. Scanlon reported that 84% of the required land area was available for HART's contractor. Only one more parcel was remaining in the West Oahu/Farrington Highway (WOFH) section. The Kamehameha Highway Guideway (KHG) section was 99% complete. Recent agreements for rights of entry with Aloha Stadium and the University of Hawaii Urban Garden represented significant progress in that section. Sections 3 (Airport) and 4 (City Center) remained the areas of focus for the ROW group.

Mr. Atta reported that 81% of mapping was done, with the majority of remaining maps needed for government properties, which do not require survey-quality maps. Fifty-three appraisals had been completed, with 66 in progress. Mr. Atta noted that, with the FTA's recent approval of possession and use agreements, appraisals were being deemphasized.

Mr. Atta reported that 71 offers on privately owned parcels had been made. Since the last Board meeting, nine offers had been accepted. He also reported on parcels to be acquired by Tax Map Key, and summarized all acquisitions.

Ms. Scanlon said that in response to Board member William "Buzz" Hong's request regarding information on HART-owned parcels with transit oriented development (TOD) potential, seven locations had been identified as fitting that description.

Mr. Atta reported on the West Loch Station, near which two fairly large lots had been acquired for the station. Board member Donald G. Horner asked about the potential for parking at that location, and Mr. Atta said he would find out more information on that. At the Waipahu Station, HART owns parcels on either side of Farrington Highway that present development potential. Mr. Horner said that extra real estate could also be sold.

He asked for more information such as the square footage of the parcels, and tax assessed value.

Mr. Atta said that parcels had been acquired on either side of the Pearlridge station. In addition, the parcel on the makai side of Kamehameha Highway adjacent to the HART property was being acquired by the City and County of Honolulu for a Department of Transportation (DTS) transit center. Board member Michael Formby indicated the location of the proposed transit center and proposed multipurpose mixed use commercial development, with possible affordable and senior housing. He said that the project was still in the design and property acquisition phase.

Mr. Atta detailed the Lagoon Drive station, around which HART owns two full properties, and may acquire another full property. Mr. Horner asked why full takes were needed, and Ms. Scanlon replied that because of construction impacts and guideway touchdown locations, the property owners expressed preferences for full acquisition. Although the original plan was not for full takes, Ms. Scanlon said that HART was balancing its needs with the landowners' needs. Mr. Horner expressed the need to make sure the decisions to convert partial takes to full takes were prudent ones. Mr. Atta explained that in some instances, construction impacts alone would effectively shut businesses down, as in the case of the 24-hour food refrigeration business located in parcel 11016015. Mr. Horner asked whether the parcels were being purchased in fee simple, and Mr. Atta said they were.

Mr. Atta said that around the Kalihi Station, several full parcels had already been acquired, including some original partial takes that became full takes because of the impact to the whole property.

At the Iwilei Station, there were two planned full acquisitions.

One full parcel across the street from the Chinatown Station had originally been a partial take. Ms. Scanlon said that HART was working with the City on interfacing HART's property with the adjacent City-owned property.

Mr. Horner remarked that HART owns real estate that could result in a good return.

Mr. Lui-Kwan asked about the evaluation for determining whether a take is full or partial. Mr. Atta said that for partial takes, HART's appraisers calculate any damages to the remainder property. They also factor in diminished utility, i.e., the value before and after the partial take. Sometimes, the damage to the remainder is so great that, in effect, the result is a full take. He added that the decision to convert from partial to full takes was usually initiated by the property owner. Mr. Atta emphasized the importance of balancing the needs of the property owner and the needs of HART.

Mr. Grabauskas noted that sometimes full takes were converted into partial takes, such as in the City Center area, where buildings would be cut and refaced.

Mr. Lui-Kwan thanked Mr. Atta and Ms. Scanlon for their presentation, and thanked Mr. Hong for the suggestion.

Mr. Hong requested fact sheets for each of the properties with TOD potential, to include information on TMKs, appraisal values, and costs.

Mr. Horner asked about Ala Moana acquisitions. Mr. Atta said that for the guideway that will sit above Kona Street, which is owned by General Growth Properties, HART would likely acquire an easement. Mr. Lui-Kwan asked about any value added to Ala Moana. Mr. Horner noted that he was also concerned that HART was paying landowners who would enjoy the benefits of rail but pay nothing to HART. He expressed his concern over the high cost of the Ala Moana station, and suggested working creatively with large landowners.

Board member George Atta spoke of the need for HART and the Department of Planning and Permitting (DPP) to collaborate in dialogues with landowners, as DPP has zoning leverage.

Mr. Horner asked about the Kakaako station. Ms. Scanlon said that station would be under the jurisdiction of the Hawaii Community Development Authority, and that HART was in discussion with landowners Howard Hughes regarding the Kakaako station and Kamehameha Schools for the Civic Center station. She said that HART had been working with DTS, and would coordinate with DPP on leveraging City monies.

Mr. Hong asked about ridership at the Ala Moana station, and Mr. Grabauskas replied that it would be the most utilized station. He said he would circulate ridership information to the Board. Mr. Horner requested a future discussion on ridership, for an examination of assumptions, and possible re-evaluation.

Board member Michael Formby requested that the TOD fact sheet include current concept of use for each parcel. Mr. Grabauskas agreed, and noted that air rights were also available for those parcels.

V. Construction and Traffic Update

HART Director of Construction and Design Lorenzo Garrido, Deputy Director of Construction Tom LeBeau, and Information Specialist Scott Ishikawa delivered the construction and traffic update, a copy of which is attached hereto as Attachment B.

Mr. LeBeau reported on the progress at the Rail Operations Center, the construction of which is 60% complete. In the West Oahu Farrington Highway section, 56% of construction is complete, with two miles of guideway complete and track being laid. Mr. LeBeau also reported that the travelers for the balanced cantilever, which would extend over the roadway, were being built. The Kamehameha Highway Guideway section was 29% complete. In the second 10 miles of the alignment, work on the advanced utilities contract and seven piers contract in the Airport section have begun.

Mr. Ishikawa reported on closures and detours on Farrington Highway, as well as night lane closures for balanced cantilever work. He reported on lane closures and detours along Kamehameha Highway in Pearl City and Aiea for column construction and utility relocation work. Mr. Ishikawa said that HART had received 87 hotline phone calls that month.

Mr. Hong asked if there were any penalties for contracts that were behind schedule. Mr. LeBeau said that the schedule was being revised, and that Kiewit had mobilized additional resources aimed at schedule recovery and production. He said that the contract provides for liquidated damages, and that HART would evaluate the cause for the delay. Mr. Hong requested to be kept apprised.

Board member Robert Bunda said that he would share comments he received with staff following the meeting.

VI. January Monthly Progress Report

Mr. Grabauskas said that he would entertain any questions or comments on the monthly report, a copy of which is attached hereto as Attachment C. There were no comments.

VII. Executive Director and CEO's Report

Mr. Grabauskas reported that HART had just completed its triennial review by the Federal Transit Administration. He said that the review focused on 17 different areas, such as HART's technical and financial capacity, as well as procurement. He complimented HART's Director of Procurement and Contracts Nicole Chapman and her team for their hard work, and said that the final report on the review would be available in April or May.

Mr. Grabauskas reported that the City Council had voted the previous day to request that Section 5307 funds be removed from the rail project's financial plan. The Council had also deferred action on the bond request Memorandum of Understanding (MOU), until after a delegation of councilmembers completed their visit to Washington, D.C.

In the State Legislature, Mr. Grabauskas reported on recent meetings regarding the general excise tax (GET) extension bills. He had recently spoken with a Senate Transportation caucus. The previous week, Senate Bill 19, introduced by Senators Clarence Nishihara, Breene Harimoto and Will Espero, was heard by the joint committee on Transportation and Public Safety and Military Affairs. The committee amended the bill to include a 25-year GET sunset, and allocation of half of the State's 10% GET share to TOD. Additionally, HART would be subject to an annual audit by the State auditor.

Mr. Grabauskas also reported that bids would be opened for the Farrington Highway station group on March 3, 2015. This would be the first group of the three station packages, which were the result of breaking up the nine West Side stations. Mr.

Grabauskas said that although HART hoped to see savings in the Farrington Highway station group as a result of value engineering, the greatest savings would likely be realized in the next two station packages.

Mr. Grabauskas said that HART staff had recently met with Project Labor Agreement (PLA) Administrator the Solis Group and various unions and organizations, and reported that HART was fully implementing the PLA.

Mr. Lui-Kwan called upon Mr. Kahele to deliver his testimony. Mr. Kahele provided testimony requesting a meeting with Kiewit, HART and the Hawaii Laborers Union, as the ironworkers were not being utilized to install the rail. He thanked Mr. Grabauskas for retaining the PLA Administrator, but asked for a resolution to the issue, as the ironworkers had been longtime supporters of the Honolulu rail project.

Mr. Hong asked that the issue be given priority. Mr. Horner asked whether the members of Mr. Kahele's union had been without work since the economy had improved. Mr. Kahele responded that although many of his members had returned to work, many still had not. He said that HART's contractor had brought ironworkers and laborers from the mainland to work on the rail project. Board member Damien Kim opined that the two PLAs on the Honolulu rail project may be contributing to the problem.

Mr. Horner asked about HART's contingency. Mr. Grabauskas pointed to page 13 of the Monthly Progress Report, and said that the contingency was currently $523.8 million, with approximately $20 million drawn down in the previous month for WOFH and KHG escalation delay claims and other changes. Mr. Horner said that those changes had been approved, but not immediately drawn down. He requested that the monthly report detail the contingency balance to include change orders approved but not yet drawn down. Mr. Horner expressed his concern about HART's level of FTA reimbursement, noting that in the first half of fiscal year 2014, HART had only drawn down approximately $56 million. HART Chief Financial Officer Diane Arakaki said that HART was approximately two months behind in seeking reimbursement from the FTA. Mr. Horner asked how much HART could expect to be reimbursed. Mr. Grabauskas said he would provide a schedule showing reimbursements, and noted that some expenditures were not reimbursable by the federal government. Mr. Horner requested more detail on how FTA reimbursements were drawn down.

Mr. Horner asked what HART needed to borrow. Mr. Grabauskas said that HART would need to borrow $350 million initially, and $1.9 billion overall. Ms. Arakaki said that the revised financial plan puts that total at $1.3 billion. Mr. Grabauskas pointed out that the $1.3 billion would be borrowed over time, and that the entire amount would not be outstanding. Mr. Horner requested more detail on HART's debt, and the maximum amount of debt HART would carry at any point in time.

Board member Robert Bunda requested that the information requested by the Vice Chair be communicated to the legislative bodies to show transparency. Mr. Lui-Kwan said that key questions regarding the debt details had not been asked at the recent City Council

meeting. He agreed with Mr. Horner and Mr. Bunda that the questions should be answered.

Mr. Bunda asked about the FTA's position regarding the revised financial plan. Mr. Grabauskas said that HART meets with the FTA every quarter, and the FTA's consultant on a monthly basis. Given the high bids for the West Side station group and HART's discussions with legislature, the FTA thought HART should wait for the legislative session to end, and issue the revised financial plan in summer. Mr. Horner registered his support for the FTA's recommendation.

Mr. Horner asked when the station packages would go out. Mr. Grabauskas said the bids for the first package would be opened on March 3, 2015. The second station bid package would be issued in June. Mr. Horner asked about the last 10 miles of guideway. Mr. Grabauskas said six miles of Airport guideway and four stations would go out in April, and the last four miles of guideway and eight stations would go out in August. Mr. Lui-Kwan asked when the contracts would be let, and Mr. Grabauskas said the bids for the final portion of the guideway, the last significant contract, would be opened in early 2016. Mr. Lui-Kwan requested that information in writing, because it would assist Board members in answering questions about the timing of the GET extension.

Mr. Horner asked about the cost contingency drawdown chart on page 14 of the Monthly Progress Report. Mr. Grabauskas said that the contingency should be above the green line, and that the drawdown was anticipated to proceed much faster once the station contracts are awarded. Mr. Horner asked about the remaining cash at the end of the project, and Mr. Grabauskas said that HART was working with the FTA on the estimate of completion cost. With the approximate $700 million anticipated shortfall, the estimate of total project cost at completion would likely be about $5.8 billion. Mr. Horner spoke of the need to find opportunities to replenish the contingency fund.

Mr. Hong asked about HART's mitigation efforts. Mr. Grabauskas said that HART was working closely with the FTA and its consultant on mitigation. He said that as the scope of the project is constrained by the Full Funding Grant Agreement, costs may be cut in finishes, but all 21 stations and 20 miles of guideway must be built. He said that secondary mitigation measures are being examined, such as possibly financing the Pearl Highlands Parking Garage through public private partnerships. Mr. Grabauskas said that HART was working with the FTA on schedule.

Mr. Lui-Kwan called for public testimony. Russell Honma provided testimony regarding his concern over cost overruns and change orders. He urged the Board to be firm in negotiating with its contractors.

Mr. Formby thanked Mr. Grabauskas and Director of Operations Duane Sayers for meeting with Oahu Transit Services shop stewards on intermodal planning on the operational level.

Mr. Lui-Kwan acknowledged the need for the PLA matter to be given priority. He wished all a Happy Chinese New Year.

VIII. Executive Session

There was no need for executive session

IX. Adjournment

Mr. Lui-Kwan adjourned the meeting at 10:13 a.m.

Respectfully Submitted,

Cindy Matsushita
Board Administrator

Approved:

Ivan Lui-Kwan, Esq.
Board Chair

MAR 12 2015
Date

ATTACHMENT A

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

HART Board
Right-of-Way Status Update
February 19, 2015

Elizabeth Scanlon
Director of Planning & Right-of-Way

Morris M. Atta
Deputy Director of Right-of-Way

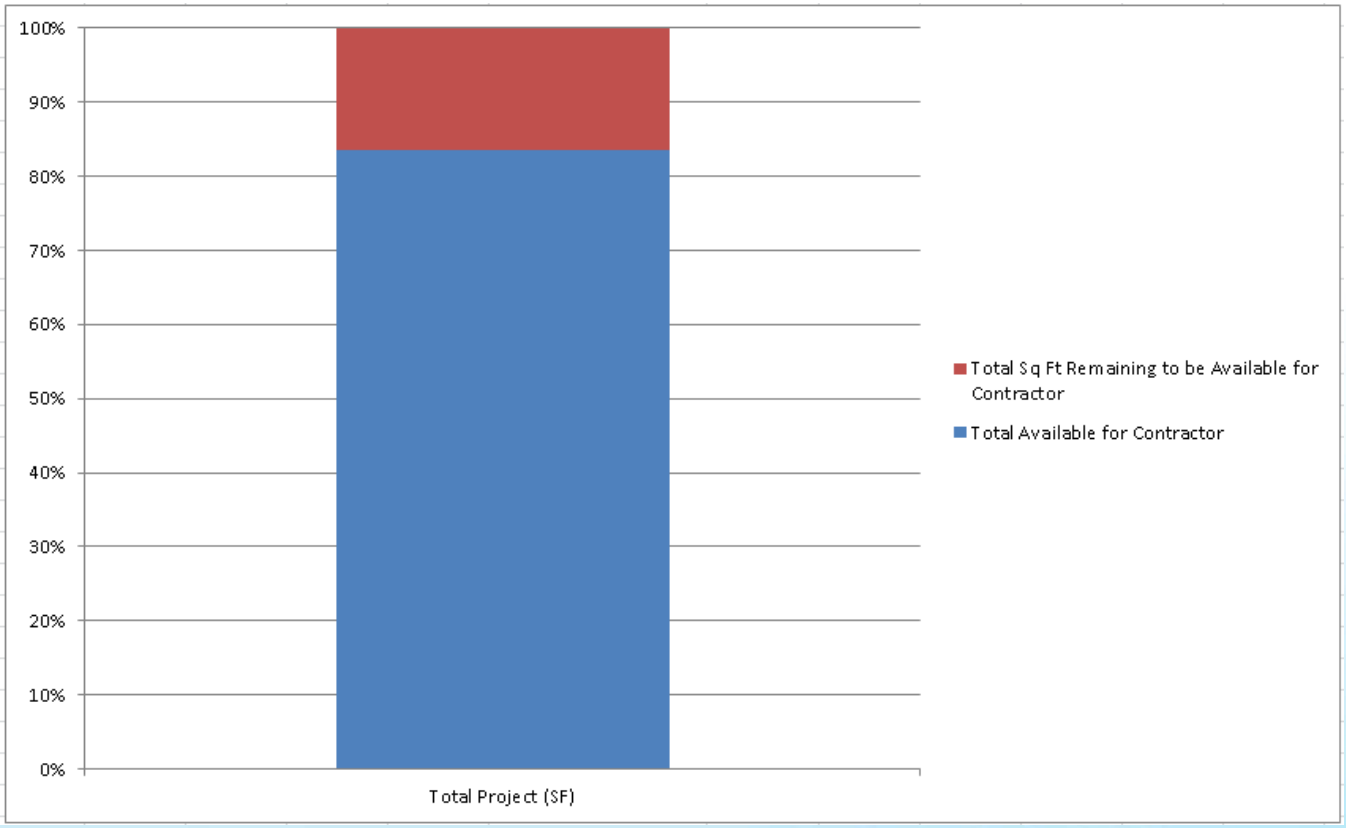
Status Summary

- ROW continues to meet the schedule for City Center acquisitions relative to program procurement needs
  - Intense focus on Airport and Dillingham Parcels to support upcoming procurement
- ROW needs are being closely monitored for Airport Section
  - Easements from US Navy are needed for utilities work
- Real Estate Acquisition Management Plan approved by FTA-Possession and Use Agreement in place

Progress Acquisition by Land Area

Significant progress since last Board Meeting

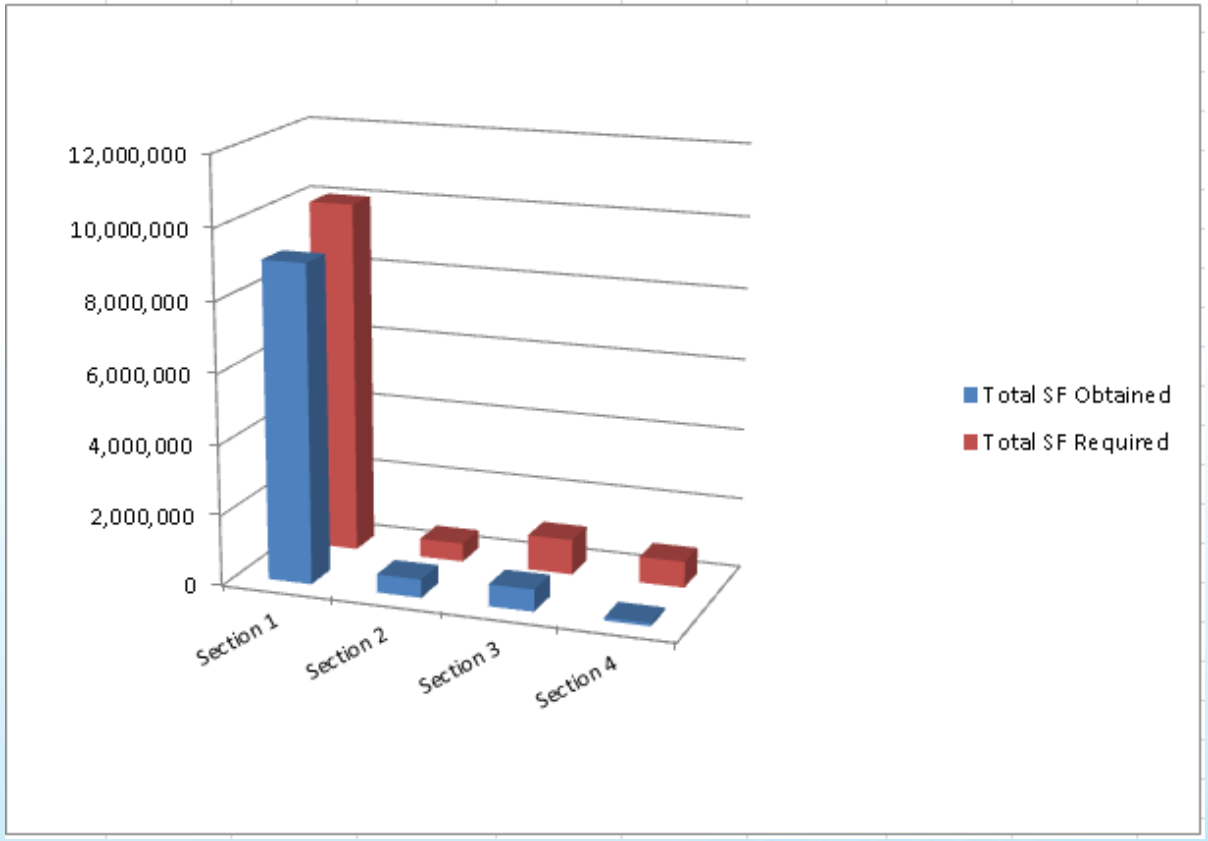
as of 2/13/2015



Total Project (SF)	Total Square Feet Requirement	12,289,738
	Total Available for Contractor	10,270,458
	Total Sq Ft Remaining	2,019,280
	% Available for Contractor	84%
	Reported Last Month	73%

Progress Acquisition by Land Area

as of 2/13/2015

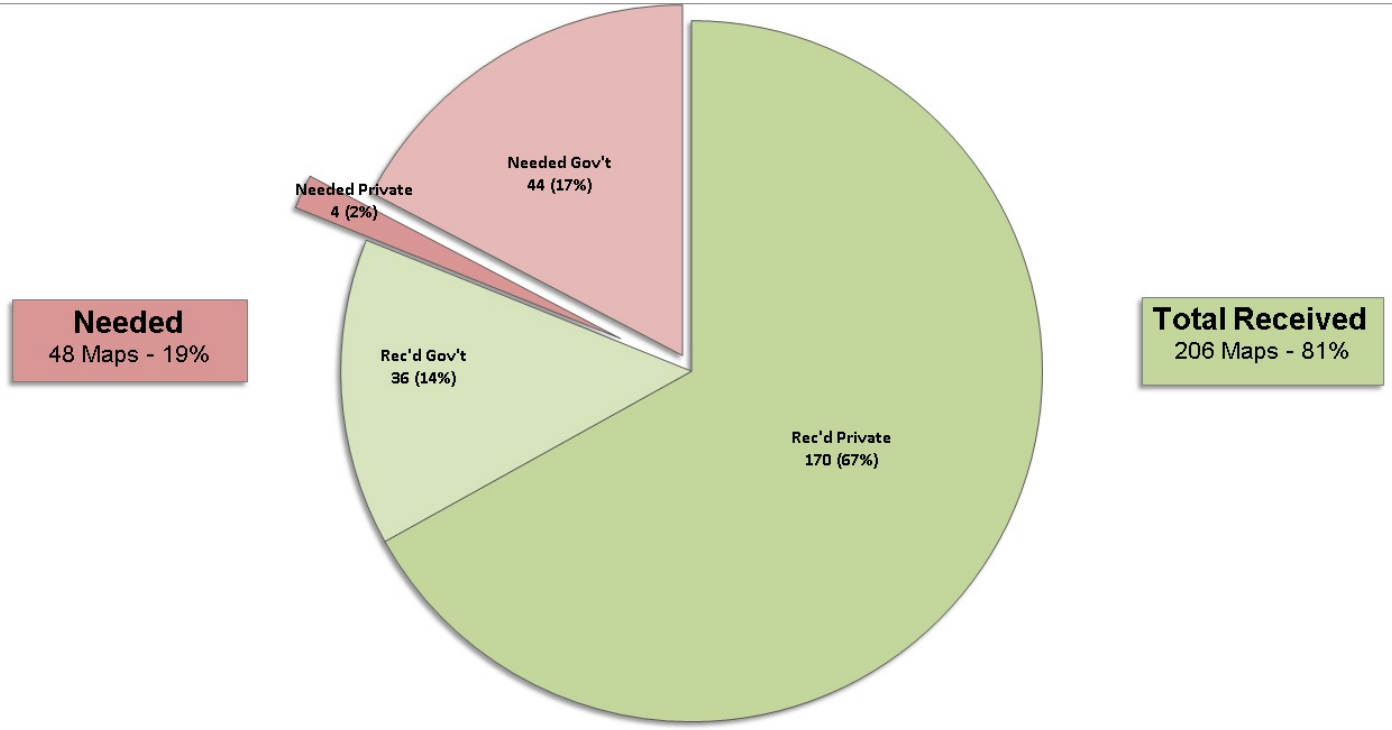


	Section 1	Section 2	Section 3	Section 4
Total SF Obtained	9,035,329	521,121	624,196	89,812
Total SF Required	10,021,136	525,460	1,000,623	742,519
% Progress	90%	99%	62%	12%

Survey Maps

(Privately Owned + Government Parcels)

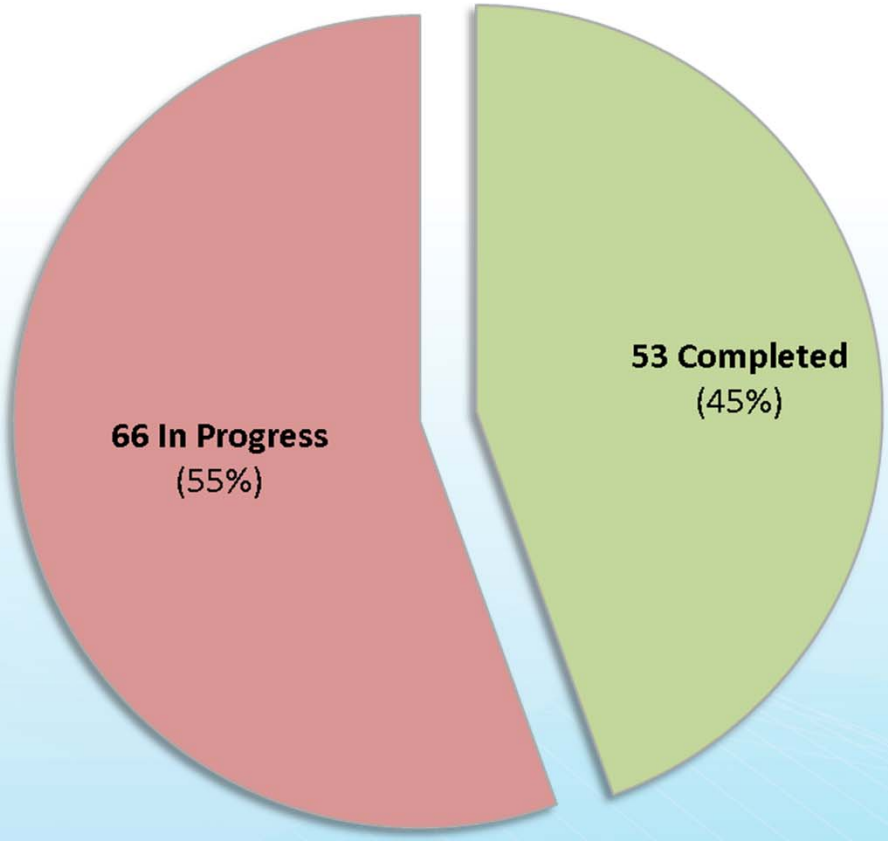
as of 1/23/2015



Appraisal Status on

Privately Owned Parcels to be Acquired

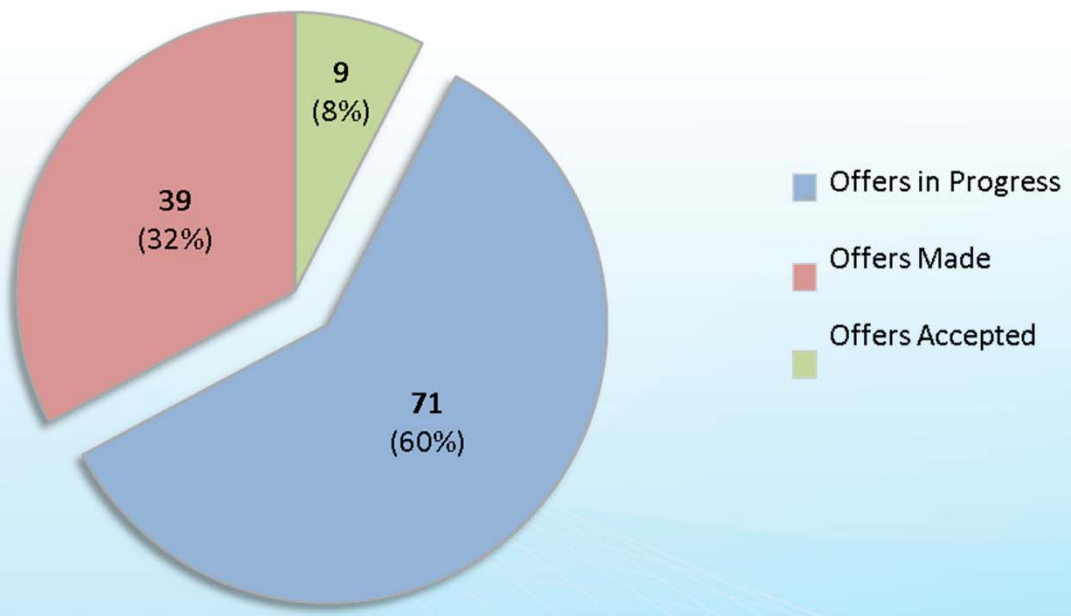
as of 1/23/2015



Offer Status on

Privately Owned Parcels to be Acquired

as of 1/23/2015

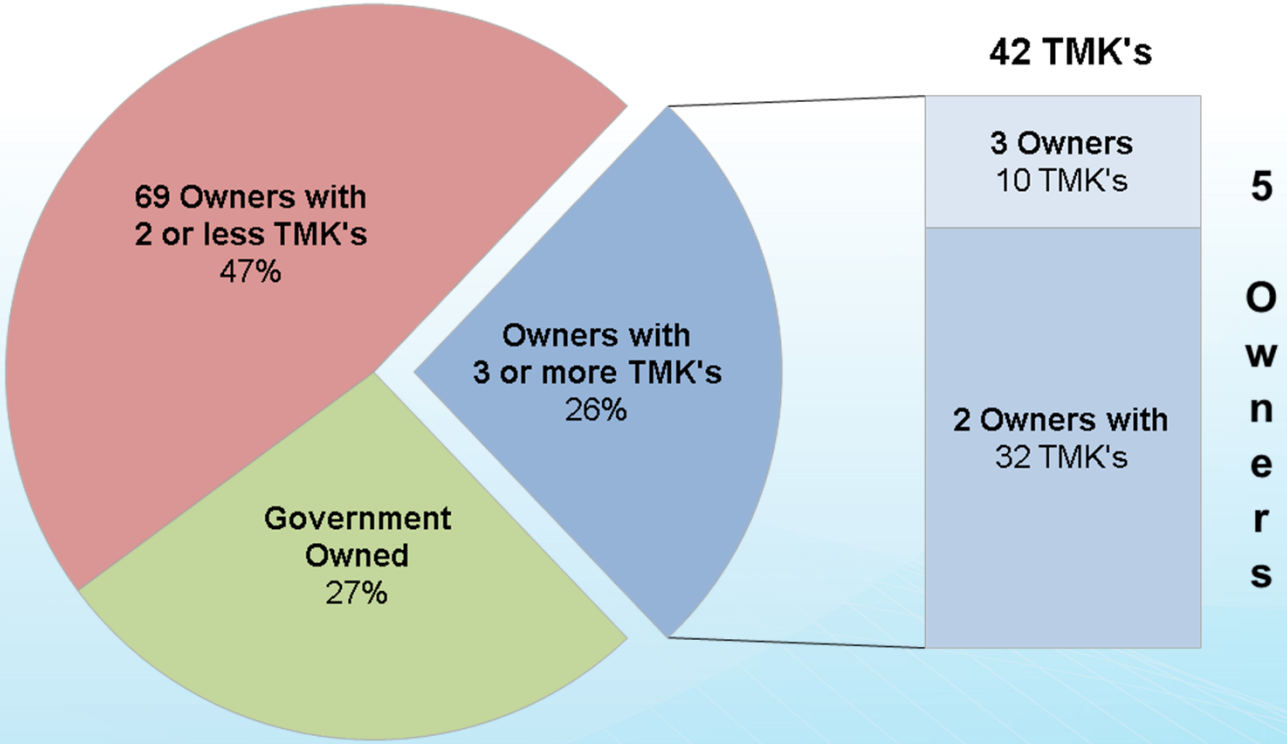


*44 of the 163 needed parcels are government owned and excluded from the figures above since only negotiated agreements are necessary for acquisition.

Parcels to be Acquired by Tax Map Key

(Privately Owned + Government Parcels)

as of 1/23/2015



Acquisition Summary as of 1/23/2015

Summary:

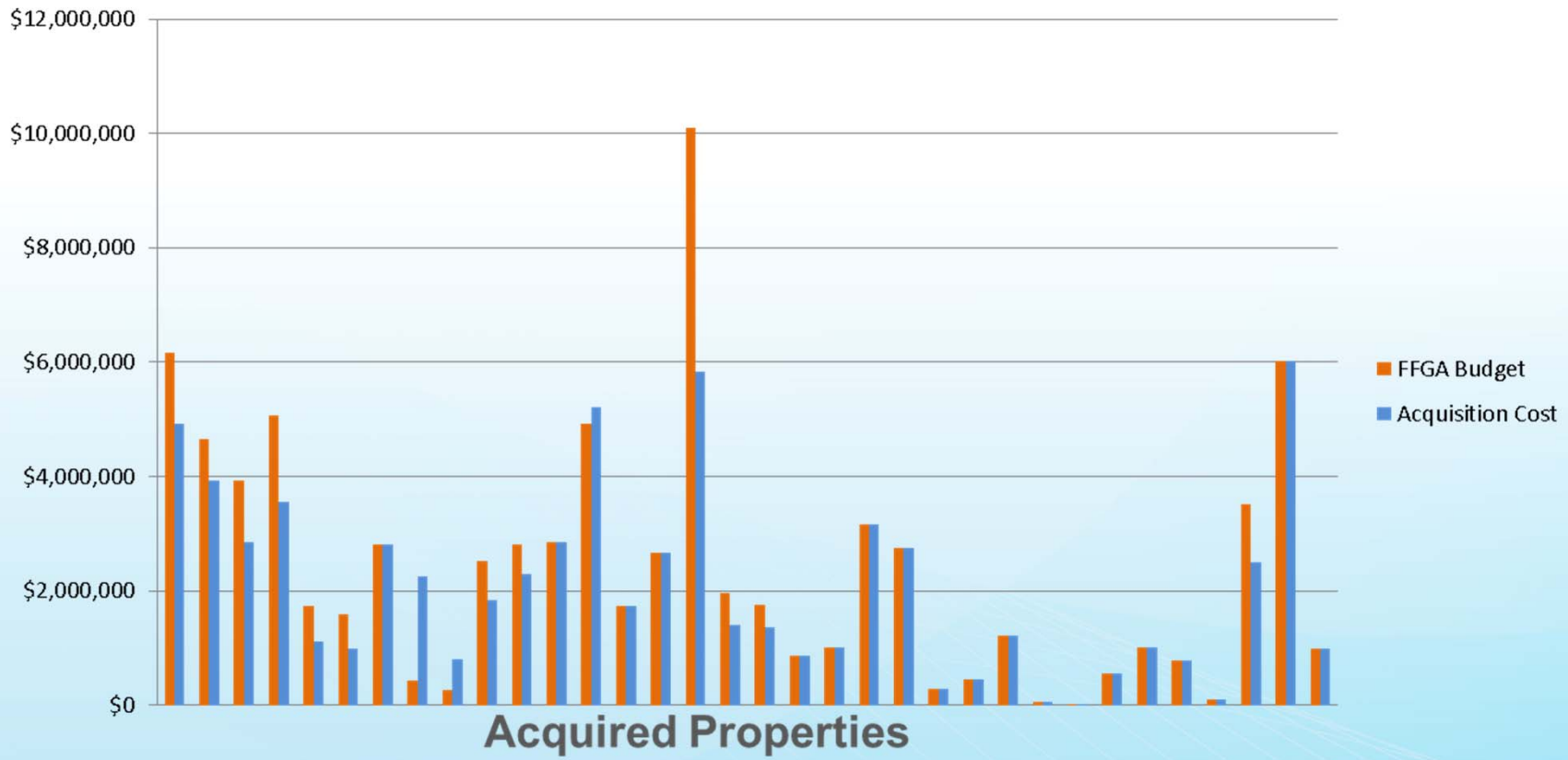
34 Acquisitions
38 Agreements/Easements/ROE

72 total closed transactions
4 site control obtained title transfer pending
76 Total Acquisitions

No	TMK	Take	Address	Total Acquisition ($)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Lp	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Lp	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Dr	2,843,274	3,930,328		1,087,055
4	1-1-016-015	Full	515 Lagoon Dr	3,551,508	5,067,659		1,516,151
5	1-2-003-016	Full	1819 Dillingham Blvd	1,106,416	1,741,689		635,273
6	1-2-003-082	Full	1825 Dillingham Blvd	984,299	1,596,625		612,326
7	1-2-009-001	Full	1901 Dillingham Blvd	2,805,135	2,814,000		8,865
8	1-2-009-017	Full	1953 Dillingham Blvd	2,257,359	436,620	**	-1,820,739
9	1-2-009-018	Full	1927 Dillingham Blvd	804,686	261,258	**	-543,428
10	1-2-010-068	Full	1900 Dillingham Blvd	1,831,279	2,529,000		697,721
11	1-5-007-021	Full	545 Kaaahi St	2,285,004	2,819,500		534,496
12	1-5-007-023	Full	533 Kaaahi St	2,850,000	2,850,000	*	0
13	1-7-002-026	Full	902 Kekaulike St	5,219,351	4,927,000	**	-292,351
14	2-3-004-048	Full	1156 Waimanu St	1,730,578	1,730,578		0
15	2-3-004-069	Full	1168 Waimanu St	2,660,398	2,658,317		-2,081
16	2-3-007-033	Full	1169 Kona St	5,824,643	10,102,669		4,278,026
17	2-3-007-036	Full	1174 Waimanu St	1,407,845	1,951,386		543,541
18	2-3-007-044	Full	1201 Kona St	1,357,540	1,751,700		394,160
19	9-4-017-011	Full	94-818 Moloalo St	870,000	870,000	*	0
20	9-4-019-050	Full	94-819 Farrington Hwy	1,004,277	1,005,000		723
21	9-4-048-046	Full	94-119 Farrington Hwy	3,159,142	3,159,142	*	0
22	9-4-048-047	Full	94-136 Leonui St	2,749,142	2,749,142	*	0
23	9-6-003-012	Full	96-171 Kamehameha Hwy	287,030	287,030	*	0
24	9-6-003-013	Full	96-165/169 Kamehameha Hwy	455,588	455,588	*	0
25	9-6-003-014	Full	96-157 Kamehameha Hwy	1,216,787	1,216,787	*	0
26	9-6-003-015	Full	96-159 Kamehameha Hwy	53,304	53,304	*	0
27	9-6-003-016	Full	96-149A Kamehameha Hwy	22,304	22,304	*	0
28	9-6-003-017	Full	96-149 Kamehameha Hwy	559,914	559,914	*	0
29	9-6-003-018	Full	96-137 Kamehameha Hwy	1,017,915	1,017,915	*	0
30	9-6-004-002	Full	96-93 Kamehameha Hwy	790,000	790,000	*	0
31	9-6-004-017	Full	Kamehameha Hwy	90,000	90,000	*	0
32	9-8-009-017	Full	98-077 Kamehameha Hwy	2,509,030	3,512,500		1,003,470
33	9-8-010-002	Full	98-080 Kamehameha Hwy	6,027,021	6,027,021	*	0
34	9-9-003-068	Full	99-140 Kohomua St	993,783	993,783	*	0
				70,166,783	80,800,178		10,633,394

Notes:
* Baseline assumes zero variance (budget = actual) during FFGA approval process.
** Cost exceeded budgeted amount due to conversion from partial to full acquisition.

Acquisition Cost as of 1/23/2015



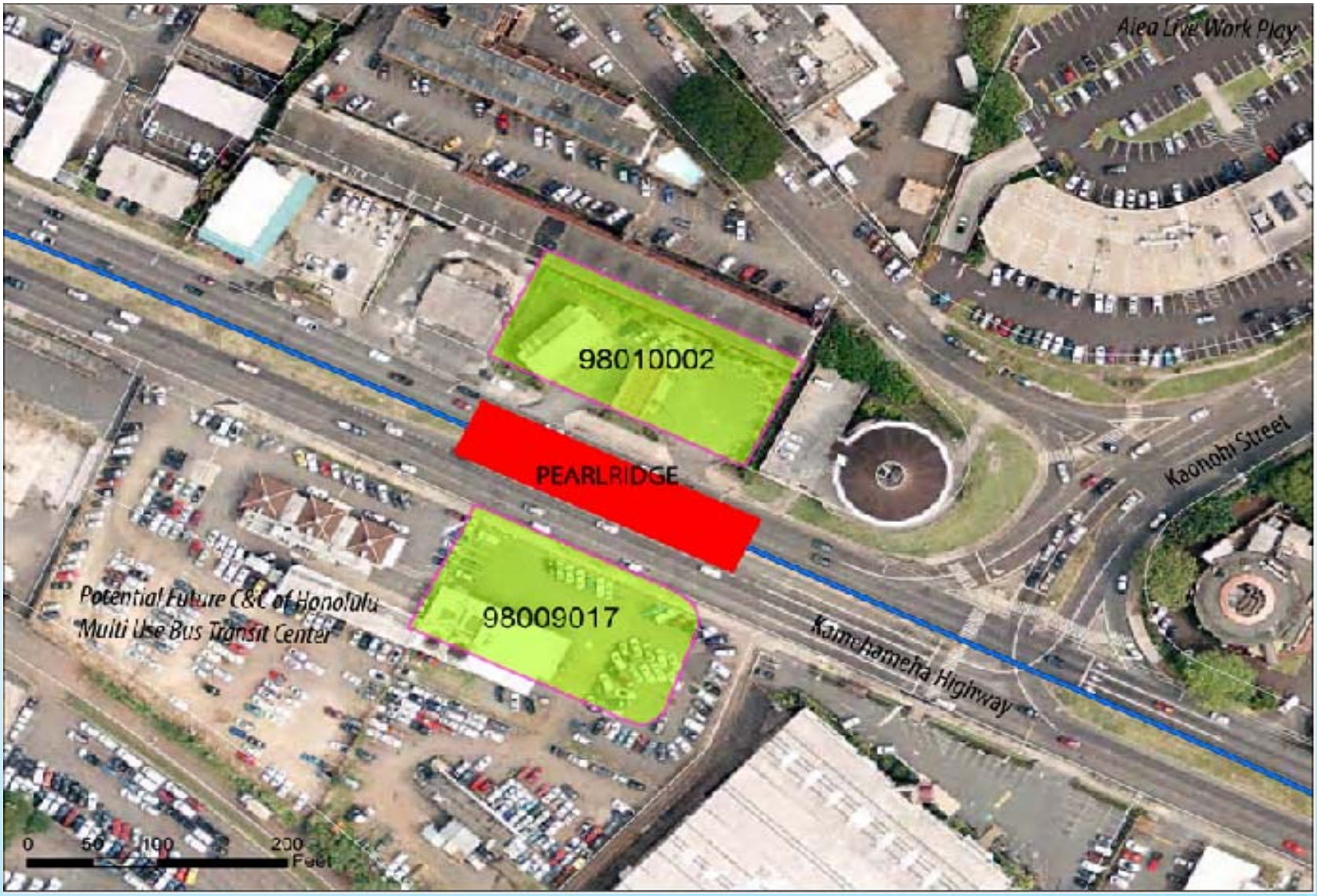
Acquired Property Available for Potential Development

- 7 locations
- Full acquisitions with potential for other uses

West Loch Station

Waipahu Station

Pearlridge Station



Lagoon Drive Station

Kalihi Station

Iwilei Station

Chinatown Station

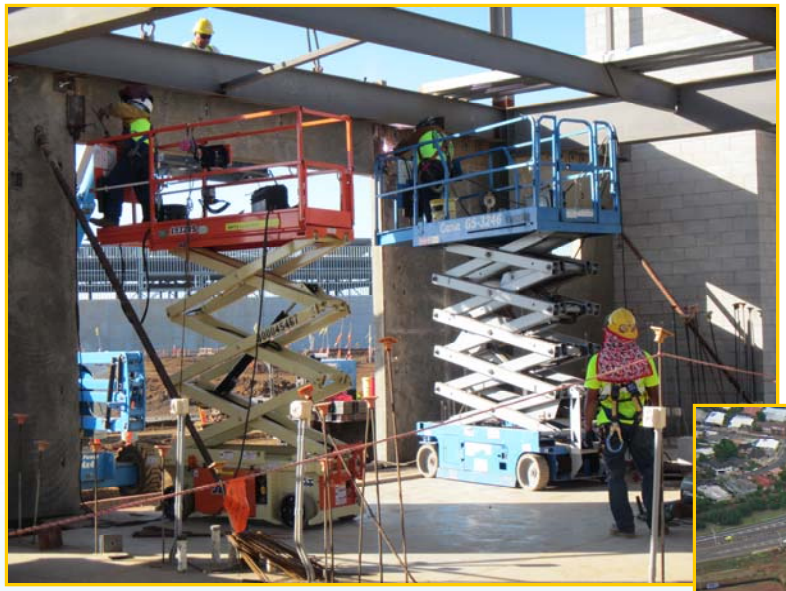
Mahalo!

HONOLULU RAIL TRANSIT

ATTACHMENT B

Construction and Traffic Update
February 19, 2015

Rail Operations Center Design-Build



Construction Completion	**60%**
Contract Billed to Date	**59%**
Contract Billing Planned Per Schedule	**65%**

** ROC construction currently tracking to the planned Substantial Completion date.*

** Contractors Billings may lag behind physical work completed due to milestone based payment contract.*

Operations Services Building (OSB)

Maintenance of Way (MOW) Building

Wheel Truing Building (WTB)

Rail Operations Center Design-Build

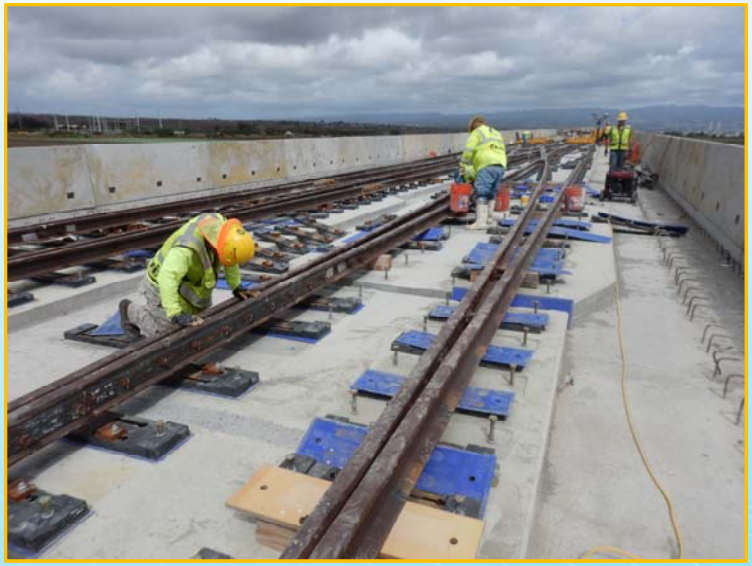
Rail Operations Center Design-Build

WOFH Design-Build

Construction Completion	**56%**
Contract Billed to Date	**57%**
Contract Billing Planned Per Schedule	**65%**

** WOFH construction currently tracking 4 months behind the planned Substantial Completion date. Kiewit recently submitted a revised schedule that is currently under review by HART.*

** Contractors Billings lag behind physical work completed due to milestone based payment contract.*



Balanced Cantilever Work

KHG Design-Build

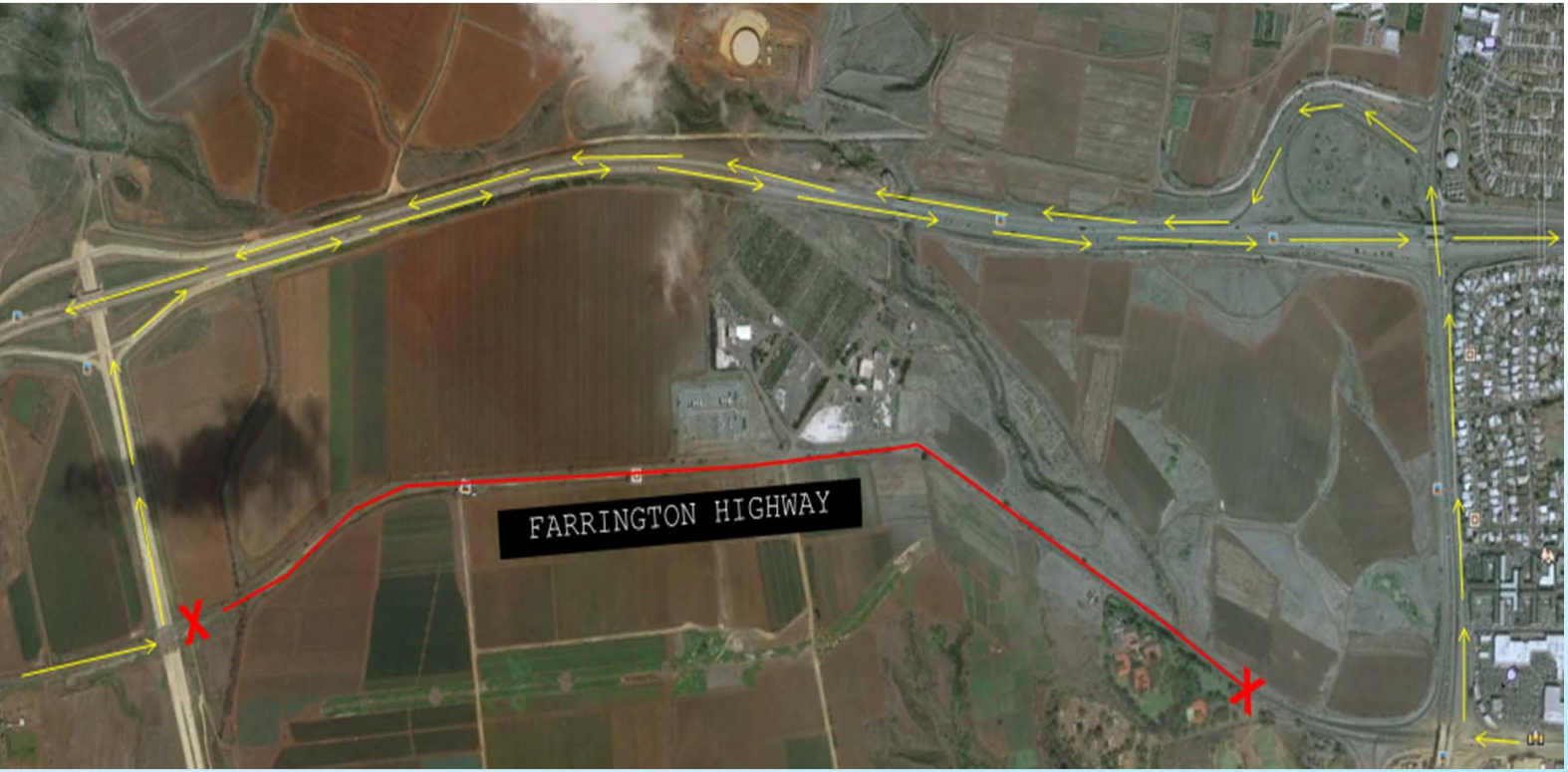
Physical Construction Completion	**29%**
Contract Billed to Date	**32%**
Contract Billing Planned Per Schedule	**58%**

- *KHG construction currently tracking 6-7 months behind the planned Substantial Completion date.*

Moving Forward: The Next 10 Miles

** HART has commenced construction activities on two advanced construction packages for the next 10 miles of guideway the Airport Advanced Utilities and the Airport 7 Piers.*

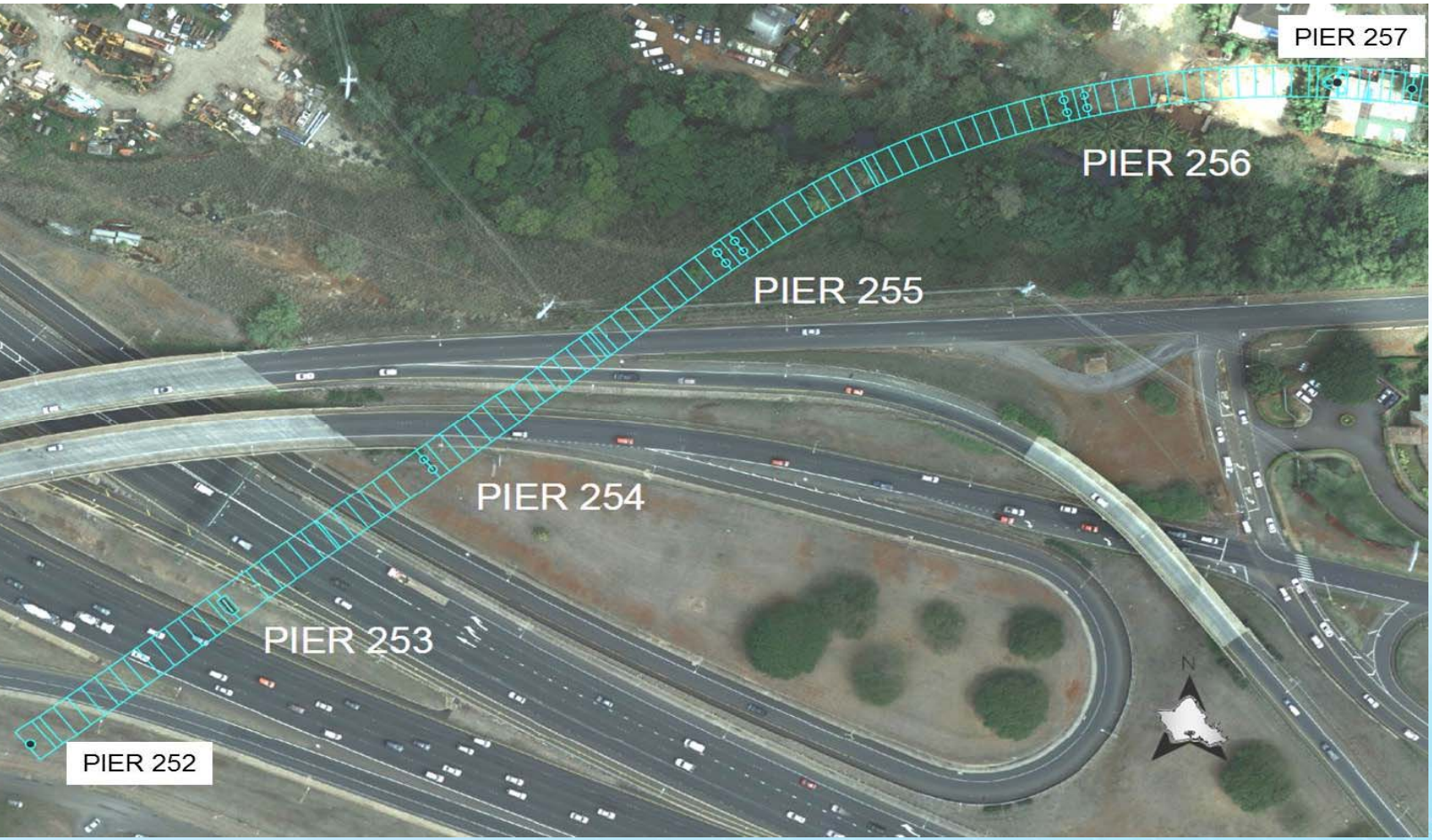
Farrington Highway Detour



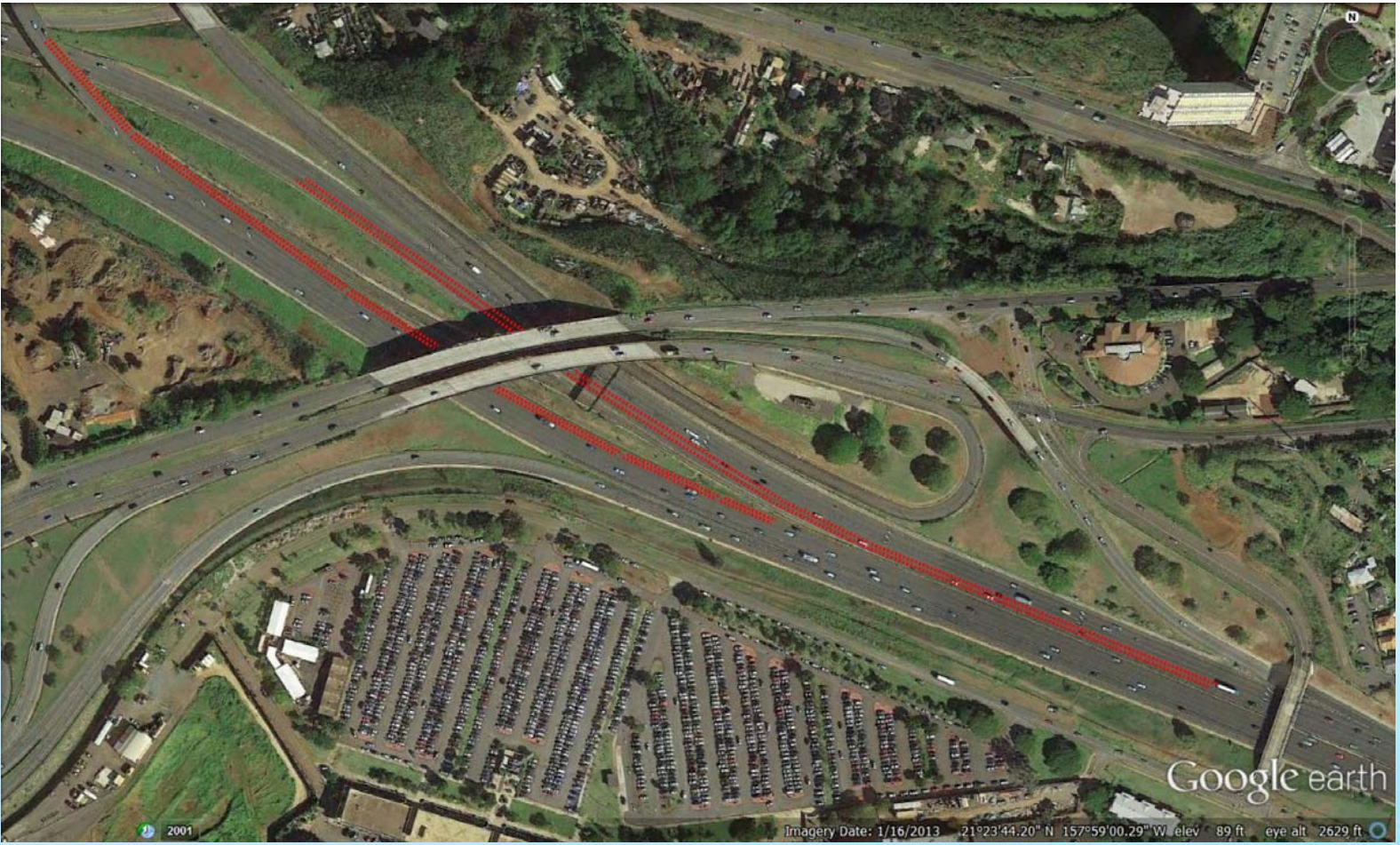
Farrington Highway in Waipahu

Farrington Highway in Waipahu

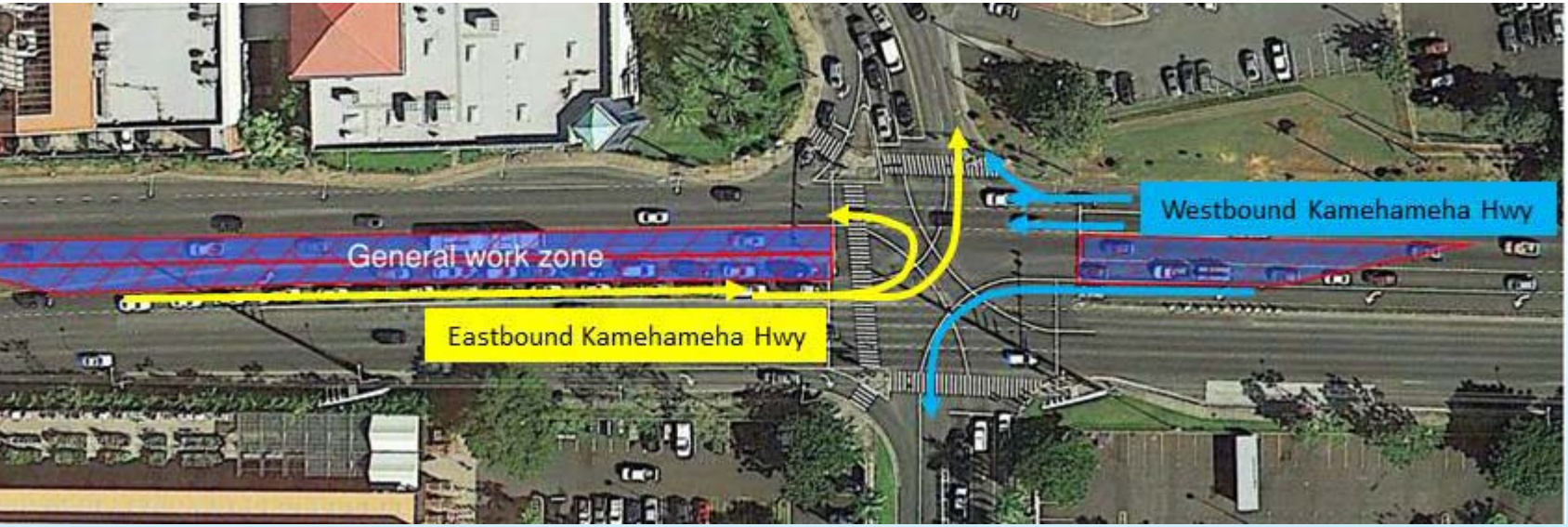
Balanced Cantilever Work



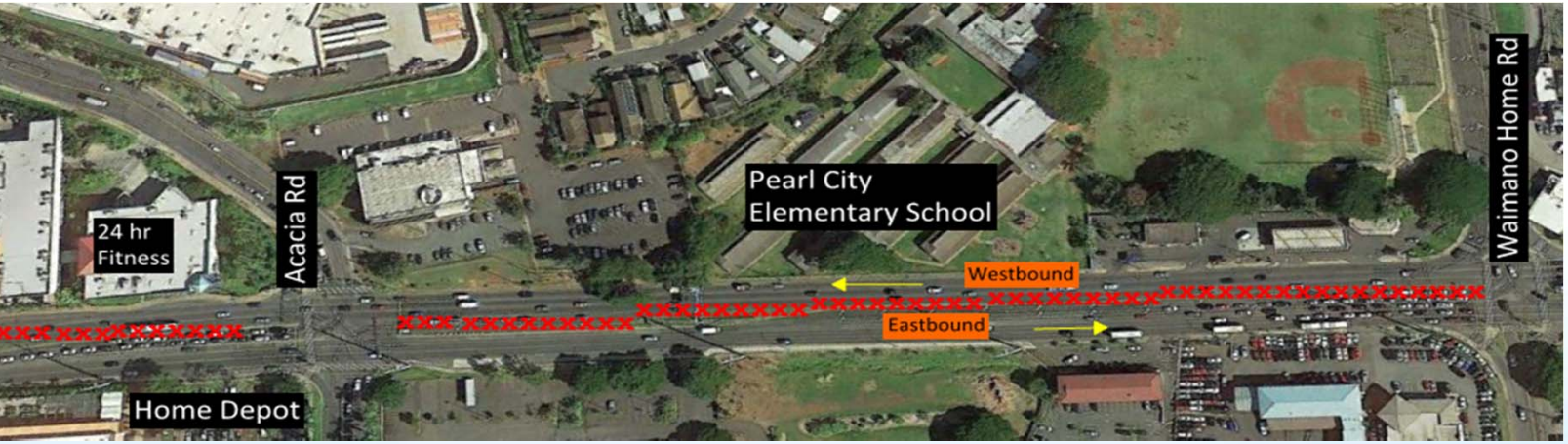
Balanced Cantilever Work



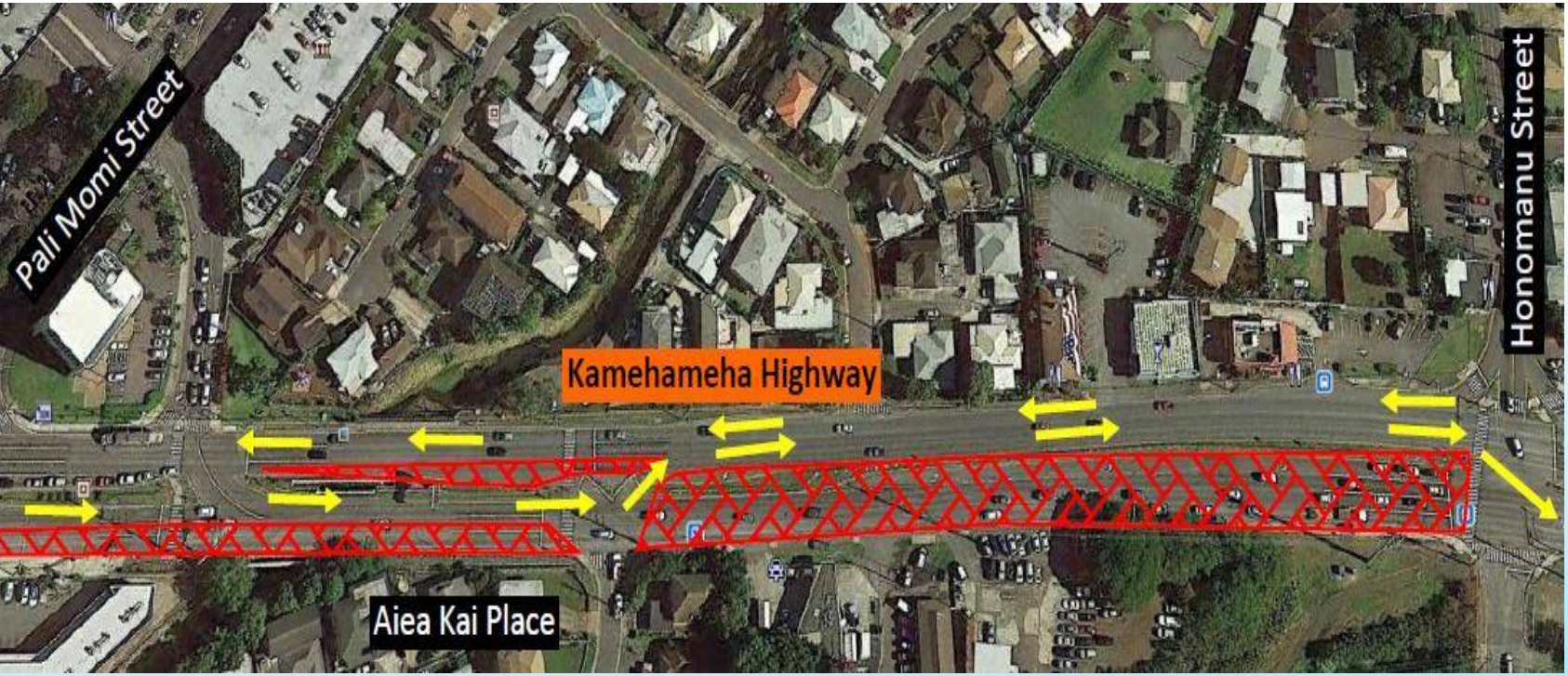
Kamehameha Highway in Pearl City



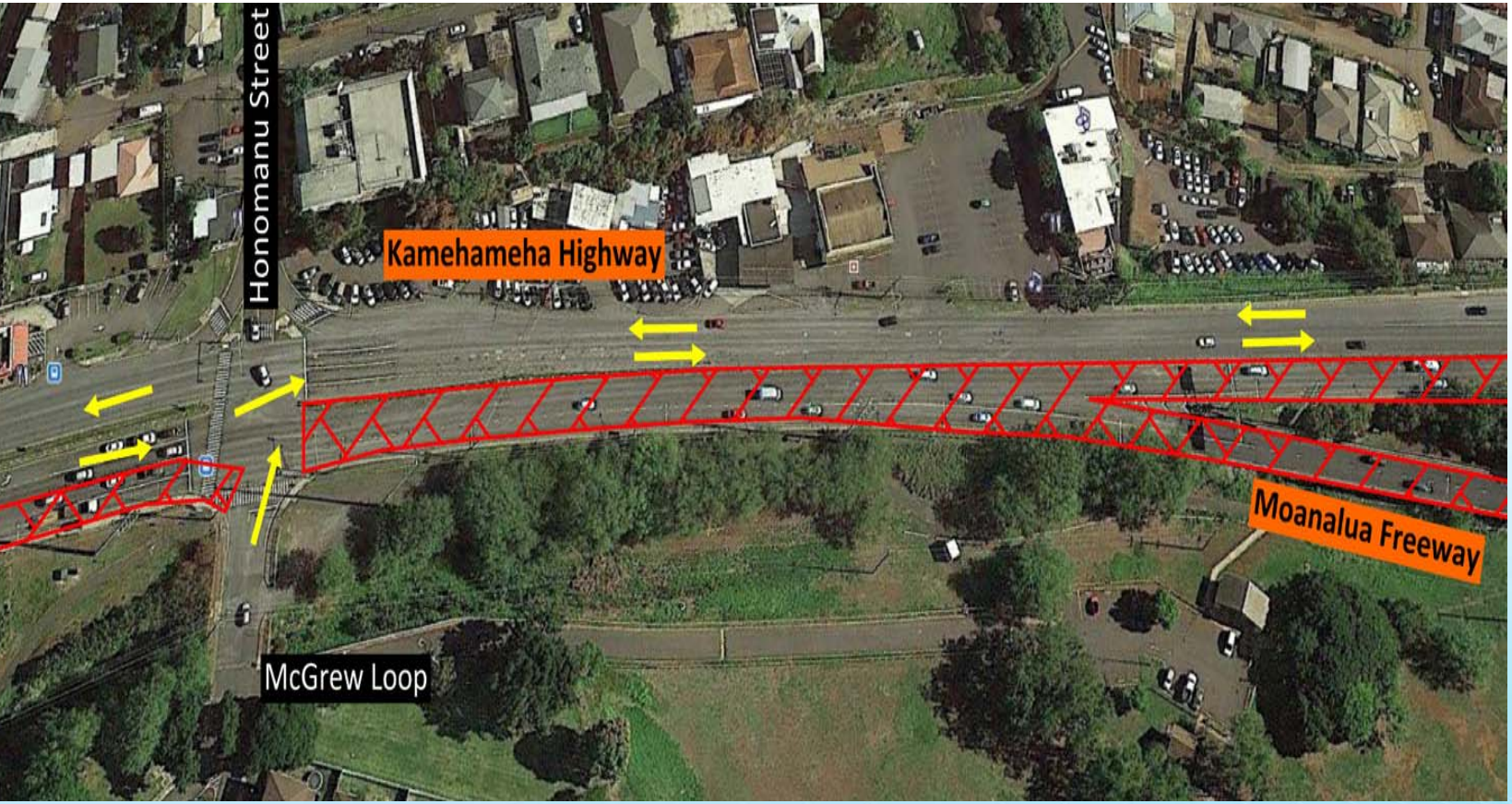
Kamehameha Highway in Pearl City



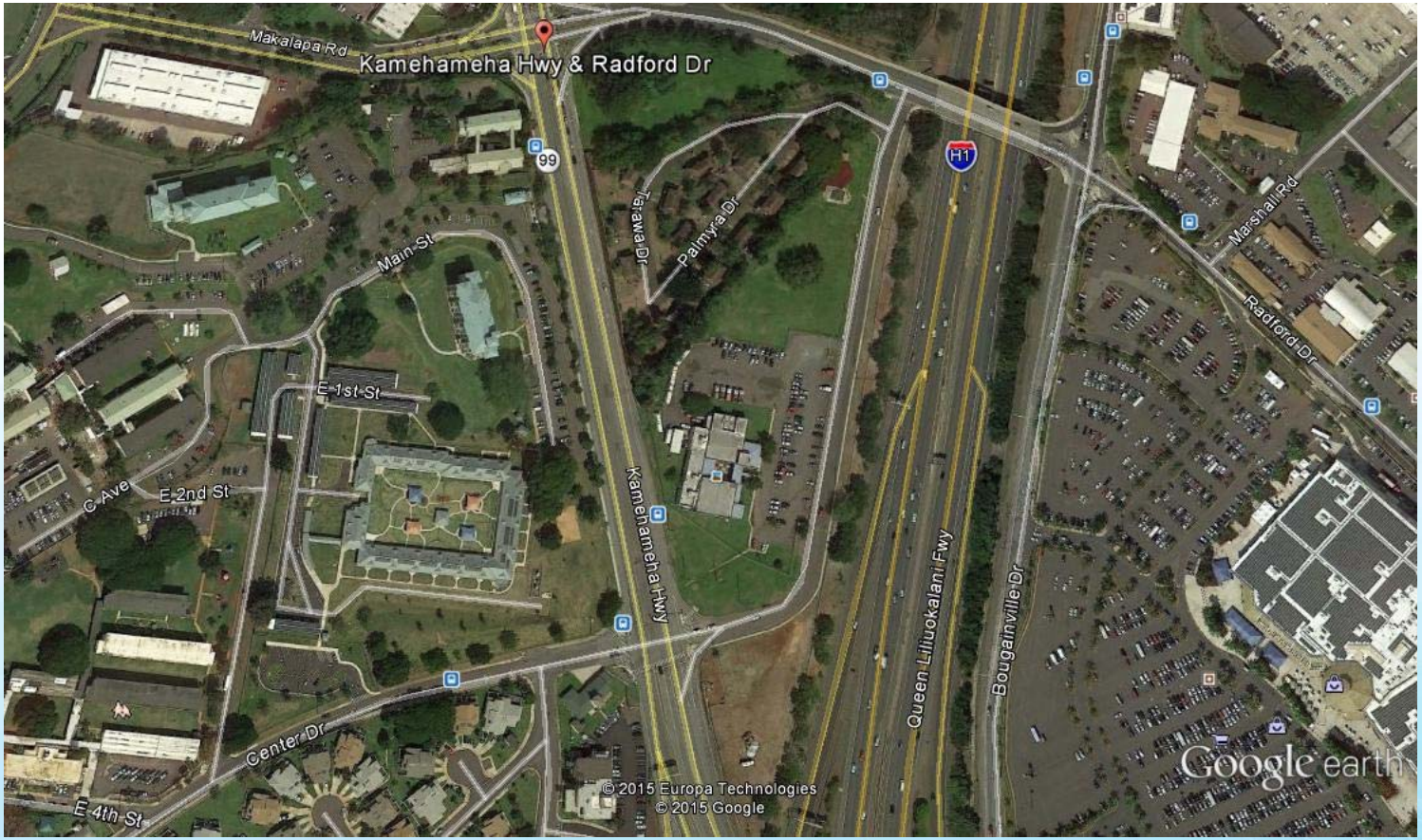
Kamehameha Highway in Aiea



Kamehameha Highway in Aiea



Kamehameha Highway near Pearl Harbor



Mahalo!

HONOLULU RAIL TRANSIT

ATTACHMENT C

HONOLULU RAIL TRANSIT PROJECT

January 2015
MONTHLY PROGRESS REPORT

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 Kualakai Parkway looking Waianae.
Upper right: West O'ahu Farrington Highway Guideway along Farrington Highway looking Diamond Head.
Lower right: Rail Operations Center (aka Maintenance and Storage Facility) site.

TABLE OF CONTENTS

TABLE OF FIGURES 4

LIST OF ACRONYMS 5

PROJECT MAP 8

1 EXECUTIVE SUMMARY 9

2 OVERALL PROJECT PROGRESS AND FINANCIALS 11
- 2.1 Project Progress 11
- 2.2 Project Budget 13
- 2.3 Project Contingency 13
- 2.4 Project Funding 15
- 2.5 Project Revenue and Costs 17

3 SCHEDULE 18

4 CONTRACT STATUS 21
- 4.1 System-Wide 23
- 4.2 Section I – West O‘ahu/Farrington Highway: East Kapolei to Pearl Highlands 30
- 4.3 Section II – Kamehameha Highway: Pearl Highlands to Aloha Stadium 42
- 4.4 Section III – Airport: Aloha Stadium to Middle Street Transit Center Station 48
- 4.5 Section IV – City Center: Middle Street Transit Center Station to Ala Moana Center 56
- 4.6 Project-Wide 60

5 OVERALL PROJECT-WIDE ACTIVITIES 65
- 5.1 Permits 66
- 5.2 Hawai‘i Department of Transportation (HDOT) Agreements 66
- 5.3 Utility Agreements 67
- 5.4 Right-of-Way 69

6 MANAGEMENT AND ADMINISTRATIVE UPDATES 73
- 6.1 Safety and Security 75
- 6.2 Quality Management 77
- 6.3 Buy America Compliance 80
- 6.4 Disadvantaged Business Enterprise (DBE) 80
- 6.5 Planning and Environment 80
- 6.6 Risk Management 81
- 6.7 Community Outreach 87
- 6.8 Staffing 88

APPENDICES 90
- A. Action Items 91
- B. Project Contingency Management General Background and Clarifications 92
- C. Project Cost Reports 97
- D. Procurement and Contract Status 104
- E. DBE Participation 106
- F. Risk 108
- G. Project Organization Chart 109
- H. Indices on Key Commodities 110
- I. Project Photos 111

Table of Figures

Figure 1. Overall Project Progress (% Complete) 11
Figure 2. Construction Progress (% Complete) 11
Figure 3. Design Progress (% Complete) 12
Figure 4. Utilities Progress (% Complete) 12
Figure 5. Project Contingency Budget 13
Figure 6. Draft Cost Contingency Drawdown Chart 14
Figure 7. Planned vs. Received Project Funding 15
Figure 8. Project Funding Sources (YOE $M) 15
Figure 9. New Starts Drawdown by Federal Fiscal Year 16
Figure 10. Project Revenue versus Incurred Costs 17
Figure 11. Cash Balance Summary 17
Figure 12. HRTP Master Project Schedule Summary (MPSS) 19
Figure 13. Utility Agreements Status 67
Figure 14. Right-of-Way Status for the Parcels 69
Figure 15. Relocation Status for the Occupants 70
Figure 16. Third-Party Agreement Status 71
Figure 17. DBE Participation this Month 80
Figure 18. Risk Matrix 86
Figure 19. Top Project Risks 86
Figure 20. Risks Deleted 87
Figure 21. HART's outreach team continues to work with businesses along the rail route 87
Figure 22. HART officials met with leaders of organizations that represent those with disabilities 87
Figure 23. Staffing Activities 88
Figure 24. Project Staffing (Actual vs. Planned) 89

LIST OF ACRONYMS

AB	AnsaldoBreda
AFE	Authorized for Expenditure
AHJV	Ansaldo Honolulu Joint Venture
AIS	Archaeological Inventory Survey
APTA	American Public Transportation Association
ARRA	American Recovery and Reinvestment Act
ASG	Airport Station Group
ATC	Automated Train Control
ATO	Automated Train Operation
BA	Buy America
BAC	Buy America Compliance
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
CEL	Certifiable Elements List
CIL	Certifiable Items List
CMP	Corrugated Metal Pipe
CMS	Contract Management System
CMU	Concrete Multiple Unit
CONRAC	Consolidated Rental Car Facility
COR	Corporation Counsel
CPM	Critical Path Method
CPP	Contract Packaging Plan
CSC	Core Systems Contract
CSL	Cross Hole Sonic Logging
CSOC	Core Systems Oversight Consultant
CTS	Communications Transmission System
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
DCAB	Disability and Communication Access Board
DCN	Design Change Notice
DDC	Department of Design and Construction
DES	Department of Environmental Services
DFIM	Design Furnish Install Maintain
DHHL	Department of Hawaiian Homelands
DHR	Department of Human Resources
DIT	Department of Information Technology
DKSG	Dillingham and Kakaʻako Station Group
DLIR	Hawaiʻi Department of Labor and Industrial Relations
DLNR	Department of Land and Natural Resources
DOE	Department of Education
DOH	Department of Health
DOL	Department of Labor
DPM	Deputy Project Managers
DPP	Department of Planning and Permitting
DPR	Department of Parks and Recreation
DPS	Department of Public Safety
DS	Downstream
DTS	Department of Transportation Services
ECP	Environmental Compliance Plan
E/E	Elevator/Escalator
EMI	Electromagnetic Interference
EMP	Environmental Management Plan
EOR	Engineer of Record
EOS	Electrically Operated Switches
ESA	Engineering Services Agreement
FAA	Federal Aviation Administration
FAI	First Article Inspections
FAT	Factory Acceptance Tests
FD	Final Design
FDC	Field Design Change
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
FWS	Fish and Wildlife Service
GAT	Great Aleutian Tsunami
GDR	Geotechnical Data Report
GEC	General Engineering Consultant
GET	General Excise Tax
GIS	Geographic Information System
GSA	General Services Administration
GT	General Terms
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	Hawaiʻi Community Development Authority
HCSD	Hawaiʻi Capital Special District
HDOE	Hawaiʻi Department of Education
HDOH	Hawaiʻi Department of Health
HDOT	Hawaiʻi Department of Transportation
HDPE	High-density polyethylene
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HHF	Historic Hawaiʻi Foundation
HHPRB	Hawaiʻi Historic Places Review Board
HP	Historic Preservation
HPC	Historic Preservation Committee
HPCA	Historic Preservation Certification Application
HPD	Honolulu Police Department
HPF	Historic Preservation Fund
HRHP	Hawaiʻi Register of Historic Places
HRTP	Honolulu Rail Transit Project
HTI	Hawaiian Telcom
IAMR	Interstate Access Modification Report
ICCS	Interface Communications Control System
ICD	Interface Control Documents
ICM	Interface Control Manual
INMS	Integrated Network Management System
ITP	Inspection and Test Plan
ITS	Intelligent Transportation Systems
JTMS	Joint Traffic Management System
JU&O	Joint Use & Occupancy
JUOA	Joint Use and Occupancy Agreement
KCDD	Kakaʻako Community Development District
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
LRV	Light Rail Vehicle
MIM	Manufacture-Install-Maintain

MMIS	Maintenance Management Information System
MMP	Mitigation Monitoring Program
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPS	Master Project Schedule
MPSS	Master Project Schedule Summary
MPV	Multiple Purpose Vehicle
MS4	Municipal Separate Storm Sewer System
MSE	Mechanically Stabilized Earth
MSF	Maintenance and Storage Facility
MTM	Modern Track Machineries
NCE	Non-Conformance Evaluation
NCR	Non-Conformance Report
NDC	Notice of Design Change
NEPA	National Environmental Policy Act
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
NTS	Network Time Server
O&M	Operations and Maintenance
OCC	Operational Control Center
OCIP	Owner-Controlled Insurance Program
OIBC	Oʻahu Island Burial Council
OSB	Operations and Servicing Building
OSHA	Occupational Safety and Health Administration
OTS	Oʻahu Transit Services
OTW	Oceanic Time Warner
OTWC	Oceanic Time Warner Cable
PA	Programmatic Agreement
PARs	Preventative Actions
PB	Parsons Brinckerhoff, Inc.
PE	Preliminary Engineering
PICM	Project Interface Control Manual
PIG	Permitted Interaction Group
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
PV	Passenger Vehicle
QA	Quality Assurance
QAM	Quality Assurance Manager
QAP	Quality Assurance Plan
QC	Quality Control
QMP	Quality Management Plan
QMS	Quality Management System
QTF	Quality Task Force
RCMP	Risk and Contingency Management Plan
RE	Resident Engineer
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
ROC	Rail Operations Center
ROD	Record of Decision
ROE	Right of Entry
ROW	Right-of-Way
RR	Risk Register
RSD	Revenue Service Date
RTM	Requirements Traceability Matrix
RTSA	Regional Transit Stabilization Agreement
S1	Segment 1
SAIS	Supplemental Archaeological Inventory Survey
SCADA	Supervisory Control and Data Acquisition
SCAP	Stream Channel Alteration Permit
SCC	Standard Cost Category
SHPD	State Historic Preservation Division
SIC	Sandwich Isle Communications
SLAN	Station Local Area Network
SOG	Slab on Grade
SOI	Secretary of the Interior
SOW	Scope of Work
SP	Special Provisions
SQP	Supplemental Quality Plan
SSC	Safety Security Certification
SSCP	Safety and Security Certification Plan
SSCWG	Safety and Security Certification Working Group
SSI	Sensitive Security Information
SSMP	Safety and Security Management Plan
SSRC	Safety and Security Review Committee
SSSP	Site Safety Security Plan
SWPPP	Storm Water Pollution Prevention Plan
T&M	Time and Material
TCCR	Train Control and Communications Room
TES	Traction Electrification System
TIGER	Transportation Investment Generating Economic Recovery
TOC	The Outdoor Circle
TOD	Transit-Oriented Development
TPSS	Traction Power Sub-Station
TSA	Transportation Security Administration
TSI	Transportation Safety Institute
TVA	Threat and Vulnerability Analysis
TVM	Ticket Vending Machine
TWF	Train Wash Facility
UCA	Utility Construction Agreement
UFRCRA	Utility Facilities Relocation and Cost Reimbursement Agreement
UH	University of Hawaiʻi
UHWO	University of Hawaiʻi West Oʻahu
UPS	Uninterrupted Power Supply
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
VE	Value Engineering
WA	Work Area
WHS	Waipahu High School
WOFH	West Oʻahu/Farrington Highway
WOSG	West Oʻahu Station Group
WSS	West Side Stations
WSSG	West Side Station Group
WTB	Wheel Truing Building
WYL	West Yard Lead
YOE	Year of Expenditure

THIS PAGE INTENTIONALLY LEFT BLANK

PROJECT MAP

*HIGHLIGHT OF THE MONTH: KALIHI STATION

Serving the Kalihi and Outlying Residential Areas

Station Features:

- ADA Pedestrian Access
- Bicycle Parking
- Elevators and Stairs
- TheBus Connection – Circulator services to Kalihi Kai; local service along Dillingham Blvd
- 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) will receive more than $57 million in General Excise and Use Tax (GET) revenue for the fourth quarter of 2014.

With the receipt of the $57.8 million for the months of October, November and December, the total GET revenue for the Honolulu rail project now stands at $1.4 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.

Construction Right of Entry Secured for Aloha Stadium

At the end of January, HART received the construction right of entry for Kamehameha Highway Guideway construction at Aloha Stadium. Guideway construction can now proceed in this location. It is anticipated that the right of entry with University of Hawai'i Urban Gardens will be secured in February.

High-Speed Internet Network Planned Along Rail Transit Route

The City and County of Honolulu is working on a $2 million high-speed Internet project which will provide free Wi-Fi at the rail stations as well as in the trains.

With installation expected to begin this year, this high-speed Internet project will involve installing 1,000 pairs of fiber along the 20-mile elevated rail transit line to provide broadband access to the areas near the rail's 21 stations.

The rail route will run from East Kapolei to Ala Moana Center, and the fiber will be encased in the concrete rail guideway as well as be routed through the rail stations.

Transit-Oriented Development Workshop

On Feb. 2, the Department of Planning and Permitting (DPP) will hold a Community Workshop for the Airport area Transit-Oriented Development (TOD) Plan.

TOD in the Airport area will provide revitalization and new development, circulation improvements and public spaces near the Pearl Harbor, Airport and Lagoon Drive rail stations.

Concepts that will be discussed at the workshop include:

- Safe pedestrian crossings of Nimitz Highway and other major roadways
- Bus and bicycle connections to the rail stations
- Appropriate development near each station
- Preservation of industrial and employment centers
- New housing opportunities
- Improvements to Keehi Lagoon Park

The City Department of Planning and Permitting is responsible for TOD plans for 19 of the 21 rail stations.

PROJECT OVERVIEW

By the end of January, the project had about 140 columns, about 2 miles of guideway constructed, and production and manufacturing of HART's fleet of 80 rail vehicles is progressing as planned.

HART has also been working on containing costs and addressing its financial challenges by repackaging and reworking its remaining contracts and using value engineering where possible to reduce costs, while maintaining a safe, reliable and efficient transit system for customers. In addition, HART's improved borrowing plan is expected to save an estimated $60 million-$75 million in borrowing costs. HART is also working on public-private partnerships to make the most of opportunities near its stations, leveraging transit-oriented development to also enhance the experience for transit users.

Meeting these financial challenges through a combination of cost containment and finding additional revenue sources will ensure the project complies with the requirements outlined in the Full Funding Grant Agreement (FFGA), and HART is working diligently in that regard.

Cost:

Project Costs Summary Through Dec. 26, 2014		
	Current Budget ($M)	Incurred To Date ($M)
Project Budget	$4,424.8	$1,340.9
Project Contingency	$523.8	$0.5
Finance Charges	$173.1	$0.0
TOTAL	**$5,121.7**	**$1,341.4**

Schedule:

Project Progress Through Dec. 26, 2014				
	Actual		Early Plan	Late Plan
Overall Project Progress	31.0%		44.0%	35.7%
Overall Construction Progress	23.0%		35.8%	27.9%
Overall Design Progress	82.0%		93.5%	86.2%
Overall Utilities Progress	12.1%		31.7%	13.8%

Overview:

Core Systems Contract (CSC)

The CSC contractor is progressing according to plan. Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities are on-going. HART has provided access dates for facility work and CSC is incorporating these dates into its schedule. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contract is on schedule to meet the requirements of the Farrington Highway Station group contract. The manufacturing and installation of the escalators and elevators is dependent on the award and construction of the individual stations. With the repackaging of the Airport and City Center guideway sections, which will include the Airport and City Center stations, the current completion date for the Elevator and Escalator contract will be revised beyond the current May 2018 completion date. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

Progress continues to lag behind the planned schedule due to the Design-Builder's slower production rates and construction right of entry access issues at Leeward Community College (LCC). Kiewit Infrastructure West Company (KIWC) has submitted a revised baseline schedule, which reflects a four month delay to the contractual substantial completion date. KIWC and HART are working to mitigate the impacts to the critical path activities, including the LCC Construction Right of Entry Agreement with the University of Hawai'i (UH). HART has reviewed and provided comments to the schedule baseline revision which includes the resequencing of the work activities. These are being vetted to minimize Program impacts prior to HART's acceptance of the KIWC rebaseline schedule. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

The MSF contract substantial completion date has slipped 10 calendar days (based on the December 2014 schedule update). This delay is due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Progress continues to lag behind the planned schedule due to construction right of entry access delays at UH Urban Gardens and Aloha Stadium as well as the Design-Builder's slower production rates and longer activity durations for utility relocations. Kiewit's submitted revised baseline schedule, which reflects a seven month delay to the contractual substantial completion date, was rejected by HART with a request for resubmittal as part of a change order justifying the modification of the substantial completion date. Kiewit and HART are working to mitigate the impacts to the critical path activities, including the implementation of alternative MOT plans along Kamehameha Highway. Kiewit and HART are also working together with the third-party utilities to confirm their schedule for the work. Mitigation measures include the re-sequencing of work activities, modifications to the allowable traffic control measures, and additional resources. (See Section 4.3.A for details)

Airport Section Utilities Construction Contract

Potholing was originally scheduled to begin in mid-December, but due to permit issues the work began in early January 2015 in addition to ITS system installation. Actual utility relocations will start on Feb. 2, 2015. (See Section 4.4.B for details)

Airport Seven Piers Construction Contract

Hawaiian Dredging Construction Company/Condon-Johnson & Associates (HDCC/CJA) has mobilized onsite on Jan. 27, 2015, with shaft construction to start two weeks later, after several coordination meetings with HDOT-A. At those coordination meetings, HDOT-A has acknowledged that the delayed start is due to the HNL Interim Car Rental Facility Contractor's need to complete other work that would have been interfering with the construction of the pier foundations. This will result in delaying the completion of the pier foundation construction work to the end of April 2015. To allow timely construction of piers, it was necessary to add in utility relocation work at piers 546, 548, 549 and 550, which has to be performed prior to the construction of those piers. A change order for this utility work is in progress. (See Section 4.4.C for details)

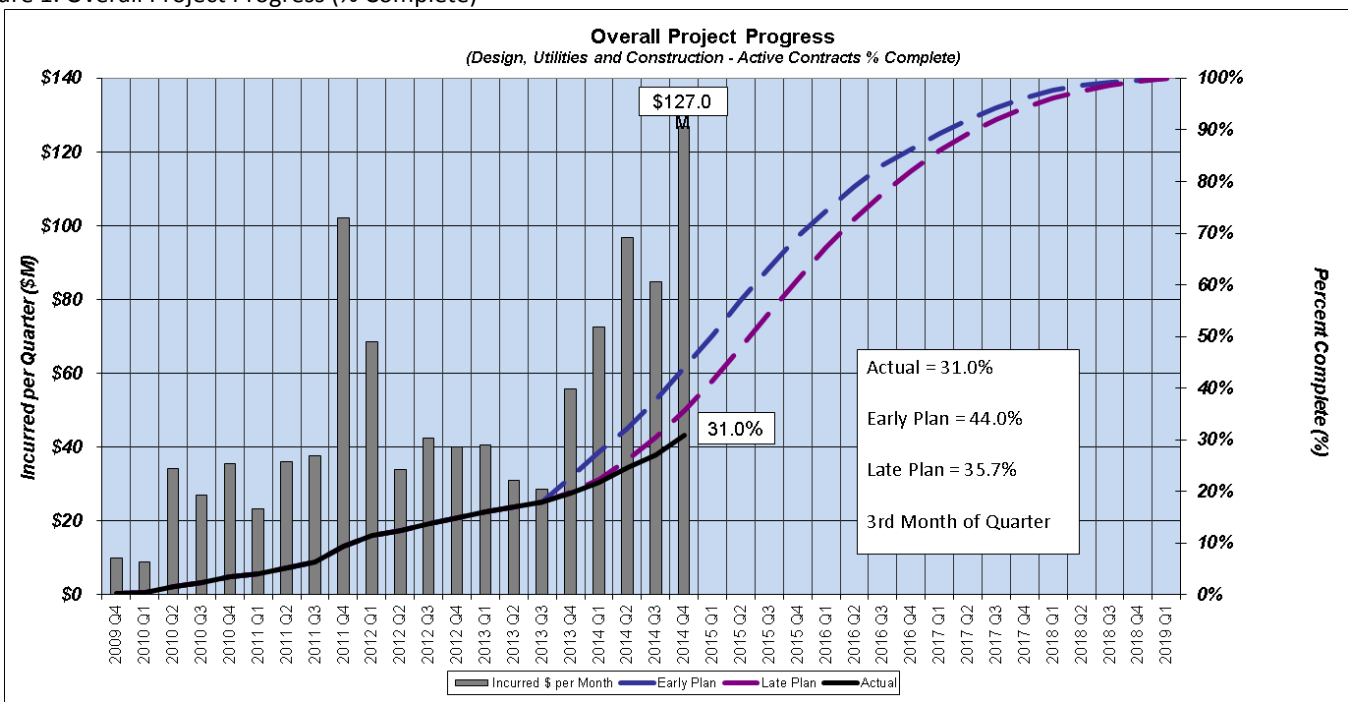
2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of Dec. 26, 2014)

Note:

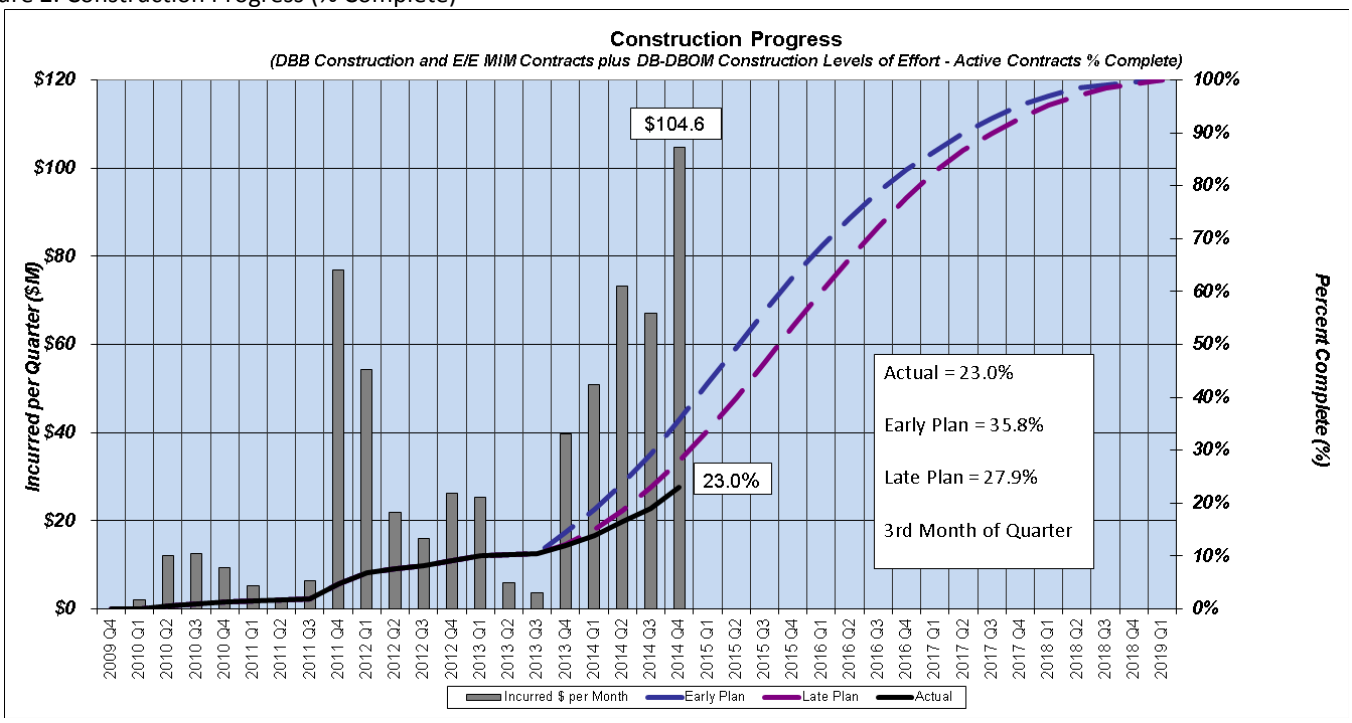
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
- Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
- Late Plan = Latest dates activities can begin and finish and not have an impact on completion date, based on logic and durations used in the schedule.

Figure 1. Overall Project Progress (% Complete)



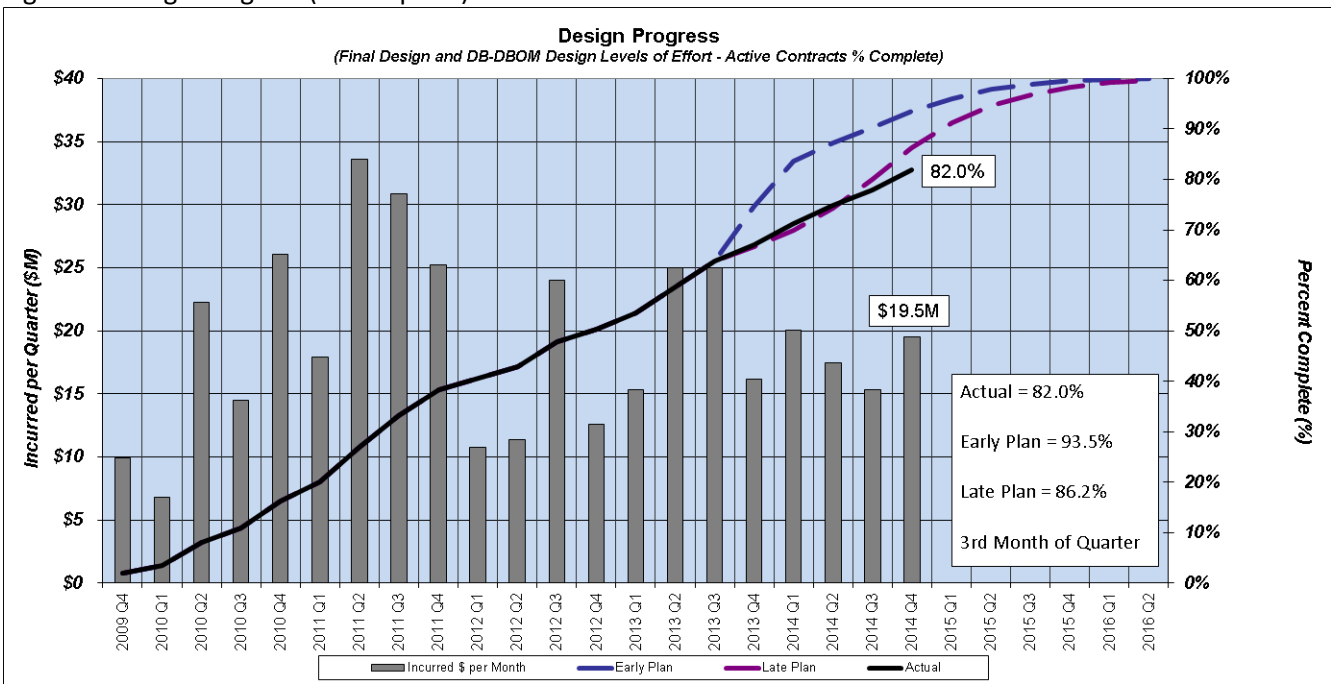
At present "overall" project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM 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)



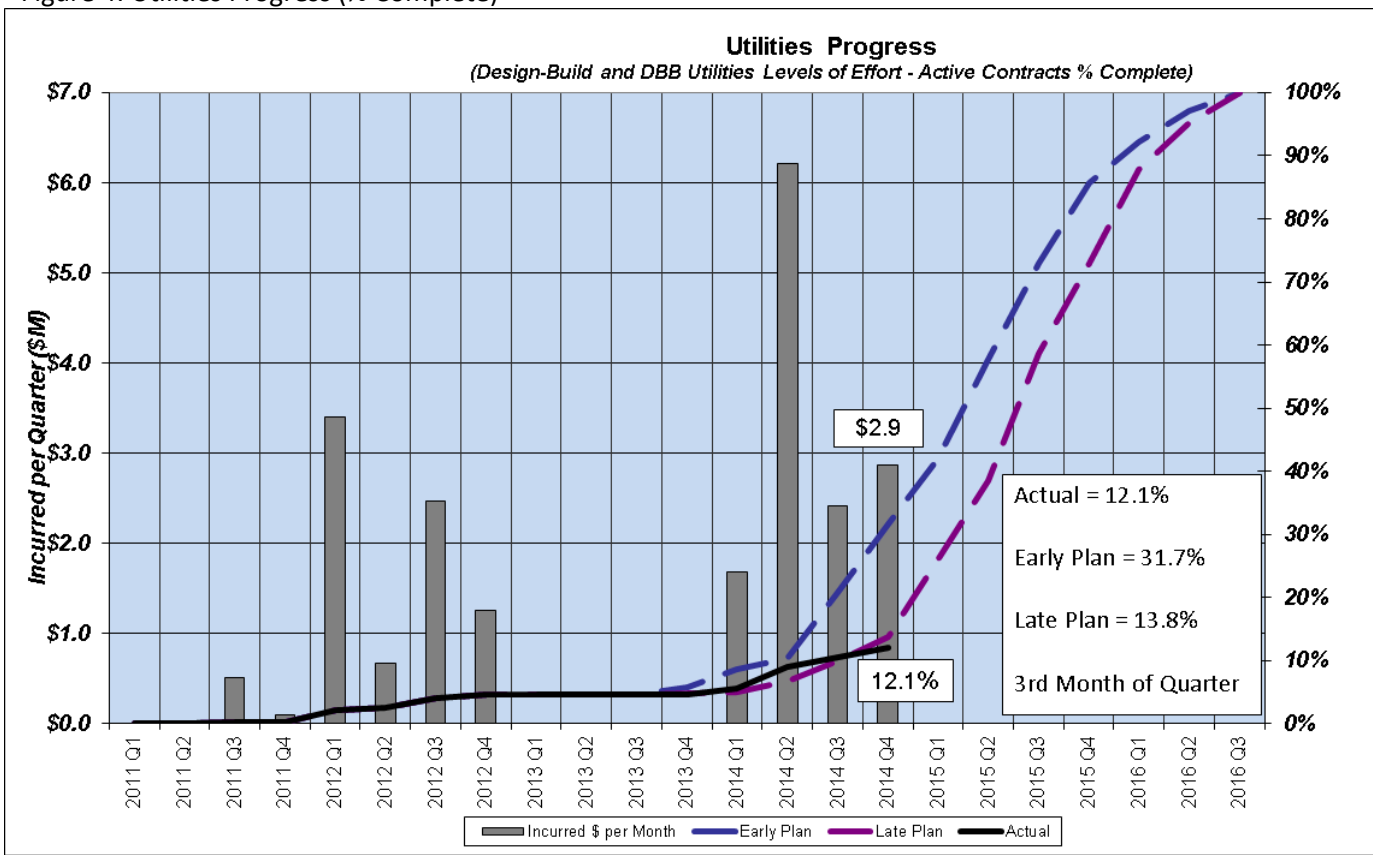
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

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 and DBB utilities levels of effort.

2.2 Project Budget (data as of Dec. 26, 2014)

- FFGA Project Budget = **$5,121.7M**
  - Current Project Budget - $4,424.8M
  - Current Project Contingency - $523.8M
  - Project Finance Charges - $173.1M
- Total Incurred Cost = **$1,341.4M** (30.3% of current project budget)

Total Incurred Cost = $1,341.4M
(previous report = $1,305.2M)

2.3 Project Contingency (data as of Dec. 26, 2014)

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

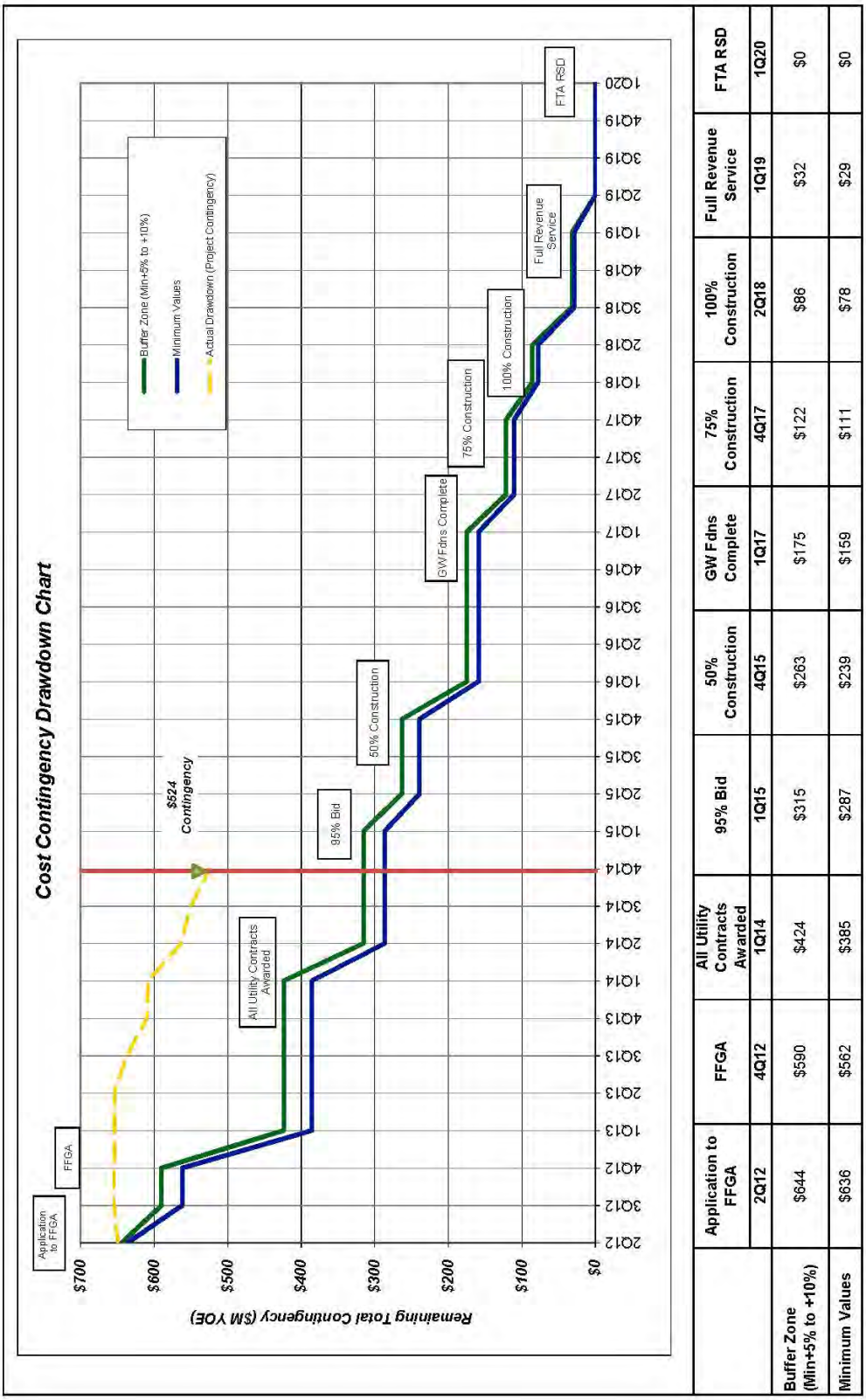
Current Contingency Balance = $523.8M
(previous report = $542.5M)

- Current Project Contingency Balance = **$523.8M**
  - Contingency drawdown to date - $119.8M (18.6% of baseline project contingency budget)
  - $18.7M contingency drawdown during December 2014. Please see appendix B for more details.

Figure 5. 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 drawdown through October 2014 Report	90.01 - 90.03	($93.5)
Contingency drawdown November 2014 Report	90.01 - 90.03	($18.3)
Contingency drawdown December 2014 Report	90.01 - 90.03	$10.7
Contingency drawdown January 2015 Report	90.01 - 90.03	($18.7)
Contingency drawdown to date	90.01 - 90.03	($119.8)
Current FFGA Project Contingency	***90.01 - 90.03***	***$523.8***

Figure 6. Draft Cost Contingency Drawdown Chart



	Application to FFGA	FFGA	All Utility Contracts Awarded	95% Bid	50% Construction	GW Fdns Complete	75% Construction	100% Construction	Full Revenue Service	FTA RSD
	2Q12	4Q12	1Q14	1Q15	4Q15	1Q17	4Q17	2Q18	1Q19	1Q20
Buffer Zone (Min+5% to +10%)	$644	$590	$424	$315	$263	$175	$122	$86	$32	$0
Minimum Values	$636	$562	$385	$287	$239	$159	$111	$78	$29	$0

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

2.4 Project Funding (data as of Dec. 26, 2014)

Figure 7. 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[4]	*$0*		**$1,550**	$312		**$312**
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**	$968		**$1,346**
Total	***$385***		**$5,356**	**$1,584**		**$1,969**

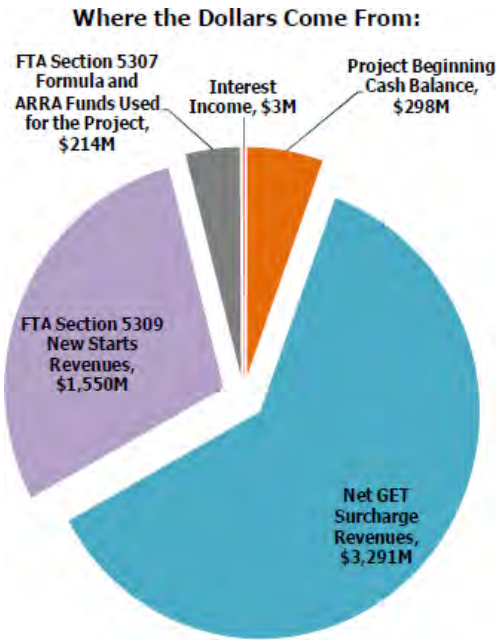
[1] GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

[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.

[4] New Starts Funds Obligated Through Federal Fiscal Year 2014 Totals $806.3 Million

Figure 8. Project Funding Sources (YOE $M)



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge
  - $968M = amount received since the Project's entry into FTA's Preliminary Engineering phase of project development.
    - $1,009M = Projected Net GET Surcharge Revenue for FYs 2010-2Q 2015, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
    - GET receipts are currently running 4% short of projections, or $41M behind.
  - $0.0M = GET surcharge received in December 2014

Total Cash Received Since PE = $1,584M
(previous report = $1,584M)

GET Received Since PE = $968M
(previous report = $968M)

GET Received Since 2007 = $1,346M
(previous report = $1,346M)

- Full Funding Grant Agreement (FFGA)
  - $0 = New Starts drawdown received in December 2014.

- No §5307 funds will be used in Fiscal Years 2013, 2014, 2015 and 2016. The total forecasted §5307 funds for the Project, per the Financial Plan, is $210M.

Figure 9. New Starts Drawdown by Federal Fiscal Year (as of Dec. 30, 2014)

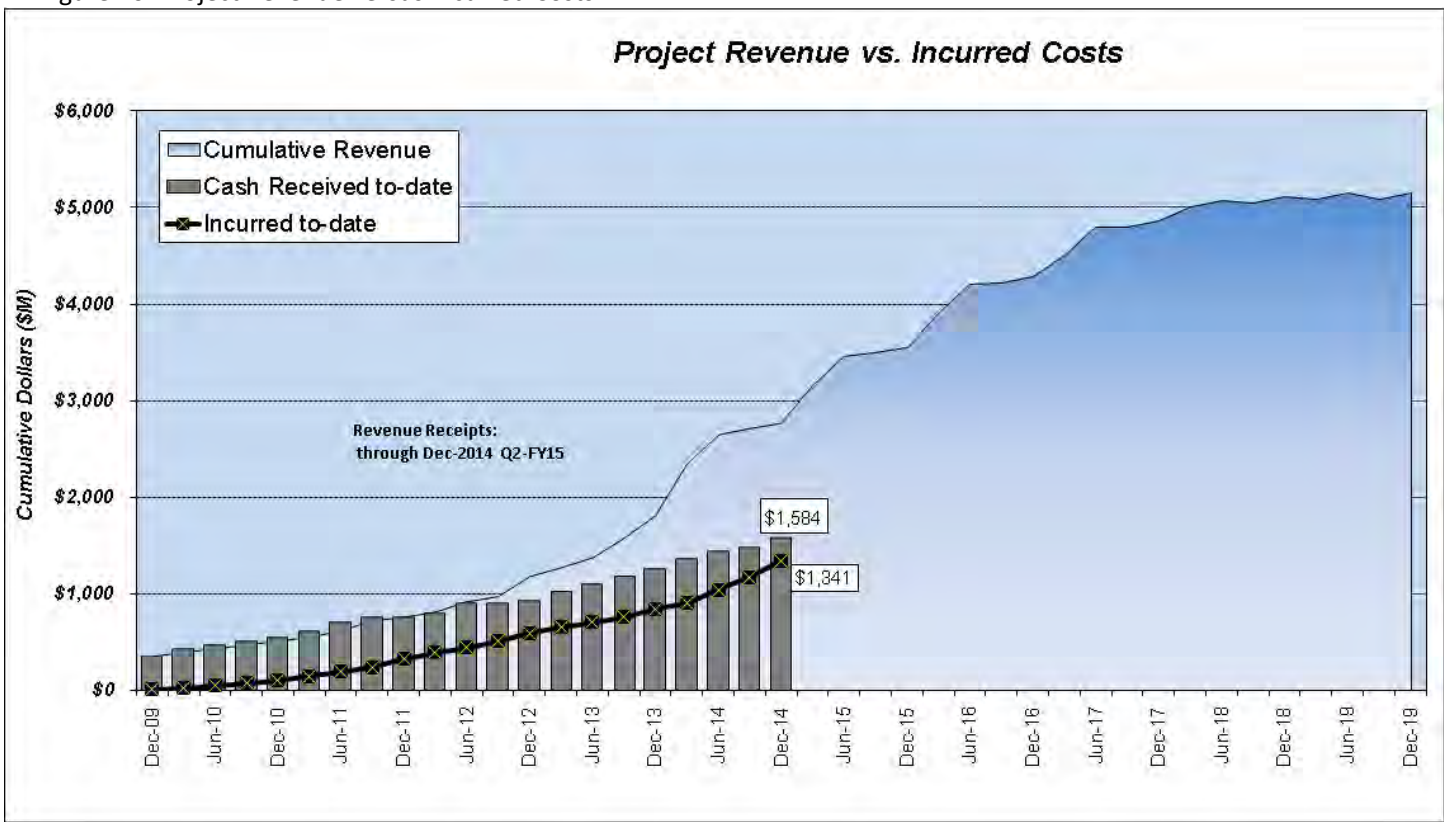
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	$15,190,000	$15,190,000	$0	
2009	$19,800,000	$19,800,000	$0	
2010	$30,000,000	$30,000,000	$0	
2011	$55,000,000	$55,000,000	$0	$20,607,242
2012	$200,000,000	$192,322,417	$7,677,583	$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**	**$312,312,417**	**$1,237,687,583**	**$1,550,000,000**

2.5 Project Revenue and Costs

(data as of Dec. 26, 2014)

Ending Cash Balance 12/26/14 = $322.0M
(previous report = $366.8M)

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = Dec. 26, 2014

Figure 11. Cash Balance Summary

DECEMBER 2014 CASH BALANCE SUMMARY		
	DECEMBER	YTD Cumulative
Beginning Cash Balance	366,752,009	441,011,319
Expenditures:		
Operating Expenditures	(2,534,368)	(7,417,423)
Capital Expenditures	(42,255,510)	(266,149,082)
Expenditures Total:	(44,789,878)	(273,566,505)
Receipts:		
GET Surcharge	0	97,944,371
FTA Drawdown	0	56,352,391
Interest	26,592	133,800
Other (rental, refunds, copy fees, etc.)	16,825	130,171
Receipts Total:	43,417	154,560,734
Ending Cash Balance 12/31/14	**322,005,547**	**322,005,547**

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

3 SCHEDULE

(data as of Dec. 26, 2014)

OVERVIEW

- HART is currently revising its procurement strategy for the east guideways, utilities' relocations and stations. Once completed, HART will update the design, bid/award and construction dates shown in the monthly MPS summary. Until then, the November MPS forecasts for the Interim Revenue Service Date and the Full Revenue Service will be shown for reference.

- HART continues to closely monitor and manage all active construction packages.
    - The December 2014 MPS schedule reflects no further slippages on active projects. Previously reported delays continue to be addressed by the project teams. See contract pages for further details.

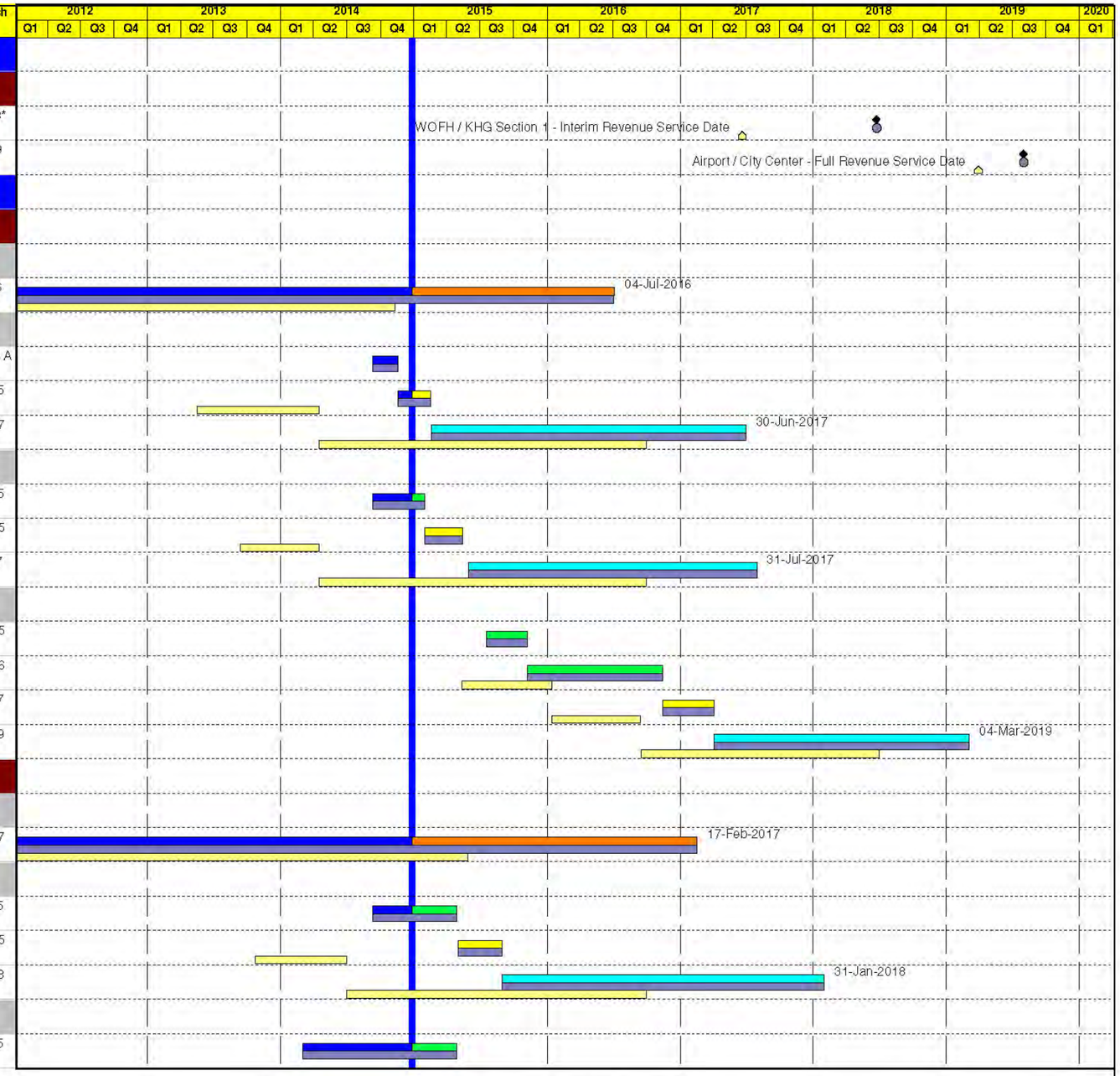
KEY ISSUES

- Right-of-way acquisition and utility relocations are areas of concern for program completion.

Figure 12. HRTP Master Project Schedule Summary (MPSS)

The MPSS is statused against the FFGA Baseline MPS. The baseline and actual/planned durations of each contract are displayed for comparison.

Activity Name	Current Start	Current Finish
KEY DATA		
MILESTONES		
WOFH / KHG Section 1 - Interim Revenue Service Date		22-Jun-2018*
Airport / City Center - Full Revenue Service Date		31-Jul-2019
CONTRACTS - DESIGN & CONSTRUCTION		
WEST OAHU / FARRINGTON HIGHWAY (WOFH) - SECTION 1		
WOFH Guideway & Utilities		
SUMM: DB-120 - WOFH Guideway - Design & Construction (Design-Build)	01-Dec-2009 A	04-Jul-2016
Farrington Hwy Station Group (FHSG)		
Farrington Hwy Station Group - Redesign	10-Sep-2014 A	20-Nov-2014 A
Farrington Hwy Station Group - Bid & Award	20-Nov-2014 A	17-Feb-2015
Farrington Hwy Station Group - Construction	18-Feb-2015	30-Jun-2017
West Oahu Station Group (WOSG)		
West Oahu Station Group - Redesign	10-Sep-2014 A	31-Jan-2015
West Oahu Station Group - Bid & Award	01-Feb-2015	15-May-2015
West Oahu Station Group - Construction	01-Jun-2015	31-Jul-2017
UH West Oahu Park n Ride		
SUMM: FD-600 UH West Oahu Park & Ride - Procurement	20-Jul-2015	08-Nov-2015
SUMM: FD-600 UH West Oahu Park - Design	09-Nov-2015	13-Nov-2016
SUMM: DBB-600 UH West Oahu Park & Ride - Bid & Award	14-Nov-2016	02-Apr-2017
SUMM: DBB-600 UH West Oahu Park & Ride - Construction	03-Apr-2017	04-Mar-2019
KAMEHAMEHA HIGHWAY (KH) - SECTION 2		
Kamehameha Highway Guideway & Utilities		
SUMM: DB-320 - KHG Guideway - Design & Construction (Design-Build)	12-Jun-2011 A	17-Feb-2017
Kamehameha Highway Stations		
Kamehameha Hwy Station Group - Redesign	10-Sep-2014 A	30-Apr-2015
Kamehameha Hwy Station Group - Bid & Award	01-May-2015	31-Aug-2015
Kamehameha Station Group - Construction	01-Sep-2015	31-Jan-2018
Pearl Highlands Parking Structure & Ramps		
SUMM: Pearl Highlands Pking Structure & H2 Ramps - DB Procurement	03-Mar-2014 A	30-Apr-2015



HART HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
Nov 2014 Updt
Design Build
Design
Bid/Award
Construction
Actual Work
FFGA Baseline Milestone
Nov 2014 Updt Milestone
Milestone

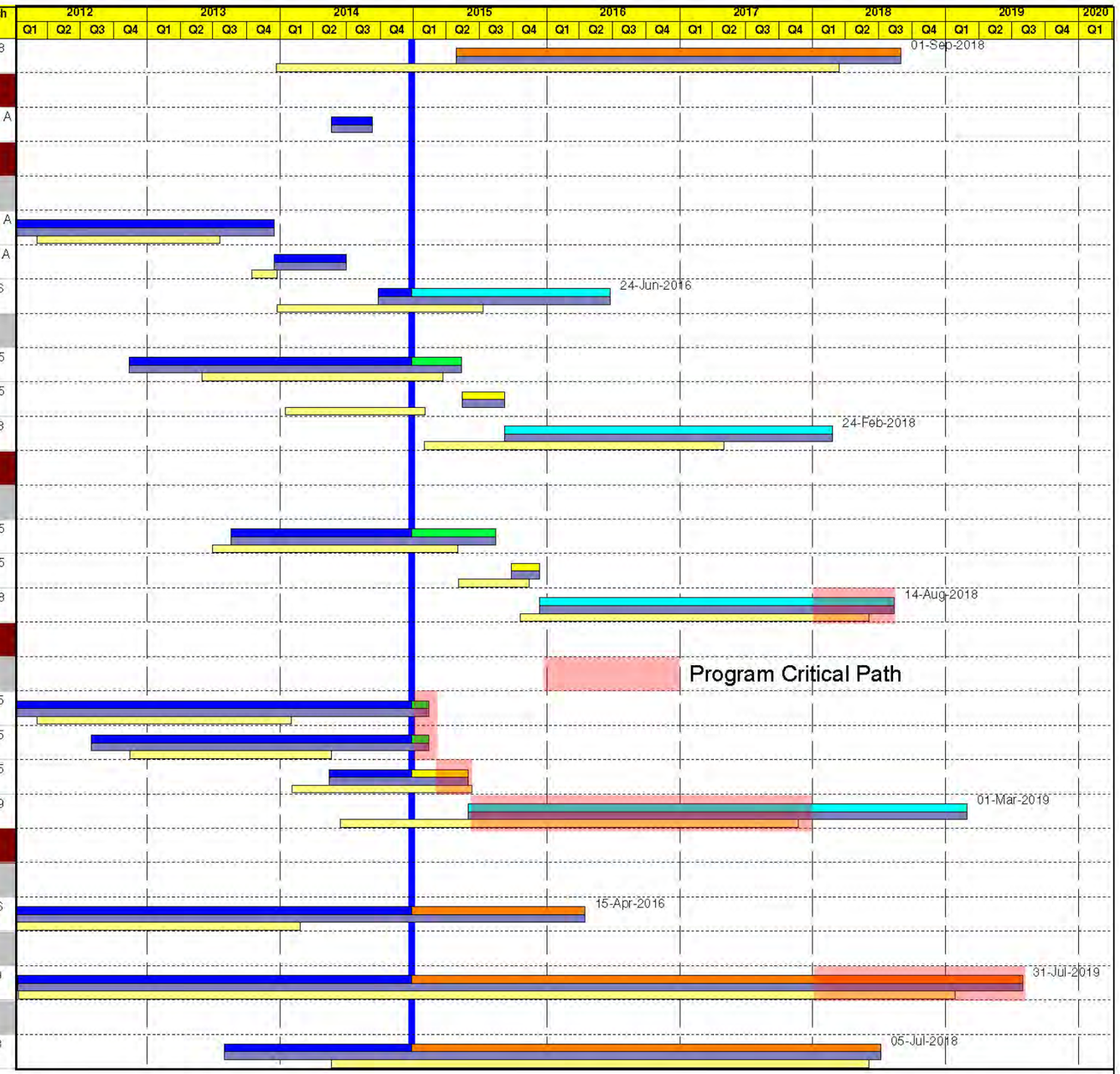
Printed: 18-Dec-2014 17:10

Honolulu Rail Transit Project
December 2014 Update
As of: 26-Dec-2014

Page 1 of 2

MPS Summary
Design & Construction Contracts

Activity Name	Current Start	Current Finish
SUMM: DB-275 - Pearl Highlands Pking Structure & H2 Ramps - Design & Construction (Design Build)	30-Apr-2015	01-Sep-2018
West Oahu / Farrington Highway & Kamehameha Station Combined Package		
SUMM: West Oahu / Farrington & Kamehameha Station Group - Bid (Bids Canceled)	20-May-2014 A	10-Sep-2014 A
AIRPORT - SECTION 3		
Airport Utility Relocation		
SUMM: FD-430 - Airport Utilities - Design	05-Jan-2012 A	16-Dec-2013 A
SUMM: Airport Utilities - Bid & Award	17-Dec-2013 A	30-Jun-2014 A
DBB-505 - Airport Utilities - Construction	26-Sep-2014 A	24-Jun-2016
Airport Stations		
SUMM: FD-440 - Airport Stations Group - Design	14-Nov-2012 A	14-May-2015
SUMM: Airport Stations Group - Bid & Award	15-May-2015	08-Sep-2015
SUMM: DBB-470 - Airport Stations Group - Construction	09-Sep-2015	24-Feb-2018
CITY CENTER (CC) - SECTION 4		
City Center Stations		
SUMM: FD-550 - Dillingham & Kaka'ako Stations Group - Design	19-Aug-2013 A	14-Aug-2015
SUMM: Dillingham & Kaka'ako Station Group - Bid & Award	28-Sep-2015	14-Dec-2015
SUMM: DBB-580 - Dillingham & Kaka'ako Station Group - Construction	15-Dec-2015	14-Aug-2018
Airport & City Center Guideway / City Center Utilities Combined Package		
Airport & City Center Guideway / City Center Utility Relocation		
SUMM: FD-430 - Airport Guideway - Design	05-Jan-2012 A	12-Feb-2015
SUMM: FD-530 - City Center Guideway & Utilities - Design	31-Jul-2012 A	12-Feb-2015
SUMM: Airport & City Center Guideway / City Center Utilities - Bid & Award	16-May-2014 A	01-Jun-2015
SUMM: DBB-520 - Airport & City Center Guideway / City Center Utilities - Construction	02-Jun-2015	01-Mar-2019
PROJECT WIDE - ALL SECTIONS		
Maintenance & Storage Facility (MSF)		
SUMM: DB-200 - MSF - Design & Construction (Design-Build)	25-Jul-2011 A	15-Apr-2016
Core Systems		
SUMM: DBOM-920 - Core Systems - Design & Construction	13-Jan-2012 A	31-Jul-2019
Elevators & Escalators		
SUMM: MI-930 - Elevators and Escalators - Design, Manufacture, Install, & Test	02-Aug-2013 A	05-Jul-2018



HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
Nov 2014 Updt
Design Build
Design
Bid/Award
Construction
Actual Work
FFGA Baseline Milestone
Nov 2014 Updt Milestone
Milestone

Printed: 18-Dec-2014 17:10

Honolulu Rail Transit Project
December 2014 Update
As of: 26-Dec-2014

Page 2 of 2

MPS Summary
Design & Construction Contracts

4 CONTRACT STATUS

Core Systems Contract (Section 4.1.A)

OVERVIEW

- Vehicle Aluminum Carshell Manufacturing is moving forward in Reggio Calabria, Italy.
- Progressing with sub-system testing and design verification activities.
- Executed Change Order # 14 Eliminating Train Control and Communication equipment for the MSF Secondary Access Road.

Fare Collection System (Section 4.1.C)

OVERVIEW

- Fare Collection system RFP is under preparation to be released in first quarter 2015.
- Fare Collection Technical Support RFQ is on track for release in February.
- Both procurements are linked to signature of MOU by DTS to commit City and County funds for their share of the back office.

KEY ISSUES

- Confirmation of funding sources for HART and City portions of the multi-modal fare system.

West O'ahu Farrington Highway Guideway (Section 4.2.A)

OVERVIEW

- Municipal Separate Storm Sewer System (MS4) Waipahu High School (WHS) Permit. HART was granted approval by the Hawai'i Department of Education (DOE) to make the permanent connection to WHS's MS4. With this in place, KIWC can now begin work on the Mechanically Stabilized Earth (MSE) wall by Piers 251 and 252, subgrade, and utilities in the area.
- Consistent Span Erection/Stressing Construction Progress. This consistency will allow the team to have a better reference for reviewing the schedule and forecasting future work.
- Leeward Community College (LCC) Portables and Parking Lot Change Order. Significant progress was made in the development of RFCR 083, Relocation of LCC Portables/Parking Lot, which will allow KIWC to procure four (4) portable buildings for LCC. The procurement of the buildings are long lead time items which have been on the project's critical path. Once the buildings are installed, work can begin at the LCC Station area.

KEY ISSUES

- Balanced Cantilever System Maintenance of Traffic (MOT) Conflicts with Hawaiian Dredging (for additional detail, see 4.2.A Key Issues)
- Span 67 Damage & Repair Procedures (for additional detail, see 4.2.A Key Quality Issues)
- Drill Shaft Quality/Repairs (for additional detail, see 4.2.A Key Quality Issues)

Maintenance and Storage Facility (Section 4.2.D)

OVERVIEW

- MSF work focused on completion of installation and testing of underground utilities, OSB and MOW structural steel erection and welding, concrete tilt-up panel erection and prep for finish. Commenced with track subdrain and subballast installation at west side of storage tracks.

KEY ISSUES

- Interface Management with Core Systems Contractor: predominant areas of focus include a general revision to the location of rail control system insulated joints and track devices; building internal requirements for access control, intrusion detection and fire detection and alarm system device locations; and resolution of traction power duct bank terminations at electrically operated traction power switches. Schedule dictates HART assumption of risk by directing the contractor to proceed under Force Account provisions.
- Joint Occupancy with Core Systems Contractor: details are being worked out for systematic release of areas and infrastructure whereby the Core Systems Contractor can commence work in a safe and systematic manner.

- WOFH West Yard Lead (WYL) Retaining Wall: WOFH commenced work at the WYL in preparation for MSF to continue with utility installation and erection of retaining wall 14. However, work remains critical and details require resolution.
- Expansive soil in track work areas being evaluated with potential schedule impact to ballast and track installation activities.

Kamehameha Highway Guideway (Section 4.3.A)

OVERVIEW

- The revised schedule showing an estimated completion date of April 4, 2017, was rejected by HART with a request for re-submittal as part of a change order.
- Shaft installation along the KHG guideway alignment is scheduled to resume in early February.
- At the end of January, HART received the construction right of entry for KHG construction at Aloha Stadium. Guideway construction can now proceed in this location. It is anticipated that the right of entry with University of Hawai‘i Urban Gardens will be secured in February.

KEY ISSUES

- HECO Coordination – HECO has scheduled the relocation of their 46kV overhead line as part of utility conflict 1-773-E1 and provided temporary outage of their 138kV line for the end of January, allowing KIWC to schedule the drilling of Shaft 270 upon completion of the relocation. HECO has reaffirmed their intent to have this work done by Feb. 2, allowing KIWC to move forward with the shaft installation in that area as scheduled.
- HDOT betterments – HDOT betterment items are being discussed at an elevated HART/HDOT level, with the intent of resolution within the next month.
- Schedule – Lack of a current project schedule from KIWC hampers the project team’s ability to plan and mitigate for any critical path items that may be upcoming. The revised schedule submitted on Dec. 5, 2014, was returned to KIWC with the request to re-submit as part of a change order asking for a modification to the substantial completion.

Final Design Contracts (various sections)

OVERVIEW

- HART has chosen a Design-Build (DB) delivery method for the Airport and City Center Guideway contracts. In addition, HART may elect to expedite portions of the City Center civil construction work in a Design-Bid-Build (DBB) solicitation.
- A pre-bid meeting for the Farrington Highway Station Group (FHSG) construction package was held on Jan. 12, 2015. A minor addendum is forthcoming. Bids are due on March 3, 2015.
- The H2R2 Ramp is being broken out from the Kamehameha Highway Stations Group (KHSG) contract and will be expedited in a construction solicitation issued on Jan. 30, 2015.

KEY ISSUES

- HART is evaluating all cost reduction options for implementation on future construction contracts. Cost reduction options range from simplification of station finishes to elimination of select station entrances. Appropriate alternatives will be incorporated into DBB construction documents and DB construction requirements.

Airport Utilities (Section 4.4.B)

OVERVIEW

- Field office set up for DBB-505 Airport Section Utilities Construction.

Airport Section Guideway Seven Pier Construction (Section 4.4.C)

OVERVIEW

- Utilities work and delayed start due to coordination with HDOT-A contractor.

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
Contract Substantial Completion: March 2019
Projected Substantial Completion: July 2019

Project Description: Providing rail passenger vehicles, automated train control system, traction electrification system (TES), communication systems, passenger platform screen gates (PSGs), and operation and maintenance of the Project.

Project Overview: Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities.

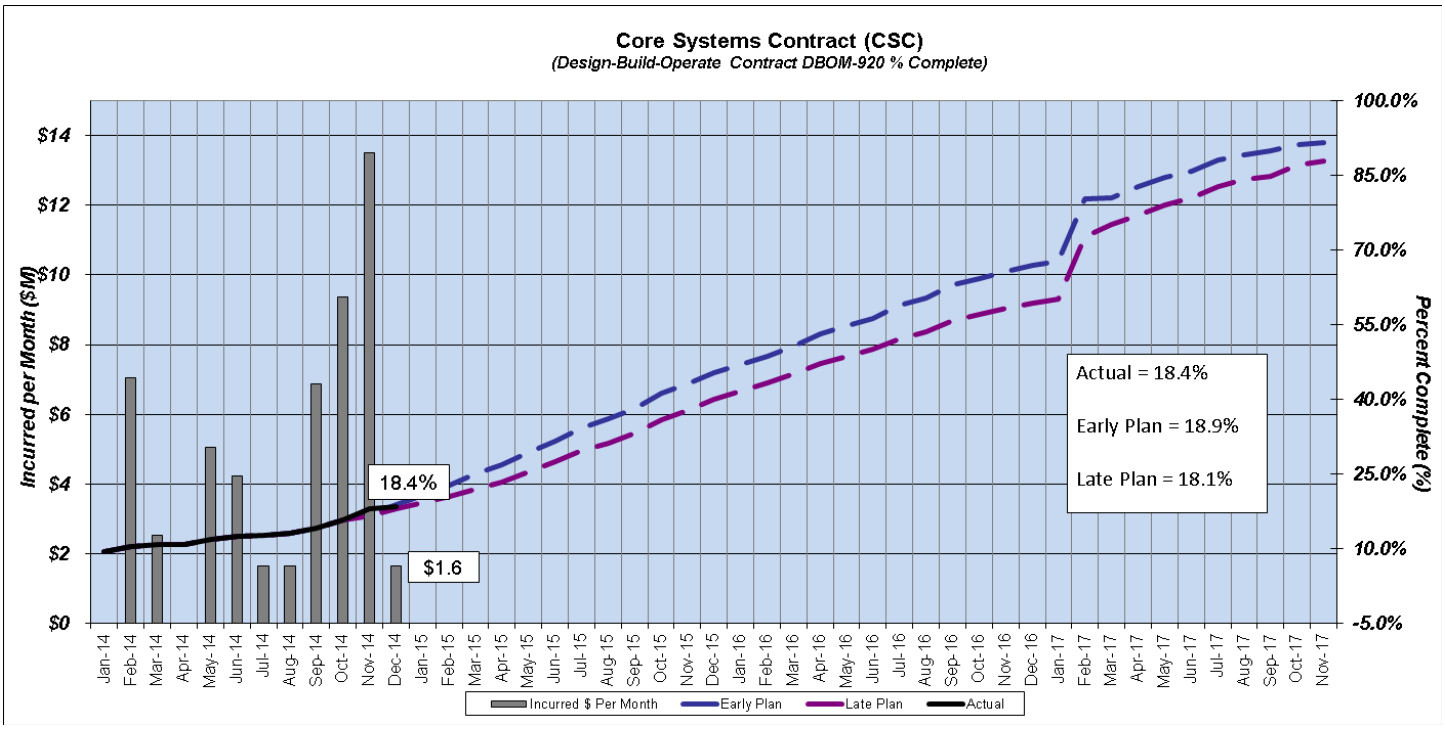
COST INFORMATION:

Original Contract:	$573,782,793	Incurred-to-Date:	$108,987,586
Current Contract Value[1]:	$592,629,998	Incurred in Dec.:	$1,643,359

[1]*Current Contract Value = Original contract value (excluding contingency and $823.6M O&M budget) + executed Change Orders*

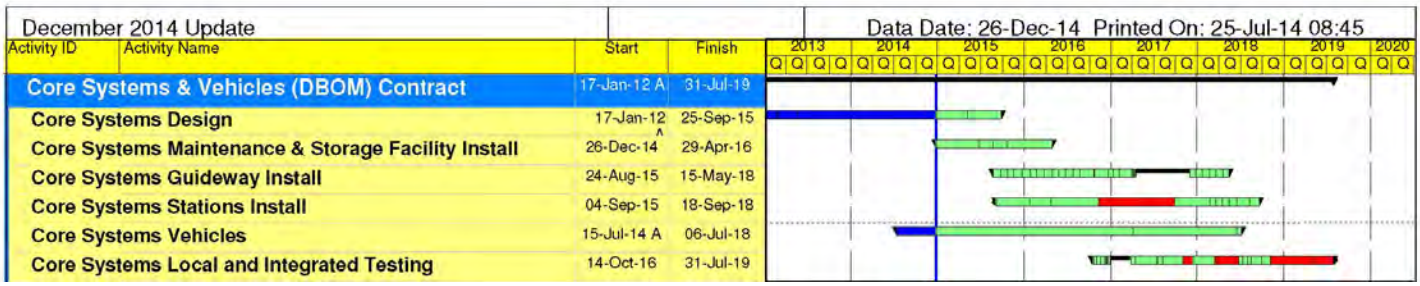
Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	$109,023
DBE % Attained:	0.025%

December Change Orders		
Change No.	Description	Amount ($)
CCO# 0014	Elim Secondary Emerg Access at MSF	-$50,000
	Cumulative to Date	**$18,847,205**



SCHEDULE:

- Note: Dates shown in the following summary schedules are currently being updated to reflect revised access dates provided to AHJV in late January.



	Interim Design Submitted Documents	Final Design Submitted Documents	Target Completion Date
Passenger Vehicles	79%	4%	2nd Q 2015
Communications	100%	18%	1st Q 2015 (S1)
ATC/SCADA	94%	80%	1st Q 2015 (S1)
TES	100%	78%	1st Q 2015 (S1)
Fire Detection	100%	42%	1st Q 2015 (S1)
PSG, UPS, MPV	N/A	20%	1st Q 2015 (S1)

- TES subsystems began design verification testing in preparation for manufacturing activities.
- ATC/SCADA and Communication subsystems components started Factory Inspection activities.
- Passenger Vehicles continue to progress Interim Design with an expected completion by early 2015.
- Passenger Vehicle Final Design started.
- Passenger Vehicle Carshell manufacturing has begun for the 1st and 2nd Vehicle.
- Continue HECO coordination of design; quality of power; harmonics and voltage spikes.

CRITICAL PATH SUMMARY:

- All design activities associated with the start of OSB/OCC installation and testing are progressing according to plan.
- All Vehicle activities both with regard to subsystem design and Carshell assembly are progressing according to plan.

WORK PROGRESS:

Activities this Month:

- Project-Wide Percent Complete: 19.2%
- Passenger Vehicle Percent Complete: 19.2%
- Conducted Pre Shipment Inspection Test for ATC/SCADA TCCR Room for West Loch Station.
- Supported the HART team with the on-site inspection/evaluation of the aluminum carshell fabrication at the AnsaldoBreda factory in Reggio Calabria, Italy.
- Supported the HART team with the on-site inspection of the inverter module fabrication at the AnsaldoBreda factory in Naples, Italy.
- Supported the HART QA audit of both vehicle design and carshell manufacturing activities at AnsaldoBreda facilities in Reggio Calabria, Naples, and Pistoia, Italy.
- Performed manufacturing oversight of AnsaldoBreda's sub-assembly supplier, Carpenteria GT in Pedova, Italy.

Look Ahead:

- Completion of Passenger Vehicle final design.
- Completion of ATC/SCADA Final Design for Segment 1.
- Completion of TES Final Design for Segment 1.
- Passenger Vehicle Manufacturing – Completion of vehicles 1 to 2.
- Factory Acceptance Tests for TES equipment (Blue Light Stations, MSF TPSS).
- Communications Design Verification for Interface Communications Control System (ICCS), Maintenance Management Information System (MMIS), and OSB Equipment.
- ATC/SCADA Design Verification.
- Platform Screen Gates Design Verification and Factory Acceptance Tests.

KEY ISSUES:

- Finalize design options for shielding of communications equipment from Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station. HART is evaluating alternatives to mitigate EMI, and/or moving the antenna.
- AHJV's revised baseline contract schedule has been approved. However, re-procurement of Westside Stations Group will result in revisions to the CSC schedule. Revised Access dates were issued by HART in late January 2015.
- AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue is in mediation, but the mediation is delayed awaiting AHJV input to proceed.
- HART is closely monitoring Passenger Vehicle production in Italy and working with AnsaldoBreda (AB) to prepare for final assembly start-up in Pittsburg. HART met with AHJV in late January to discuss schedule and activities planned for early 2015.
- O&M Procedures – AHJV has provided preliminary MSF Operations Plans, but will resubmit to better follow HART's OM Plan and FTA guidelines.
- 4-Car Train – Negotiations are still in progress.

QUALITY MANAGEMENT:

- Testing and Oversight Activities:

Design Verifications & System Testing		
Subsystem	Test Completed	Date Completed
ATC/SCADA	Pre Shipment Inspection Test for ATC/SCADA TCCR Room for West Loch Station.	12/02/15 – 12/05/14

Passenger Vehicle - Oversight		
Facility	Activity	Date Completed
Reggio Calabria, Italy	Inspection of aluminum carshell manufacturing facility	12/8/14 – 12/19/14
Naples, Italy	On-site Inspection of inverter module fabrication facility	12/8/14 – 12/19/14
Pistoia, Italy	Supported QA Audit of vehicle design and manufacturing activities	12/8/14 – 12/19/14
Naples, Italy	Visited sub-suppliers manufacturing facilities	12/8/14 – 12/19/14
Pittsburgh, CA	Vehicle Final Assembly	Not Started

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

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

Contract No.: MI-930
Contractor: Schindler Elevator Corporation
Contract Start Date: August 2013
Contract Substantial Completion: May 2018
Projected Substantial Completion: predicated upon the building of the City Center section stations which is being protracted

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

Project Overview: Elevator and Escalator equipment design was completed in January 2015 and will be released for manufacturing in February 2015. The design for the remaining west side stations is on schedule to be completed during the first quarter of 2015.

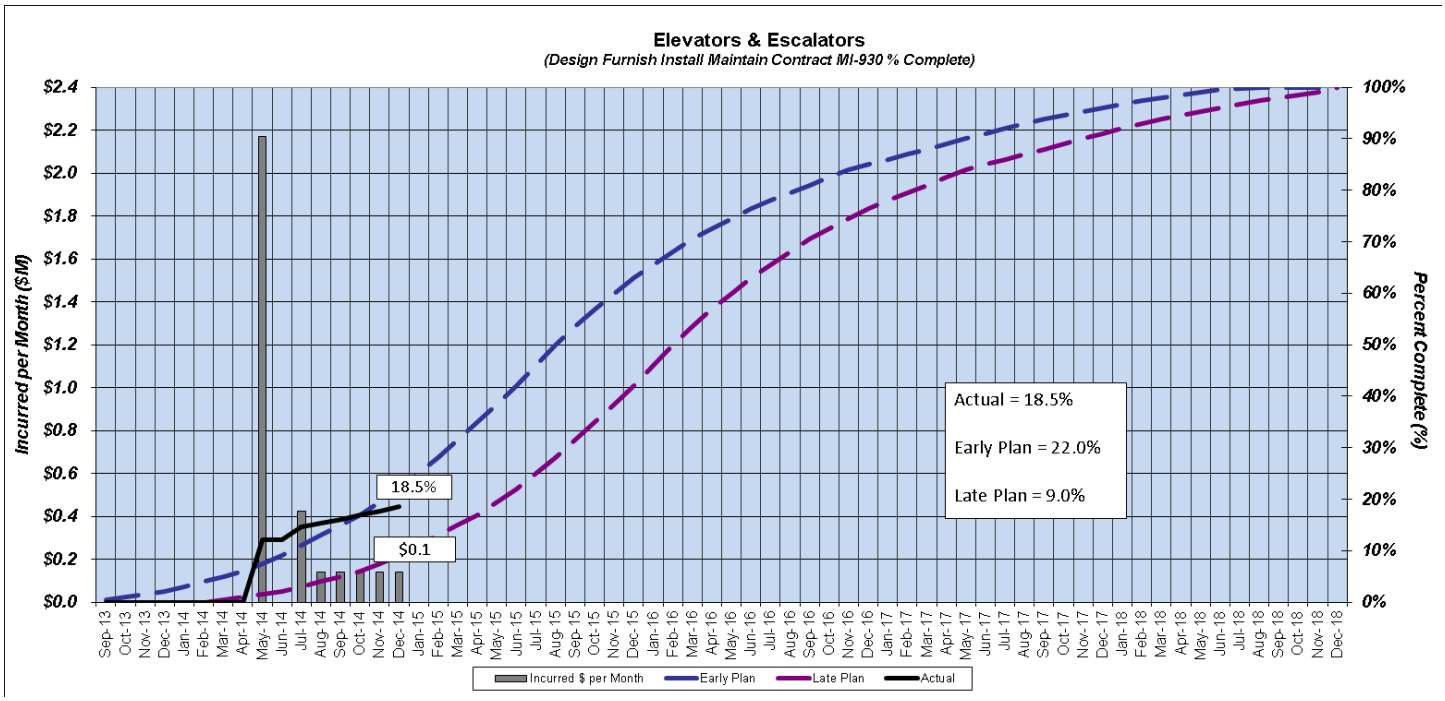
COST INFORMATION:

Original Contract: $50,982,714	Incurred-to-Date: $3,298,348
Current Contract Value[1]: $50,982,714	Incurred in Dec.: $140,825

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

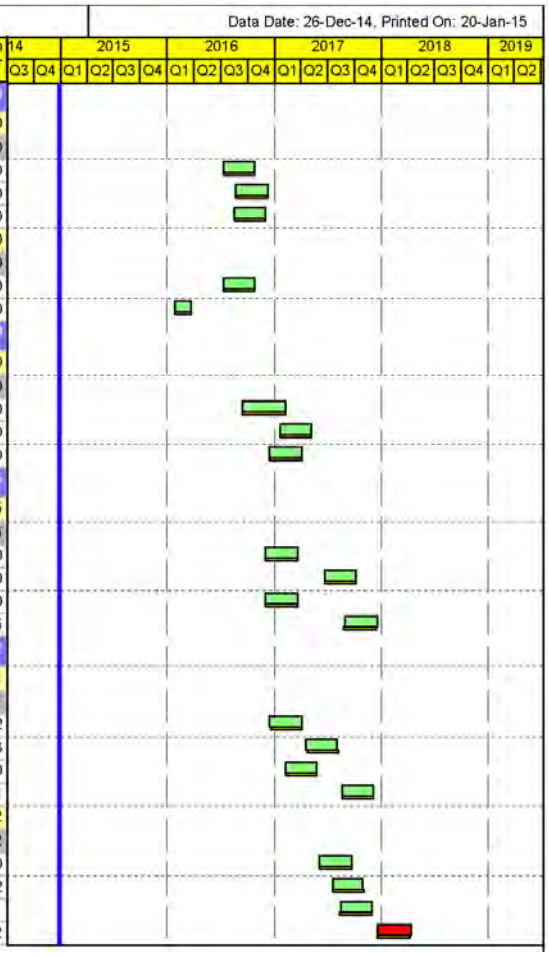
December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
W. Oahu/Farrington Highway (WOFH) - Section 1	27-Jan-16	08-Dec-16	0
W. Oahu Station Group	12-Jul-16	08-Dec-16	0
Construction - W. Oahu Station Group	12-Jul-16	08-Dec-16	0
East Kapolei Station	12-Jul-16	25-Oct-16	0
UH West Oahu Station	23-Aug-16	08-Dec-16	0
Ho'opili Station	15-Aug-16	02-Dec-16	0
Farrington Highway Station Group	27-Jan-16	25-Oct-16	0
Construction - Farrington Highway Station Group	27-Jan-16	25-Oct-16	0
West Loch Station	12-Jul-16	25-Oct-16	0
Waipahu Transit Station	27-Jan-16	21-Mar-16	0
Kamehameha Highway (KH) - Section 2	16-Sep-16	09-May-17	0
Kamehameha Highway Station Group	16-Sep-16	09-May-17	0
Construction - Kamehameha Highway Station Group	16-Sep-16	09-May-17	0
Pearl Highlands - Station	16-Sep-16	06-Feb-17	0
Pearl Ridge Station	20-Jan-17	09-May-17	0
Aloha Stadium Station	14-Dec-16	03-Apr-17	0
Airport - Section 3	01-Dec-16	19-Dec-17	-5
Airport Station Group	01-Dec-16	19-Dec-17	-5
Construction - Airport Station Group	01-Dec-16	19-Dec-17	-5
Pearl Harbor Station	01-Dec-16	20-Mar-17	0
HNL Airport Station	20-Jun-17	04-Oct-17	0
Lagoon Drive Station	02-Dec-16	21-Mar-17	0
Middle Street Station	31-Aug-17	19-Dec-17	-5
City Center (CC) - Section 4	15-Dec-16	12-Apr-18	-2
Dillingham Station Group	15-Dec-16	06-Dec-17	1
Construction - Dillingham Station Group	15-Dec-16	06-Dec-17	1
Kalihi Station	15-Dec-16	04-Apr-17	2
Kapalama Station	18-Apr-17	02-Aug-17	3
Iwilei Station	09-Feb-17	26-May-17	0
Chinatown Station	21-Aug-17	06-Dec-17	1
Kaka'ako Station Group	06-Jun-17	12-Apr-18	-2
Construction - Kaka'ako Station Group	06-Jun-17	12-Apr-18	-2
Downtown Station	06-Jun-17	21-Sep-17	0
Civic Center Station	18-Jul-17	31-Oct-17	2
Kaka'ako Station	15-Aug-17	01-Dec-17	-1
Ala Moana Center Station	21-Dec-17	12-Apr-18	-2



CRITICAL PATH ISSUES:

- Coordination with station contractors on construction interface milestones.
- Re-bidding of the Airport and City Center sections of guideway with stations as Design-Build contracts will impact the completion of the Escalator-Elevator contract.

WORK PROGRESS:

Activities this Month:

Earned Value: 6.75% *[(Total Achieved to December 2014 (3.3 million) + Projected January 2015 Period (0.1 million))/Total Contract Including Executed Change Orders (51 million)].*
Planned Value: 20%

- Design is 15% complete.
- Interface meetings between design teams and Core Systems Contractor.
- All draft equipment drawings for the 21 stations have been submitted for review and acceptance and are in review.
- Design for the West Loch and Waipahu Transit Center Stations was completed in January.

Look Ahead:

- Design will continue on the Leeward Community College station, the three WOSG stations, and the three KHSG stations.
- Elevator & Escalator team will continue meeting with the Core Systems Contractor and final designers of the remaining six western stations to discuss and resolve interface issues.
- The Elevator & Escalator team is continuing to meet with the Airport Station designers. Meetings with the designer for the City Center stations have been suspended.

KEY ISSUES:

- The release to begin manufacturing of the FHSG equipment will occur in February 2015.
- The release to allow manufacturing for WOSG and KHSG will be dependent on the successful bid and award of these stations later this year (2015).

C. Fare Collection System

Contract No.: TBD
Contractor: TBD
Contract Start Date: TBD
Contract Substantial Completion: TBD
Projected Substantial Completion: TBD

Project Description: The fare system is a joint HART and City and County of Honolulu (DTS, DIT, BFS) project that will consist of a multi-model, closed loop, account based smart card system. The Fare System Vendor will be responsible for design, manufacture, testing and installation of the entire system inclusive of hardware and software.

The rail portion of the project will consist of Ticket Vending Machines (TVMs) and fare gates at stations that accept smart cards which can also be used for payment on board TheBus and facilitate a seamless transfer between modes. Equipment and software to be used by both HART and the City and County will include the transaction processing, fare equipment monitoring, customer service systems, as well as a Data Warehouse. TheBus equipment will consist of stand-alone smart card readers on board.

Project Overview: The technical specification for the project is approximately 90% complete and the remaining RFP package is 75% complete. Current schedule would see the start of procurement in first quarter 2015, provided an MOU defining the roles, relationships, and funding responsibilities between the City and County and HART is in place and the funds are allocated and committed. An additional RFP for technical support service will also be launched in a similar timeframe.

COST INFORMATION: TBD

SCHEDULE:

- Anticipated RFP release in first quarter 2015 with RFP award anticipated for start of FY2016 (July 1, 2015).
- System design anticipated for winter 2015-2016.
- Manufacture in spring 2016.
- System testing prior to pilot, fall 2016-spring 2017.
- Anticipated system pilot launch on TheBus in June 2017 with full roll out on TheBus (including all central systems) for fall 2017.
- Interim roll out on rail in late 2018.
- Full roll out on rail in late 2019.

CRITICAL PATH ISSUES:

- M4 completed and funds committed for Fare System Design Build.
- M4 completed and funds committed for Fare System Consultant Technical Support.
- MOU with City and County of Honolulu (DTS, BFS and DIT) signed committing to cost share central system elements and pay for TheBus equipment.

WORK PROGRESS:

Activities this Month:

- Establishing Work Plan for HART Board Fare Structure Permitted Interaction Group (PIG).
- Finalizing RFQ team documents for Technical Consultant RFQ.
- Finalizing Evaluation Criteria for Fare System RFP.
- Finalizing Technical Specification and Cost Estimate for Fare Collection RFP.

Look Ahead:

- Completing General Terms and Conditions (GT) and Special Provisions (SP) for Fare System RFP.
- Meeting with Fare System RFP evaluation team to confirm evaluation criteria.
- Work with PIG to complete Fare Policy Project Charter.
- Setup a City Council PIG.

KEY ISSUES:

- Confirmation of cost sharing amounts for capital portion of the Fare system with the City and agreement by City to fund the project with HART in lead for procurement. See critical path MOU.
- Allocation of HART fare system capital budget in time for procurement in early 2015 to meet current schedule.
- Current fare system procurement plan includes interim opening inclusive of two deployments, two warranties and approximately 1 year of equipment storage (for remaining equipment) for rail. Budget and RFP structure would change if no revenue collection at rail stations during interim opening. The FFGA assumes $2 million in revenue is captured from fare collection during interim opening.
- Governance for HART fare policy agreement is still to be determined. Any changes to current transit fare policy are required by end of 2015 to meet system design and testing requirements for interim opening with revenue collection.

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
Contract Substantial Completion: July 2016
Projected Substantial Completion: October 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.

Project Overview: For the January 2015 Report, progress for utilities, shaft, column, segment casting, and span stressing have been updated. Key Issues from the previous period, like the MS4 Permit and Third-Party Utility Coordination, are no longer major issues. KIWC has begun installing the travelers at Pier Table 253, and lane closure coordination with nearby projects will remain a key issue in order for the Balanced Cantilever System work to advance forward. The Project's Key Quality Issues focus mainly on drilled shafts and segments in repair. Quality issues highlighted focus on positive construction trends with span stressing and segment casting operations as well as timely closeout and repair of Non-Conformance Reports.

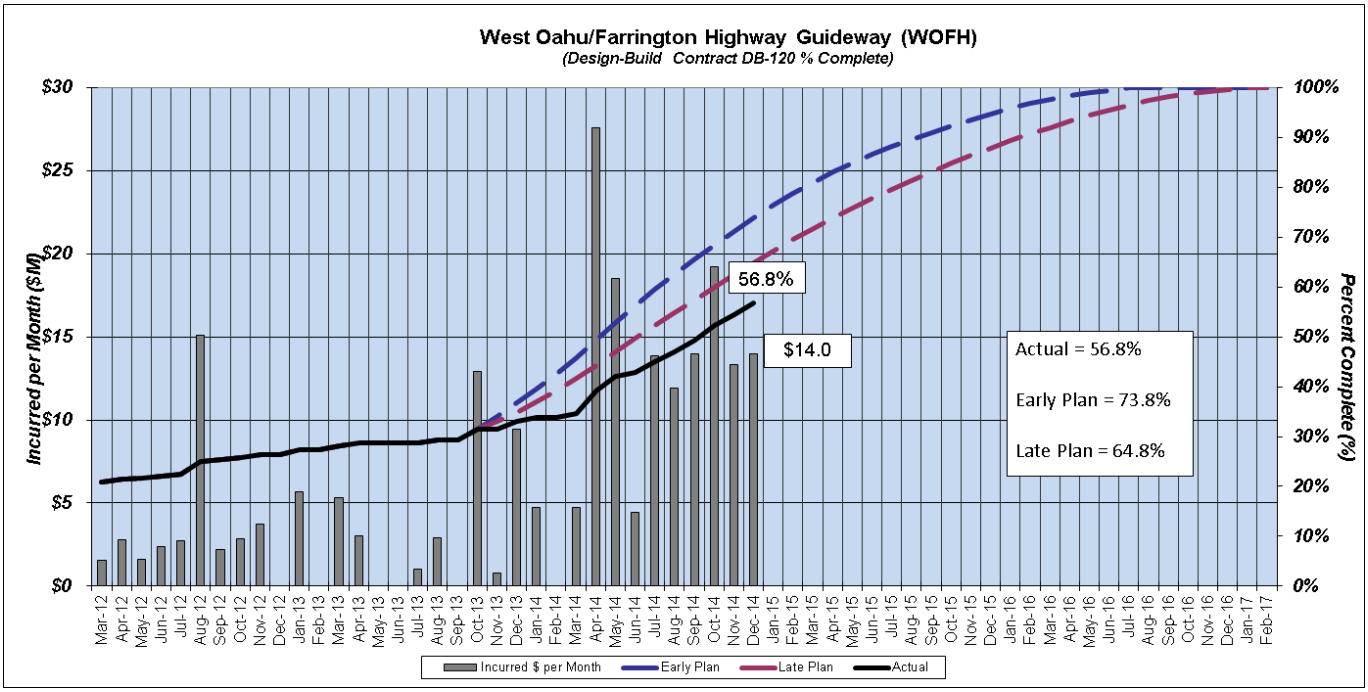
COST INFORMATION:

Original Contract:	$482,924,000	Incurred-to-Date:	$350,060,580
Current Contract Value[1]:	$619,400,447	Incurred in Dec.:	$14,000,000

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$3,637,221
DBE % Attained:	0.75%

December Change Orders		
Change No.	**Description**	**Amount ($)**
CCO # 0050	Escalation Due to Schedule Impacts	$464,413
CCO # 0051	Escalation Due to Schedule Impacts	$21,476
CCO # 0052	Escalation Due to Schedule Impacts	$156,123
CCO # 0053	Escalation Due to Schedule Impacts	$71,663
CCO # 0054	Escalation Due to Schedule Impacts	$716,655
CCO # 0055	Escalation Due to Schedule Impacts	$767,177
CCO # 0056	Escalation Due to Schedule Impacts	$102,675
CCO # 0057	Escalation Due to Schedule Impacts	$777,883
	Cumulative to Date	**$136,476,447**



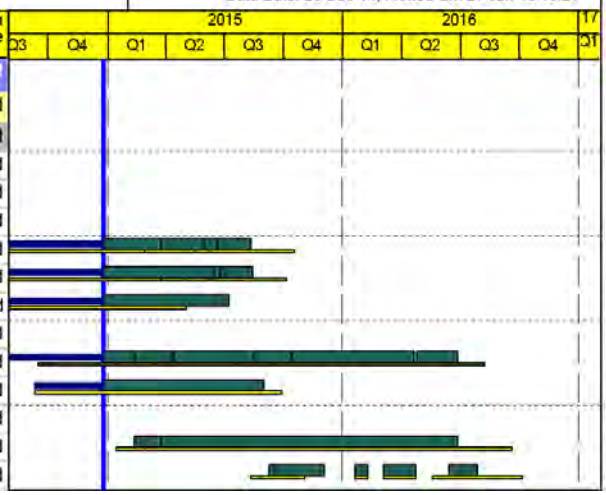
For the month of November 2014, Pay Application #60 was submitted and is currently being reviewed by HART. KIWC informed HART that the progress payment for the month of December 2014 will be submitted to HART for review by early February 2015.

SCHEDULE:

- Progress is lagging from the approved planned schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART reviewed a revised schedule and requested a resubmittal via the Change Order process.
- A second set of travelers will be incorporated at the Balanced Cantilever System area in order to alleviate potential schedule concerns.

December 2014 Update — Data Date: 26-Dec-14, Printed On: 21-Jan-15 15:21

Activity Name	Start	Finish	Finish Variance
Total	08-Mar-12 A	27-Jul-16	70d
West Guideways & Structures	08-Mar-12 A	27-Jul-16	70d
W. Oahu/Farrington Highway (WOFH) - Section 1	08-Mar-12 A	27-Jul-16	70d
W. Oahu/Farrington Highway Guideway	08-Mar-12 A	27-Jul-16	70d
Kiewit WOFH Summary	08-Mar-12 A	27-Jul-16	70d
Foundations	08-Mar-12 A	13-Aug-15	65d
Drilled Shafts	23-Apr-12 A	12-Aug-15	66d
Columns	21-May-12 A	13-Aug-15	53d
At Grade	08-Mar-12 A	08-Jul-15	-66d
Guideway	29-Jan-14 A	28-Jun-16	41d
Precast Segment Erection	29-Jan-14 A	28-Jun-16	41d
Balanced Cantilever Segments	10-Sep-14 A	31-Aug-15	29d
Trackwork	11-Feb-15	27-Jul-16	70d
Direct Fixation Trackwork	11-Feb-15	28-Jun-16	84d
Third Rail	09-Sep-15	27-Jul-16	70d



CRITICAL PATH ISSUES:

- HART continues to work to resolve construction right of entry for the UH LCC campus, as well as associated approval of new campus portable buildings and site plans.
- Production rates for span erection are lagging behind the planned rate. Because of this, KIWC re-sequenced segment erection work in October 2014. This was done in order to alleviate potential negative float on the project schedule. The re-sequencing will be incorporated into the next schedule submittal.

WORK PROGRESS:

WOFH Status as of 1/21/15

Utility Status	Qty to Date	Final Qty	% Complete
Water Line	8,188	9,348	87.6%
Sewer Line	550	570	96.5%
Fuel Line	340	340	100.0%
Gas line	1,498	1,591	94.2%
Drainage Line	3,325	5,166	64.4%
Elec/Telecom	12,236	21,374	57.2%
Street Lights	5,823	8,357	69.7%
Traffic Sig/ITS Duct bank	3,936	10,802	36.4%
System Sites	-	7,046	0%
ITS Systems Devices	821	4,121	19.9%

Structure Element	Total to Date	Planned to Date*	Total Qty	% Complete
Shafts	193	208	266	72.6%
Columns	138	136	266	51.9%
Segment Casting	2,028	2,585	3,163	64.1%
Spans Stressed	71	98	266	26.7%

* The planned values are based on WOFH REVISED SCHEDULE REV C 2014.04.08 (with data date of October 25, 2013), which was Accepted as Noted on May 9, 2014.

Activities this Month:

Earned Value: 58.6% *[(Total Achieved to December 2014 (344 million + Projected January 2015 Period (17 million))/Total Contract Including Executed Change Orders (616 million)]. Planned Value: 67.2%*

Shaft/Column

- Performed drilled shaft construction, drilling, and placed concrete for a total of 8 drill shafts. Placed concrete for 1 column.

Guideway Segment Erection

- Eastbound heading segments were erected for Span 103 through Span 106. Westbound heading segments were erected for Span 40 through Span 33.

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. Additional submittals are expected to be issued for construction pending coordination with other parties and contracts.

Shaft/Column

- Continue with drilled shaft and column concrete placement. KIWC will complete the drill shaft repair for Shaft 145 and will proceed with repairs for Shaft 144 in preparation for eastbound segment erection.

Guideway Segment Erection

- Segment span erection will continue from Span 33 westbound towards East Kapolei Station and from Span 106 eastbound towards Farrington Highway.

Utility Relocation

- Addressed utility conflicts along the alignment, relocating traffic signals, streetlights, and existing water/sewer lines. HECO relocating power lines. Third-party companies relocating overhead fiber-optic lines.

Balanced Cantilever Structure

- Continued constructing and stressing the Cast in Place segments at Pier Table 253 and 254. Travelers were partially installed at Pier Table 253.

Precast Yard

- Precast Yard performed daily segment and sound wall casting, averaging 12 segments per day and up to 62 segments per week. The 2,000th segment was casted this month.

KIWC/Third-Party Coordination

- Coordination continued with HECO and KIWC to resolve conflicts with utility relocation.
- Awaiting HART Board approval for RFCR 083 with Leeward Community College regarding the relocation of portable classrooms.

Utility Relocation

- Relocate wet utilities (sewer/water) and dry utilities (traffic signal, street lighting and fiber optics) along Farrington Highway in preparation for eastbound segment erection.

Balanced Cantilever Structure

- KIWC will complete the assembly of the Traveler at Pier Table 253. Travelers will begin assembly at 254. Construction of pier columns and pier tables will continue at Piers 255 and 256.

Track Construction

- KIWC will continue to install the double crossover and place plinth concrete at Spans 78 and 79 by Hoʻopili Station.

Precast Yard

- Production of segment casting and sound walls are expected to continue at a rate of 12 segments per day. At this rate, 66% of the total segments should be casted by end of month.

KIWC/Third-Party Coordination

- Continue to resolve conflict construction and traffic issues with third-party agencies (HDOT, DTS, HECO and Hawaiian Telcom).

KEY ISSUES:

- **Design Completion Schedule** – The Project's design schedule continues to be tracked closely by HART. Comment Disposition and Over-the-Shoulder Meetings also continue to occur. As of January 2015, 103 of 127 design submittals have been submitted. HART will continue to facilitate the third-party review process and will track against KIWC's design schedule.
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – In order for KIWC to begin work at the LCC Station Area, four (4) portable buildings need to be relocated to another location within the campus. RFCR 083, Relocation of LCC Portables/Parking Lot, has been signed by KIWC and the HART Board gave conditional approval on Jan. 29, 2015.
- **MS4 Waipahu High School (WHS) Permit** – HART needs to obtain an MS4 Permit with the Hawaiʻi Department of Education (DOE) in order for construction to begin on a Mechanically Stabilized Earth (MSE) Wall by Piers 251 and 252. The permit would allow for a permanent connection to the WHS MS4. HART was granted approval to make the connection in January 2015. KIWC was directed to proceed with Phase 1 scope of work, which includes the wall, utilities, and subgrade. Phase 2 of the work, which includes ballast and rail, will be handled in a later period. This issue has been resolved.
- **Construction Production/Baseline Schedule** – Meeting the project's schedule will continue to be a challenge for the project. A re-sequenced baseline schedule was submitted to HART in December 2014 showing more realistic construction durations. HART provided comments in January 2015 and KIWC is in the process of addressing those comments and resubmitting the schedule.
- **Third-Party Utility Relocations Due to Re-sequenced Schedule** – Originally KIWC had planned to move their Span by Span Heading #1 from Span 89 by Hoʻopili Station to Span 250 by Waipahu High School after completion of Span 89. KIWC has decided to continue progressing east past Span 89 and therefore electrical utilities will need to be relocated earlier than expected. Schedule coordination with Hawaiian Electric (HECO), Hawaiian Telecom (HTI), and Oceanic Time Warner (OTW) progressed well in January 2015 and this is no longer a major concern.
- **HDOT Traffic Signal Betterments** – HDOT has requested additional street light betterments beyond KIWC's base scope of work. These requests have prevented KIWC from finalizing their design and obtaining approval from HDOT. HART has been working with HDOT to remove non-project critical items and it appears a positive compromise is near.
- **Balanced Cantilever System Maintenance of Traffic (MOT) Conflicts with Hawaiian Dredging** – KIWC has begun assembly of the first set of Travelers at Pier Table 253. In order to complete the Traveler assembly heading eastbound, KIWC will need to remove the falsework which requires one H1 Westbound lane closure. Hawaiian Dredging simultaneously has a project which will require three H1 westbound lane closures. KIWC is currently working with HDOT and Hawaiian Dredging to implement a design where both parties can operate with the needed lane closures and where traffic is adequately directed.

KEY QUALITY ISSUES:

- **Span 67 Damage and Repair Procedures** – During the erection process of Span 67, the underside of Segments 67-11 and 67-12 were damaged due to unbalanced support from the temporary bearings. NCR 00144 was opened on June 17, 2014, to address this issue. In January 2015, KIWC began the process of constructing the temporary falsework needed to slide Span 67 from its current position. This will allow the span to be de-stressed and the segments replaced. Both segments were casted by month's end.
- **Drill Shaft Quality** – Nine additional drill shafts were Crosshole Sonic Logging (CSL) tested in January 2015. Seven of the drilled shafts were found to have velocity reductions outside of the acceptable design criteria limits potentially because concrete was segregated during concrete placement, and two of the shafts had no issues. Of the 211 drilled shafts that have been tested to date, 38 shafts (18%) were found to have issues. KIWC continues to have weekly Drill Shaft Quality Meetings with HART to discuss testing results, quality issues, the concrete mix, and methods for repair.

- **Drill Shaft Repairs** – Of the 38 drill shafts that were found to have velocity reduction issues, seven new NCRs have been opened and submitted to HART this month. HART will not close an NCR until KIWC completes another CSL test and demonstrates soundness of the concrete shaft. KIWC completed repairs at Shaft 245 and began working on repairing Shaft 145. KIWC will move to Shaft 144 in the beginning of February 2015.
- **Consistent Span Stressing Trends –** In mid-January, KIWC had stressed six spans. KIWC has maintained this positive trend and momentum from previous months, stressing 9-11 per month. Progress is being made both westward towards East Kapolei Station and eastward towards Farrington Highway. At this rate, KIWC will reach Farrington Highway by the end of February 2015 and East Kapolei Station by the end of April 2015.
- **Pre-Cast Segment Progress/Quality –** The Casting Yard has been very consistent in producing approximately 62 segments per week and is currently 64.1% complete with segment production for the overall project. 2,028 segments have been casted to date. Although 85 of the total 283 NCRs (30%) have been related to segmental issues like damaged shear keys, concrete voids, and spalls, proper correction procedures have already been developed and are being implemented.
- **Closing Out NCRs –** NCRs were being promptly corrected, validated, and closed out during this period. Both KIWC and HART have been working together to complete all the needed processes for timely validation. A total of 22 NCRs have been closed in January 2015. Of the 22, 15 were related to pre-cast segment issues and 5 were related to drill shaft issues.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
283	205	78

PROJECT PICTURES:

Pouring of the First Lift Column for Pier 255 Downstream (DS), Work Area 6.

Installing Travelers for the Pier 253 pier table, Work Area 6.

Erecting guideway segments for Span 35 (westbound).

Installing formwork for plinth concrete of the double crossover at Spans 78 and 79.

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: April 13, 2015
Projected Substantial Completion: Nov. 30, 2017

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.

Project Overview: The WOSG consultant is currently incorporating value engineering changes into the station designs as directed by HART. The consultant and HART are closing out remaining issues including design interfaces and third party approvals in preparation for a spring 2015 construction advertisement.

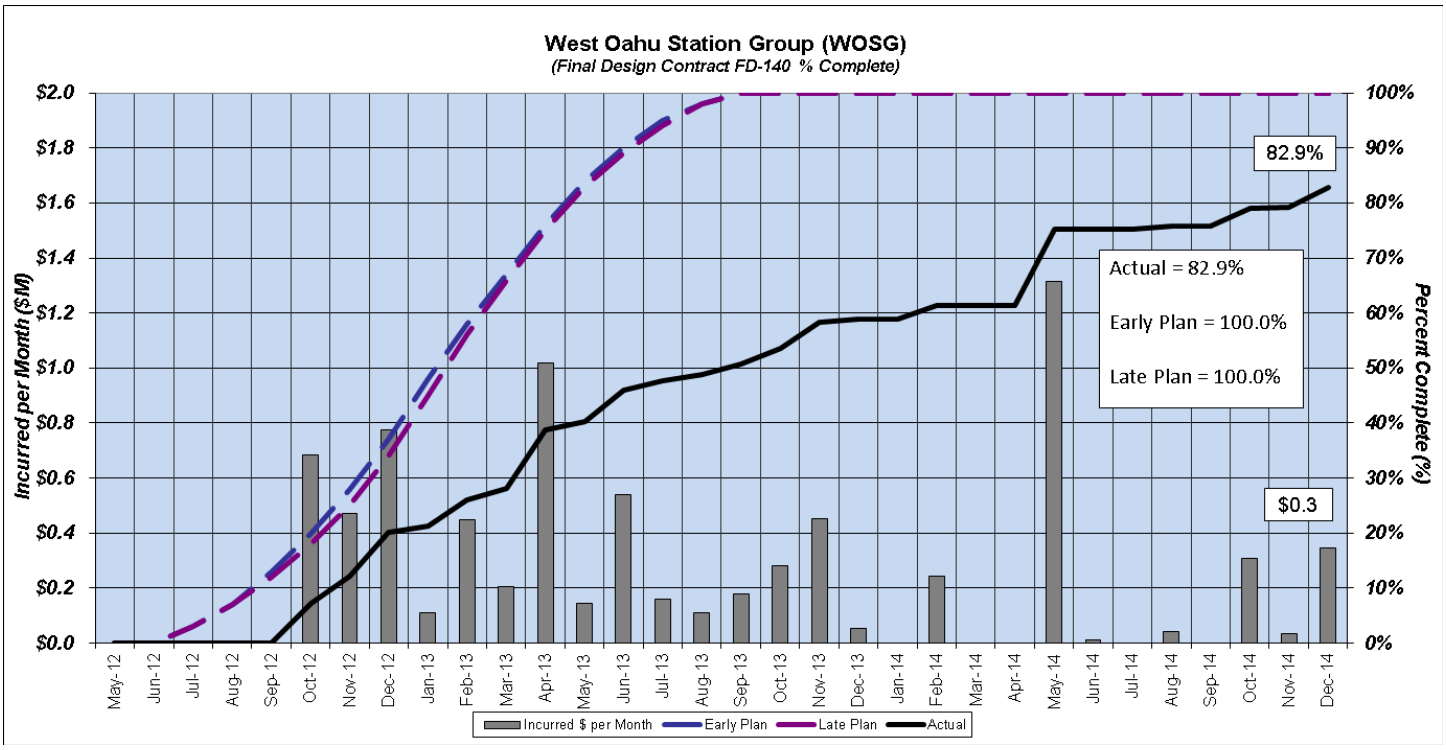
COST INFORMATION:

Original Contract:	$7,789,000	Incurred-to-Date:	$7,925,105
Current Contract Value[1]:	$9,560,305	Incurred in Dec.:	$345,503

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

December Change Orders/Amendment		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$1,771,305**

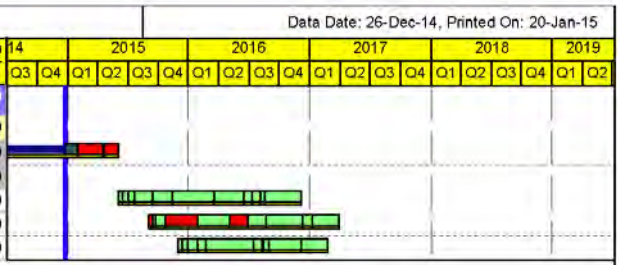


The closeout of the WOSG contract is currently 14 months behind schedule due to design interfaces with other HART contracts, ongoing value engineering efforts, and a reorganization of the WOSG construction solicitation package. Actions to minimize this delay are discussed below.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
W. Oahu/Farrington Highway (WOFH) - Sec	14-Jan-10 A	30-Mar-17	0
W. Oahu Station Group	14-Jan-10 A	30-Mar-17	0
Design - W. Oahu Station Group	14-Jan-10 A	01-Jun-15	0
Construction - W. Oahu Station Group	01-Jun-15	30-Mar-17	0
East Kapolei Station	01-Jun-15	07-Dec-16	0
UH West Oahu Station	01-Sep-15	30-Mar-17	0
Ho'opili Station	01-Dec-15	24-Feb-17	0



CRITICAL PATH ISSUES:

- HART is overseeing and expediting value engineering design efforts to save construction costs on these three stations. These changes will be consistent with value engineering changes already incorporated into the FHSG bid documents.
- HART is accelerating URS' completion of the WOSG construction documents in anticipation of a spring 2015 construction solicitation.
- HART is proactively facilitating interface resolution with the CSC, WOFH and E/E contracts to ensure consistency and integration of these designs.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88%.
- Interfacing design with CSC, WOFH and E/E contracts.
- Incorporating value engineering changes.
- Coordinating with private developer and utility companies to establish services to Ho'opili Station.

Look Ahead:

- Complete design and value engineering efforts.
- Document design interface agreements with CSC, WOFH and E/E contracts.
- Obtain third-party approvals.
- Finalize agreements with adjacent land owners.
- Implement any additional value engineering opportunities identified.
- Prepare construction solicitation package.

KEY ISSUES:

- Coordinating with HDOT to resolve significant policy level design review comments.
- Tracking resolution of interfacing designs and managing risks associated with misaligned design schedules.

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240
Contractors:
URS Corporation
Start Date: Sept. 27, 2013
End Date: June 2017
HDR Engineering, Inc.
Start Date: Jan. 12, 2011
End Date: April 5, 2013
Construction Docs Bid-Ready: Dec. 19, 2014
Projected Substantial Completion: September 2017

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.

Project Overview: The FHSG construction package was issued for bid on Dec. 19, 2014. A pre-bid conference was held on Jan. 12, 2015. Bids are due on March 3, 2015.

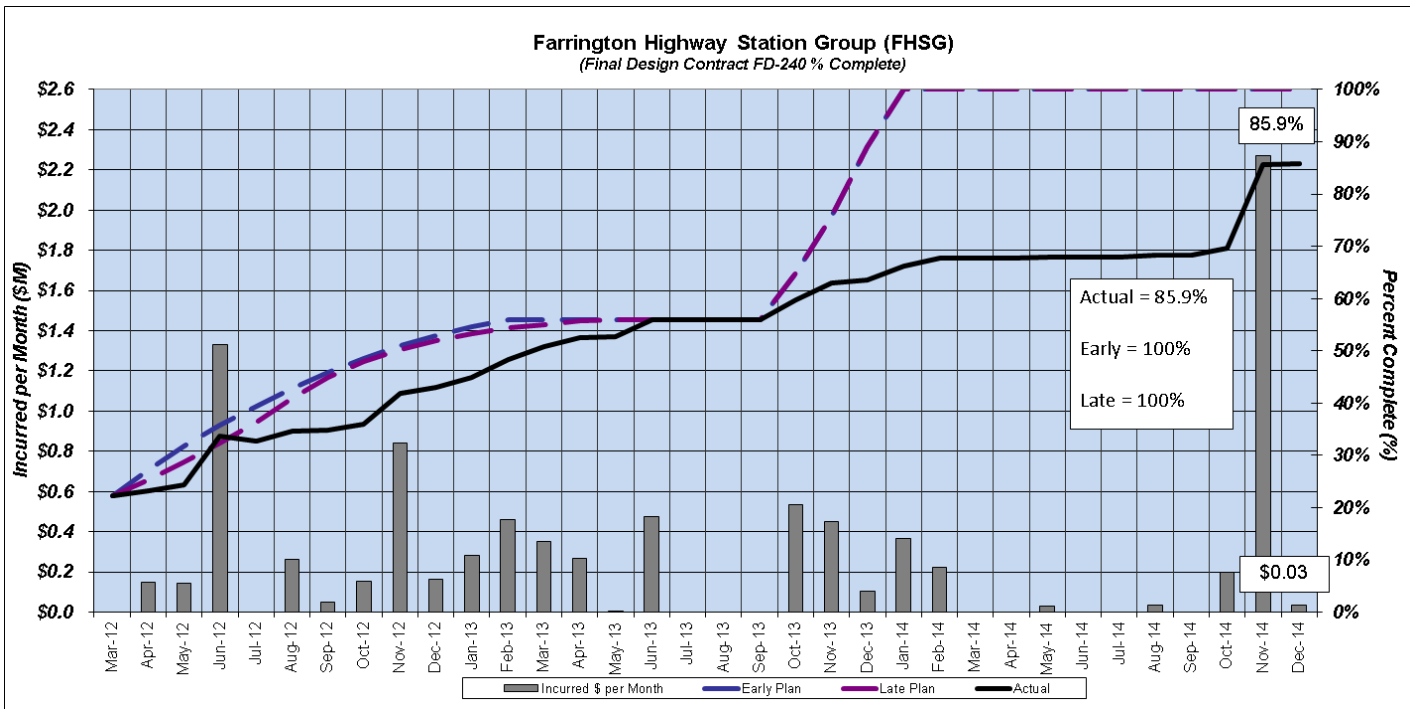
COST INFORMATION:

Original Contract: $9,300,696	Incurred-to-Date: $12,191,045
Current Contract Value[1]: $14,198,045	Incurred in Dec.: $33,056

[1]*Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$258,611
DBE % Attained:	4.7%

December Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$4,897,349**

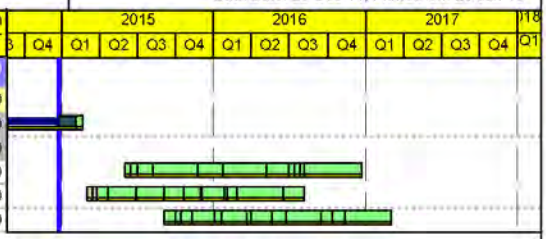


The FHSG contract is 10 months behind schedule due to a change in the final design consultant, design interface issues with other HART contracts, a round of value engineering changes, and a reorganization of the recently reissued FHSG construction solicitation package. Actions to minimize the impact of this delay are discussed below.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
W. Oahu/Farrington Highway (WOFH) - Section 1	02-Oct-09 A	03-Mar-17	0
Farrington Highway Station Group	02-Oct-09 A	03-Mar-17	0
Design - Farrington Highway Station Group	02-Oct-09 A	19-Feb-15	0
Construction - Farrington Highway Station Group	02-Mar-15	03-Mar-17	0
West Loch Station	01-Jun-15	22-Dec-16	0
Waipahu Transit Station	02-Mar-15	05-Aug-16	0
Leeward Community College Station	02-Sep-15	03-Mar-17	0



CRITICAL PATH ISSUES:

- HART is proactively facilitating the finalization and documentation of interface agreements between the FHSG, CSC, WOFH and E/E contracts to ensure consistency in these designs prior to construction.
- HART is coordinating and forecasting construction access milestones between interfacing contracts.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 80%. This value appears low relative to other station groups due to the proportionally larger value of its construction services budget. However, the design scope of this contract is nearly complete.
- Finalizing design interface agreements with all interfacing partners.
- Pursuing approvals from third parties.

Look Ahead:

- Obtain all third-party approvals.
- Obtain remaining construction permits and rights-of-entry.
- Document design agreements with interfacing partners.
- Amend bid documents, if necessary, to address any third-party comments.

KEY ISSUES:

- Tracking resolution of designs that interface with FHSG prior to construction.
- Tracking construction access handoff dates with WOFH contractor.
- Obtaining access to properties required for construction at West Loch Mauka and Leeward Community College.

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200
Contractor: Kiewit/Kobayashi Joint Venture (KKJV)
Contract Start Date: July 2011
Contract Substantial Completion: April 2016
Projected Substantial Completion: April 2016

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

Project Overview: The MSF contract substantial completion date has slipped 10 calendar days (based on the December 2014 schedule update). Work is continuing to progress without CSC final design through HART direction and contractor cooperation.

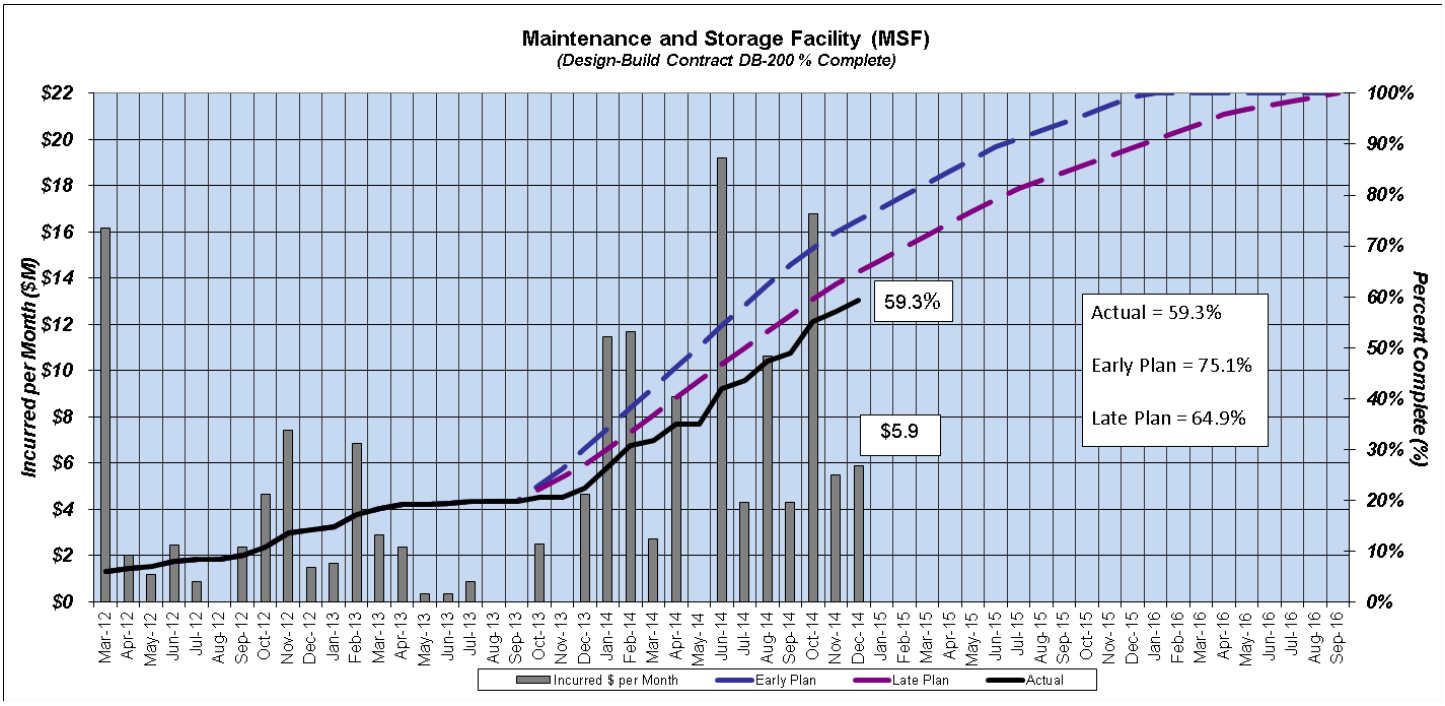
COST INFORMATION:

Original Contract: $195,258,000	Incurred-to-Date: $162,596,323
Current Contract Value[1]: $274,358,008	Incurred in Dec.: $5,886,635

[1]*Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$145,819
DBE % Attained:	0.08%

December Change Orders		
Change No.	**Description**	**Amount ($)**
None	---	---
	Cumulative to Date	**$79,100,008**

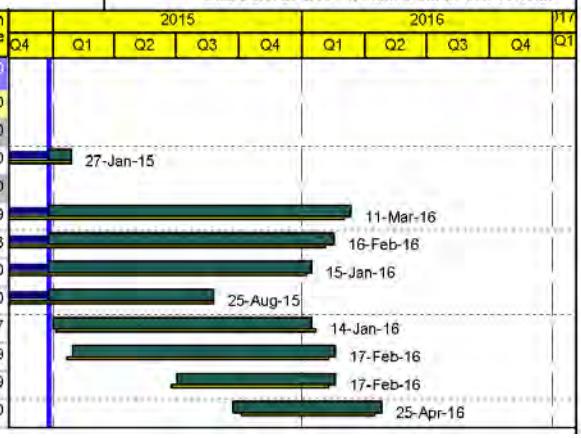


SCHEDULE:

- The MSF substantial completion has slipped from April 15, 2016 to April 25, 2016 (based on the December 2014 schedule update).

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15 15:27

Activity Name	Start	Finish	Finish Variance
Total	29-Aug-11 A	25-Apr-16	-10
Maintenance & Storage Facility (MSF)	29-Aug-11 A	25-Apr-16	-10
Design	29-Aug-11 A	27-Jan-15	0
Design & Engineering	29-Aug-11 A	27-Jan-15	0
Construction	26-Jul-12 A	25-Apr-16	-10
Site Civil/Utilities	26-Jul-12 A	11-Mar-16	-9
Operations & Servicing Building	27-Nov-13 A	16-Feb-16	-13
Maintenance of Way Building	12-May-14 A	15-Jan-16	-10
Wheel Truing Building	18-Jul-14 A	25-Aug-15	0
Train Wash Facility	02-Jan-15	14-Jan-16	7
Yard Trackwork	30-Jan-15	17-Feb-16	-9
Third Rail	02-Jul-15	17-Feb-16	-9
Project Facility Commissioning, Closeout & Turnover	23-Sep-15	25-Apr-16	-10



CRITICAL PATH ISSUES:

- The MSF contract substantial completion date has slipped 10 calendar days. This delay is due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path.
- Addressing yard reconfiguration interface with Core Systems Contractor.
- Scheduling work related to test track and functional track to support program opening dates.

MSF Construction Status as of 1/31/15	
Element	**% Complete**
OSB	45%
MOW Building	37%
WTB	41%
Rail Procurement	92%

WORK PROGRESS:

Activities this Month:

Earned Value: 63.4% [(Total Achieved to December 2014 (162.6 million) + Projected January 2015 Period (11.3 million))/Total Contract Including Executed Change Orders (274.3 million)]. Planned Value: 68.8%

Yard/Utilities

- Installing/testing site water, sewer and drainage systems.
- Completed trench excavation for Rail Traction Power and electrical conduit (phase 3).
- Completed concrete placement/form removal for MOW south underpass structure concrete decking.
- Commenced with installation of track subdrain and placement of subballast material at west side of S1-10 track.
- Setting conduits and placed concrete for light pole foundations.

Operations and Servicing Building (OSB)

- Installing OSB underground electrical and plumbing.
- Installing Roof/Floor Pan Decking.
- Placing concrete for OSB SOG (50% complete).
- Excavating for rail car lift pits.

Maintenance of Way (MOW)

- Completed concrete tilt-up panel erection.
- Erected structural steel trusses between tilt-up panels.
- Completed concrete multiple unit (CMU) elevator walls.
- Commenced erection of interior CMU walls.
- Forming, installing rebar and pouring slab on grade (SOG) perimeter pourback.

Look Ahead:

- Installation of MOW structural steel.
- Completion of OSB and MOW underground electrical and plumbing rough in.
- OSB and MOW slab on grade preparation and concrete pours.
- Installation of Traction Power and system duct banks (phase 4).
- Installation of Wheel Truing Building structure.
- WTB concrete tilt-up panel erection.
- Metal framing/Curtain Wall at OSB (Makai).
- Complete erection of Retaining walls 4, 5, 6 and 7.
- Commence work at Train Wash Facility (TWF).
- Commence erection of Retaining wall 14.
- Complete site utilities installation/testing.
- Track subdrain.
- Track subballast/ballast.
- Track installation.

- Staging Roof/Floor Pan Decking in preparation for installation.

Wheel Truing Building (WTB)

- Installed utility conduits under SOG.
- Completed concrete tilt-up panel pours.

Rail Procurement

- Receiving materials and mobilizing crews for installation.
- Distributing rail materials to WOFH.

Administration

- Continued working with the CSC to resolve design interface issues.

KEY ISSUES:

- **Interface Management with Core Systems Contractor –** predominant areas of concern include a general revision to the location of rail control system insulated joints and track devices; building internal requirements for access control, intrusion detection and fire detection and alarm system device locations; and resolution of traction power duct bank terminations at electrically operated traction power switches. Details are being worked out through the Request for Interface Details process.
- **Joint Occupancy with Core Systems Contractor –** details are being worked out for systematic release of areas and infrastructure whereby the Core Systems Contractor can commence work in a safe and systematic manner.
- **Change Order Negotiation –** as stated above, late and changing requirements relative to infrastructure necessary to support Core Systems' evolving design has created a back log of changes. HART is coordinating with interfacing contractors developing different options to mitigate potential cost and schedule impacts.
- **WOFH West Yard Lead Retaining Wall –** continued delay associated with ROW issues is impacting the completion of yard grading and utility installation in support of track work and electrical service to the site. HART is working diligently to resolve ROW issues.

KEY QUALITY ISSUES:

Two NCRs remain open solely until the dispositions are constructed including removal and replacement of column base plate grout and MOW steel edge form, both underway.

- OSB Grout Under Columns – The grout mix installed under the columns at the OSB was installed without accurately measuring the water added to the mix and without accurately timing the grout mixing time. The contractor is currently removing the non-conformance grout and replacing it with proper grout.
- MOW Steel Edge Form – In order to erect the tilt-up panels, the metal edging that was welded to the beam flanges along line 4 was cut off of the beams. In the cutting process, the flange of the beam was gouged at every location the fillet weld was air arc'd out. The gouging is approx. 1/16 to 1/4 inches in depth along the flange at every location on every beam.
- Establishing satisfactory sub grade in track work areas which involves geotechnical exploration resulting in limited removal and replacement of unsuitable expansive material. Although the limit has not been determined, it is envisioned that sufficient satisfactory material can be obtained from on-site borrow areas.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
22	20	2

PROJECT PICTURES:

Completed concrete pour/stripped forms for MOW underpass structure decking.

Setting conduits and placed concrete for light pole foundations.

Excavating for rail car lift pits at OSB.

CMU wall erection at MOW elevator.

Placement of subballast at west end of S1-10 track.

Track subdrain at west side of S1-10 track.

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
Contract Substantial Completion: September 2016
Projected Substantial Completion: April 4, 2017

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, columns and aerial structure.

Project Overview: The revised schedule showing an estimated completion date of April 4, 2017, was rejected by HART with a request for re-submittal as part of a change order. Shaft installation along the KHG guideway alignment is scheduled to resume in early February.

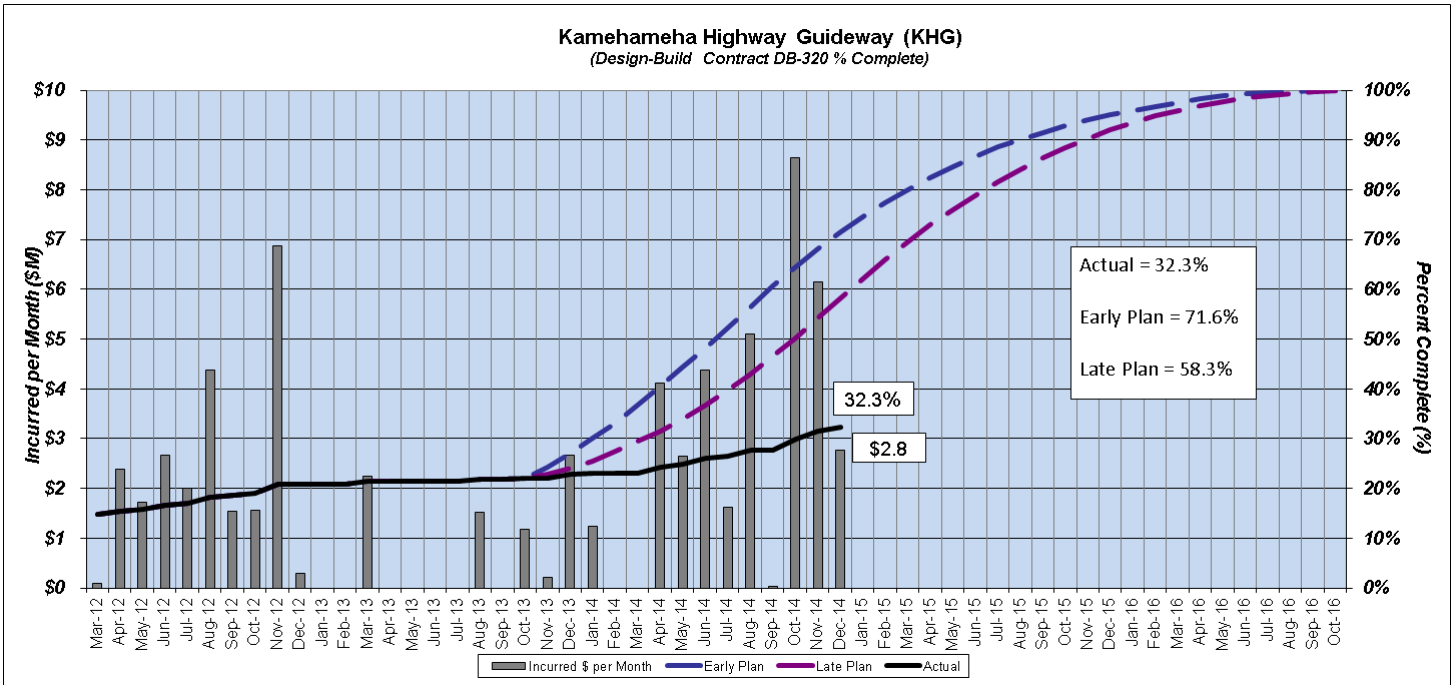
COST INFORMATION:

Original Contract: $372,150,000	Incurred-to-Date: $125,317,119
Current Contract Value[1]: $388,515,363	Incurred in Dec.: $2,771,719

[1]*Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$297,631
DBE % Attained:	0.08%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$16,365,363**



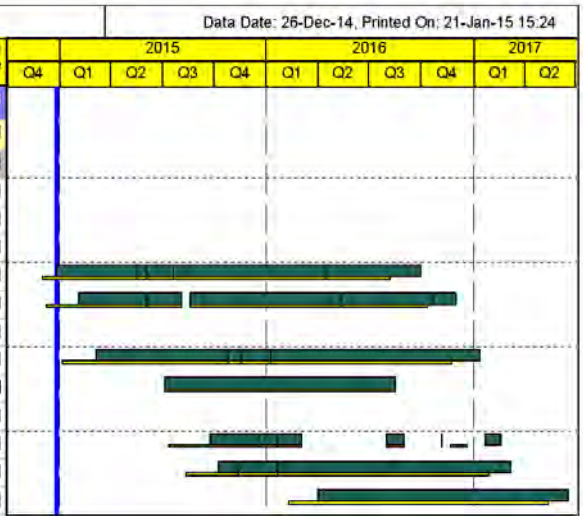
- Progress #39 (October) is on HOLD pending schedule and schedule of milestones revisions.

SCHEDULE:

- The accepted rebaselined schedule dated Oct. 28, 2013 is no longer valid, and HART has requested a recovery schedule showing how KIWC would achieve the currently agreed upon substantial completion date of Sept. 16, 2016. KIWC initially proposed a list of mitigation measures that would allow recovery, but has since notified HART that the substantial completion date is no longer achievable. They have provided a draft schedule.
- HART has reviewed the schedule and requested re-submittal via change order process.

December 2014 Update — Data Date: 26-Dec-14, Printed On: 21-Jan-15 15:24

Activity Name	Start	Finish	Finish Variance
Total	26-Dec-14	18-Jun-17	-36d
West Guideways & Structures	26-Dec-14	18-Jun-17	-36d
Kamehameha Highway (KH) - Section 2	26-Dec-14	18-Jun-17	-36d
Kamehameha Highway Guideway	26-Dec-14	18-Jun-17	-36d
Kiewit KHG Summary	26-Dec-14	18-Jun-17	-36d
Foundations	26-Dec-14	30-Nov-16	-50d
Drilled Shafts	26-Dec-14	29-Sep-16	-55d
Columns	05-Feb-15	30-Nov-16	-50d
Guideway	05-Mar-15	11-Jan-17	-50d
Precast Segment Erection	05-Mar-15	11-Jan-17	-50d
Cast BC Segments	06-Jul-15	15-Aug-16	0d
Trackwork	23-Sep-15	06-Mar-17	-36d
Direct Fixation Trackwork	23-Sep-15	17-Feb-17	-59d
Third Rail	07-Oct-15	06-Mar-17	-36d
KHG Project Finish Work, Demob, Punchlist	01-Apr-16	18-Jun-17	-36d



CRITICAL PATH ISSUES:

- Mitigate third-party dry utility relocation durations.
- ROW issues. At the end of January, HART received the construction right of entry for KHG construction at Aloha Stadium. Guideway construction can now proceed in this location. It is anticipated that the right of entry with University of Hawai'i Urban Gardens will be secured in February.

WORK PROGRESS:

KHG Construction Status as of 1/16/15

Utility Status	Qty to Date	Final Qty	% Complete
Water Line	3,152	4,362	72.3%
Gas Line	9,610	12,641	76.0%
Sewer Line	190	1,077	17.6%
Drainage	536	2,081	25.8%
Elec/Telecom	6,374	19,455	32.8%
Signals/ITS/ Lights	2,194	18,486	11.9%

Structure Element	Total to Date	Planned to Date*	Total Qty**	% Complete
Shafts	3	21	121	2.5%
Columns	0	4	106	0%
Segment Casting	0	46	1,362	0%
Segment Erection	0	46	1,362	0%
Spans Stressed	0	3	120	0%

* The planned values are based on KHG Revised Schedule Rev E 2014-04-22, which was accepted as noted on April 22, 2014.
**Total Quantity based on KIWC interim plans. Final design has not been completed.

Activities this Month:

Earned Value: 33.5% [(Total achieved to September 2014 (108.7 million) + projected October2014 to January 2015 periods (20.4 million))/Total contract including executed Change Orders (385 million)]. Planned Value: 62.1%

Shaft/Column

- No additional shaft work was performed in January. Resumption of shaft drilling in the area near Pearl Highlands is pending the issuance of a change order to modify lane restrictions.

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. To date, 23 of 46 drawing packages have been issued for construction.

Utility Relocation

- Hawaiian Tel. delay in the relocation of conflicts 798 and 823 is impacting KIWC's ability to begin construction of the piers necessary for the balanced cantilever.

Utility Relocation Progress

- Gas and water line relocations are ongoing in Phases 5, 6, 8 and 12.
- The relocation of HECO electrical lines and Hawaiian Tel., Time Warner and Intelligent Transportation Systems (ITS) duct banks is occurring in Phases 4, 5, 8 and 11.
- Joint use poles are being installed in Phases 5 and 10.

Safety and Security Certification (CIL)

- 579 of the expected 878 CILs have been submitted and verified to date.

Roadway Widening

- Roadway widening activities are ongoing in Phases 5 and 11.

Drilled Shaft Installation

- Resume the installation of the drilled shafts, beginning at shaft 270 (vicinity of Pearl Highlands).

Roadway Widening

- While KIWC will continue the roadway widening work in other areas, the installation of the retaining wall fronting UH Urban Garden, and adjacent widening, will be rescheduled to follow the installation of the shafts in that area.

KEY ISSUES:

- **Right-of-Way** – At the end of January, HART received the construction right of entry for KHG construction at Aloha Stadium. Guideway construction can now proceed in this location. It is anticipated that the right of entry with University of Hawai‘i Urban Gardens will be secured in February.
- **HECO Coordination** – HECO has scheduled the relocation of their 46kV overhead line as part of utility conflict 1-773-E1 and provided temporary outage of their 138kV line for the end of January, allowing KIWC to schedule the drilling of Shaft 270 upon completion of the relocation. HECO has reaffirmed their intent to have this work done by February 2, allowing KIWC to move forward with the shaft installation in that area as scheduled.
- **HDOT betterments** – HDOT betterment items are being discussed at an elevated HART/HDOT level, with the intent of resolution within the next month.
- **Schedule** – Lack of a current project schedule from KIWC hampers the project team’s ability to plan and mitigate for any critical path items that may be upcoming. The revised schedule submitted on Dec. 5, 2014, was returned to KIWC with the request to re-submit as part of a change order asking for a modification to the substantial completion.

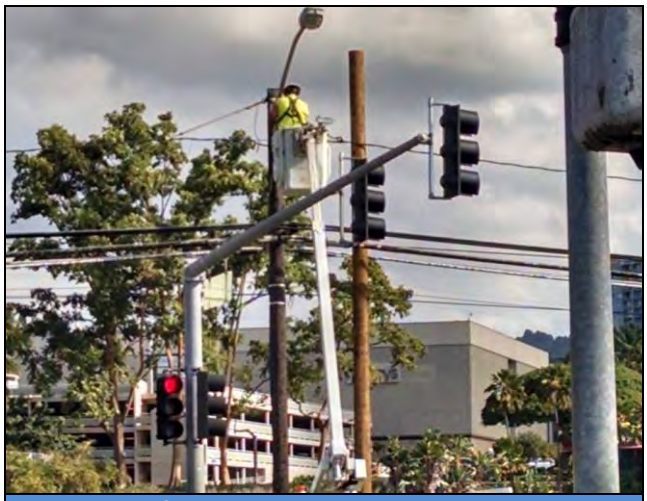
KEY QUALITY ISSUES:

- **Design** – Design packages seem to lack QC prior to submittal for review to third parties, resulting in longer than expected review times and additional review requirements.
- **Field Design Change (FDC) vs. Notice of Design Change (NDC)** – Changes made to the FDC/NDC process in the latest Quality Assurance Plan (QAP Rev 7) removed HART from the approval process. NCR 00029 was issued on Aug. 21, with a corrective action response from KIWC proposed the same day. The proposed revision continues to be reviewed by a HART FDC/NDC task force.
- **Sidewalk / Curb & Gutter installation** – Workmanship on portions of the sidewalk and curb & gutter does not meet specifications. Non-compliance reports have been issued, and a quality stand down was ordered by KIWC. A field meeting with the responsible sub-contractor has been scheduled to address deficiencies.

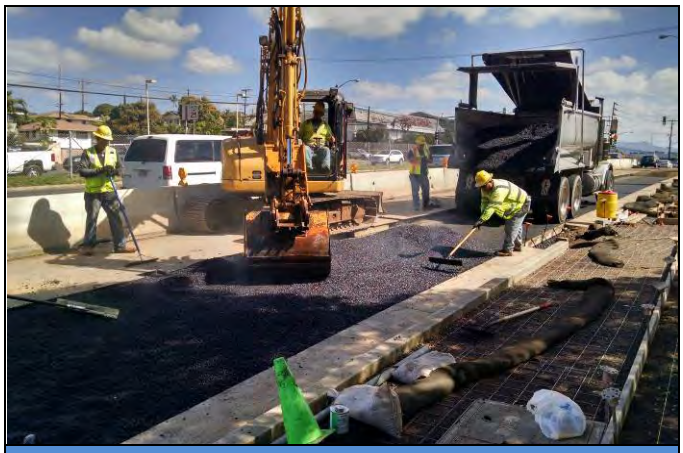
KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
38	30	8

PROJECT PICTURES:

Demo of existing structure, Phase 8.



Installation of joint use poles in Phase 10.



Paving in Phase 11 widening area.

Tying in Waterline C in Phase 11.

Widening work in Phase 11.

Standing luminaire upright in Phase 5.

B. Kamehameha Highway Station Group (KHSG)

Contract No.: FD-340
Contractor: Anil Verma Associates, Inc. (AVA), Final Design Consultant (Engineer of Record)
Contract Start Date: November 2012
Construction Docs Bid-Ready:
H2R2 Highway Ramp: Jan. 1, 2015
Kamehameha Highway Stations: Aug. 1, 2015
Projected Substantial Completion:
H2R2 Highway Ramp: May 31, 2016
Kamehameha Highway Stations: June 1, 2018

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, the Pearlridge Station, and the Aloha Stadium Station. The Pearl Highlands Station also includes two highway ramps.

Project Overview: The KHSG design is being revised to incorporate value engineering changes in preparation for a construction solicitation in mid- to late-2015. In addition, a portion of the work under this contract is being broken out and expedited under a separate Design-Bid-Build construction solicitation. The expedited work includes the H2R2 ramp and associated utilities.

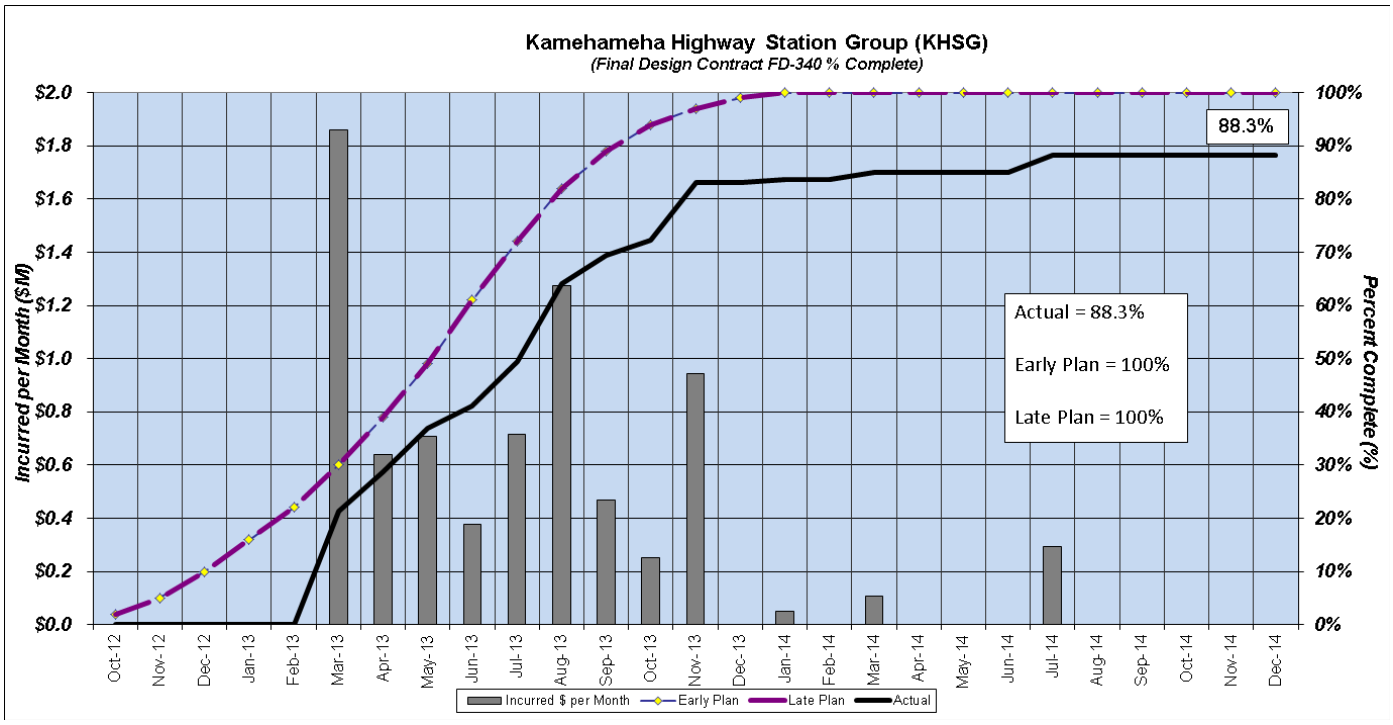
COST INFORMATION:

Original Contract: $8,702,592	Incurred-to-Date: $7,687,346
Current Contract Value[1]: $8,702,592	Incurred in Dec.: $0

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed*

DBE Participation	
Actual DBE Participation:	$3,239,360
DBE % Attained:	37.22%

December Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**

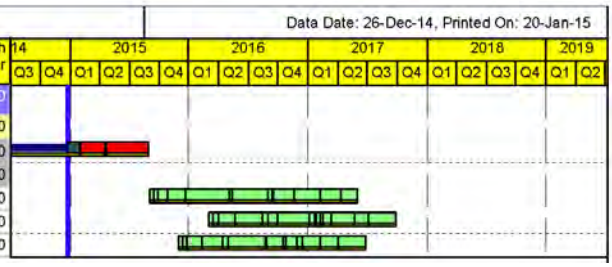


The closeout of the KHSG contract is currently 11 months behind schedule due to design interfaces with other HART contracts, ongoing value engineering efforts, and a reorganization of the KHSG construction solicitation package from its previous format in the canceled West Side Stations Group solicitation. Actions to correct this delay are discussed below.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
Kamehameha Highway (KH) - Section 2	28-Jun-11 A	25-Sep-17	0
Kamehameha Highway Station Group	28-Jun-11 A	25-Sep-17	0
Design - Kamehameha Highway Station Group	28-Jun-11 A	01-Sep-15	0
Construction - Kamehameha Highway Station Group	01-Sep-15	25-Sep-17	0
Pearl Highlands - Station	01-Sep-15	02-Jun-17	0
Pearl Ridge Station	01-Mar-16	25-Sep-17	0
Aloha Stadium Station	01-Dec-15	27-Jun-17	0



CRITICAL PATH ISSUES:

- HART is overseeing the final design consultant's implementation of value engineering alternatives.
- HART is proactively facilitating interface resolution with the CSC, WOFH, KHG and E/E contracts to ensure consistency and integration of these designs.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 91%.
- Interfacing design with the CSC, WOFH, KHG and E/E contracts.
- Incorporating value engineering directives from HART to save costs during construction.
- Resolving third-party comments.
- Modifying package to be a standalone 3-station bid set.

Look Ahead:

- Document design interface agreements.
- Obtain third-party approvals.
- Complete design and value engineering.
- Prepare construction bid packages.

KEY ISSUES:

- Pursuing HDOT acceptance of Interstate Access Modification Report (IAMR), which will be sent to the Federal Highway Administration (FHWA).
- Pursuing 401/404 Permit approval from Hawai'i Department of Health (DOH) Clean Water Branch.

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:

- Expedited Airport Section Utilities (DBB-505 - Nan Inc.): July 2014 (Currently in construction)
- Expedited Airport 7-Piers (DBB-525 – Hawaiian Dredging): September 2014
- Guideway and Remaining Utilities: June 1, 2015

Projected Substantial Completion: March 31, 2019

Project Description: The Airport Segment Guideway and Utilities contract consists of 5.32 miles of elevated transit guideway serving four (4) passenger stations, in addition to roadway widening, utility relocation, and other improvements to facilitate construction of the guideway. Two construction contracts have been split out and expedited from the larger Airport Section package. These two contracts are the Expedited Airport Section Utilities and Expedited Airport 7-Piers. For both of these expedited contracts, the design has been completed and construction is in progress. Therefore, the remainder of this section focuses solely on the portion of design yet to be completed and advertised for construction.

Project Overview: The delivery method for this contract has recently been revised from Design-Bid-Build (DBB) to a Design-Build (DB) procurement. Final Design efforts that support a DBB construction procurement have been suspended to mitigate unnecessary expenses. Work being advanced to support a DB delivery is discussed below. The Airport DB package is planned to include passenger stations, guideway elements, and remaining utilities within the Airport section.

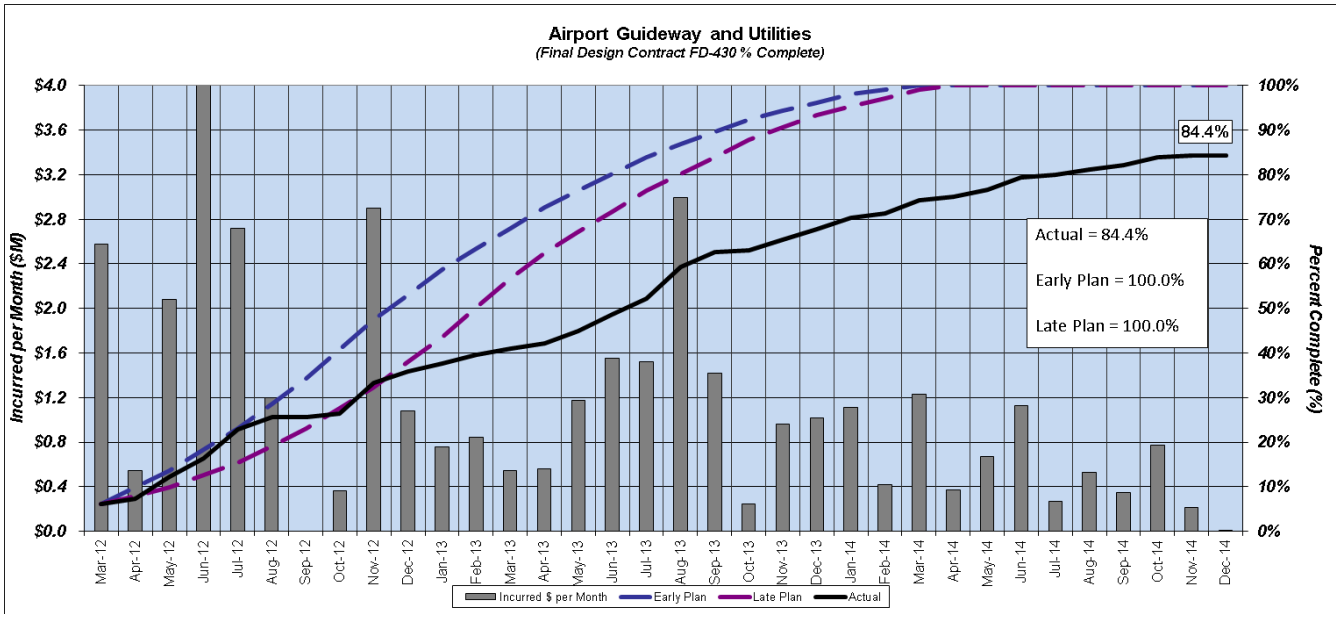
COST INFORMATION:

Original Contract:	$38,840,960	Incurred-to-Date:	$35,915,736
Current Contract Value[1]:	$42,552,132	Incurred in Dec.:	$4,606

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$162,813
DBE % Attained:	0.42%

December Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$3,711,172**

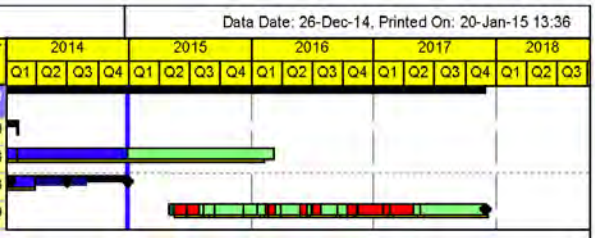


Final Design was combined with the City Center Guideway and Utilities and was issued for bid in June 2014 to support the Airport and City Center Guideway and Utilities Construction solicitation in July 2014. This procurement was canceled in late 2014. Completion of the Airport Guideway and Utilities design is eight (8) months behind schedule due to interfaces with other HART contracts and coordination with third parties. Actions to mitigate this delay are discussed below. HART has decided to split the Airport and City Center Guideway packages, incorporate the respective stations into each package, and proceed with two DB packages with a potential partial DBB utility package for City Center.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15 13:36

Activity ID	Activity Name	Start	Finish	Finish Var
Total		09-Nov-11 A	28-Nov-17	9
Airport Programmatic		01-May-12 A	04-Feb-14 A	0
Airport Permits		09-Nov-11 A	07-Mar-16	-28
Design - Airport Guideway & Utilities		05-Jan-12 A	26-Dec-14	-28
Construction - Airport Guideway		28-Apr-15	28-Nov-17	9



CRITICAL PATH ISSUES:

- HART is pursuing property rights to obtain all geotechnical data required to support a DB delivery.
- HART is working with AECOM to establish appropriate requirements and format for the DB bid documents.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 93%.
- Coordinating with HDOT (Highway and Airport Divisions), utility companies, U.S. Navy, HECO and other stakeholders.
- Coordinating guideway and station design with right-of-way acquisitions.
- Completed geotechnical investigations on all properties, except for Navy-owned parcels.

Look Ahead:

- Finalize Faraday shielding design requirements for guideway near Middle Street Station.
- Obtain third-party approvals.
- Establish project-specific requirements for DB bid package.
- Prepare DB bid package.

KEY ISSUES:

- Assessing cost and schedule impacts associated with HECO's potential requirement to reconstruct existing building electrical service connections.
- Assessing potential right-of-way impacts due to unforeseen HECO requests.
- Acquiring rights-of-way and rights-of-entry, and pursuing partial demolition of select properties.
- Finalize design requirements for shielding of communications equipment from Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station.
- Coordinating with property owners and evaluating potential cost and schedule impacts to determine practicality of partial demolition and repair of select buildings.

B. Airport Section Utilities Construction

Contract No.: DBB-505
Contractor: Nan, Inc.
Contract Start Date: July 2014
Contract Substantial Completion: February 2016
Projected Substantial Completion: February 2016

Project Description: The Airport Utilities contract consists of relocation of a portion of utilities and some utility facilities that will be impacted by the construction of the HART aerial guideway and associated facilities between Aloha Stadium and Middle Street Transit Center. Specifically, the work involves construction of utility relocations affecting underground and overhead communications lines, Navy-owned electrical lines, fuel lines, gas lines, water lines, storm sewer lines, sanitary sewer lines and street light lines and poles/fixtures; HECO work is excluded from this contract. The work also includes installation of ITS (Intelligent Transportation Systems) facilities, to maintain traffic during construction, and demolition of buildings and other site improvements. Erosion control measures, temporary planting, permanent irrigation facilities and restoration of existing facilities are also incorporated into the contractor's scope of work.

Project Overview: Nan, Inc. has been canvasing in anticipation of performing potholing activities followed by utility relocation work. They have started potholing, ITS installation, and setting up a field office in the Aloha Stadium property. Meanwhile, they continue to develop and submit the necessary submittals in preparation for planned construction activities. Nan, Inc. has initiated coordination with the Navy with regards to relocation of Navy-owned utilities along Kamehameha Highway.

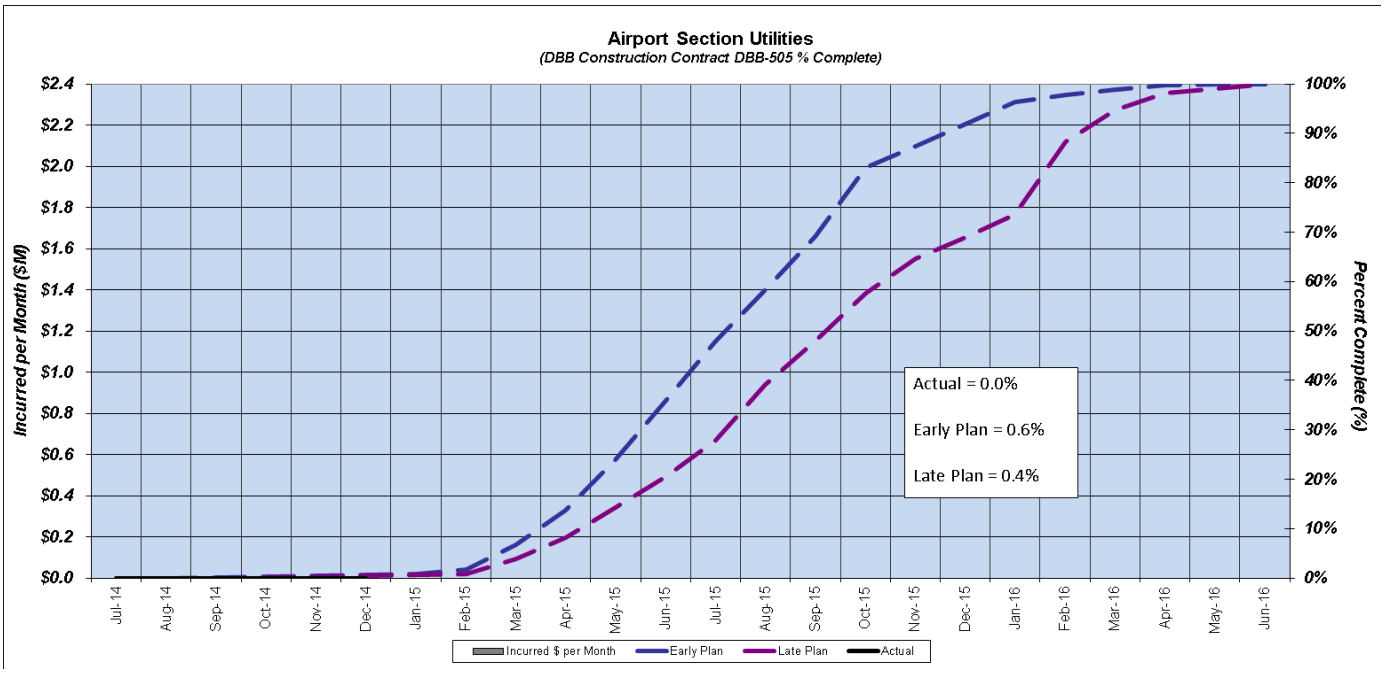
COST INFORMATION:

Original Contract:	$28,413,974	Incurred-to-Date:	$0
Current Contract Value[1]:	$28,413,974	Incurred in Dec.:	$0

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

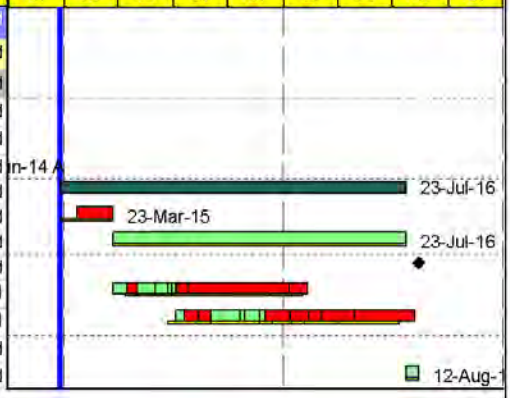
December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 21-Jan-15 15:53

Activity Name	Start	Finish	Finish Variance
Total	30-Jun-14 A	12-Aug-16	0d
East Guideways & Structures	30-Jun-14 A	12-Aug-16	0d
Airport - Section 3	30-Jun-14 A	12-Aug-16	0d
Airport Utility Relocation	30-Jun-14 A	12-Aug-16	0d
Construction - Airport Utilities Relocation	30-Jun-14 A	12-Aug-16	0d
Airport Utilities Relocation - Execute Contract	30-Jun-14 A	30-Jun-14 A	0d
SUMM: DBB-505 - Airport Utilities - Construction	26-Dec-14	23-Jul-16	0d
Permits for Airport Utilities Construction (Permits)	22-Jan-15	23-Mar-15	0d
Airport Utilities Construction	24-Mar-15	23-Jul-16	0d
Airport Utility Relocation - Substantially Complete		12-Aug-16	0d
HART Utilities	24-Mar-15	10-Feb-16	-5d
HECO Utilities	06-Jul-15	05-Aug-16	-19d
Utility Relocation Inspection	24-Jul-16	12-Aug-16	0d
Inspect and Accept Airport Section Utilities Relocations	24-Jul-16	12-Aug-16	0d



CRITICAL PATH ISSUES:

- Navy right of entry (see Key Issues for additional details).

WORK PROGRESS:

Activities this Month:

***Earned Value: 0%**, as no construction work has begun.*

- Nan, Inc. has submitted a baseline construction schedule, which has been approved. They are working on a revised baseline schedule based on a RFCR that has been issued.
- Nan, Inc.'s Environmental Management Plan (EMP), Environmental Compliance Plan (ECP), and Public Awareness and Community Relations plan have been accepted.
- NPDES permit application (transferred to Nan) and Quality Management Plan (QMP) have been submitted and are under HART review.
- Nan, Inc. continues to submit RFI and shop drawings for approvals.
- Nan, Inc. is completing the set up of their field office at the Aloha Stadium property.
- Nan, Inc. has started potholing.

Look Ahead:

- The contractor is still working to provide a proposed cost for the changes identified in Rev 1 and Rev 2 drawing changes (anticipated net credit).
- Tree relocation scope to be removed from contract and to be performed by on-call contractor.

KEY ISSUES:

- Navy right of entry to perform work
  - Ongoing coordination with HART ROW regarding access to Navy property for construction related work.
  - Potential construction delays if Right of Entry is not granted by Navy when Nan begins work in February.
- Nan, Inc. is behind schedule for beginning construction work. Scope of work is being reduced as a result of further coordination, such that schedule may be adjusted.

C. Airport Section Guideway Seven Pier Construction

Contract No.: DBB-525
Contractor: HDCC/CJA JV
Contract Start Date: September 2014
Contract Substantial Completion: February 2015
Projected Substantial Completion: April 2015

Project Description: The Airport 7-piers contract consists of seven drilled shaft foundations to be installed within the HNL INTERIM CAR RENTAL FACILITY work area, which is currently in construction. This work needs to be completed in conjunction with the current construction of the HDOT Airport HNL INTERIM CAR RENTAL FACILITY; if not, the work area will not be available until early 2018, per HDOT Airport. The contractor will be installing seven pier foundations, No. 546, 547, 548, 549, 550, 551R and 552R. Construction of piers 546, 548, 549 and 550 requires relocating miscellaneous utilities. This work involves close coordination with the HDOT Airport and Kiewit, who is the contractor for the HNL INTERIM CAR RENTAL FACILITY.

Project Overview: HDCC/CJ has begun mobilizing equipment to the site on Jan. 27, 2015. Actual pier construction work will start two weeks later on or about Feb. 9, 2015. This date has been coordinated and adjusted several times to accommodate HDOT-A. Pending processing of the change order for the additional utility work, overall completion of the pier foundation work should be completed by the end of April 2015, which is the completion date that HDOT-A has accepted in coordination with the HNL INTERIM CAR RENTAL FACILITY.

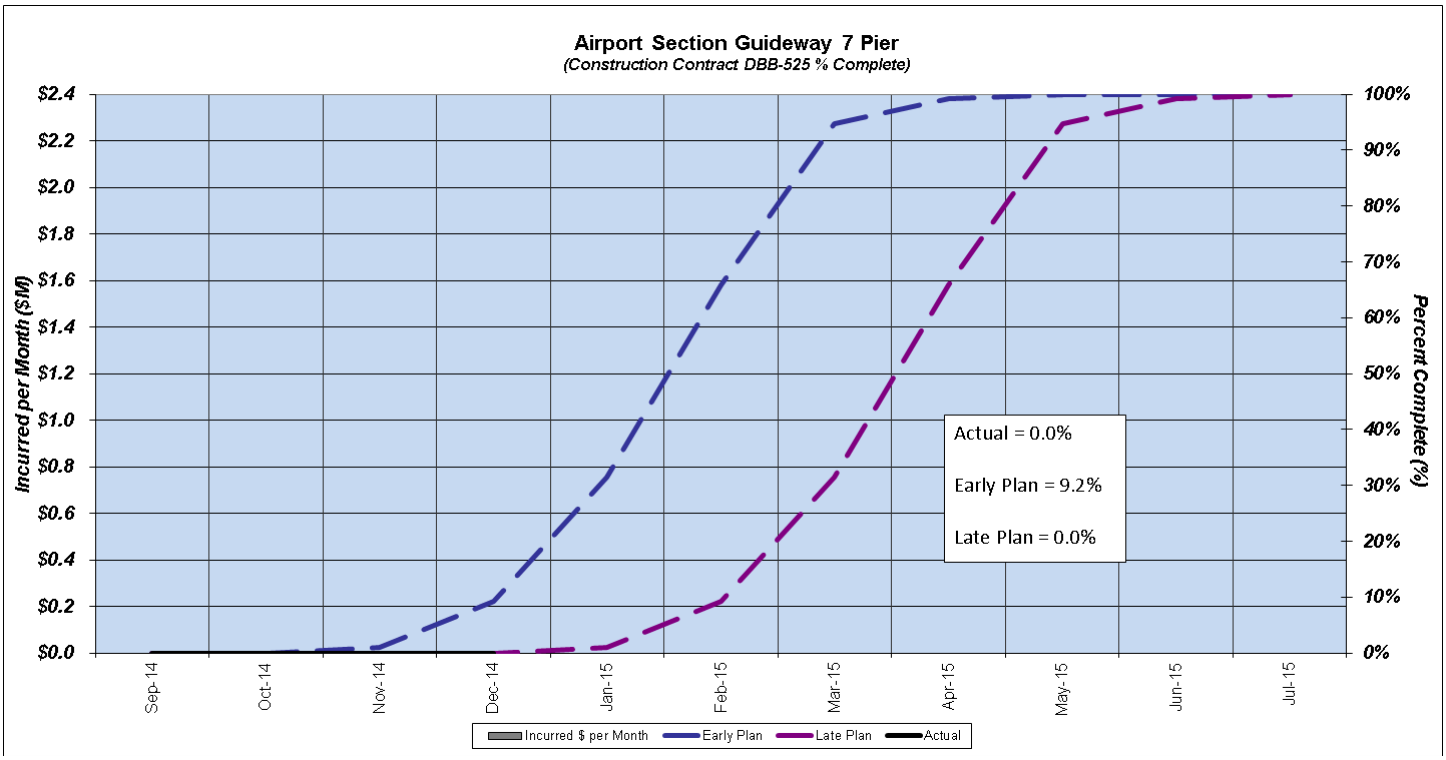
COST INFORMATION:

Original Contract:	$3,973,000	Incurred-to-Date:	$0
Current Contract Value[1]:	$3,973,000	Incurred in Dec.:	$0

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

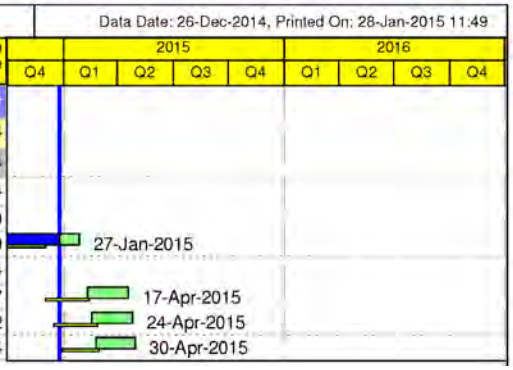
December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



SCHEDULE:

December 2014 Update — Data Date: 26-Dec-2014, Printed On: 28-Jan-2015 11:49

Activity Name	Start	Finish	Finish Variance
Total	18-Sep-2014 A	30-Apr-2015	-44
East Guideways & Structures	18-Sep-2014 A	30-Apr-2015	-44
Airport - Section 3	18-Sep-2014 A	30-Apr-2015	-44
Airport Section Guideway 7-Pier Construction	18-Sep-2014 A	30-Apr-2015	-44
NTP	18-Sep-2014 A		0
Mobilization	19-Sep-2014 A	27-Jan-2015	-39
Foundations	09-Feb-2015	30-Apr-2015	-44
Drilled Shafts	09-Feb-2015	17-Apr-2015	-47
Pour Foundation Piers	16-Feb-2015	24-Apr-2015	-42
Transition Zone Rebar Cages	23-Feb-2015	30-Apr-2015	-44



CRITICAL PATH ISSUES:

- HDCC/CJ has submitted baseline contract schedule, recently approved.
- HDCC/CJ has majority of the permit and HDOT-A outage requests in place for the construction work.
- HDCC/CJ has submitted Safety and Quality Plans.
- HDOT Airport Car Rental Facility contractor is limiting work area availability for Guideway Pier contractor, adjusting the start of pier construction to begin January 2015.

WORK PROGRESS:

Activities this Month:

Earned Value: 0% *because no construction work has begun.*

- Attending weekly HDOT-Airport construction update meetings to monitor updates of Kiewit's construction progress (INTERIM CAR RENTAL FACILITY) at Honolulu Airport.
- Ongoing meeting with HDOT-Airport INTERIM CAR RENTAL FACILITY project team to coordinate work scope and schedule access with the Kiewit INTERIM CAR RENTAL FACILITY team.
- Weekly meetings with HART/CE&I/ HDCC/CJ JV to discuss coordination and key issues.
- Survey points for the 7-Piers have been staked out by HDCC, per HDOT-A requests, and verified by AECOM and HDOT-A.
- HDOT-A is to sign off on the conformed set of A7 design drawings.

Look Ahead:

- Finalize baseline schedule to include cost loading to upload into CMS.
- Revise Draft schedule (adjusted to Jan. 27 start date).
- Responding to RFI's and submittal reviews.

KEY ISSUES:

- Awaiting review/approval of HDCC/CJ RFI requisition use of 16 gauge metal rather than 8 gauge thick metal for the corrugated metal pipe (CMP) Casings.
- Coordination with HDOT-Airport to finalize shift in project schedule due to HNL INTERIM CAR RENTAL FACILITY.
- Working on change approvals for additive utility scope to HDCC.
- Awaiting AECOM to finalize change to standard specifications, changing supply of CSL testing from HART to the contractor.

D. 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: June 1, 2015
Projected Substantial Completion: March 31, 2019

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.

Project Overview: The recently selected delivery method for this contract is Design-Build (DB). Design efforts that will support a DB procurement are being prioritized. Efforts that would support only a DBB procurement are being suspended to control costs. Work being advanced is discussed below.

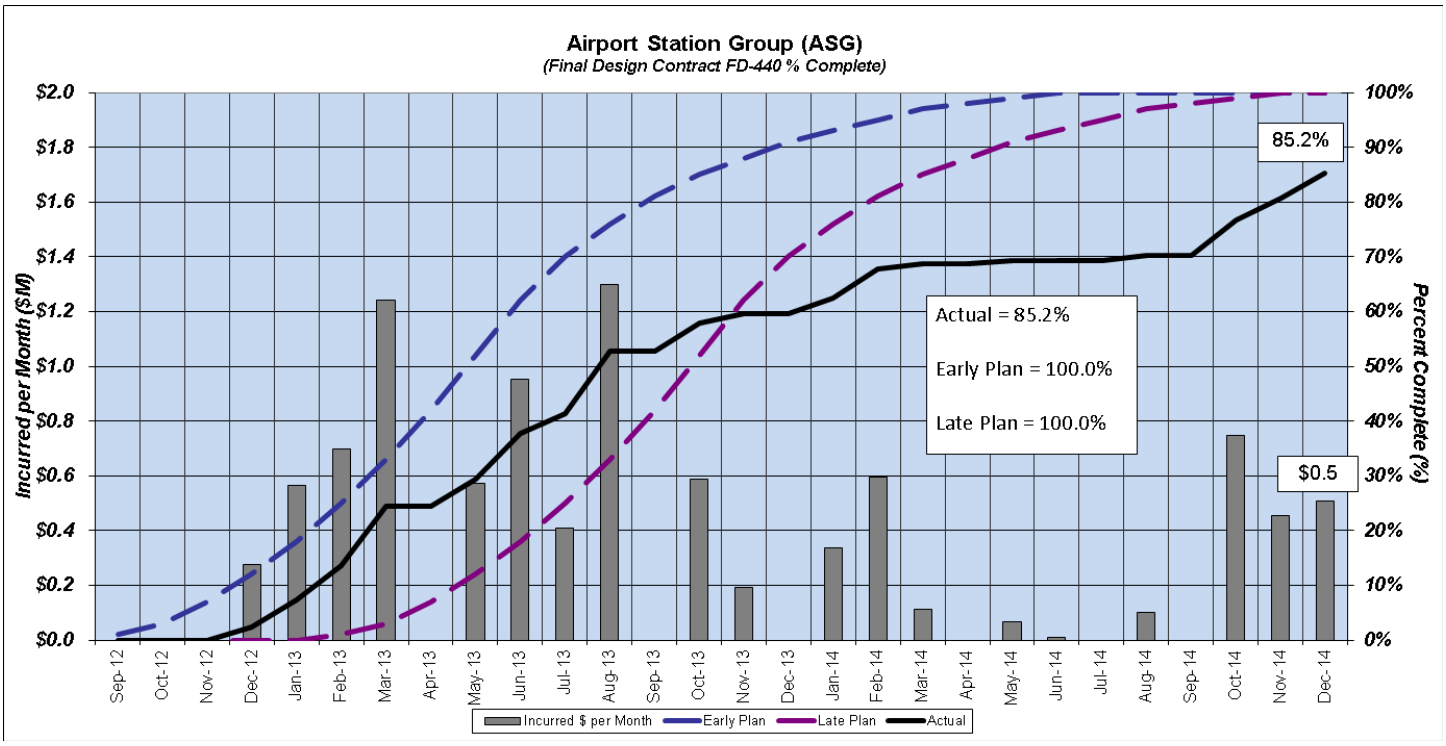
COST INFORMATION:

Original Contract:	$10,177,365	Incurred-to-Date:	$9,718,742
Current Contract Value[1]:	$11,402,205	Incurred in Dec.:	$507,491

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$234,761
DBE % Attained:	2.31%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$1,224,840**

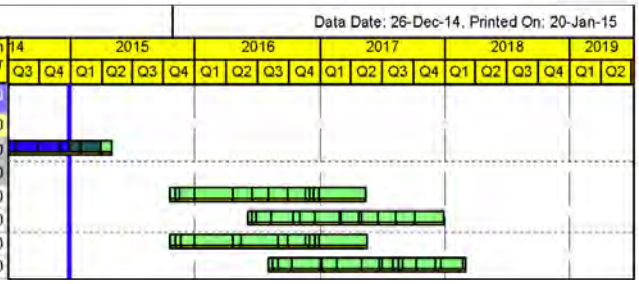


The closeout of the ASG contract is currently two (2) months behind schedule due to ongoing design coordination with third parties, pending rights-of-entry for design investigations, and design coordination with other HART contracts. Actions to mitigate this delay are outlined below.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
Airport - Section 3	02-May-11 A	28-Feb-18	0
Airport Station Group	02-May-11 A	28-Feb-18	0
Design - Airport Station Group	02-May-11 A	29-Apr-15	0
Construction - Airport Station Group	20-Oct-15	28-Feb-18	0
Pearl Harbor Station	20-Oct-15	15-May-17	0
HNL Airport Station	03-Jun-16	28-Dec-17	0
Lagoon Drive Station	21-Oct-15	16-May-17	0
Middle Street Station	03-Aug-16	28-Feb-18	0



CRITICAL PATH ISSUES:

- HART is aggressively pursuing access to remaining properties.
- HART is working with the final design consultant to establish the requirements and format for a DB bid package.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88%.
- Developing list of value engineering directives to reduce construction costs.
- Establishing DB requirements.

Look Ahead:

- Finalize geotechnical reports.
- Prepare DB bid package.

KEY ISSUES:

- Finalizing design options for shielding of communications equipment from Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station.
- Acquiring right-of-entry to Pearl Harbor Station site.

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 and Utilities: Jan. 1, 2016
Projected Substantial Completion: Oct. 31, 2019

Project Description: The City Center Guideway and Utilities final design Contract consists of 4.47 miles of elevated transit guideway serving eight (8) passenger stations, in addition to roadway widening, utility relocation and other improvements to facilitate construction of the guideway.

Project Overview: The delivery method for this contract has recently been revised from Design-Bid-Build (DBB) to a Design-Build (DB) procurement. Final Design efforts that support a DBB construction procurement have been suspended to mitigate unnecessary expenses. Work being advanced to support a DB delivery is discussed below. The City Center DB package is planned to include stations, guideway elements, and most utilities relocations within the City Center section under a DB delivery, with a likely expedited package of utility work under a separate DBB delivery.

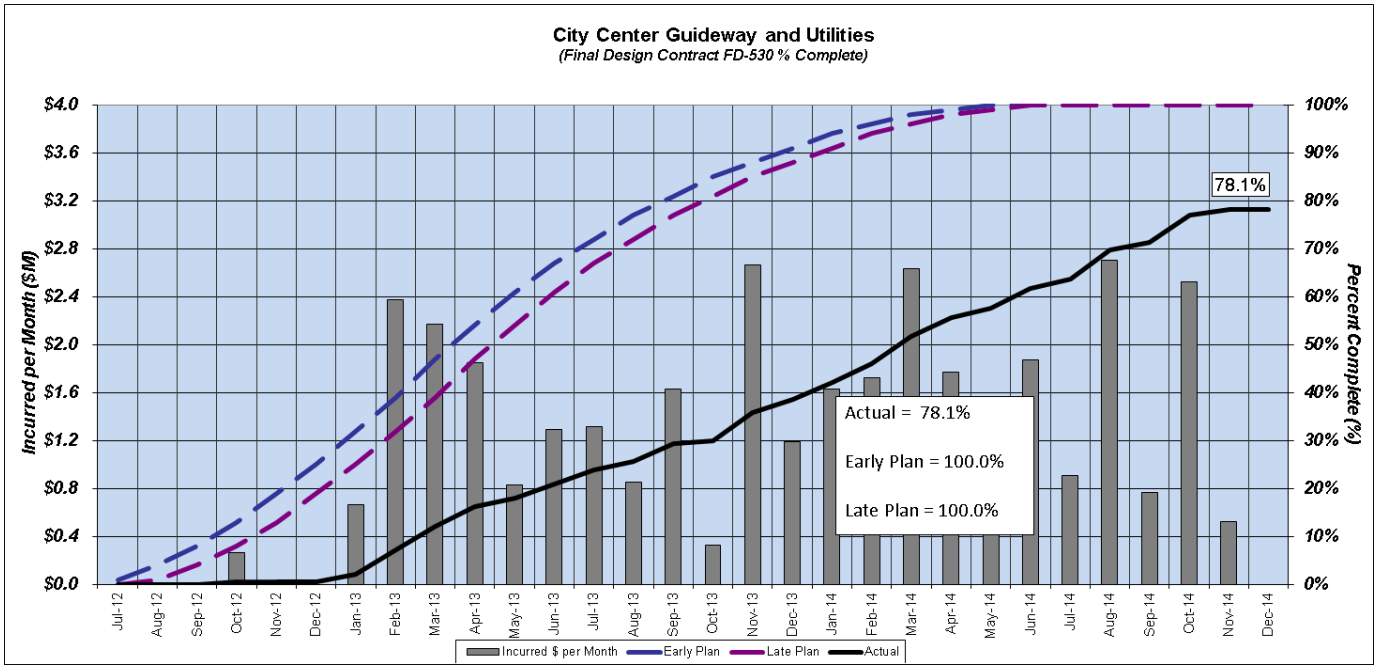
COST INFORMATION:

Original Contract: $43,948,220	Incurred-to-Date: $35,345,804
Current Contract Value[1]: $45,231,023	Incurred in Dec.: $0

[1]*Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$191,227
DBE % Attained:	0.44%

December Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$1,282,803**

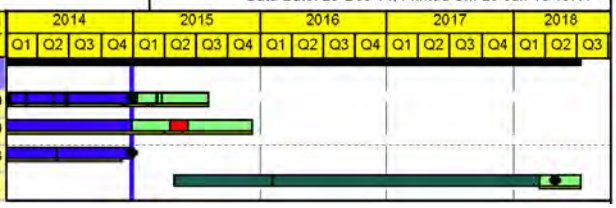


Design was combined with the Airport Guideway and Utilities and was issued for bid in June 2014 to support the Airport and City Center Guideway and Utilities Construction solicitation in July 2014. This procurement was canceled on Dec. 2, 2014. The completion of the City Center Guideway and Utilities design is currently six (6) months behind schedule due to pending rights-of-entry on select properties, interfaces with other HART contracts, and ongoing coordination with third parties. Actions to mitigate these schedule challenges are discussed below. HART has decided to split the Airport and City Center Guideway packages, incorporate the respective stations into each package, and proceed with two DB packages with a potential partial DBB utility package for City Center.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15 13:41

Activity ID	Activity Name	Start	Finish	Finish Var
Total		19-Aug-11 A	13-Jul-18	-1
City Center Programmatic		01-Nov-11 A	03-Aug-15	0
City Center Permits		19-Aug-11 A	08-Dec-15	0
Design - City Center Guideway & Utilities		01-Jul-12 A	26-Dec-14	-28
Construction - City Center Guideway & Utilities		28-Apr-15	13-Jul-18	-1



CRITICAL PATH ISSUES:

- HART is evaluating if select roadway and utilities work in this contract can be expedited in a separate DBB package.
- HART is overseeing coordination between final design consultant AECOM and critical third parties.
- HART is pursuing property rights to obtain all geotechnical data required to support a DB delivery.
- HART is working with AECOM to establish appropriate requirements and format for the DB bid documents.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 86%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights-of-entry.
- Completed geotechnical investigations at all locations, except for one parcel near Kaaahi Street.

Look Ahead:

- Obtain third-party approvals.
- Conclude geotechnical investigations for remaining properties that require right-of-entry.
- Determine appropriate scope to include in expedited utilities package.

KEY ISSUES:

- Assessing cost and schedule impacts associated with HECO's potential requirement to reconstruct existing building electrical service connections.
- Coordinating HECO evaluation of electrical lines along Dillingham and associated equipment for access.
- Assessing potential right-of-way impacts due to unforeseen HECO requests.
- Acquiring rights-of-way and rights-of-entry, and pursuing partial demolition of select properties.
- Coordinating with property owners and evaluating potential cost and schedule impacts to determine practicality of partial demolition and repair of select buildings.
- Modifying several column locations based on coordination with affected property owners.

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

Contract No.: FD-550
Contractor: Perkins+Will (P+W), Final Design Consultant (Engineer of Record)
Contract Start Date: August 2013
Construction Docs Bid-Ready: June 1, 2015
Projected Substantial Completion: Oct. 31, 2019

Project Description: Design eight (8) stations for the fourth and final phase of the rail transit project that will connect Dillingham Blvd. to Ala Moana Center.

Project Overview: The proposed delivery method for this contract has been changed from Design-Bid-Build (DBB) to Design-Build (DB). Design efforts that would only support a DBB procurement have been suspended with the cooperation of the final design consultant. Efforts that will support a DB procurement are being prioritized and are discussed below.

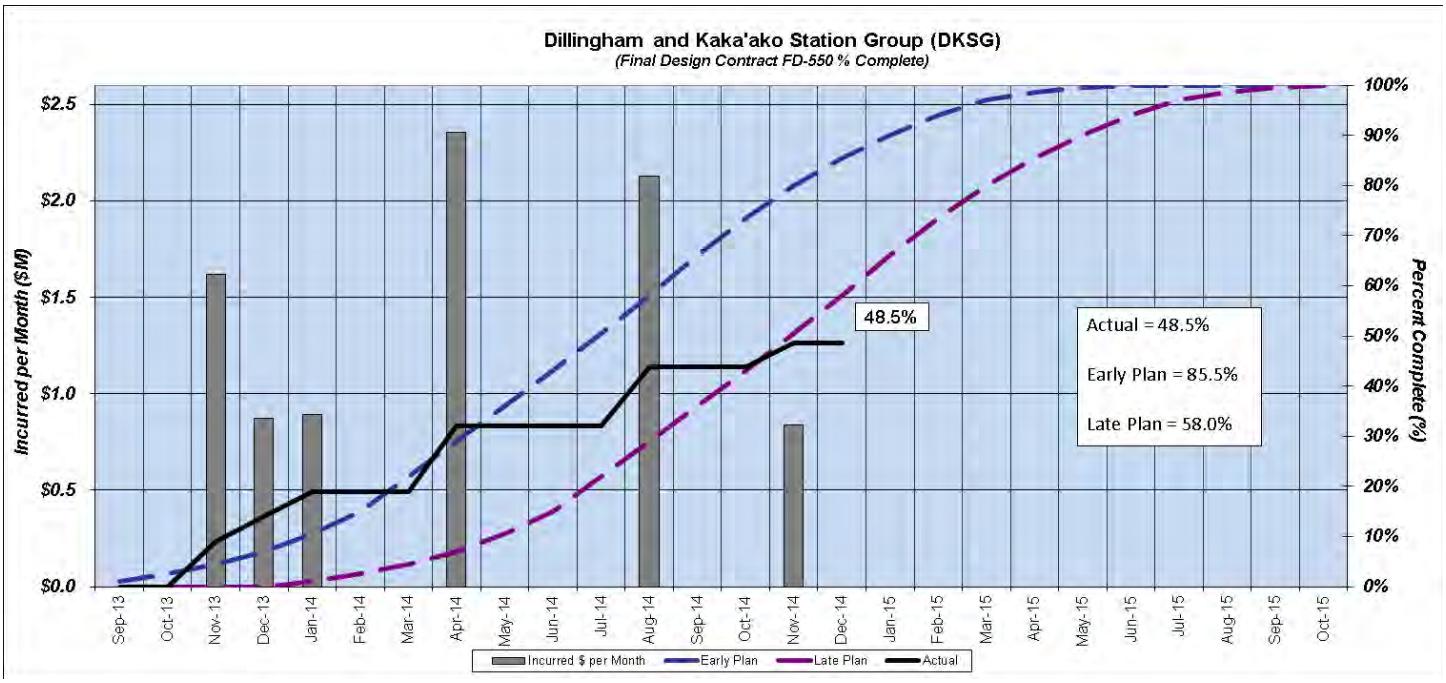
COST INFORMATION:

Original Contract: $18,321,918	Incurred-to-Date: $8,702,316
Current Contract Value[1]: $18,974,447	Incurred in Dec.: $0

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

December Change Orders		
Change No.	**Description**	**Amount ($)**
CCO # 003	Scope for Downtown Sta/Civic Ctr Sta/Kapalama Sta	$480,017
CCO # 004	Ala Moana Transit Ctr-Chinatown Sta Geotech – Expedited Sta	$618,717
	Cumulative to Date	**$713,148**

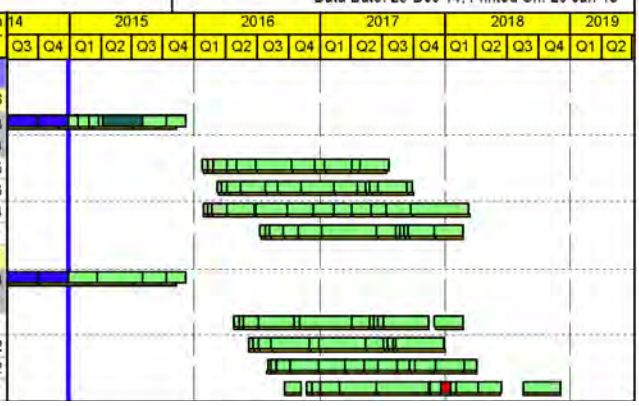


HART is working closely with the final design consultant to identify and prioritize activities that will support the selected DB delivery method. Ongoing and forecasted efforts are itemized below.

SCHEDULE:

December 2014 Update — Data Date: 26-Dec-14, Printed On: 20-Jan-15

Activity Name	Start	Finish	Finish Var
City Center (CC) - Section 4	15-Oct-12 A	05-Dec-18	-1
Dillingham Station Group	15-Oct-12 A	08-Mar-18	6
Design - Dillingham Station Group	15-Oct-12 A	08-Dec-15	-28
Construction - Dillingham Station Group	25-Jan-16	08-Mar-18	4
Kalihi Station	25-Jan-16	20-Jul-17	-5
Kapalama Station	07-Mar-16	27-Sep-17	3
Iwilei Station	27-Jan-16	08-Mar-18	4
Chinatown Station	11-Jul-16	21-Feb-18	1
Kaka'ako Station Group	15-Oct-12 A	05-Dec-18	-1
Design - Kaka'ako Station Group	15-Oct-12 A	08-Dec-15	-28
Construction - Kaka'ako Station Group	26-Apr-16	05-Dec-18	-1
Downtown Station	26-Apr-16	21-Feb-18	1
Civic Center Station	06-Jun-16	28-Dec-17	2
Kaka'ako Station	01-Aug-16	03-Apr-18	2
Ala Moana Center Station	19-Sep-16	05-Dec-18	-1



CRITICAL PATH ISSUES:

- HART is aggressively pursuing property rights and coordinating station designs with surrounding developments.
- HART is coordinating with the final design consultant to establish requirements and format for the DB bid package.
- HART is evaluating cost reduction alternatives that affect this station group.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 65%.
- Completing Hawai‘i Community Development Authority (HCDA) Neighborhood announcement.
- Completing HCDA Letter for Consultation for three DKSG Stations in the Kaka‘ako Community Development District for the Board in February 2015.
- Coordination with private developers and other project stakeholders.
- Evaluating cost reduction alternatives.

Look Ahead:

- Complete preliminary design coordination with adjacent developers and other project stakeholders.
- Initiate preliminary tri-party agreements with various stakeholders and private developers.
- Draft and review HART maintenance agreements as required.
- Implement additional cost reduction alternatives.

KEY ISSUES:

- Finalizing geotechnical reports for all stations.
- Evaluating cost reduction alternatives for incorporation into DB solicitation package.

4.6 Project-Wide

A. Program Management Support Consultant-2 (PMSC-2)

Contract No.: MM-901
Contractor: InfraConsult LLC
Contract Start Date: March 8, 2012
Contract Completion: March 7, 2015, with option to renew contract for up to two additional years

Project Description: Provide program management support services in the areas of elevated guideway engineering, rail station design, construction management, project management, environmental planning, federal programmatic requirements, and other services for the Honolulu Rail Transit Project.

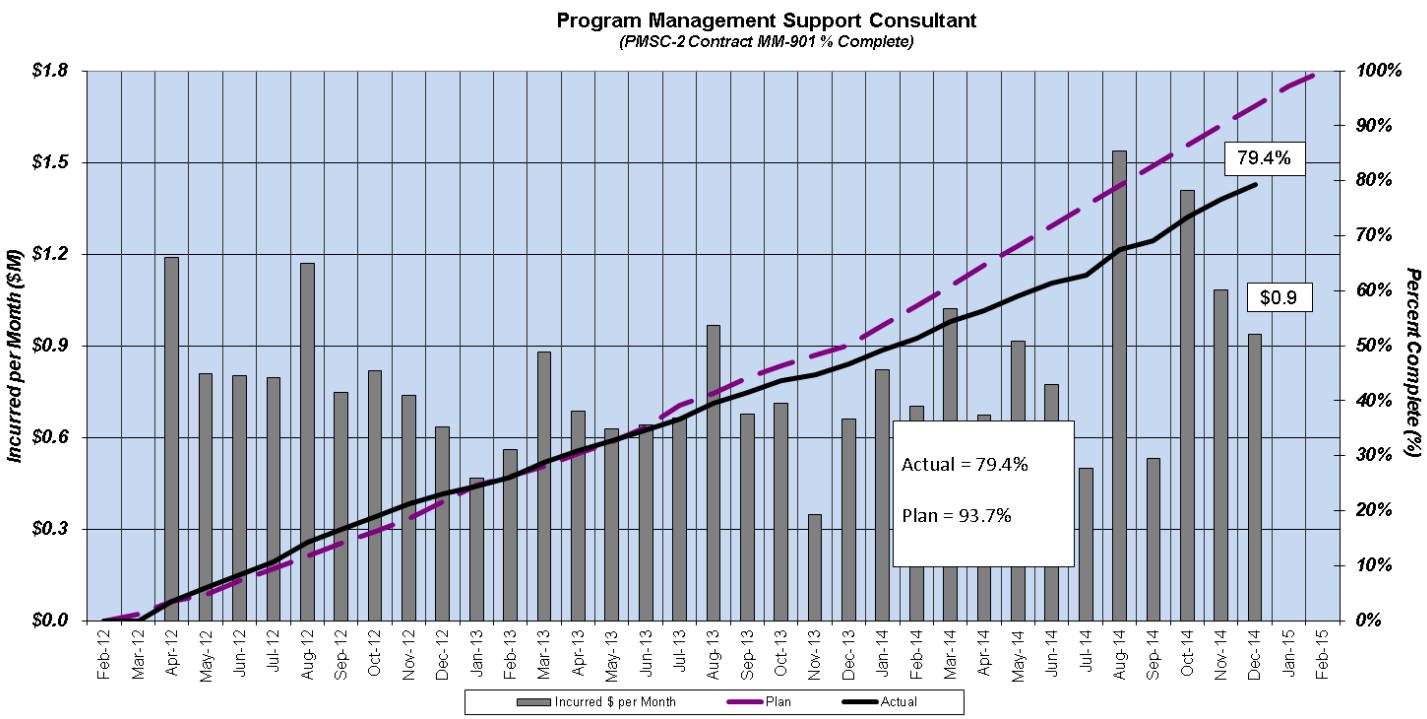
COST INFORMATION:

Original Contract: $33,376,897	Incurred-to-Date: $26,491,660
Current Contract Value[1]: $33,376,897	Incurred in Dec.: $936,904

[1]*Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

December Change Orders		
Change No.	Description	Amount ($)
None	---	$0
	Cumulative to Date	**$0**



KEY ISSUES:

- The original contract completion date is March 7, 2015. HART is evaluating its contractual right to exercise the option to renew the contract for up to two years.

B. General Engineering Consultant III (GEC-3)

Contract No.: MM-913
Contractor: CH2M HILL
Contract Start Date: December 2013
Contract Completion: April 5, 2019, with option to extend for up to three (3) additional years

Project Description: HART GEC III support services include: schedule and estimating, interface coordination and management, environmental and planning, design management services, and program management (aka GEC III contract management).

Project Overview: The GEC III contract will include administrative support services for Regional Transit Stabilization Agreement (RTSA) starting in January 2015 for a period of one (1) year.

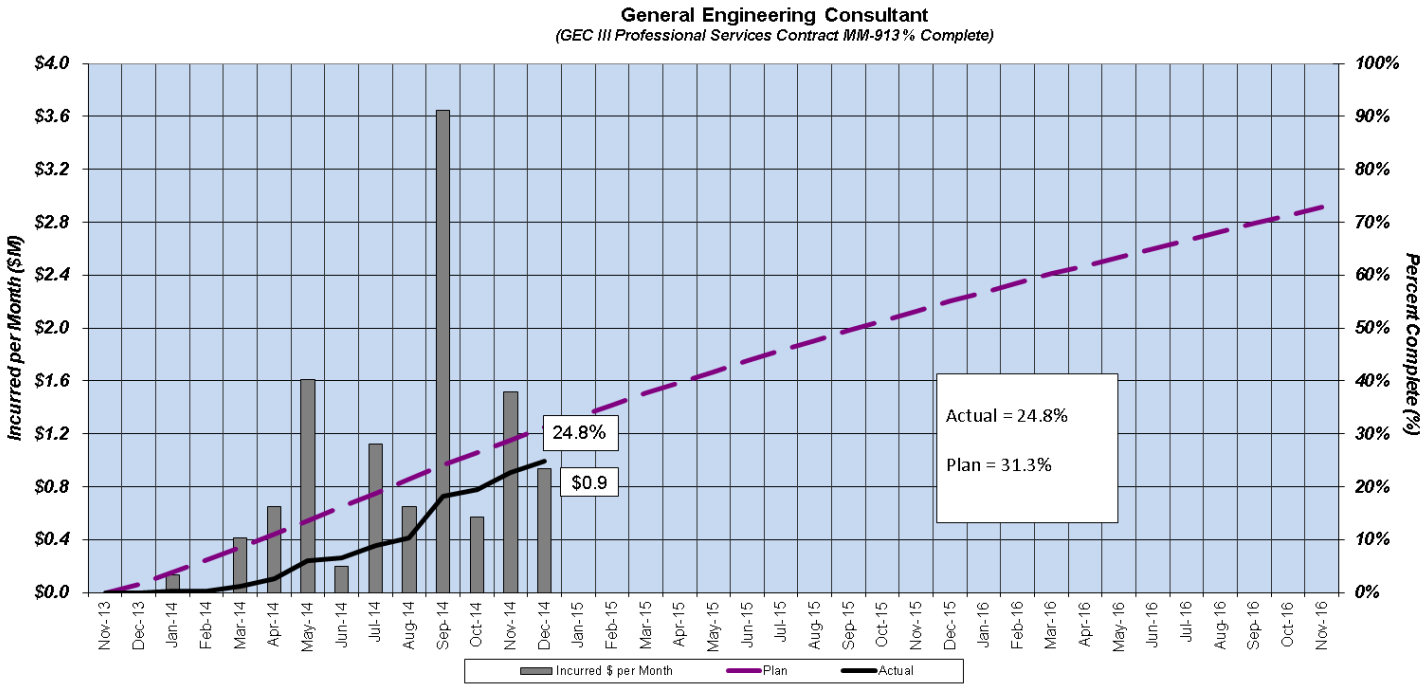
COST INFORMATION:

Original Contract: $46,143,277	Incurred-to-Date: $11,443,303
Current Contract Value[1]: $46,143,277	Incurred in Dec.: $938,489

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$653,071
DBE % Attained:	1.42%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



KEY ISSUES:

- The level of effort required to administer and support environmental and planning activities is being closely monitored to ensure budget requirements are met.
- Design management support efforts are being extended in an effort to improve contract documents and lower overall project construction costs.
- The revised delivery and procurement strategy will impact the Design Support Task No. 4. All efforts will be closely monitored and coordinated to minimize impact.

C. Construction Engineering & Inspection West Side Sections

Contract No.: MM-290
Contractor: PGH Wong Engineering, Inc.
Contract Start Date: January 2014
Contract Completion: January 2020
Projected Substantial Completion: December 2018

Project Description: The West Side Section CE&I (West CE&I) team is providing Construction Engineering and Inspection Services (CE&I) for the West Section, which includes aerial guideway, stations, maintenance & storage facility, and garage & transit center from East Kapolei in West O'ahu to Aloha Stadium, of the 20-mile Honolulu Rail Transit Project (HRTP) for the Honolulu Authority for Rapid Transportation (HART).

The West CE&I team provides HART staff augmentation for construction management and administration services to monitor and observe the design-build and design-bid-build construction work such that the projects are constructed in general conformity with the plans, specifications, and special provisions for the WOFH, KHG, MSF, WSSG, and PHGT contracts. These CE&I services also include: constructability review, resident engineering, on-site field oversight, project controls, scheduling review, change management, cost control, document controls, contract administration, construction cost estimating, environmental monitoring, surveying, material testing, interface coordination and claims analysis.

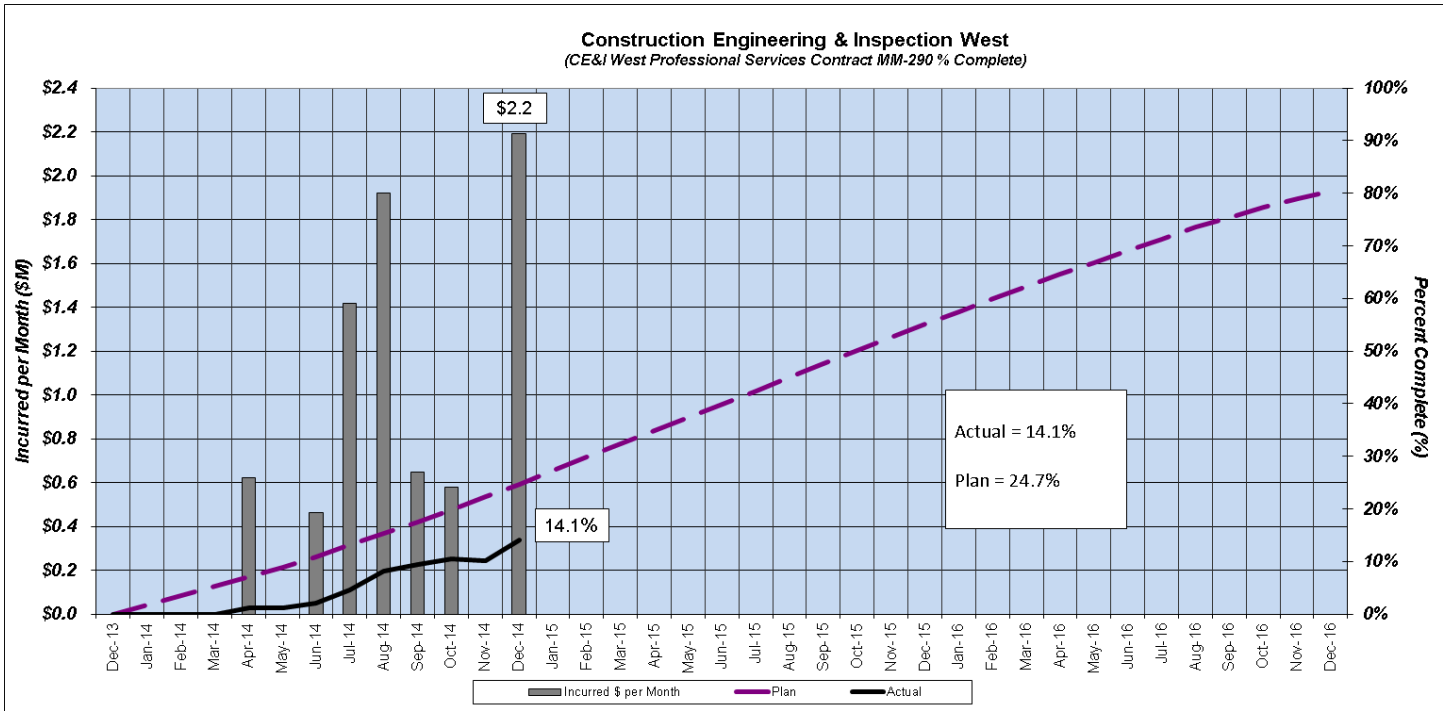
COST INFORMATION:

Original Contract: $54,232,480	Incurred-to-Date: $7,673,399
Current Contract Value[1]: $54,232,480	Incurred in Dec.: $2,190,927

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$500,036
DBE % Attained:	0.92%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



KEY ISSUES:

- No issues.

D. Construction Engineering & Inspection East Side Sections

Contract No.: MM-595
Contractor: URS Corporation
Contract Start Date: January 2014
Contract Completion: December 2018
Projected Substantial Completion: August 2018

Project Description: The URS team is providing Construction Engineering and Inspection Services (CE&I) for the East Section of the Honolulu Rail Transit Project (HRTP) for the Honolulu Authority for Rapid Transportation (HART). The HRTP will construct a 20-mile passenger rail system connecting East Kapolei in west O'ahu to Ala Moana Center in Honolulu's dense urban core.

The URS team is providing services from the preconstruction phase through construction closeout. CE&I services include: constructability review, resident engineering, construction observation, project controls, scheduling, change management, cost control, document controls, contract administration, estimating, environmental monitoring, surveying, material testing, interface coordination, geographic information system (GIS) support and claims analysis. The primary role of the URS team is to inform the HART project manager of any significant omissions, substitutions, defects, and deficiencies noted in the work of the contractor and the corrective action that has been directed by HART to be performed by the contractor.

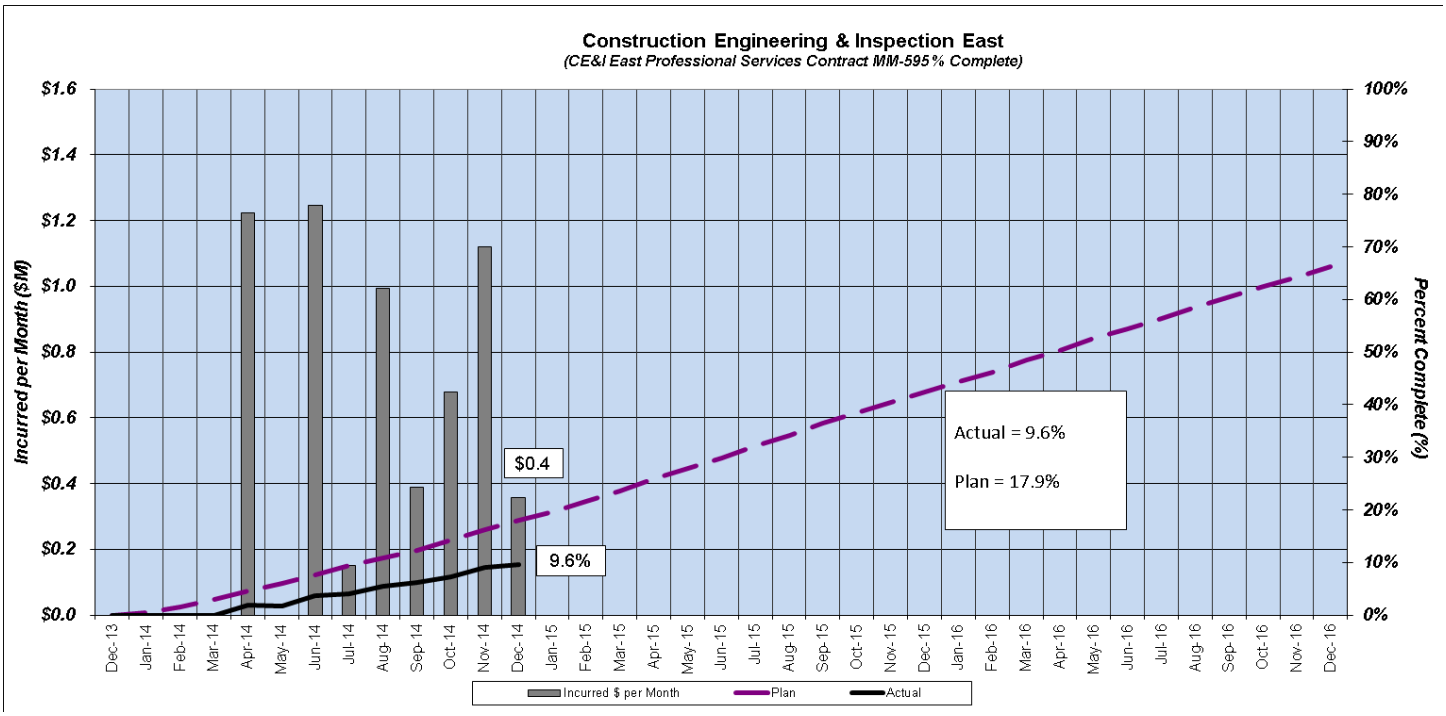
COST INFORMATION:

Original Contract: $63,083,417	Incurred-to-Date: $6,058,364
Current Contract Value[1]: $63,083,417	Incurred in Dec.: $357,351

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$546,716
DBE % Attained:	0.87%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



KEY ISSUES:

- HART is evaluating the AECOM acquisition of URS and possible impacts to the CE&I services.

E. Core Systems Contract Oversight Consultant

Contract No.: MM-962
Contractor: Lea+Elliot, Inc.
Contract Start Date: February 2014
Contract Completion: August 2019
Projected Substantial Completion: N/A

Project Description: Provide professional services for design and construction management and testing/commissioning of the Core Systems Design-Build-Operate-Maintain (DBOM) Contract. The major systems of the Core Systems DBOM contract are the vehicles, the automated train control (ATC) system, the traction electrification system, the communications system, and the platform screen gates (PSGs). Services include review and approval of design submittals, manufacturing oversight, installation oversight, operation/maintenance design oversight and support, system testing/acceptance, and contract close-out.

Project Overview: No major changes from the December report.

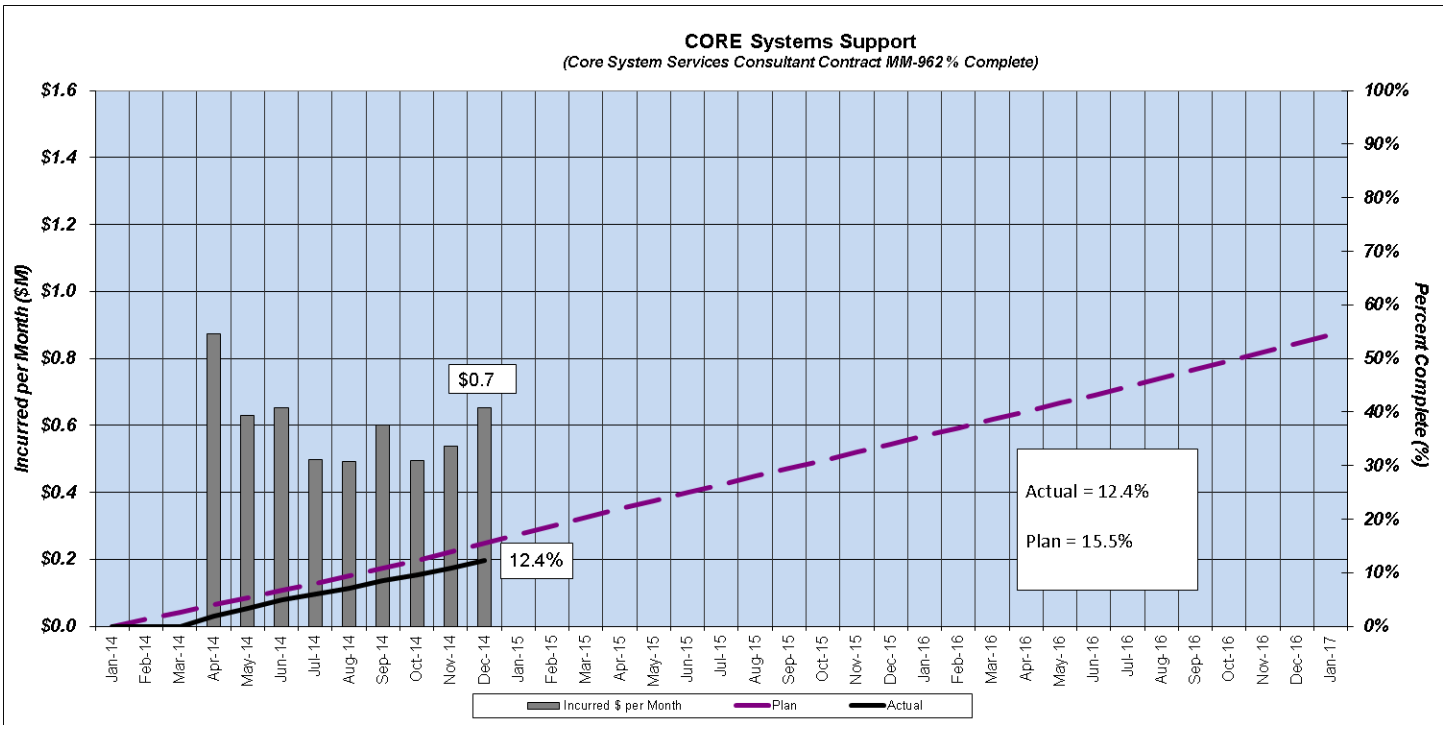
COST INFORMATION:

Original Contract: $43,988,989	Incurred-to-Date: $5,435,665
Current Contract Value[1]: $43,988,989	Incurred in Dec.: $652,572

[1]*Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$137,434
DBE % Attained:	0.31%

December Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



KEY ISSUES:

- Coordination with other contractors on construction interface milestones.
- Review and acceptance of procedures for factory acceptance tests.
- Design review completion with respect to manufacturing fabrication and test schedule.

5 OVERALL PROJECT-WIDE ACTIVITIES

Permits (Section 5.1)

KEY ISSUES

- HART continues to wait for approval of its Section 401 permit application for Waiawa Stream and Tributary from the Hawaiʻi Department of Health (HDOH). If this permit is not approved and issued before the end of February, construction at Waiawa Stream for WOFH guideway will be potentially delayed. HART is actively and regularly communicating with HDOH to resolve this permitting issue as soon as possible, including elevating discussions to higher levels within both HART and HDOH.

HDOT Agreements (Section 5.2)

OVERVIEW

- Submitted Joint Use and Occupancy Agreement (JUOA) for Airport Segment to HDOT for their approval. HART expects to take control of the Airport Segment of the State Right-of-way on Feb. 2, 2015.

Utility Agreements (Section 5.3)

OVERVIEW

- Negotiating the Airport segment Hawaiian Telcom construction agreement; expect to execute agreement next month.

Right-of-Way (Section 5.4)

OVERVIEW

- Right-of-Way is under budget by $10.7M, as of Jan. 23, 2015.
- HART's design and construction timelines are being adjusted to implement a revised procurement strategy to lower construction costs. A consequence of those changes is that the prior Dec. 15, 2014 deadline for completion of acquisitions is no longer applicable nor accurately reflective of the actual right-of-way needs for the project. ROW has been working closely with design and construction staff, and has adjusted the anticipated acquisition dates to correspond with the revised timeline projected by the updated procurement strategy.
- HART has acquired nearly all needed property for the WOFH section, for both guideway and the stations. The key issues are completing discussions on parcels for guideway construction in Banana Patch.
- All private property site access for guideway is complete for Kamehameha.
- Currently, there are no impacts to City Center construction work because of ROW.

KEY ISSUES

- Resolve third-party agreements with Aloha Stadium, UH, the Navy and Post Office. These are all critical to allowing construction to proceed without delay.

5.1 Permits

- **Permits Submitted and In-Progress**
  - HART sent a revised application for the Airport Section Noise Variance to the Hawai'i Department of Health (HDOH) on Jan. 12, 2015.
  - HART received a letter from HDOH on Jan. 5, 2015, requesting a revised City Center Noise Permit application. HART submitted a revised application on Jan. 14, 2015.
  - On Jan. 14, 2015, HART submitted a request to the HDOH to have additional equipment added to the Airport Section Noise Permit.
  - HART received notification from the Department of Planning and Permitting on Dec. 23, 2014, that the Chinatown Special District permit application was accepted as meeting the basic filing requirements, however additional information is needed regarding landscaping plans and tree disposition.
  - HART is waiting to receive approval of its section 401 permit application for Waiawa Stream and Tributary from the Hawai'i Department of Health. HART is currently working closely with HDOH. The urgency of this permit approval was elevated within HART and HDOH.

- **Permits and Approvals Granted**
  - HART is waiting to receive approval of its Airport Community Noise Variance from HDOH.
  - HART is waiting to receive approval of its Coastal Zone Management from the Department of Planning and Permitting for Waiawa Stream and Tributary. The Coastal Zone Management permit will be approved immediately when the Waiawa section 401 permit is approved.

- **Look Ahead**
  - Upcoming significant permit activity:
    - HART will submit the Clean Water Act Section 404 permit application for Kapalama and Nu'uanu to the U.S. Army Corps of Engineers (USACE).
    - HART will submit a Stream Channel Alteration Permit request for Halawa, Moanalua and Kalihi streams.

5.2 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.
  - The HDOT Design Coordination Consultant for the WOFH section (contract MM-920), AECOM Technical Services, Inc. (AECOM), continues to review design submittals for HDOT.
  - AECOM, the HDOT Design Consultant for the KHG section (contract MM-921), continues to review design submittals for HDOT.
  - SSFM, the HDOT Design Coordination Consultant for the Airport and City Center Guideway sections (contract MM-922), is reviewing guideway design submittals for HDOT.

- **Look Ahead**
  - Airport Joint Use and Occupancy expected to be executed early 2015.
  - City Center Joint Use and Occupancy expected to be executed mid-2015.

5.3 Utility Agreements

Figure 13. 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	11/17/14	5/10/12	Executed 12/31/14	Submitted draft to HTI 1/20/15	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	Executed 12/19/14	4/4/2013		Draft is routing internally for review.
	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	8/20/14	9/27/13		Draft under review by Hawai'iGAS
	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		10/11/12		Draft is routing internally for review.
	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
UFRCRA = Combined Engineering and Construction Utility Agreement

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.

AIRPORT

- All engineering utility agreements for the Airport and City Center sections have been executed.
- AT&T Corp. is reviewing HART comments to the draft Construction Agreement. It is not necessary for this agreement to be in place for the Airport Segment utility construction.
- HART has sent a draft of the Utility Construction Agreement to HTI for review/comments.
- Looking Ahead:
  - Execute HTI Airport UCA.
  - Execute HECO Airport UCA.

CITY CENTER

- All engineering utility agreements for the Airport and City Center sections have been executed.
- AT&T Corp. is reviewing HART comments to the draft Construction Agreement.
- HART has sent a draft of the Utility Construction Agreement to Hawai'iGAS Utility for review/comments.
- HART has prepared a draft of the Utility Construction Agreement for OTWC and is routing internally for review/comments.
- HART has prepared a draft of the Utility Construction Agreement for tw telecom and is routing internally for review/comments.
- Looking Ahead:
  - Execute Hawai'iGAS City Center UCA.
  - Execute Oceanic City Center UCA.

HECO

- **Davis-Bacon requirements –** HECO has established a collective bargaining agreement – which does not align with Davis-Bacon requirements – for which HECO is requesting a waiver. HECO is in the process of finalizing additional written information/documents requested by the U.S. Department of Labor (DOL) and Hawai'i Department of Labor and Industrial Relations (DLIR) to support their waiver request. HART will also be setting up meetings to further discuss and resolve this with HECO.
- **HECO 46kV Substation near Rail Operations Center (ROC) area –** HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the ROC area due to requirements in HECO Rule 13. Initial planning indicates that a currently un-used location on the ROC property may be suitable for this facility. HECO is investigating a 'system' substation, which would also feed the area surrounding the ROC.
- **Additional Clearances –** HECO indicates the need for additional horizontal working clearances from overhead pole alignments and additional buffer radial clearances from the actual overhead high-voltage lines.
  - ***Horizontal Working Clearances Analysis –*** HECO is reviewing the current overhead pole and line locations to identify areas where accessibility for HECO maintenance is a concern. HART is currently reviewing the results of HECO's analysis. Additional HECO re-evaluation is ongoing for pole locations with sub-optimal clearance. HART will also be setting up meetings to further discuss and resolve this with HECO.
  - ***Bronto Bucket Truck Rental/Testing –*** To allow for increased accessibility for HECO maintenance personnel when considering horizontal working clearances, HECO identified a bucket truck with a telescoping boom (versus a knuckle) and with extendable outrigger supports (versus swinging outrigger supports). The truck allows for greater accessibility and less required setup space than the current larger HECO bucket trucks. HART has agreed to reimburse HECO for 3 months of rental for an un-insulated model of the proposed Bronto Bucket Truck. HART is currently reviewing the HECO Horizontal Working Clearance study. HART will also be setting up meetings to further discuss and resolve this with HECO.
- **New Service Connections –** HECO service requests are required for new electrical services for the MSF, Passenger Stations and Systems Sites (traction power facilities). The Passenger Station designers are providing the service request for the stations and the Core Systems Contractor is providing the service request for the systems sites.
  - ***MSF –*** Service request approved via receipt of HECO Final Cost Letter and HECO design drawings. Coordination with HECO for installation is progressing.
  - ***Passenger Stations and Systems Sites –*** HECO service request reviews are in progress and approvals are anticipated in Q1 2015 for the west side stations. HECO is working to finalize its designs and cost estimates.

5.4 Right-of-Way (data as of Jan. 23, 2015)

BUDGET

- The ROW budget continues to show a favorable trend. $70.1M was spent to acquire 34 properties. The budgeted amount for the 34 parcels was $80.8M, resulting in a budget underrun of $10.7M.
- $4.2M has been expended to date for relocations.

ACQUISITIONS

Figure 14. Right-of-Way Status for the Parcels [data provided by Real Estate Acquisition database (READ)]

	No. of Parcels Impacted	Current No. of 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											
W.Oahu\Farrington	16	16		14	14	13	1	4	15	10	16
Kamehameha	3	3		3	3	3			3	1	3
Airport	5	5	1	4	5	5			4	3	3
City Center	21	21	1	18	19	15			14	9	8
TOTAL	45	45	2	39	41	36	1	4	36	23	30
Partial Acquisition											
W.Oahu\Farrington	12	4	1	2	2	1		2	1		1
Kamehameha	19	4		3	3	1	1	1	1		2
Airport	8	8		3	3			1	1		1
City Center	88	77	8	34	27	5					0
TOTAL	127	93	9	42	35	7	1	4	3		4
Easement											
W.Oahu\Farrington	17	15	5					9	7		8
Kamehameha	5	5	1					3			0
Airport	44	41		6	6			26	22		26
City Center	41	33	14	2	2			1	1		2
TOTAL	107	94	20	8	8			39	30		36
GRAND TOTAL	279	232	31	89	84	43	2	47	69	23	70

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

WEST O'AHU/FARRINGTON

- Issues:
  - HART has acquired nearly all needed property for the WOFH section, for both guideway and the stations.
  - HART is working to secure construction right of entry for the WOFH guideway at Leeward Community College.
  - HART will close on a parcel needed for the Waipahu Station.

KAMEHAMEHA

- Issues:
  - All private property site access for guideway is complete for Kamehameha.
  - HART requested a right of entry for Aloha Stadium for guideway column construction. At the end of January, HART received the construction right of entry for Kamehameha Highway Guideway construction at Aloha Stadium. Guideway construction will now proceed in this location.
  - It is anticipated that the right of entry with University of Hawai'i Urban Gardens will be secured in February.

AIRPORT

- Issues:
  - On multiple TMK's, HART is proceeding with the mapping process. This is important so HART can complete several key partial acquisitions.
  - HART made an offer to the Post Office for easement at Honolulu International Airport, which is pending and is being closely monitored. As of January, HART has heard that the offer has been reviewed and there are no issues.
  - HART has several easements pending from the U.S. Navy for the Airport Section, particularly needed for the Airport Utility contractor. These easements are now critical and impacting construction work. HART is working closely with the U.S. Navy right-of-way personnel to complete the documentation as quickly as possible. HART is also meeting with Navy executives in early February.

- Look Ahead:
  - Complete Post Office and Navy agreements.
  - On multiple TMK's, HART will meet with consultants to expedite appraisal reports. This allows offers to move forward on remaining airport parcels in anticipation of construction.

CITY CENTER

- Issues:
  - Currently, there are no impacts to City Center construction work because of ROW.
  - There continues to be a great deal of effort toward acquiring City Center ROW parcels. Prioritization is being given to the Dillingham section and resolving remaining full acquisitions.
  - As indicated in the table, there are a number of appraisals and offers in progress.
  - HART also continues to track potential eminent domain. Two parcels, which have been working through the required process visa vie the HART Board of Directors and Honolulu City Council, will be presented for the HART Board of Director's final resolution on Jan. 29. This will allow HART staff to proceed with filing in court. These items are considered "friendly" in that they will resolve title and other administrative issues. HART is actively reviewing other pending offers for consideration for eminent domain, which could go before the HART Board of Director's in February.
- Look Ahead:
  - Continue with acquisitions in City Center.
  - Continued review of eminent domain needs.

RELOCATIONS

Figure 15. Relocation Status for the Occupants (data provided by READ)

Section	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
W.Oahu\Farrington	18	6	1	25	11	12	8	25
Kamehameha		4		4	4	3	3	4
Airport		19		19	5	9		7
City Center	15	64		79	30	47	16	37
Grand Total:	***33***	***93***	***1***	***127***	***50***	***71***	***27***	***73***

WEST O'AHU/FARRINGTON

- Look Ahead:
  - HART completed the outstanding relocation in Banana Patch. There continues to be need for oversight of the remediation process for TMK 9-6-004-006.

CITY CENTER

- Look Ahead:
  - Complete relocation by Jan. 31, 2015 for several TMKs.
  - Start relocation on multiple TMKs.

THIRD-PARTY AGREEMENTS

Figure 16. Third-Party Agreement Status

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
University of Hawai'i (UH) Master Agreement	Pending	July 2015	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	April 2015	WOFH	In negotiations.
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry	Pending	February 2015	WOFH	In negotiations.
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG	
UH Urban Garden Construction Right of Entry	Executed		KHG	Follow-up action required for contractor access.
UH Urban Garden Kiewit Construction Right of Entry	Pending	January 2015	KHG	Issue: Pending contractor negotiating ROE with UH.
D.R. Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed.
D.R. Horton Final Easement Agreement	Pending	June 2015	WOFH	Document in process with D.R. Horton.
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed		City Center	
Honolulu Community College (HCC) Construction Right of Entry	Pending	July 2015	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.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Right of Entry	Executed		WOFH	Construction ROE in place.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Easement	Pending	June 2015	WOFH	Process Easement Agreement.
Department of Education Master Agreement and Consent to Construct	Executed		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) Right of Entry	Executed	January 2015	KHG	Limited ROE granted for staging for Kiewit for KHG Contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	June 2015	KHG	Easement in process.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
DHHL Master Agreement	Executed		WOFH, MSF	
DHHL Consent to Construct	Executed		WOFH, MSF	Consent to construct in place.
DHHL License	Executed		WOFH, MSF	
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	February 2015	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	February 2015	City Center	Coordination is on-going.
DAGS/HHFDC Right of Entry	Pending	February 2015	City Center	Processing.
DAGS/HHFDC Easement	Pending	June 2015	City Center	Process Easement Agreement.
U.S. Navy	Pending	February 2015	Airport	Easements are being processed by the Navy. Navy will not charge for all licenses and easements. Exemption granted. Issue: Request for temporary ROE for the Land Court parcels denied.
U.S. Navy Pearl Harbor Station	Adopted		Airport	Congress passed bill to transfer property to City.
U.S. Post Office Honolulu Processing Center	Pending	January 2015	Airport	Offer tendered to the Post Master General. HART awaiting formal response.
Federal Court House/GSA	Pending	February 2015	City Center	Draft agreement is under review and discussions on-going.
Pacific Guardian Center	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.
Howard Hughes Corporation	Pending	December 2015	City Center	Appraisal and negotiations underway.
Sam House Development	Pending	December 2015	City Center	Appraisal and negotiations underway.
GGP Ala Moana LLC	Pending	December 2015	City Center	Appraisal and negotiations underway.

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

Safety and Security (Section 6.1)

OVERVIEW

- Significant progress continues on the Safety and Security Design Criteria (DC) Conformance checklists CIL/CEL design verification. HART Safety has developed a detailed Design Criteria Conformance Checklist Status Report for all contracts along with detailed KHG and WOFH verification status sheets on their multiple sub-CEL/CIL packages. These verification status sheets outline the CEL/CIL packages ready for SSRC approval, packages that are working between HART Safety and the designers, and packages that have not been received.

Quality Management (Section 6.2)

OVERVIEW

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
- HART QA reviewed and approved the new QAPs of HDCC/CJA JV (Airport Seven Pier Construction), Nan, Inc. (Airport Section Utilities Construction), Watts Contractors (AHJV CSC Construction Subcontractor), and L+E (Core System Contract CSSC).

KEY ISSUES

- QA audits of FSHG, WOSG and KHSG Final Design prior to issuance for bid solicitation.
- Replacement of Cracked Segments 11 and 12 of Span 67 (HART NCR No. 14-000-QA1); remedial work has started.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Timely closeout of Project open NCRs (HART, WOFH, KHG and MSF).

Buy America Compliance (Section 6.3)

OVERVIEW

- An interim Buy America audit will be conducted.
- An update on Buy America requirements for utilities' construction contracts is provided.

Disadvantaged Business Enterprise (Section 6.4)

OVERVIEW

- $20,598,903 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 1/31/15.

Risk Management (Section 6.6)

OVERVIEW

- There are a total of 206 risks in the January 2015 risk register. Two risks have been deleted from December's risk register and no new risks have been added.

KEY ISSUES

- Risks associated with the market, right-of-way, utilities and third parties top the list of concerns; this is fairly typical of transit projects.
- The construction market represents a particularly challenging situation for HART.
    - Construction escalation is expected to continue to be high for 2015, as growth in island permitted work continues at a faster rate than construction completion of work.

- HART construction contracts are a major contributor of the construction backlog and may contribute as much as 25% of the total construction volume (private and public) in 2015 and 2016.

Community Outreach (Section 6.7)

OVERVIEW

- HART's construction outreach focuses on businesses along the alignment, particularly along Kamehameha Highway and in the Waipahu area.

KEY ISSUES

- HART's outreach efforts also addressed the project's finances and how to reduce costs and secure additional revenue sources.

Staffing (Section 6.8)

OVERVIEW

- HART has filled all key positions and continues to pursue the goal of hiring city employees for vacant positions wherever possible and supplementing the organization with consultants where the positions are difficult to fill at city salary levels.
- Most recently, the Project Labor Agreement management function has been assigned to The Solís Group, which is a certified M/W/DBE (Minority, Women and Disadvantaged Business Enterprise). The Solís Group performs a full range of Project Labor Agreement administration services, including labor relations and dispute resolution, local hiring jobs coordination and worker referrals, and prevailing wage compliance and labor code enforcement.

KEY ISSUES

- The organizational structure continues to evolve to best deal with the issues at hand and a new organizational chart is included with this report. The latest organization chart is dated Jan. 14, 2015.

6.1 Safety and Security

HART Safety Certification Documents Status			
Documents	Revision #	Date Approved	Comments
Safety and Security Management Plan (SSMP)	Rev 4	10/15/2013	Rev 5 under final review/signatures
Safety and Security Certification Plan (SSCP)	Rev 3	1/6/2014	Rev 4 under final review /signatures
WOFH SSCP	Rev 0	10/22/2014	No future updates: HART SSCP in affect
Construction Safety & Security Plan (CSSP)	Rev 2	10/22/2014	
Project Preliminary Hazard Analysis (PHAs)	Rev 1	6/6/2014	Finalizing PHAs is on-going
CSC PHAs (DBOM)	Rev C	-	Received 12/15/14 - CSC updating
- Wayside ATC SSHA	Rev B	-	Received 11/14/2014 - CSC updating
- Wayside ATC O&SHA	Rev B	-	Received 12/15/2014 - CSC updating
- Wayside/ATC SHA	Rev C	-	Received 1/6/2015 - CSC updating
- SCADA O&SHA	Rev A	-	Received 12/2/2014 - CSC updating
- SCADA SSHA	Rev B	-	Received 1/6/2015 - CSC updating
- Vehicle/ATC SSHS	Rev C	-	Received 12/15/2014 - CSC updating
- TES SSHA	Rev A	-	Received 11/17/2014 - CSC updating
- TES SHA	Rev A	-	Received 12/12/2014 - CSC updating
- PSGS O&SHA	Rev A	-	Received 12/8/2014 - CSC updating
- PSGS SSHA	Rev A	-	Received 1/13/2015 – CSC updating
Threat and Vulnerability Assessments (TVAs)			
- Project TVA	Rev 1	1/16/2015	

S&S Design Criteria Conformance Checklist Design Verification Status			
Contracts: DC Conformance Checklists (CEL/CILs)	% Design Verified	% Increase from last FTA Monthly Report	Comments:
Under Construction			
DB-200, MSF	**99%**	**+28%**	SSRC approved 1/28/2015
DB-120, WOFH Guideway	**76%**	**+12%**	42 total – Sub CEL/CIL Packages 16 - SSRC approved 1/28/2015
DB-320, KHG Guideway	**74%**	**+4%**	37 total – Sub CEL/CIL Packages 21 - SSRC approved 1/28/2015
FD-430, Airport Utilities	**100%**	-	SSRC approved – 6/25/2014
Under Design			
FD-140, West Oahu Station Group	**46%**	-	Re-designing - re-submitting CEL/CILs
FD-240, Farrington Hwy Station Group	**42%**	-	Re-designed - re-submitting CEL/CILs
DB-275, Pearl Highlands PS/Bus Transit Center	**-**	-	
FD H2R2 Ramps	**-**	-	
FD-340, Kamehameha Highway Station Group	**83%**	-	Re-designing - re-submitting CEL/CILs
DB-xxx, Airport Guideway and Stations Group	**-**	-	
DB-xxx, City Center Guideway & D&K Stations Grp	**-**	-	
FD-530, City Center Utilities	**-**	-	
FD-600, West O'ahu Park & Ride	**-**	-	
DBOM-920, Core Systems	**-**	-	
MI-930, Elevators & Escalators	**-**	-	

S&S Construction Specification Conformance Checklist Construction Installation/Testing Verification Status			
Contracts	% Construction Installation Testing Verified	% Increase from last FTA Report	Comments
Under Construction			
DB-200, MSF	-	-	Draft spec conform checklist on hand, reviewing with CM PMs
DB-120, WOFH Guideway	-	-	Draft spec conform checklist on hand, reviewing with CM PMs
DB-320, KHG Guideway	-	-	Draft spec conform checklist on hand, reviewing with CM PMs
DBB-505, Airport Utilities	-	-	Draft spec conform checklist on hand
Still under Design or in Pre-bidding Process			
DBB-171, West O'ahu Station Group	-	-	
DBB-271, Farrington Hwy Station Group	-	-	
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	
DBB-371, Kamehameha Hwy Stations Grp	-	-	
DBB-385, H2R2 Ramps	-	-	Draft spec conform checklist on hand
DB-xxx, Airport Guideway & Stations Grp	-	-	
DBB-xxx, City Center Utilities	-	-	
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	
DBB-600, West O'ahu Park & Ride			
DBOM-920, Core Systems	-	-	
MI-930, Elevators & Escalators	-	-	

Project-Wide Incident Activity					
Event Type	Total Number of Events since 1/1/2007	Total Number of Events for January 2015	Loss Type	Date	Event Description
Environment	11	0			
Loss or Damage	17	1	No Loss	1/14/2015	A parked flatbed trailer loaded with coils was overweight by 20,000 lbs and the front legs sank into the ground, then collapsed.
Near Miss	27	0			
*Reportable Occupational Injury/Illness	0	0			
Security	42	2	Loss Loss	a) 1/6/2015 b) 1/12/2015	a) Theft of equipment by third party. B) Theft of equipment from atop Span 78.
**Loss Time Occupational Injury/Illness	6	1	Loss Time Recordable Injury	1/29/2015	Employee lost balance walking along a curb, fell into a 3 foot trench, and broke his tibia and fibula in his left leg.
Road/Vehicle - Driving	35	2	No Loss	a) 1/8/2015 b) 1/29/2015	a) Employee drove dump truck into concrete traction power riser. B) Citizen drove through work area and crashed into dirt pile.
Service Strike	26	3	No Loss Minor Damage Minor Damage	a) 1/8/2015 b) 1/10/2015 c) 1/13/2015	a) An excavator struck an overhead traffic signal in an intersection. b) Employee punctured a HECO conduit while hand chipping. c) Crew struck and broke a 1/2 inch gas service line.

*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.

6.2 Quality Management

- **Overview**
  - The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
  - Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP).
  - 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; NCRs; Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; and Buy America compliance.
  - Participated in Pre-Activity Meeting for scheduled construction activities on WOFH, KHG and MSF contracts; pre-shipment inspection and validation testing on CSC. QA Hold Points and Witness Points were assigned on contractors Inspection and Test Plan (ITP).
  - Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 2

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit

CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
CCH-100	Honolulu Authority for Rapid Transportation (HART)	HART	**15-005**	3/24 - 4/7		
	Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only		**15-005**	3/24 - 4/7		
CT-HRT-10HO137	West O'ahu/Farrington Highway Guideway Design-Build (WOFH)	KIWC - HI	**15-001**	2/17 - 2/19		
CH-HRT-10HO449	Maintenance and Storage Facility Design-Build (MSF)	KKJV - HI	**15-003**	2/25 - 2/26		
CT-HRT-11HO195	Kamehameha Highway Guideway Design-Build (KHG)	KIWC - HI	**15-001**	2/17 - 2/19		
CT-HRT-11HO195	WOFH-KHG Casting Yard	KIWC - HI	TBD	7/13		
CT-HRT-10HO137	WOFH, KHG, MSF) Audit Surviellance - Survey	KIWC - HI	TBD	8/17 - 8/18		
CH-HRT-10HO449	MSF-Swanson Structural Steel	KKJV/Swanson	TBD	8/24		
CT-HRT-1200106	Core Systems Contract (CSC) Design-Build-Operate-Maintain	ASTS Italy R Calabria	TBD	TBD		
		AB Italy Pistoia	TBD	TBD		
		AB Italy Naples	TBD	TBD		
CT-HRT-1200106	Core Systems Contract (CSC)	AHJV - HI	TBD	6/25 - 6/26		
SC-HRT-1200116	West O'ahu Station Group Final Design (WOSG)	URS - HI	**15-002**	**3/11 - 3/12**		
SC-HRT-1400012	Farrington Highway Station Group Final Design (FHSG) Group 2	URS - HI				
FD-245	Pearl Highlands Parking Structure/Bus Transit Center Final Design					

HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 2

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit

CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
SC-HRT-1200111	Kamehameha Highway Station Group Final Design (KHSG) PH, PR, AS	AVA - HI	15-006	3/2 -3/3		
		AVA - CA		3/2 -3/3		
	H2R2 Final Design	AVA - HI	15-004	1/28		
		AVA - CA		1/28		
SC-HRT- 1200038	Airport Section Utilities and Guideway Final Design (AUG)	AECOM - HI	TBD	TBD		
SC-HRT- 1300022	Airport Station Group Final Design (ASG)	AECOM - HI	TBD	TBD		
SC-HRT-1200149	City Center Section Utilities and Guideway Final Design (CCUG)	AECOM - HI	TBD	TBD		
SC-HRT-1400003	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design (DKSG)	PERKINS+WILL - SEA	TBD	TBD		
SC-HRT-1400049	CSC Support Services	L + E	TBD	11/23 - 11/24		
FD-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Final Design			-		
DBB-185	West O'ahu/Farrington Hwy/Kamehameha Hwy Station Groups "West Side Stations" Construction					
DBB-275	Pearl Highlands Parking Structure/Bus Transit Center Construction					
DBB-470	Airport Station Group Construction					
SC-HRT-1200038	Airport Section Utilities Construction	NAN, Inc	TBD	7/15 - 7/16		
CT-HTR-1500080	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	TBD	3/15		

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 2

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit

CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
DBB-510	City Center Section Utilities Construction					
DBB-520	Airport and City Center Sections Guideway Construction					
DBB-580	Dillingham/Kaka'ako Station Groups "East Side Stations" Construction					
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction					
CT-HRT-1300318	Elevator and Escalator - Manufacture, Install and Maintain	US Schindler - HI	TBD	6-24 -6/25		
		US Schindler - NJ		6-24 -6/25		
SC-HRT-1400050	West O'ahu, Farrington Highway, and Kamehameha Highway Station Groups "West Side Stations" CE&I	PGH Wong - HI	TBD	8/18 - 8/19		
	Pearl Highlands Parking Structure/Bus Transit Center CE&I		TBD	8/20 - 8/21		
	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I		TBD	8/24 - 8/25		
SC-HRT-1400051	Airport and City Center Section Utilities CE&I	URS - HI	TBD	9/14 - 9/15		
	Airport and City Center Sections Guideway CE&I		TBD	9/16 - 9/17		
	Airport, Dillingham, and Kaka'ako Station Groups "East Side Stations" CE&I		TBD	9/21 - 9/22		
SC-HRT-1400027	General Engineering Consultant III for Final Design and Construction (GEC III)	CH2M Hill	TBD	4/7 - 4/8		
SC-HRT-1200100	On-Call HazMat Contractor	CH2M Hill	TBD	8/7		

- **Key Issues**

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
31 (Audits)	30	1
1 (Construction)	0	1

- Updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees must be performed in order to assure competency and proficiency.
- Closing of QA audits performed, including NCRs and Observations in order to prevent recurrence and occurrence, respectively. See HART NCR Log above.
- QA audits of FSHG, WOSG and KHSG Final Design prior to issuance for bid solicitation.
- Replacement of Cracked Segments 11 and 12 of Span 67 (HART NCR No. 14-000-QA1); remedial work has started.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Timely closeout of Project open NCRs (HART, WOFH, KHG and MSF).

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

- **Interim Buy America Audit**
  - HART and AHJV are preparing for the interim Buy America audit. HART will be meeting with AHJV (Ansaldo Breda) management in the ending of January to discuss the interim Buy America audit.

- **Utilities**
  - HART has entered into construction agreements with the following utility companies, under which each of the listed utility company has signed the Buy America compliance certification:
    - Hawaiian Electric Company
    - Oceanic
    - Hawaiian Telcom
    - Hawai'iGAS
    - Hawaii Independent Energy (formerly Tesoro)

- **Look Ahead**
  - Will provide updates on any new construction agreements HART enters into with a utility company.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**
  - $20,598,903 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 1/31/15
    - 6.51% = DBE utilization on total disbursed FTA funds received to date ($20,598,903 divided by $316,312,417)
    - 1.17% = DBE utilization to date on total Project FTA funds ($20,598,903 divided by $1,763,903,901)

Total DBE Participation = $20.6M
(previous report = $20.4M)

Figure 17. DBE Participation this Month

DBE Participation in January		
DBE Firm	**Contract Number**	**Participation**
Pacific Preferred Contractors Corp	CT-HRT-10H0137 DB-120	$1,846
Lawson & Associates	SC-HRT-1400061 MM-964	$53,222
ADS System Safety Consulting	SC-HRT-1400061 MM-964	$91,488
LKG-CMC	SC-HRT-1400049 MM-962	$12,494
TOTAL FOR THE MONTH		**$159,050**

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

6.5 Planning and Environment

- **Activities this month**
  - Programmatic Agreement Activities:
    - HART and Cultural Surveys conducted cultural awareness training for Nan, Inc. (Airport Section utilities contractor) on Jan. 6, 2015.
    - HART hosted a consultation meeting with recognized cultural descendants on Jan. 7, 2015.
    - Cultural awareness training for Hawaiian Dredging (Airport column contractor) was completed on Jan. 26, 2015.
    - HART's Programmatic Agreement (PA) team met with the Navy on Jan. 16, 2015 to consult on PA items in the upcoming year pertaining to rail planning, environmental matters and construction.

- HART's PA team met with the State Historic Preservation Division (SHPD) on Jan. 16, 2015 to consult on PA items and process in the upcoming year requiring SHPD's attention, approval and concurrence.
- First construction activities funded by the PA's Historic Preservation Committee (HPC) commenced on Jan. 21, 2015 at 83 North King Street in Chinatown.

- Planning, Environmental, and Cultural Activities:
  - The Mitigation Monitoring Program Quarterly Report (4th Quarter 2014) was submitted to FTA and PMOC.
  - HART continues to coordinate with Department of Parks and Recreation (DPR) and Department of Environmental Services (DES) on the relocation of street trees prior to construction, particularly along Kamehameha Highway and near Honolulu International Airport.
  - HART submitted a proposal on Jan. 2, 2015 to the City's Department of Community Services to explore possible grant funding sources potentially available for the stabilization of the HART-owned Hōlau Market historic property.

- **Looking Ahead**
  - Conduct regular monthly HART/Kākoʻo meeting with consulting parties.
  - Conduct regular monthly Oʻahu Island Burial Council (OIBC) and cultural descendant meetings.
  - Conduct regular monthly bus-rail integration planning meetings with city DTS to ensure consistent planning of seamless bus and rail services focusing on rail's interim opening date.

6.6 Risk Management

Risk management is integral to all phases leading up to revenue service opening including: planning, design, construction, systems testing, system operation start up, safety and security certification, 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. Some risks are directly within HART's control while others are not.

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 while implementing mitigation of avoidance, minimization and transfer, 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.

NOTES OF SIGNIFICANCE

- Kamehameha Highway Guideway production rates are behind schedule.
- Construction market escalation rates are exceeding forecast and FFGA budget. Cost containment is critical.
- Induced current from parallel high voltage power lines and associated risk to passengers has been mitigated with negative grounding device to be incorporated in the design.

ADDITIONAL BACKGROUND (Dates indicated as shown are target goals)

In HART's efforts to achieve continuous improvement, the risk management report is being changed for this report. The emphasis will change from reporting the tracking of potential problems to the mitigation actions being taken to control and contain cost and schedule impacts. The narrative below will provide additional background on the risk category and specific actions being taken with the responsible party being indicated by "HART Department" and the target date shown. Based on the effectiveness of the mitigation efforts, more actions may be required to further contain cost and schedule impacts in future months. The major risks covered are: A) Market Conditions, B) Utilities, C) Right-of-Way, D) University of Hawai'i, E) Kamehameha Guideway Production, and F) Core Systems Interface.

A) Market Conditions – The construction market in Hawai'i is similar to the conditions experienced in 2005-07. There is significant investment in private development. The year 2015 is expected to set a new record for construction in the state. Backlog is still growing with permit volumes exceeding construction tax revenues by 20%. This translates to increased escalation of about 1% per month for late 2014 and through 2016. The escalation from FFGA budget approval in May 2012 through December 2014 is 18.7%. These are extraordinary conditions and not sustainable long term. It is not known when outside investors will slow their rate of investment into the local economy. These conditions will affect the craft labor experience which will in turn affect contractor productivity rates. It may also affect the intensity of required investment in safety.

Mitigation Plan:

- Seek Construction Industry feedback regarding market conditions, trends and future outlook to inform Delivery and Procurement Plan. ***Action:***
    - ***"Design and Construction" – Set up contractor firm to HART discussions to seek feedback to make our contract packages more attractive to bidders while achieving terms of FFGA during Dec. 2014/Jan. 2015 – Complete.***
- Review and modify the Contract General Terms and Conditions and Special Provisions to align contractor risk to be similar to other Hawai'i Agencies. ***Action:***
    - ***"Procurement" – Revise General Conditions (GCCC) and Special Provisions (SP) by Dec. 19, 2014 FHSG Advertisement for Bidders. – Complete.***
- Revise Contract Packaging Plan based on Contractor Industry feedback. ***Actions:***
    - ***"Project Controls" – Prepare update to CPP. – Date: Feb. 2015.***
    - ***"Project Director" – Determine package content (i.e. Reference or Record Drawings) and issue direction to Design and Construction to provide direction to designers. – Date: Feb. 2015.***
    - ***"Design and Construction" – Provide direction and change order to HART Designers to complete packages for bidding per the new procurement plan. – Date: Feb. 2015.***
- Conduct Value Engineering of West Side Stations. Capture lessons learned and apply to East Side Stations. ***Actions:***
    - ***"Design" – Review station by station functional layout, fit and finishes and incorporate feedback from Contractor feedback. – Date: Dec. 2014. Complete.***
    - ***"Design" – Prepare summary for PMOC review. – Date: Jan. 2015. Complete.***

- Refine list of primary and secondary mitigation measures. ***Actions:***
    - ***"Project Controls" – Update list for discussions with FTA. – Date: Jan. 21, 2015. Complete.***
    - ***"Design and Construction" – Finalize recommendations for primary and secondary mitigation measures and submit to "Project Director" for Action. – Mar. 2015.***
- Identify opportunities within project scope for alternative funding sources. ***Action:***
    - ***"COO, Design and Construction" – Reach agreement on possible HDOT funding of utility, widening, ITS and Intersection Improvements. – Date: Feb. 2015.***
- Seek additional GET extension of funding to close the gap for market conditions and delay beyond HART's control. ***Action:***
    - ***"CEO and COO" – Work with Board, City/County Honolulu and Legislative Committee members to develop proposed Legislative Bill to extend the GET and respond to frequently asked questions. – Date: Dec. 2014 and Jan. 2015.***

B) Utilities – Utilities continue to be an issue for the project. Coordination with HECO indicates that both HART and HECO have significant program demands on their respective organizations.

Mitigation Plan:

- Resources to relocate HECO facilities are not readily available. HART is subject to availability of resources and schedules are frequently set for relocation contractors to be deployed on other islands. This has had an impact on cost and schedule. ***Actions:***
    - ***"Project Director" – Seek commitment from HECO (senior, mid and front line management) to dedicate adequate resources for relocation work, design work to ensure opening. – Date: Mar. 2015.***
    - ***"Design and Construction" – Revise Utility Agreements accordingly. – Date: TBD.***
    - ***"Project Controls" – Update CPP with accurate cost estimates. – Date: Mar. 2015.***
- Responses from HECO with respect to the 138kV vertical and horizontal clearance from HART fixed facilities are lagging HART's needs for information and specificity. Cost exposure could be $60-150M to underground the 138kV line. Affected contracts are KHG, Airport Guideway and City Center Guideway. ***Actions:***
    - ***"Design and Construction" – Coordinate with HECO regarding their operations and maintenance needs. Bring Bronto Truck to the island to demonstrate and evaluate the truck's performance while maintaining HECO facilities – Complete.***
    - ***"Design and Construction" – Secure DB Guideway design, define and evaluate remaining 138kV line undergrounding due to horizontal and vertical conflict resolution needs with HECO. – Date: Feb 2015.***
    - ***"Design and Construction" – Meet with HECO to finalize undergrounding plans for 138kV line. – Date: Mar 2015.***
- Weatherhead to weatherhead service connections are in violation of current code. The corrections required to remedy code violations are much more extensive than estimated at the time of FFGA. The cure is site specific requiring significant data collection and consultation with HECO. Cost impacts to correct the code violation condition could create additional costs (i.e. 100-150 services for $10-15K per hook up) for HART not included in the FFGA and also require additional construction property easements to access sites. ***Actions:***
    - ***"Design and Construction" – Seek clarification on HECO safety and code requirements to resolve weatherhead to weatherhead service connections. – Feb 2014.***
    - ***"Design and Construction" – Coordinate design and construction requirements with HECO, HART designer and Right-of-Way to resolve issues for each site. – Feb 2014.***

C) Right-of-Way – There are a number of parcels on the West Segments that are still under active procurement. Lack of access by the contractor has been mitigated through re-sequencing the work. The schedules have been optimized, using up the remaining schedule float. To date, contractor productivity has caused significant delay.

Mitigation Plan:

- West Side – all remaining right-of-way issues have been escalated to HART Executives. All remaining parcels are on the critical path or near critical path and must be resolved as soon as possible. Parcels include; UH West Oʻahu, Pearl Highlands park and ride, Waipahu High School and Leeward Community College. ***Action:***
    - ***"CEO/COO" – issues have been escalated property access issues for resolution. – Date: Mar. 2015.***
        - ***Pearl Highlands park and ride***
        - ***Waipahu High School***
- East Side – there are a number of agency needs on the Airport Section and private parcels on the City Center Section. The revised Delivery and Procurement Plan takes into account the Right-of-Way Acquisition Plan. Cost to Cure property contacts will take time to work through with owners and tenants for the 16-22 parcels. ***Actions:***
    - ***"On-Call Contract Management" – transfer property owner contacts from Right-of-Way to On-Call Contract Manager to facilitate resolution of Cost to Cure owner and tenant coordination. Proceed to finalize agreement of cost to cure to initiate Right-of-Way offer process. – Date: Mar. 2015.***
    - ***"Right-of-Way" – elevate coordination with Navy for Pearl Harbor Station for schedule coordination and certainty of clearance by July or pull station out of the DB package. – Date: Apr. 2015.***
    - ***"Right-of-Way" – Implement property acquisition plan. Develop risk mitigation plan should there be parcels that are not likely to be secured by August 2015 with information available to other Departments in advance. – Date: Jun. 2015.***

D) University of Hawaiʻi – Ongoing coordination to fully resolve access issues has been escalated. There are a number of sites dependent upon a successful resolution to the agreement flow down of provisions from HART to the contractor that is acceptable to the University, the contractor and HART. Most critical is the LCC property on the WOFH project.

Mitigation Plan:

- Construction Right-of-Entry negotiations has been escalated to HART Executives and has been resolved. UH wants the contractor to sign easement documents. There is no contract vehicle between UH and the contractor. The contractor is an agent of HART and should be covered by HART's agreement with UH as their agent. The flow through language has been discussed between the three parties; UH, HART and the Contractor. The remaining issues of flow through language to contractor are being refined. Once the initial agreement has been resolved at all levels, it will be used and tailored to each remaining site. ***Action:***
    - ***"CEO/COO" – issues have been escalated property access issues for resolution. – Date: Mar. 2015.***
        - ***UH West Oʻahu***
        - ***Leeward Community College***

E) Kamehameha Highway Guideway Production – Planned production rates are not being met for a variety of reasons. There is risk exposure to HART due to the lack of right-of-way and utility coordination. If these issues can be resolved as concurrent delay, the remainder of the schedule risk exposure will rest with the contractor. A revised baseline schedule has been evaluated and rejected by HART with instruction to resubmit that is expected to result in an overall delay of 7 months from the original contract requirement.

Mitigation Plan:

- HART and Contractor are focused on solving the production issues within their respective responsibilities. HART requested Contractor to provide a recovery schedule in accordance with contractor provisions. HART has evaluated the schedule and requested the contractor resubmit the revised recovery schedule to be used as a revised schedule. HART and Contractor will use contract provisions to guide the process for resolution of contract delays. ***Actions:***
    - ***Contract Project Manager – direct contractor to implement recovery plan. – Date: Jan. 2015 – Complete.***
    - ***Contractor – Provide Recovery Plan and initiate implementation of the plan upon approval. – Date: TBD.***

F) Core Systems Interface – Delays in access milestones of the Maintenance Storage Facility, Stations or Guideway interfaces to systems results in delays to the core systems contractor substantial completion milestones. There is a concern that updates to contractor schedules will not synchronize with the Core Systems Contractor due to a variety of reasons; delay in station procurement and/or delay resulting from productivity issues with respect to the guideway.

Mitigation Plan:

- Efforts to minimize further delay to the Core Systems Contractor include: 1) Issuing revised access dates and requesting an updated baseline schedule. 2) Extend dates; need to define completion dates. 3) HART and AHJV will work to re-sequence activities to minimize overall cost impact to the project. 4) Joint HART/AHJV workshop to work out detail of schedule rebaseline. ***Actions:***

    - ***"Core Systems" – Implement four step mitigation plan to correctly understand the schedule implications of new station procurement and guideway/station procurement dates. Coordinate Core Systems schedule impacts and report results to Project Controls and Project Director. – Date: Mar. 2015.***
    - ***"Core Systems" – Evaluate the need for going with a separate TPSS Bungalow to mitigate station access impacts and develop recommendation prior to the procurement of the next station package. – Date: Mar. 2015.***

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

Figure 18. 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 19. Top Project Risks

Top Risks January 2015								
Current Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Jan. '15 Risk Rating	Dec. '14 Risk Rating
96.09	West Side Station Group	Market - Procurement results in higher pricing than FFGA estimate assumptions.	100%	5	5	4	22.5	22.5
111.05	Airport Guideway	Market - Estimates may be low for remaining guideway based on WOFH and KHG relative to construction market escalation.	90%	5	5	4	22.5	22.5
111.06	City Center Guideway	Market - Estimates may be low for remaining guideway based on WOFH and KHG relative to construction market escalation.	90%	5	5	4	22.5	22.5
20.08	Core Systems Contract	Interface - Delays in access milestones of MSF, stations, or guideway interfaces to systems results in delays to core systems contractor substation completion milestones.	100%	5	5	4	22.5	15
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	18
1.16	Pearl Highlands Garage	Market - Escalation rates may be higher than forecasted (ie. Labor, equipment and materials).	75%	4	5	4	18	18
20.04	Kamehameha Highway Guideway	Interface - Late delivery of/or acceptance of civils, stations, or systems interface to guideway results in change orders.	100%	5	3	4	17.5	14
170.04	Kamehameha Highway Guideway	Construction - Production rates of Fixed Facility contracts are lagging planned results.	75%	4	4	4	16	16
75.03	West O'ahu/ Farrington Highway Guideway	ROW - Late turnover of ROW to contractor may result in delays to interim opening.	90%	5	4	2	15	17.5
83.06	City Center Guideway	Utilities - Due to court case, delay of utility easement identification for City Center Guideway may result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14	14
106.13	Airport Station Group	ROW - Right-of-way acquisition at Pearl Harbor may take longer due to Navy NEPA/Section 10b process requirements.	75%	4	3	4	14	14
35.06	City Center Guideway	Geotech - Due to court delays, limited geotechnical information was available at the preliminary engineering phase. Additional costs for redesign may be incurred.	75%	4	4	3	14	14
129.13	Airport Station Group	Third Party - Potential delays at Pearl Harbor Station due to community actions concerning historical site.	75%	4	2	5	14	14
145.09	West Side Station Group	Procurement - There may be delays associated with re-procurement and access dates impacting cost and/or schedule.	75%	4	3	4	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 20. Risks Deleted

Risks Deleted in January 2015					
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating	
				Jan. '15	Dec. '14
158.08	Core Systems	Induced current will be measured on the 3rd Rail and Rail from parallel high voltage power lines. (i.e. Electromagnetic Interference (EMI) of adjacent high voltage lines may impact train operations)	Negative Grounding Device is incorporated in the design. This will mitigate any risk to passengers and track implementation.	1.5	1.5
159.09	West Side Station Group	The combination of 3 station groups into one package may result in reduced bidder pool and/or have resource limitations to meet partial access and completion dates.	Contractor outreach feedback indicates the procurement schedule, compression in access milestones and completion dates limited sub interest.	14	14

6.7 Community Outreach

- **Activities this month**
  - HART's public outreach team participated in nearly 20 presentations, meetings and events this month designed to keep the public informed about the project's progress and its finances. In addition to business groups and community organizations, HART Executive Director and CEO Dan Grabauskas and members of his team met with leaders of the Disability and Communication Access Board (DCAB) to discuss access for those with disabilities. Safety, including platform safety gates, and audible and visual signage were among the topics discusses during the meeting.

To date, HART's outreach team has participated in:
- *1,753 presentations and events*
- *951 Neighborhood Board meetings*

Figure 21. HART's outreach team continues to work with businesses along the rail route.

HART's outreach team met with Pearlridge Center merchants to discuss construction work in their area and programs to assist businesses during the construction process.

Figure 22. HART officials met with leaders of organizations that represent those with disabilities.

HART Executive Director and CEO Dan Grabauskas and his team met with representatives of the Disability and Communication Access Board to discuss accessibility for those with disabilities.

- **Construction Outreach**
  - With construction resuming after the holidays, HART continued its outreach to businesses along the alignment. HART's outreach team partnered with contractor Kiewit at a meeting with Pearlridge Center merchants. The meetings are part of a series of meetings with businesses along the route. Traffic, signage, construction progress and HART's Business Alliance program, which includes more than 100 participants from the local business community, were discussed.
  - Traffic remains a key concern for commuters and those traveling near the rail route. To keep the public informed, regular traffic updates are provided to the media and the community with updated information on lane closures. HART's outreach team ensured the information reached as many people as possible using media briefings, weekly news releases, and regular posts on Facebook and Twitter.

- **Community Input**
  - HART's public information team responded to more than 90 inquiries and requests in January that came in via the agency's website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities, including traffic and general questions about the project.

- **Look Ahead**
  Coming in February:
  - Meetings for businesses and the community along the rail alignment to provide construction and traffic updates.
  - Presentations and community events to provide construction updates and reports on the project's finances.

6.8 Staffing

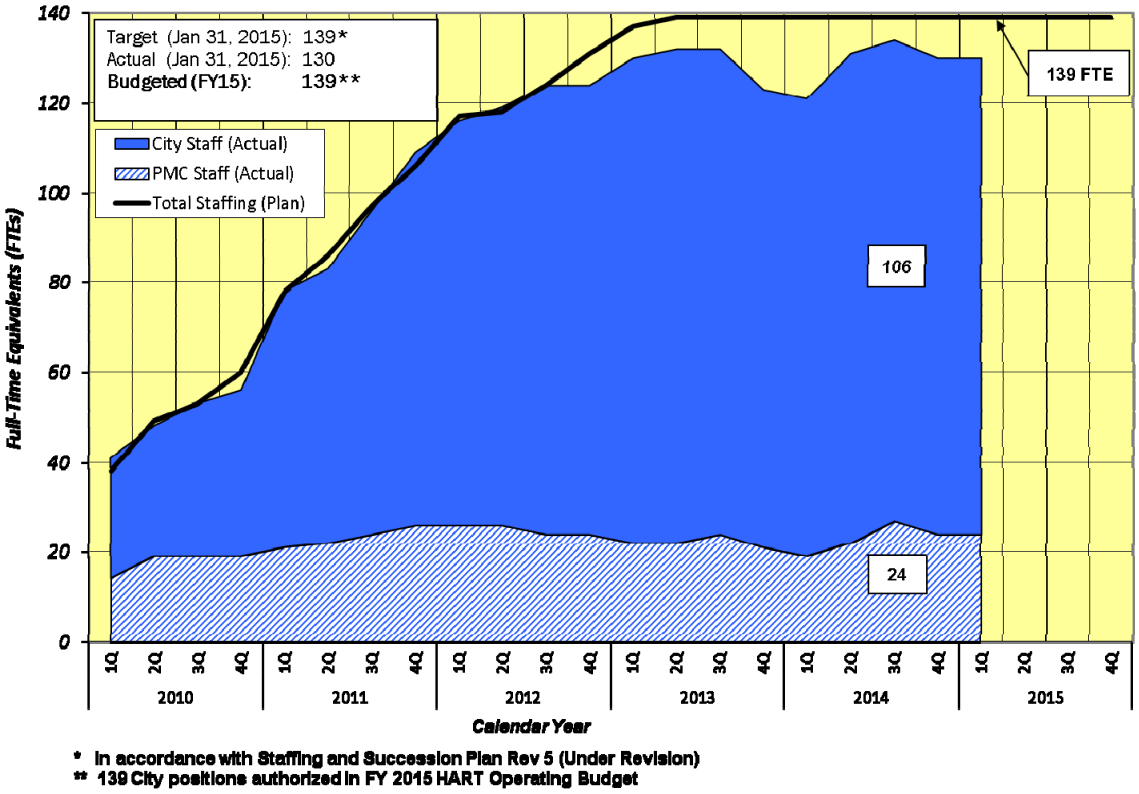
Figure 23. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Executive Management				
Senior Clerk (Receptionist)	Executive Management	Existing (City)	Recruiting via Civil Service	
Design and Construction				
Assistant Project Manager	Construction (KHG)	New (City)	Recruiting	
Assistant Project Manager	Construction (WOFH)	New (City)	Recruiting	
HECO Coordinator	Design & Construction	Existing (City)	Creating Position/Recruiting	
Budget and Finance				
Budget Analyst	Budget and Finance	New (City)	Recruiting/Interviewing	
Procurement				
Deputy Director of Procurement & Contracts	Procurement & Contracts	Existing (City)	Recruiting	
Contract Administration and Change				
Transit Contracts Manager* (2)	Contract Administration and Change Management	Existing (City)	Interviews complete & offers are being extended	
Planning, Permits & Right-of-Way				
Planner V* (Land Use)	Planning	Existing (City)	Recruiting via Civil Service	
Planner III* (Environmental)	Planning	Existing (City)	Recruiting	
Right-of-Way Agent/Planner	Right-of-Way	PMSC temp, transition to City in Mar 2015	Filled	Jan
Administrative Services				
Personnel Clerk	Administrative Services	New (City)	Recruiting via Civil Service	

*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 24. Project Staffing (Actual vs. Planned)



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 G.

APPENDICES

Appendix A. 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
1	Prepare a Decision Matrix to track key milestone events	HART	Jan- 15	Feb-15		In progress
2	Track Cost Containment measures each month at the Cost Containment workshops to evaluate/measure proposed cost containment measures	HART	Jan-15	On-Going		In progress
3	Prepare a Vehicle Status Chart to track the production status of all 80 rail transit vehicles	HART	Jan-15	Feb-15		In progress
4	Prior to bidding, provide confirmation of the status of the approval of the Interstate Access Management Report (activity includes HDOT/FHWA action)	HART	Jan- 15	Prior to Bid of applicable elements		
5	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	Jan-15		On-going– Boom truck equipment was delivered in September 2014 and field testing began in October 2014. HECO evaluating site specific locations where truck may not fully address their requested clearance. HART provided a letter to HECO regarding the lease arrangement of the item.
6	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Mar- 15		Open – on-going
7	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	Feb- 15		Open – HECO waiver is pending. HART provided MOU to PMOC.
8	**Updates resulting from Risk Refresh:**					
8a	Update the Contract Packaging Plan	HART	Aug-14	Feb-15		In progress. Draft circulating for internal HART review.
8b	Re-baseline Financial Plan	HART	Apr-14	Mar-15		In progress
8c	Re-baseline budget	HART	Apr-14	Apr -15		In progress
8d	Re-baseline MPS	HART	Apr-14	Apr-15		In progress
8e	Risk Register Breakout Session	HART	Jul-14	Feb-15	2/10/15	Complete – Scheduled for February 2015.
8f	PMOC to schedule a conference call with HART to discuss RCMP	PMOC	Oct-14	TBD		Open
8g	Update the RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	TBD		In progress
9	HART to provide plan to address conflict of interest with AECOM acquisition of URS	HART	Jul-14	Feb-15		On-going
10	HART QAM to review constructability and design QA of remaining bid packages	HART	Jul-14	Feb- 15	2/12/15	Open – In progress. Meeting scheduled for February 2015.
11	HART to provide to PMOC letters regarding contract status	HART	Dec-14	Feb-15		Pending

Appendix B. Project Contingency Management General Background and Clarifications

Current Contingency Balance = $523.8M

Current Known Changes Contingency = $0M

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.

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 transfers will be executed, moving budgeted project scope and budgeted contingencies as appropriate to reflect either a realized cost savings, cost overruns, or a transfer of scope. It is expected that project contingency will continue to be drawndown as the overall design is further developed, risks are identified, and construction progress continues to advance. The following list details ways in which project 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. Further evaluation of contract packages may be considered to seek budget savings and/or to mitigate cost or schedule impacts. Budget savings, if any, 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 enter 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 applied to work packages established under the FFGA. Based on the level of risk, 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 01/29/15

#	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	($220,693)	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	$227,784	90.03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	$202,489	90.03 - Contract Allowance
3)	MM-985	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
			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	**$652.8**	
March '13			**Beg. Balance:**	**$652.8**	
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. 08 - 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. 08	$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**	

HART Project Contingency Drawdown with Details

Data as of 01/29/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown	Contingency Code
	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
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2	($2,000,000)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Maintenance & Storage Facility Yard Switch Machines	($553,000)	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	**($5,254,106)**	
			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	($5,800,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 32 - Kalol 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	($1,195,384)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Ho'opili Station Relocation Design	($490,615)	90.02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 06 - Archeological Inventory Survey (AIS) Provisional Part 2	($1,600,000)	90.02 - Allocated Contingency
6)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 02 - Canopy Redesign	($504,386)	90.03 - Contract Allowance
7)	MM-930	Elevator & Escalator Install/Maint	Budget Transfer for Contract Awarded under E&E M/M 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	($4,800,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	($120,813)	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 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract	($270,985)	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 Ike Street Mod/ W36 at DR Horton & Farrington HWY	$24,315	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Design Build O/M	Executed Change Order No. 05 - Platform Screen Gates Systems	($22,301,557)	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	**($22,134,737)**	
			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	($214,346)	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 - Archaeological 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	($2,700,705)	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 - Ulena St redesign scope impact	($248,358)	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	($23,528)	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	**($1,428,716)**	
			January '14 - Ending Contingency Balance	**$608.3**	

HART Project Contingency Drawdown with Details

Data as of 01/29/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown ($)	Contingency Code
		February '14	**Beg. Balance:**	**$608.3**	
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 CDC	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	($11,487)	90.02 - Allocated Contingency
3)	MM-910	GEC III	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	$36,761	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	($162,000)	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	($12,400,636)	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 - Sandwhich Isles Communications Utility Relocation @ North South Rd.	($768,049)	90.02 - Allocated Contingency
10)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 035 - Rebar Clear Spacing Design Criteria	$0	90.02 - Allocated Contingency
			April '14 Contingency Drawdown	**($17,480,752)**	
			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 - APEC work restrictions/abandoned utilities removal	($565,874)	90.02 - Allocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	($839,003)	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Contract Design Build O/M	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	$267,391	90.02 - Allocated Contingency
6)	MM-975	MSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	($9,010)	90.02 - Allocated Contingency
7)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - OSC 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**	
		July '14	**Beg. Balance**	**$563.4**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 008 - Platform Screen Gates Mobilization	($888,394)	90.02 - Allocated Contingency
2)	ROW	Real Estate/Right-of-Way	Budget Transfer for Contract Award above the Real Estate Map & Survey budget	($1,344,612)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,007,860	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,556,107	90.02 - Allocated Contingency
			July '14 Contingency Drawdown	**$321,161**	
			July '14 - Ending Contingency Balance	**$563.7**	
		August '14	**Beg. Balance**	**$563.7**	
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 010 - Delay in issuance of Notice-to-Proceed 2 & 3	($1,858,000)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Stations Group FD	Executed Amendment No. 006 - Passenger screen gates	($90,297)	90.02 - Allocated Contingency
3)	DBB-505	Airport Section Utility Construction DBB	Budget Transfer for Contract Award above Airport Section Utility Construction original budget	($2,755,321)	90.02 - Allocated Contingency
4)	MM-946	On Call Hazmat Removal Consultant	Budget Transfer due to scope transfer from ROW to Hazmat consultant	$470,823	90.02 Allocated Contingency
5)	MM-945	On Call Contractor	Budget Transfer for Contract Award above On Call Contractor original budget	($130,435)	90.02 - Allocated Contingency
			August '14 Contingency Drawdown	**($4,323,166)**	
			August '14 - Ending Contingency Balance	**$559.4**	
		September '14	**Beg. Balance**	**$559.4**	
1)	MM-950	CCIP Consultant Contract	Budget Transfer to unallocated contingency as estimate at completion is less than current budget	$750,000	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 027 - Traditional Cultural Properties (TCP) Suspension	($473,583)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 026 - Insurance Coverage Requirements 2014	($1,112,000)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 011 - Revised Vehicle Criteria/Construction Safety Security Plan	($231,500)	90.02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 012 - Insurance Coverage Requirements 9/1/13 - 6/30/14	($1,400,000)	90.02 - Allocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 045 - Standard Specification Revision 2.0	($2,860,000)	90.02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 046 - Insurance Coverage Requirements 2014	($3,400,000)	90.02 - Allocated Contingency
8)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 004 - Aesthetic Station Column	($271,960)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 01/29/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown ($)	Contingency Code
9)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 005 - City Center Section Rescue Cart Scope Impact	($72,000)	90.02 - Allocated Contingency
10)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 001 - Special Provisions Update/Shear Wave Analysis	($27,932)	90.03 - Contract Allowance
11)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 003 - Historic Architect/Replace Highway Sign	($71,911)	90.03 - Contract Allowance
12)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 005 - Added Bus Shelters at Aloha Stadium Station	($29,693)	90.03 - Contract Allowance
13)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 010 - Aesthetic Station Column and Pearl Harbor Station Redesign	($336,750)	90.02 - Allocated Contingency
14)	FD-420	Airport Section Guideway Utility FD	Executed Contract Amendment 011 - Airport Section Rescue Cart Scope Impact	($45,000)	90.02 - Allocated Contingency
15)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment 007 - Traffic Signal Conflict UHWO/Ho'opili Access Road	($62,722)	90.03 - Contract Allowance
			September '14 Contingency Drawdown	**($9,336,151)**	
			September '14 - Ending Contingency Balance	**$550.1**	
October '14			**Beg. Balance**	**$550.1**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 009 - WOFH Guideway Alignment for CSC	($145,000)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 028 - Escalation due to Schedule Impacts	($8,500,000)	90.01 - Unallocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 013 - Station Load & Configuration Mods	($1,350,000)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 047 - Station Load & Configuration Mods	($4,400,000)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 002 - Extension of PM Services	($790,000)	90.02 - Allocated Contingency
6)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 003 - Add Pedestrian Bridges to HIA Stations	($454,640)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 001 - Extension of PM Services	($267,500)	90.03 - Contract Allowance
8)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 002 - Incorporation of Comments	($768,756)	90.01 - Unallocated Contingency
9)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 003 - Value Engineering	($472,705)	90.01 - Unallocated Contingency
10)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 004 - EOR/ACR	($748,539)	90.01 - Unallocated Contingency
11)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 010 - Temporary Parking Lot Near UHWO/UHWO & Ho'opili Sewage Holding Tank	($102,286)	90.03 - Contract Allowance
12)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 011 - Extension of PM Services	($267,500)	90.02 - Allocated Contingency
			October '14 Contingency Drawdown	**($18,367,138)**	
			October '14 - Ending Contingency Balance	**$531.8**	
November '14			**Beg. Balance**	**$531.8**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 012 - Delete Ticket Vending Machines	$10,350,000	90.02 - Allocated Contingency
2)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendement No. 002 - General Excise Tax credit	$385,586	90.02 - Allocated Contingency
			November '14 Contingency Drawdown	**$10,735,586**	
			November '14 - Ending Contingency Balance	**$542.49**	
December '14			**Beg. Balance**	**$542.5**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 010 - HRT Train Mock-up Shipment/Delivery	($563,715)	90.02 - Allocated Contingency
3)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 013 - HECO Connection Charges	($150,000)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 014 - Escalation due to Schedule Impacts	($3,500,000)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 048 - Escalation due to Schedule Impacts	($15,000,000)	90.01 - Unallocated Contingency
			December '14 Contingency Drawdown	**($18,713,715)**	
			December '14 - Ending Contingency Balance	**$523.8**	
***January '15 - Board Approved Changes Only - Pending execution**					
1)	DBOM-920	Core Systems Contract Design Build O/M	Test and Storage Track Changes at MSF	($2,510,000)	90.02 - Allocated Contingency
			Subtotal Board Approved Contingency Drawdown	**($2,510,000)**	
			January '15 - Ending Contingency Balance (Pending Execution)	**$521.3**	

Appendix C. Project Cost Reports (data as of Dec. 26, 2014)

Project Costs by Contract

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

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by Contract - One Line Summary

Page: 1 of 3

CPP No	Title		A COMMITTED Original	B COMMITTED Changes	C=A+B COMMITTED Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
ART	Project Wide ART	T&M	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH		15,348,443	0	15,348,443	0	14,925,228	97%
CCH-101	HART/ City Dept of BFS		105,092	0	105,092	0	0	0%
CCH-102	HART/ City DDC Land Division		256,201	0	256,201	0	173,182	68%
CCH-107	HART/ City Corporation Counsel (COR)		1,692,366	0	1,692,366	0	149,466	9%
CCH-108	Board of Water Supply (BWS)		928,325	0	928,325	0	928,325	100%
DB-120	West Oahu/Farrington Hwy Guideway	SOM	482,924,000	136,476,447	619,400,447	619,400,447	350,060,580	57%
DB-200	Maintenance & Storage Facility DB	SOM	195,258,000	79,100,008	274,358,008	207,388,742	162,596,323	59%
DB-320	Kamehameha Hwy Guideway DB	SOM	372,150,000	16,365,363	388,515,363	178,531,444	125,317,119	32%
DBB-185	West Side SG Construction	SOV	0	0	0	0	0	0%
DBB-275	Pearl Highlands Pkg. Str Cnstr. OLD	SOV	0	0	0	0	0	0%
DBB-470	Airport Station Group Cnstr.	SOV	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Cnstr.	SOV	28,413,974	0	28,413,974	27,383,022	0	0%
DBB-510	City Center Section Utilities Cnstr.	SOV	0	0	0	0	0	0%
DBB-520	Airport-City Center Guideway Cnstr.	SOV	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier Cnst	SOV	3,973,000	0	3,973,000	3,973,000	0	0%
DBB-580	Dillingham/Kaka'ako SG Contruction	SOV	0	0	0	0	0	0%
DBB-600	UHWO PnR/Hoopili Stn Finishes Cnstr.	SOV	0	0	0	0	0	0%
DBOM-920	Core Systems Design Build O/M	SOM	573,782,793	18,847,205	592,629,998	576,714,986	108,387,586	18%
FD-140	West Oahu Station Group Final Design	SOM	7,789,000	1,771,305	9,560,305	8,293,505	7,925,105	83%
FD-240	Farrington Highway Stations Group 2	SOM	9,300,696	4,897,349	14,198,045	12,877,632	12,191,045	86%
FD-245	Pearl Highlands Pkg. Str. FD OLD	SOM	0	0	0	0	0	0%
FD-340	Kamehameha Hwy Station Group H2R2 FD	SOM	8,702,592	-0	8,702,592	8,004,496	7,687,348	88%
FD-430	Airport Sect. Guideway/Utilities FD	SOM	38,840,960	3,711,172	42,552,132	42,552,132	35,915,736	84%
FD-440	Airport Station Group FD	SOM	10,177,365	1,224,840	11,402,205	10,352,862	9,718,742	85%
FD-530	City Center Guideway/Utilities FD	SOM	43,948,220	1,282,803	45,231,023	42,614,702	35,345,804	78%
FD-550	Dillingham and Kaka'ako SG FD	SOM	18,321,918	652,529	18,974,447	15,339,142	8,702,316	46%
FD-600	UHWO Pkg-Hoopili Station Finishes FD	SOM	0	0	0	0	0	0%
HRT-200	HART Labor		34,951,942	0	34,951,942	0	33,696,820	96%
HRT-201	HART ODC		15,759,154	0	15,759,154	0	13,279,797	84%
MI-900	Project Wide Fare Collection DFI	MI	0	0	0	0	0	0%
MI-930	Elevators & Escalators Install/Maint	SOM	50,982,714	0	50,982,714	5,442,108	3,298,348	6%
MM-280	WOPH/KHSG CE&I (REPACKAGED)	CPFF	0	0	0	0	0	0%

* Current Committed = Original Contract + CCO/Amendment

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

m_cw_pmoc_monthly_contract_one_line - No. 19

Print: 1/9/15 11:14

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by Contract - One Line Summary

Page: 2 of 3

CPP No	Title		A Original	B COMMITTED Changes	C=A+B COMMITTED Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
MM-290	Construction Engrg & Inspection West	CPFF	54,232,480	0	54,232,480	16,650,000	7,673,399	14%
MM-385	Pearl Highlands Garage and Ramps CEI	CPFF	0	0	0	0	0	0%
MM-500	Repackaged into MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-525	Repackaged into MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-590	Repackaged into MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-595	Construction Engrg & Inspection East	CPFF	63,083,417	0	63,083,417	15,257,000	6,058,364	10%
MM-600	UHWO Pkg-Hoopili Stn Finishes CEI	CPFF	0	0	0	0	0	0%
MM-900	Program Mgt Support Consit (PMSC-1)	CPFF	36,727,162	0	36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Consit (PMSC-2)	CPFF	33,376,897	0	33,376,897	26,680,790	26,491,660	79%
MM-905	MM-905 Gen Engrg Consit EIS/PE	CPFF	0	78,564,942	78,564,942	78,564,942	74,157,822	94%
MM-910	MM-910 Gen Engrg Consit FD-Construct	CPFF	150,000,000	0	150,000,000	150,000,000	149,305,568	100%
MM-913	MM-913 Gen Engrg Recompete	CPFF	46,143,277	0	46,143,277	13,078,208	11,443,803	25%
MM-915	HDOT Traffic Mgmt. Consult.	T&M	1,600,000	1,400,000	3,000,000	4,000,000	1,699,311	57%
MM-920	HDOT Coordination Consit WOFH	T&M	3,000,000	7,500,000	10,500,000	10,000,000	5,893,180	56%
MM-921	HDOT Coordination Consit KHG	T&M	10,000,000	-1,400,000	8,600,000	5,000,000	2,480,364	29%
MM-922	HDOT Coord. Consit. Airport	T&M	12,000,000	-5,600,000	6,400,000	8,000,000	1,753,547	27%
MM-923	HDOT Coordination Consit City Center	T&M	0	0	0	0	0	0%
MM-925	HDOT Labor - Highway Group	T&M	550,000	0	550,000	815,633	1,153,243	210%
MM-926	HDOT Labor - Airport Group	T&M	0	0	0	0	0	0%
MM-930	HDOT State SOA Manager & Consultant	T&M	1,272,400	583,142	1,855,542	843,167	514,371	28%
MM-935	Real Estate Consultant	T&M/T:	3,000,000	3,327,665	6,327,665	4,817,665	2,534,474	40%
MM-937	Real Estate Consultant - Maps/Surv.	CPFF	2,998,000	0	2,998,000	1,500,000	411,541	14%
MM-940	Kako'o Consultant	T&M/T:	1,000,000	0	1,000,000	500,000	397,813	40%
MM-945	On-Call Contractor	T&M/T:	1,000,000	0	1,000,000	800,000	301,474	30%
MM-946	On-Call Hazmat Removal Contractor	T&M/T:	3,075,000	0	3,075,000	1,000,000	1,585,559	52%
MM-950	OCIP Consultant	FFF	1,250,000	0	1,250,000	833,750	764,375	61%
MM-951	Owner-Controlled Insurance Program	FFF	41,000,000	0	41,000,000	0	17,325,204	42%
MM-960	Archeological & Cultural Monitoring	T&M	459,517	0	459,517	417,426	61,779	13%
MM-962	CORE Systems Support	CPFF	43,988,989	0	43,988,989	3,600,000	5,435,865	12%
MM-964	Safety and Security	FFF	4,699,573	0	4,699,573	1,200,000	1,012,969	22%
MM-975	LEED Commissioning Services for MSF	T&M	278,630	9,910	288,540	288,540	58,680	20%
OTHER	Project Wide		0	0	0	0	0	0%
PA-101	Programmatic Agreement Humanities	PA	0	0	0	0	0	0%

* Current Committed = Original Contract + CCO/Amendment

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

m_cw_pmoc_monthly_contract_one_line - No. 19

Print 1/9/15 11:14

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 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
			COMMITTED			AFE	INCURRED	PERCENT
			Original	Changes	Current *	AFE**	Incurred To Date	%
PA-102	Programmatic Agreement HPC	PA	400,000	0	400,000	200,000	44,032	11%
PA-103	Programmatic Agreement HPC Park Impr	PA	0	0	0	0	0	0%
ROW	Real Estate / Right-of-Way		61,254,663	0	61,254,663	121,992	78,328,123	128%
UTIL	Utilities by Utility Companies	T&M	90,560,619	1,070,000	91,630,619	67,943,941	13,657,293	15%
Total Project:			**2,580,557,379**	**349,784,680**	**2,930,342,058**	**2,186,741,273**	**1,341,451,959**	

* Current Committed = Original Contract + CCO/Amendment

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

m_cw_pmoc_monthly_contract_one_line - No. 19

Print 1/9/15 11:14

Project Costs by SCC – Summary

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

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by SCC Summary

Page: 1 of 1

SCC	Title	A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10.	Guideway & Track Elements	1,114,215,147	38,569,024	1,152,784,171	543,750,407	30,036,846	0	1,152,784,171	0	126,185,455
20.	Stations,Stops,Terminals,Intermodal	421,804,740	(25,138,472)	396,666,268	50,982,714	0	0	396,666,268	0	3,298,348
30.	Support Facilities;Yards,Shops,Admin	92,535,015	21,771,122	114,306,137	114,306,137	17,962,473	0	114,306,137	0	54,745,769
40.	Sitework & Special Conditions	983,178,121	47,961,254	1,031,139,375	710,923,796	154,857,688	6,566,352	1,031,139,375	0	359,017,918
50.	Systems	221,284,301	25,606,231	246,890,532	231,420,319	26,038,099	0	246,890,532	0	14,899,832
60.	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	64,584,483	329,820	5,000,000	197,926,568	0	81,140,397
70.	Vehicles	186,829,020	4,713,997	191,543,017	191,543,017	1,514,720	0	191,543,017	0	21,203,394
80.	Professional Services	1,087,830,119	5,755,967	1,093,586,086	1,011,676,708	116,027,692	(14,240,170)	1,093,586,086	0	635,825,780
	A.C. Provisional Pay Requests	0	0	0	0	0	0	0	0	44,600,000
Subtotal:		4,305,074,410	119,767,744	4,424,842,154	2,919,187,582	346,767,339	(2,673,818)	4,424,842,154	0	1,340,916,894
2. NTP										
	NTP Authorized For Expediture	0	0	0	0	1,833,372,696	0	0	0	0
Subtotal:		0	0	0	0	1,833,372,696	0	0	0	0
3. Contingency										
	CNTR Allocated Contingency	541,689,343	(69,856,629)	472,332,714	11,154,476	6,601,239	150,316,470	472,332,714	0	535,065
	PRJ Unallocated Contingency	101,871,170	(50,411,115)	51,460,055	0	0	0	51,460,055	0	0
Subtotal:		643,560,513	(119,767,744)	523,792,769	11,154,476	6,601,239	150,316,470	523,792,769	0	535,065
4. Finance Charges - Eligible										
	OTH Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	0	5,121,693,166	2,930,342,058	2,186,741,273	147,642,651	5,121,693,166	0	1,341,451,959
4. Finance Charges -Ineligible Costs										
	FINC Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,930,342,058	2,186,741,273	147,642,651	5,163,693,166	0	1,341,451,959

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Report: M_CW_pmoc_monthly_Scc_summary - No. 22

Print Date: 1/9/15 11:07

Project Costs by SCC – Level 2

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

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by SCC Details

Page: 1 of 3

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE **	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10. Guideway & Track Elements		1,114,215,147	38,569,024	1,152,784,171	543,750,407	36,036,846	0	1,152,784,171	0	126,185,455
10.04	Guideway: Aerial Structure	1,022,380,671	35,592,863	1,057,973,534	458,447,570	20,375,119	0	1,057,973,534	0	87,249,678
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,056,688)	6,436,256	6,436,256	0	0	6,436,256	0	0
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	38,935,777
10.11	Track: Ballasted	3,293,724	(595,849)	2,697,875	2,697,875	0	0	2,697,875	0	0
10.12	Track: Special (Switches, turnouts)	1,700,603	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0
20. Stations, Stops, Terminals, Intermodal		421,804,740	[illegible]	396,666,268	50,982,714	0	0	396,666,268	0	3,298,348
20.01	At-grade station, stop, shelter,..	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0
20.02	Aerial Station, stop, shelter,mall	294,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0
20.07	Elevators, Escalators	54,721,186	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	3,298,348
30. Support Facilities: Yards, Shops, Admin		92,535,015	21,771,122	114,306,137	114,306,137	17,962,473	0	114,306,137	0	54,745,769
30.02	Light Maintenance Facility	7,591,888	(5,095)	7,586,793	7,586,793	0	0	7,586,793	0	929,461
30.03	Heavy Maintenance Facility	38,099,138	4,595,814	42,694,952	42,694,952	4,837,922	0	42,694,952	0	15,554,303
30.04	Storage or Maintenance of Way Buil	7,797,460	964,571	8,762,031	8,762,031	1,026,121	0	8,762,031	0	1,899,430
30.05	Yard and Yard Track	39,046,529	16,215,832	55,262,361	55,262,361	12,098,430	0	55,262,361	0	36,362,575
40. Sitework & Special Conditions		983,178,121	47,961,254	1,031,139,375	710,923,796	154,857,888	6,566,352	1,031,139,375	0	359,017,918
40.01	Demolition, Clearing, Earthwork	29,980,158	(2,308,147)	27,672,011	8,589,446	692,302	0	27,672,011	0	241,537
40.02	Site Utilities, Utility Relocation	299,449,756	8,115,662	307,565,418	193,481,084	7,680,520	6,957,656	307,565,418	0	32,110,284
40.03	Haz. mat'l, contam'd soil removal	9,199,237	(5,421,634)	3,777,603	3,091,085	16,085	(391,304)	3,777,603	0	1,611,644
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,543,497	2,689	0	31,955,923	0	6,836,521
40.05	Site structures, retaining walls,	7,998,960	1,062,414	9,061,374	8,974,511	71,663	0	9,061,374	0	885,463
40.06	Pedestrian/bike access/landscaping	41,073,897	741,177	41,815,074	4,991,868	(4,566)	0	41,815,074	0	50,000
40.07	Auto, bus, van accessways	181,979,367	(11,513,507)	170,465,860	36,270,071	1,501,555	0	170,465,860	0	3,345,146
40.08	Temporary Facilities/Indirect Cost	386,517,624	52,308,488	438,826,112	438,982,235	144,897,440	0	438,826,112	0	313,937,323
50. Systems		221,284,301	25,606,231	246,890,532	231,420,315	26,038,093	0	246,890,532	0	14,899,882
50.01	Train control and signals	81,982,556	23,381,140	105,363,696	105,363,696	22,961,050	0	105,363,696	0	1,197,986
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	0	10,251,336	0	0
50.03	Traction power supply: substation	29,500,926	1,379,880	30,880,806	30,880,806	(87,485)	0	30,880,806	0	342,747
50.04	Traction power distribution: cate	32,878,150	5,059,838	37,937,988	33,029,111	7,941,115	0	37,937,988	0	8,018,935
50.05	Communications	53,691,339	6,443,477	60,134,816	59,824,816	5,573,419	0	60,134,816	0	6,472,065

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Report: M_CMI_pmoc_monthly_scc_details - No. 23

Print Date: 1/9/15 11:06

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by SCC Details

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
50. Systems		221,284,301	25,606,231	246,890,532	231,420,319	26,038,099	0	246,890,532	0	14,899,882
50.06	Fare collection system and equipme	9,159,277	(10,291,178)	(1,131,901)	(1,131,901)	(10,350,000)	0	(1,131,901)	0	(1,131,901)
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 Improvements		197,397,947	528,621	197,926,568	64,584,483	329,820	5,000,000	197,926,568	0	81,140,397
60.01	Purchase or lease of real estate	179,360,664	250,821	179,611,485	57,628,735	52,020	5,000,000	179,611,485	0	75,009,632
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,955,748	277,800	0	18,315,083	0	6,130,765
70. Vehicles		186,829,020	4,713,997	191,543,017	191,543,017	1,514,720	0	191,543,017	0	21,203,394
70.01	Light Rail	166,721,386	5,915,687	172,637,073	172,637,073	1,514,720	0	172,637,073	0	14,473,908
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	6,729,486
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80. Professional Services		1,087,830,119	5,755,967	1,093,586,086	1,011,676,708	116,027,682	(14,200,770)	1,093,586,086	0	635,825,780
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	20,905,682	0	118,699,447	0	101,098,184
80.02	Final Design	228,321,632	(11,416,238)	216,905,394	198,342,146	23,427,719	2,858,365	216,905,394	0	137,861,857
80.03	Project Management Design & Cons	363,849,768	(44,051,182)	319,798,586	352,880,099	64,946,774	(17,323,901)	319,798,586	0	266,941,052
80.04	Constr. Admin. & Management	199,656,728	(37,885,393)	161,771,336	156,506,875	2,122,243	4,500	161,771,336	0	60,007,700
80.05	Professional Liability & other Ins	46,549,724	28,781,938	75,331,662	43,174,657	700,500	0	75,331,662	0	19,048,878
80.06	Legal; Permits,Review Fees ect..	67,641,005	(211,086)	67,429,919	35,564,005	2,516,420	0	67,429,919	0	15,945,100
80.07	Surveys, Testing, Investigation, I	21,759,336	46,124,427	67,883,763	66,772,822	446,446	996,675	67,883,763	0	19,173,630
80.08	Start up	65,996,664	(230,685)	65,765,980	48,868,977	961,909	(775,809)	65,765,980	0	15,749,379
A.C. Provisional Pay Requests		0	0	0	0	0	0	0	0	44,600,000
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	44,600,000
Subtotal:		4,305,074,410	119,767,744	4,424,842,154	2,919,187,582	346,767,339	(2,673,818)	4,424,842,154	0	1,340,916,894
2. NTP										
NTP	Authorized For Expediture	0	0	0	0	1,833,372,696	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	1,833,372,696	0	0	0	0
Subtotal:		0	0	0	0	1,833,372,696	0	0	0	0
3. Contingency										
CNTR	Allocated Contingency	541,889,343	(69,856,629)	472,332,714	11,154,476	6,601,239	150,316,470	472,332,714	0	535,065
90.02	Allocated Contract Contingency	540,101,329	(72,432,472)	467,668,858	6,601,239	6,601,239	142,419,868	467,668,858	0	535,065

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Report M_CWI_pmoc_monthly_Scc_details - No. 23

Print Date: 1/9/15 11:06

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: December 2014

Project Monthly Cost Report by SCC Details

Page: 3 of 3

SCC	Title	A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
3. Contingency										
CNTR	Allocated Contingency	541,889,343	(69,356,629)	472,332,714	11,154,476	6,601,239	150,316,470	472,332,714	0	535,065
90.03	Allowances	1,588,014	3,075,842	4,663,856	4,553,238	0	7,896,601	4,663,856	0	0
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0
PRJ	Unallocated Contingency	101,871,170	(50,411,115)	51,460,055	0	0	0	51,460,055	0	0
90.01	Unallocated Project Contingency	101,871,170	(50,411,115)	51,460,055	0	0	0	51,460,055	0	0
Subtotal:		643,560,513	(119,767,744)	523,792,769	11,154,476	6,601,239	150,316,470	523,792,769	0	535,065
4. 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**	**5,121,693,166**	**2,930,342,058**	**2,186,741,273**	**147,642,651**	**5,121,693,166**	**0**	**1,341,451,959**
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		**42,000,000**	**0**	**42,000,000**	**0**	**0**	**0**	**42,000,000**	**0**	**0**
Total Project:		**5,163,693,166**	**0**	**5,163,693,166**	**2,930,342,058**	**2,186,741,273**	**147,642,651**	**5,163,693,166**	**0**	**1,341,451,959**

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Report: M_CW_pmoc_monthly_Scc_details - No. 23

Print Date: 1/9/15 11:06

Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Contract Name	Contractor Name	Advertise Date	Contract Execution	Issue NTP	Projected Substantial Completion Date
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Apr 03 '09	Nov 11 '09	Dec 01 '09	Jul 01 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KKJV)	Jul 24 '09	June 30 '11	Jul 25 '11	Apr 15 '16
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	Mar 19 '10	June 30 '11	Jul 12 '11	Sep 16 '16
DBOM-920	Core Systems Contract	Ansaldo Honolulu JV	Aug 17 '09	Nov 28 '11	Jan 13 '12	Mar 31 '19
MI-930	Elevators and Escalators	Schindler Elevator Corporation	Dec 18 '12	Jul 31 '13	Aug 02 '13	Jul 05 '18
FD-140	West O'ahu Station Group Final Design and Support	URS Corporation	Jun 14 '10	Jun 14 '12	Jun 15 '12	Jun 30 '16
FD-240	Farrington Highway Station Group Final Design and Support -2	URS Corporation	Jun 10 '13	Sep 27 '13	Sep 30 '13	Nov 14 '16
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) and Support	Anil Verma Associates, Inc.	Jun 28 '11	Nov 16 '12	Nov 26 '12	Oct 31 '16
FD-430	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 26 '11	Dec 22 '11	Jan 05 '12	Jun 30 '17
FD-530	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 30 '12	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	Mar 30 '12	Nov 7 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and Support	Perkins+Will	Nov 16 '12	Aug 15 '13	Jul 31 '13	Jul 30 '18
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wong Engineering, Inc.	Jul 26 '13	Jan 9 '14	Jan 09 '14	Mar 01 '19
MM-595	Construction Engineering & Inspection East Side Sections	URS Corporation	Jul 26 '13	Jan 9 '14	Jan 09 '14	Mar 01 '19
MM-901	Program Management Support Consultant - 2 (PMSC-2)	InfraConsult LLC	Aug 03 '11	Feb 28 '12	Mar 08 '12	Mar 07 '15
MM-910	General Engineering Consultant II (GEC-2)	Parsons Brinckerhoff	Sep 03 '09	Jun 30 '11	Aug 02 '11	Dec 31 '14
MM-913	General Engineering Consultant III (GEC-3)	CH2M HILL	Jul 26 '13	Dec 5 '13	Dec 05 '13	Apr 5 '19
MM-935	Real Estate Consultant	Paragon Partners, Ltd.	Apr 01 '11	Mar 14 '12	Mar 14 '12	Mar 13 '17
MM-937	Real Estate Mapping & Surveying	R.M. Towill Corporation	Nov 15 '13	May 22 '14	May 23 '14	Dec 30 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	May 20 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Jan 31 '12	May 10 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Jun 04 '13	Apr 9 '14	Apr 08 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	May 30 '18
MM-962	CORE Systems Support	Lea+Elliott, Inc.	Sep 13 '13	Feb 10 '14	Feb 11 '14	Mar 01 '19
MM-964	Safety / Security Support	Lawson & Associates, Inc.	Oct 23 '13	Apr 23 '14	May 01 '14	Dec 14 '17
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility	Enovity, Inc.		Oct 6 '10	Oct 07 '10	Jan 14 '16
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Mar 15 '13	Aug 1 '13	Aug 01 '13	May 01 '16
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Aug 15 '11	Jun 5 '12	Jun 12 '12	Jul 01 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway Guideway Section	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 16 '18
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jul 15 '15
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway Sections	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 15 '18
MM-945	On-Call Construction Contractor	Royal Contracting Co. Ltd.	Jun 02 '14	Aug 6 '14	Aug 14 '14	Mar 03 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Feb 15 '17
DBB-505	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Dec 22 '15
DBB-525	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	TBD
DBB-520	Airport and City Center Sections Guideway Construction / City Center Section Utilities Construction	CANCELED	Jul 02 '14	TBD	TBD	Canceled Dec 2 '14

Remaining Contracts							
Contract Code	Contract Name	Contractor Name	Advertise Date	Due Date	Contract Execution	Issue NTP	Projected Substantial Completion Date
DB-275	Pearl Highlands Parking Structure / Bus Transit Center		Mar 03 '14		TBD	TBD	TBD
DBB-271	Farrington Hwy Stations Group Construction		Dec 19 '14	Mar 03 '15	TBD	Apr 01 '15	Aug 31 '17
AP00	Art-in-Transit		May 9 '13	TBD	TBD	TBD	TBD
DBB-385	Ramp H2R2		Jan 30 '15	Mar 24 '15	TBD	Apr 16 '15	May 31 '16
DBB-171	West O'ahu Stations Group Construction		Apr 13 '15	Jun 12 '15	TBD	Jul 08 '15	Nov 30 '17
DBB-371	Kamehameha Hwy Stations Group Construction		Aug 01 '15	TBD	TBD	Dec 01 '15	Aug 31 '18
DB-xxx	Airport Guideway and Stations		Apr 02 '15	TBD	TBD	Feb 01 '16	Jul 01 '19
DBB-xxx	City Center Utilities		Jun 01 '15	TBD	TBD	Oct 01 '15	Mar 31 '17
DB-xxx	City Center Guideway and Dillingham Kakaako Stations		Aug 01 '15	TBD	TBD	Jun 01 '16	Dec 01 '19
	Faregate Systems Engineer RFQ		TBD	TBD	TBD	TBD	TBD
	Faregate Collections Systems and Construction		TBD	TBD	TBD	TBD	TBD
	Photovoltaic		TBD	TBD	TBD	TBD	TBD

Appendix E. 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 1/31/15)						
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	
				CT-DTS-1100195 DB-320	$129,816	
				CT-HRT-1000449 DB-200	$52,821	$189,437
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	
				CT-HRT-10H0449 DB-200	$41,232	
				CT-DTS-1100195 DB-320	$60,714	$638,977
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	$15,456	$15,456
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	$2,730,278	$2,730,278
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	$43,866	
				CT-DTS-1100195 DB-320	$107,100	$150,966
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	$6,105	$6,105
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	
				SC-DTS-0700001 **** MM-910	$2,783,277	
				SC-HRT-1400051 MM-595	$92,562	
				SC-HRT-1400049 MM-962	$137,434	$5,613,735
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	$740,962	
				SC-DTS-0700001 **** MM-910	$150,141	
				SC-HRT-1400061 MM-964	$425,776	$1,316,879
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	

DBE Participation (9/24/07 to 1/31/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
				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	$25,020	$25,020
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	$3,239,360	$3,239,360
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	$135,281	
				SC-HRT-1400027 MM-913	$287,479	$422,760
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
Element Environmental	541620	APA	M	SC-HRT-1400050 MM-290	$387,544	$387,544
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290	$4,477	$4,477
Bow Construction Management	541330	APA	M	SC-HRT-1400050 MM-290	$108,015	$108,015
FIC, LLC	541611	APA	M	SC-HRT-1400051 MM-595	$454,154	$454,154
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	$365,592	$365,592
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	$18,147	$18,147
ADS System Safety Consulting *****	541620	BA	M	SC-HRT-1400061 MM-964	$439,733	$439,733
Total						**$20,598,903**

** 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.*
****** ADS System Safety Consulting was certified as a DBE effective 8/7/14.*

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 F. Risk

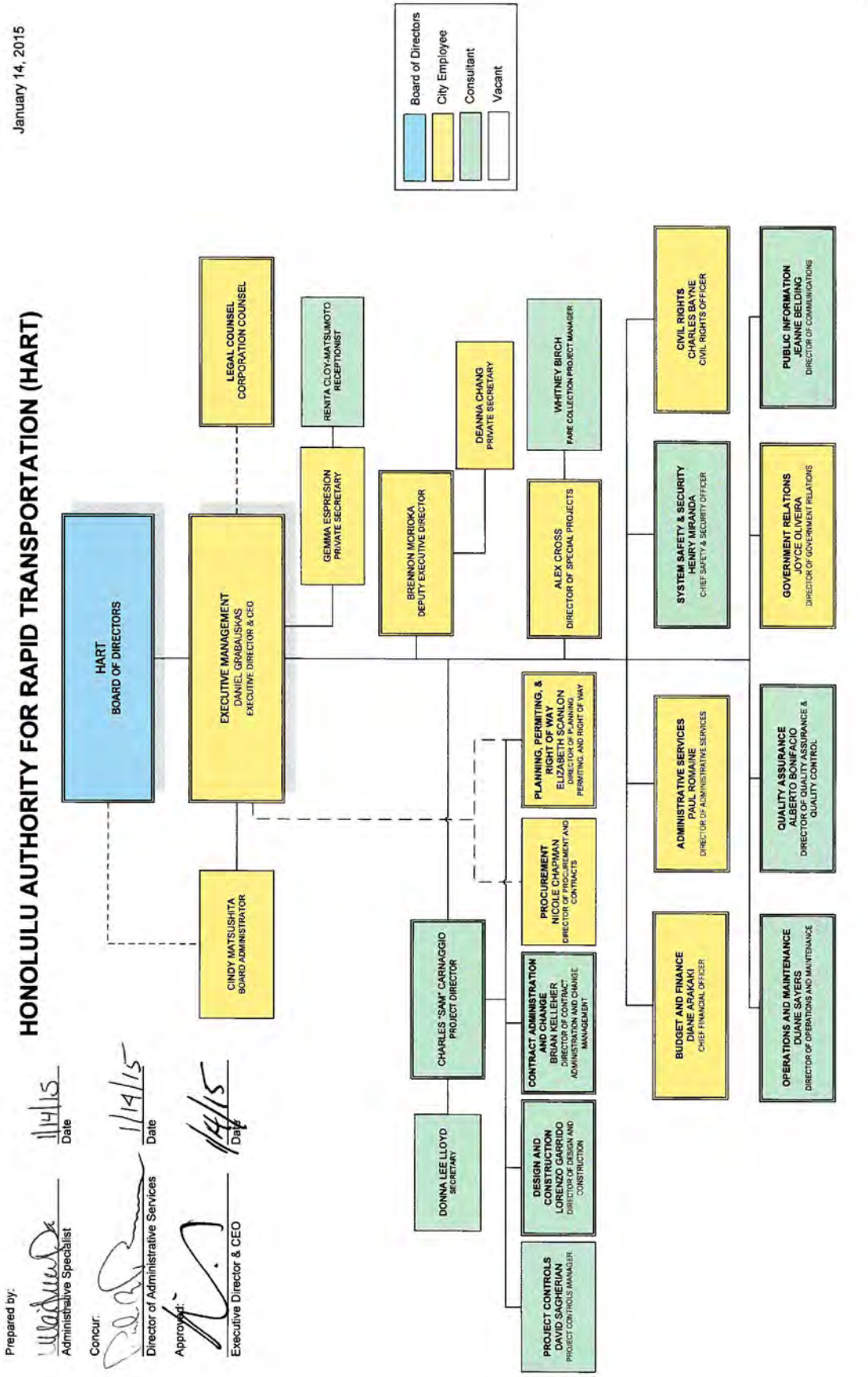
Risk by Contract Package				
Contract Packages	Dec. 2014 # of Risks	January 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	5	5	0	0
WOFH Guideway	22	22	0	0
Pearl Highlands	6	6	0	0
Maintenance and Storage Facility	5	5	0	0
Kamehameha Highway Guideway	23	23	0	0
Core Systems Contract	11	10	0	1
Elevator/Escalator	3	3	0	0
Airport Utilities	2	2	0	0
West Side Stations	17	16	0	1
Airport Guideway	31	31	0	0
City Center Guideway	43	43	0	0
Airport Section Stations	26	26	0	0
City Center Section Stations	14	14	0	0
Total	**208**	**206**	**0**	**2**

Notes of Significance:

1) Induced current issues are being designed out with a negative grounding device. This will mitigate risk to passengers.

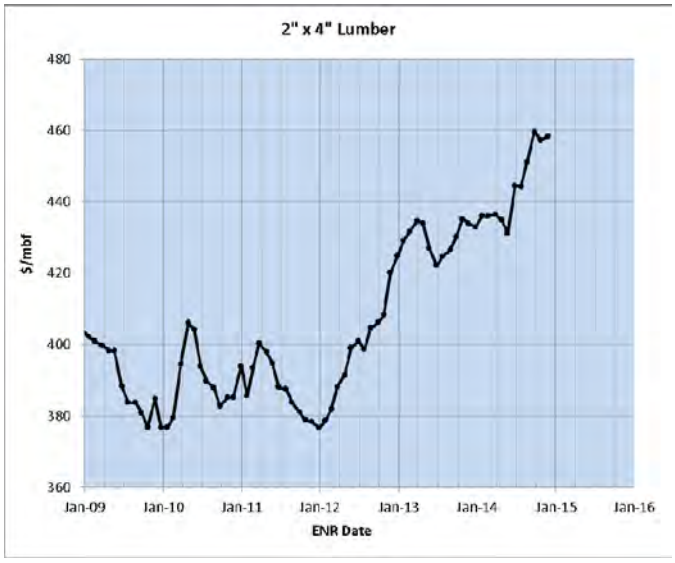
Comparison of Risk Ratings								
Contract Package/Section	December 2014 # of Risks				January 2015 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	5	1	3	1	5	1	3	1
WOFH Guideway	22	4	11	7	22	4	11	7
Pearl Highlands	6	1	5	0	6	1	5	0
Maintenance and Storage Facility	5	0	4	1	5	0	4	1
Kamehameha Highway Guideway	23	2	16	5	23	2	16	5
Core Systems Contract	11	1	4	6	10	1	4	5
Elevator/Escalator	3	1	2	0	3	1	2	0
Airport Utilities	2	0	2	0	2	0	2	0
West Side Stations	17	6	10	1	16	5	10	1
Airport Guideway	31	7	22	2	31	7	22	2
City Center Guideway	43	14	24	5	43	14	24	5
Airport Stations	26	4	20	2	26	4	20	2
City Center Stations	14	1	12	1	14	1	11	2
Total	**208**	**42**	**135**	**31**	**206**	**41**	**134**	**31**

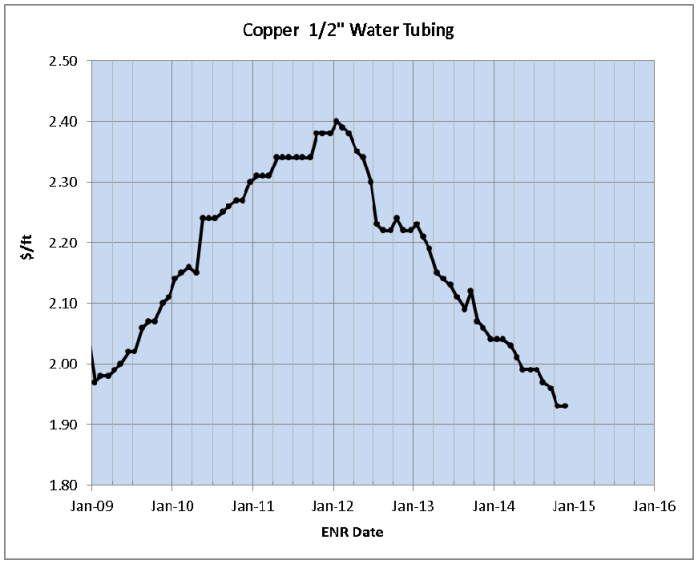
Appendix G. Project Organization Chart

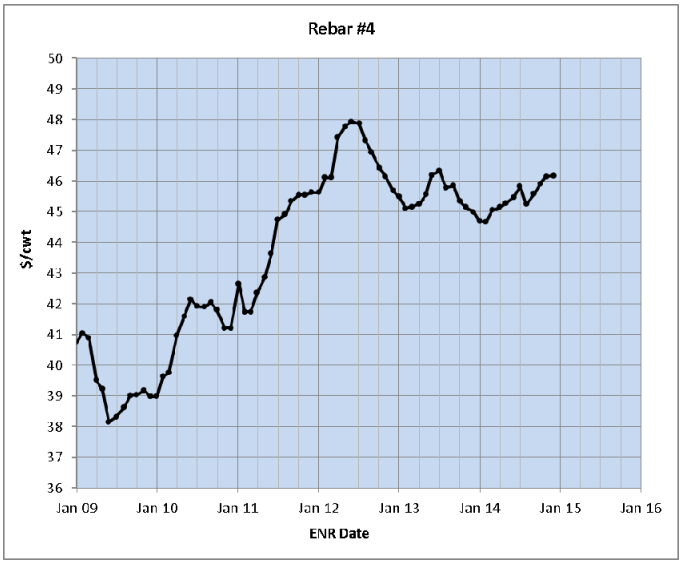


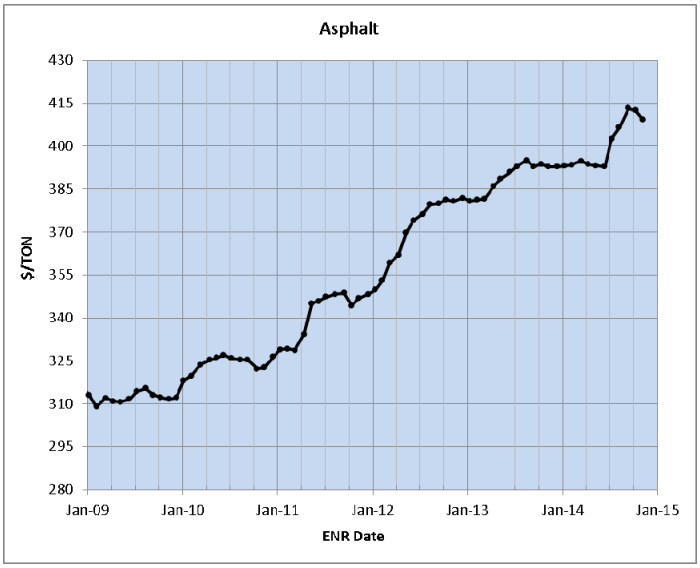
Appendix H. Indices on Key Commodities

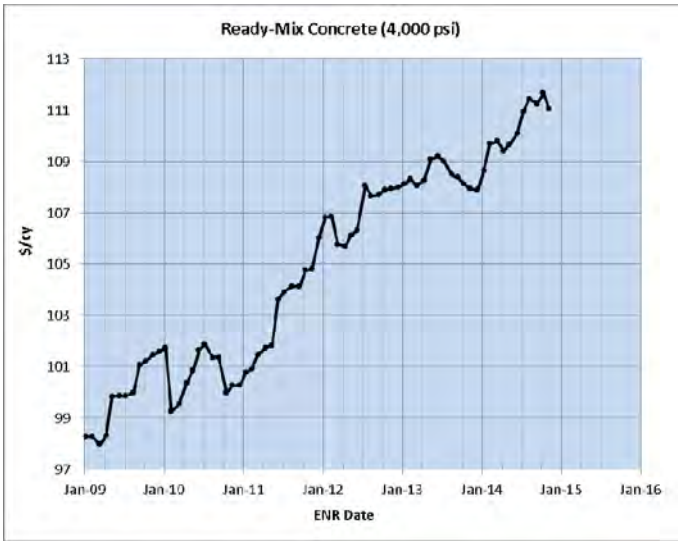
The following charts represent the cost trends on some of the key materials used in the program.

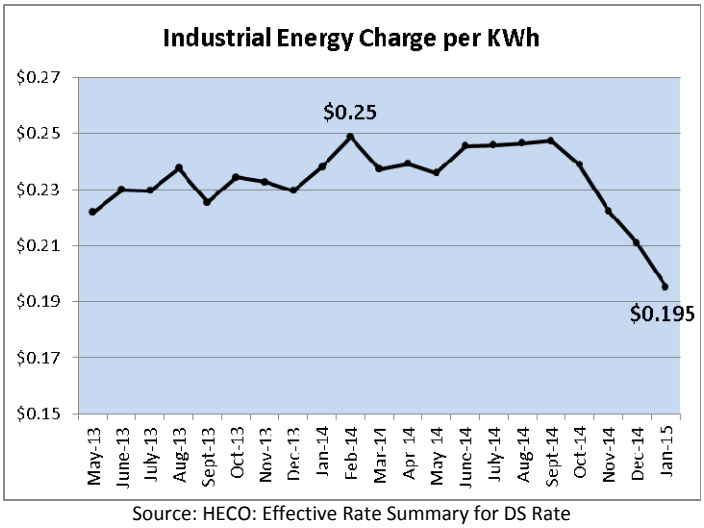










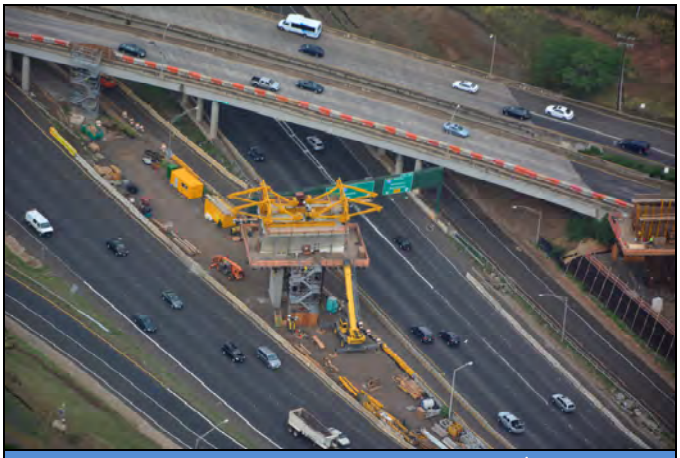


Source: HECO: Effective Rate Summary for DS Rate

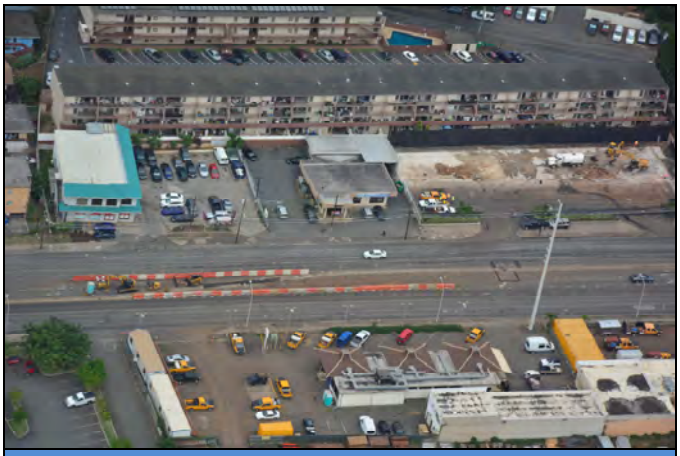
Appendix I. Project Photos

Guideway construction in West O'ahu.

Equipment storage site.


Balanced Cantilever construction near the H-1/H-2 Freeway merge.

Construction near the H-1/H-2 Freeways.


Construction along Kamehameha Highway.

Future Aloha Stadium Station.

Operations and Servicing Building (OSB).

Wheel Truing Building and OSB.

Maintenance of Way Building.

Casting Yard.