



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street, Honolulu, Hawaii
(entrance on Richards Street)
Monday, August 8, 2016, 8:30 a.m.

PRESENT:

Colleen Hanabusa
Damien Kim
George Atta
John Henry Felix
Terri Fujii

Michael Formby
Colbert Matsumoto
William "Buzz" Hong
Terrence Lee

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

Daniel Grabauskas
Brennon Morioka
Randall Ishikawa
Lisa Hirahara
Sam Carnaggio
Joyce Oliveira
Kai Nani Kraut
Nick Ching
Kevin Cox

Lawrence Friedman
Rebecca Friedman
Mitchel Cabrerros
Jim Anthony
Barbra Armentrout
Morris Atta
Andrea Tantoco
Cindy Matsushita

EXCUSED:

Ford Fuchigami

I. Call to Order by Chair

HART Board Chair Colleen Hanabusa called the meeting to order at 8:35 a.m.

II. Public Testimony on all Agenda Items

Barbra Armentrout provided testimony regarding HART's Annual Report, which was not available to the public as it was in draft form. Ms. Hanabusa said she would look into it. Ms. Armentrout wished Ms. Hanabusa luck in the upcoming election.

Lawrence Friedman testified of the need for the Board to request Executive Director and CEO Daniel Grabauskas' resignation, as the future of the rail project past Middle Street was in question. He questioned the award of an \$875 million contract prior to the exploration of viable

options for the entire 20-mile route, when the project was experiencing a funding shortfall. He expressed his concern over the Board's perceived inaction in performing its fiduciary responsibilities to taxpayers. Mr. Friedman's written testimony is attached hereto as Attachment A.

Dr. Jim Anthony provided testimony regarding the Board's restraint by the Revised Charter of the City and County of Honolulu, resulting in its action as a "rubber stamp." He urged the Board not to make a decision on Mr. Grabauskas' evaluation until after the election.

III. Approval of Minutes

A. June 16, 2016 Meeting of the Board of Directors

B. July 14, 2016 Meeting of the Board of Directors

Ms. Hanabusa called for the approval of the minutes of the June 16, 2016 meeting of the Board. Board member Colbert Matsumoto moved to approve, and Board member Damien Kim seconded the motion. Ms. Hanabusa called for public testimony; there was none. All being in favor, the minutes were unanimously approved.

Ms. Hanabusa called for the approval of the minutes of the July 14, 2016 meeting of the Board. Mr. Matsumoto so moved, and Mr. Kim seconded the motion. Ms. Hanabusa called for public testimony; there was none. All being in favor, the minutes were adopted.

IV. HART's Annual Report to the Mayor and Honolulu City Council

Mr. Grabauskas said that HART's Annual Report was required for submittal to the mayor for publication. The draft report was being submitted to the Board for its review and comment. He requested that Board members submit any comments to the Board Administrator. Board Administrator Cindy Matsushita requested that members submit comments by August 18, 2016.

V. Honolulu City Council Resolution 16-169 Establishing a Council Policy to Suspend All Council Approvals for Acquisition of Real Property by HART for Honolulu's Rail Project Pending the FTA's Approval of a Recovery Plan

HART Deputy Director of Right of Way Morris Atta and Director of Government Relations Joyce Oliveira made a presentation on City Council Resolution 16-169, which is attached hereto as Attachment B. Ms. Oliveira said that the resolution, which would be referred to the subject matter committee and then be heard by the full Council, would establish council policy not to approve future real property acquisitions until a recovery plan is finalized. Ms. Oliveira said that HART staff had been meeting with individual Councilmembers to explain HART's position and to answer questions.

Mr. Atta expressed HART's concern about that the resolution as drafted may apply to the entire project, versus the properties east of Middle Street; the concern had been raised with the introducer, Councilmember Ann Kobayashi. He reminded the Board that it authorized staff to continue with transactions in the City Center section for which there were signed agreements in place, as well as with eminent domain actions already pending in court. Mr. Atta said that the

Councilmember had indicated she was open to clarifications of the Council resolution. He was seeking confirmation of the Board's direction.

Mr. Formby asked whether any Councilmembers had indicated an intention to amend the resolution to be more consistent with HART's position. Ms. Oliveira said that Councilmembers recognized the impact its resolution may have on the acquisition of properties east of Middle Street. They had also requested more specific information regarding HART's pending acquisitions, in which landowners were desiring to proceed with the transaction.

Mr. Atta added that there was an additional question as to the Council's authority to impact acquisitions other than eminent domain actions. Councilmembers had been open to the suggestion that the resolution apply only to the eminent domain actions that were within the Council's authority.

Ms. Hanabusa asked whether the Resolution 16-169 had been scheduled for hearing, and Ms. Oliveira said it had not, although it had been referred to the Executive Matters Committee. She reported that a Councilmember had inquired as to the Board's position on the resolution. Ms. Hanabusa asked what written form the Board would utilize to memorialize its position. She stated that as the Board's verbal direction to HART staff was apparently not acceptable to Council, she was requesting that staff return to the Board with its position set forth in a manner acceptable to Council.

VI. June Monthly Progress Report

VII. June Project Management Oversight Consultant Report

Mr. Grabauskas stated that items VI and VII were provided as a regularly noticed matter for discussion. The reports are attached hereto as Attachments C and D.

Ms. Hanabusa asked about the Project Management Oversight Consultant (PMOC); Mr. Grabauskas stated they were in town that week. Ms. Hanabusa invited members to attend the PMOC meeting.

Mr. Carnaggio said that the discussion on project controls and costs would be held the following day, and the overall project status meeting would be held on Wednesday.

Ms. Hanabusa called for public testimony.

Barbra Armentrout stated that copies of the Monthly Progress Report were not available for the public. Ms. Hanabusa replied that the report had not been covered at the previous week's meeting, but that it had been available at that time.

Jim Anthony wondered what the PMOC knew, and when it knew it. He expressed his concern that the Board did not have access to PMOC meetings in 2014, and asked why meetings of the PMOC were not open to the public. He spoke of the need for accountability, and of his disappointment that Ms. Hanabusa was leaving the Board.

VIII. Construction and Traffic Update

West Side Construction Manager Kai Nani Kraut, Lead Traffic Engineer Nick Ching, and East Side Construction Manager Kevin Cox provided an update on construction and traffic; a copy is attached hereto as Attachment E.

Ms. Kraut said that the Rail Operations Station was in substantial completion. A time extension was issued on the West Oahu Farrington Highway Guideway until November 2016, where third rail, traffic signals, civil work, final striping and finishing work is taking place. Construction and design work is continuing on the West Oahu station group. The contractor's baseline schedule was approved for the Farrington Highway station group, with utility modification and drill shaft work in progress.

Board member Colbert Matsumoto asked about the meaning of "contractor building plan per schedule." Ms. Kraut said that the term referred to the contractor's billing versus the contract building plan schedule. She said that some delays have occurred because the contractor's baseline schedule had not been approved; the baseline schedule is a prerequisite to actual construction work and billing. Mr. Matsumoto asked whether that metric could be used as a gauge to measure completion of the project, and Ms. Kraut said it could.

Ms. Kraut continued by reporting that the tentative construction start date on the H2R2 ramp is August 8, 2016; mass excavation and embankment operations and soils export work had been completed. The notice to commence administrative work was given in April for the Kamehameha Highway Stations Group, and coordination with contractors was occurring.

Mr. Cox reported that the Airport Utilities contract was scheduled to be substantially complete in mid-September HART's on-call contractor would be doing follow-up work to clean up hazardous materials. The on-call contractor would also do additional pot hole work along Dillingham Boulevard. Staff was anticipating a notice to proceed (NTP) on the Airport Guideway and Stations contract in October or November. The procurement for the City Center Guideway and Stations contract has been placed on hold.

Mr. Formby asked about the possibility of change orders, and HART's oversight process for projects with additional work scheduled after the substantial completion date. Ms. Kraut said that HART performs an independent schedule analysis to examine the delays that caused the impact. Discussions and evaluations were occurring regarding the impacts of civil resequencing and design on utility work. Ms. Kraut said that she felt that there was a shared risk between HART and Kiewit on the matter, and that HART had an obligation to ensure proper documentation to negotiate a fair and reasonable settlement. Ms. Kraut said that HART's new project manager, who is a civil engineer as well as a lawyer, was spearheading the effort of going through the record in order to effectively communicate HART's position. Mr. Formby indicated his appreciation for staff's efforts at documentation.

Mr. Formby asked about the news report by Catherine Cruz regarding sinkholes along the guideway. Ms. Kraut indicated that HART and Kiewit's field teams had not previously been aware of the issue, and were still trying to understand the cause of the sinkholes, but did not feel

Board of Directors Meeting Minutes
August 8, 2016

it was due to HART or Kiewit's actions. She said that an update would be provided on August 18, 2016. She said that any efforts to fill the holes were not undertaken by HART.

Board member George Atta asked about the extension of the WOFH contract. Ms. Kraut responded that the reason for the extension was to mobilize and execute traffic signals work following the approval of the change order in March.

Mr. Lee asked about the rationale in awarding the Airport Guideway and Stations (ASG) contract while the FTA was questioning HART's ability to complete the entire project. Mr. Grabauskas responded that the FTA had communicated its desire for HART to complete as much of project as it could, and had requested that HART keep its options open. He said that the FTA had been aware of the ASG procurement throughout the entire process, and had not indicated its desire for HART not to award the contract. The only alteration considered for ASG was the removal of the Lagoon Drive station, which would result in a relatively small savings out of the \$854 million contract. He said that the FTA had indicated that HART had received a very good price on ASG, and recognized the value of securing that price and proceeding on schedule. Mr. Lee said that he understood and asked that HART proceed with caution.

Ms. Hanabusa asked whether the State Department of Transportation (HDOT) would pay for any delay costs associated with the traffic signals work. She expressed her concern that HART would be receiving change orders from Kiewit for performing unnecessary signal upgrade work for HDOT. Ms. Kraut responded that the Memorandum of Understanding (MOU) between HART and HDOT specified a dollar amount that HDOT would reimburse HART. Ms. Hanabusa asked for clarification on the scope of HART's responsibility, and Ms. Kraut said that even if HART was impacting just one traffic signal in the intersection, it was obligated to upgrade all four signals to meet current standards. Ms. Hanabusa said that HART did not need to assume the responsibility of the other three traffic signals, and asked if HART was going to be stuck with the cost of delays. Ms. Kraut said she could not say whether that would be the case, but that the MOU contained an extra \$5 million commitment by HDOT, which she did not believe would need to be expended, as concurrent HDOT and Kiewit work being performed that would not result in delays.

Ms. Hanabusa asked about future Kiewit change orders for the west side. Ms. Kraut replied that there would be changes relating to Kiewit's contractor, HNTB, as well as station loads, traffic signals (which Kiewit had not agreed to), and escalation in the WOFH section. She said that Kiewit valued those changes in the \$20 million range, while HART valued them at about \$12 million.

Mr. Formby said that the Board had previously requested a list of potential change orders so it could gauge the potential magnitude of change orders. He asked that staff keep the Board apprised of the amount of agreed changes. Ms. Kraut agreed to do so.

Ms. Hanabusa asked whether the sequencing and utility issues regarding nine utility poles were covered by the AGS contract. Mr. Cox replied that sequencing would still need to be resolved with the contractor; the issue would remain outstanding until HART receives and reviews the contractor's schedule vis a vis the overlap recently negotiated with Hawaiian Electric Company

Board of Directors Meeting Minutes
August 8, 2016

(HECO.) Ms. Hanabusa said that as HART needed to seek Council approval for the funding of the AGS contract, that information would be needed.

Mr. Formby asked about the timing of the agreement regarding sequencing. Mr. Cox replied that the baseline schedule was expected about three months after the issuance of the notice to proceed (NTP) in October or November. Mr. Formby said that as the information would not be received by the time HART must request funding from Council. Mr. Cox agreed and said that any addendum would be in the form of a contract modification or change order.

Mr. Lee asked whether a cost analysis for those items had been done. Mr. Cox replied that the analysis would depend on the schedule. Mr. Lee asked whether the unresolved item was the delay impact. Mr. Grabauskas responded that the \$20 million for undergrounding was already included in the budget; if the sequencing plan accommodates the schedule, there will be no change in cost. However, if HECO's sequencing plan requires a change in schedule, additional funds would be needed. Mr. Lee asked whether HECO had indicated its preferred sequencing; Mr. Cox said that HECO wants the undergrounding to be performed prior to construction of the guideway. He said that Deputy Executive Director Brennon Morioka had negotiated a one-year work overlap with HECO that could potentially accommodate the contractor's proposal.

Ms. Hanabusa asked who would bear the cost of the Rail Operations Center (ROC) 46 kV substation. Mr. Grabauskas said that Deputy Executive Director Brennon Morioka, who was not present, could answer that question.

Mr. Formby asked whether the AGS contractor's \$874 million included utility undergrounding, and Mr. Cox confirmed that it did, although it did not address the sequencing issue. Mr. Formby asked when HART learned of HECO's sequencing preference. Mr. Cox said that HECO expressed its preference prior to the contract award, during the negotiation period for the overlap of HECO and HART work. Ms. Hanabusa said that HECO's position has always been to work on the nine utility poles first.

Mr. Ching provided a traffic update with closures along Farrington Highway in Waipahu, and at the H1/H2 merge. He detailed the H1 closures in Pearl City for the balanced cantilever. Along Kamehameha Highway, there were planned closures in Pearl City and Aiea, as well as near Aloha Stadium. There would be contraflow closures near Moanalua Freeway and closures in Salt Lake, as well as for Airport utilities.

Ms. Hanabusa asked Mr. Morioka, who had just arrived, about the sequencing agreement with HECO, and the likelihood that HART can expect a change order in the matter. Mr. Morioka responded that HECO was evaluating whether it could justify a substation at the ROC as a system component, which would represent a \$10 million cost to HECO. If HECO is not able to justify it as a system component and HART is the sole user of this substation, the substation would become part of HART's budget.

Mr. Morioka said that HART had not received a formal response from HECO regarding the undergrounding of the 138 kV lines. HART had indicated that it was working with its contractor to push the undergrounding into the early part of the contract to provide for maximum overlap, and HECO had provided a favorable informal response.

Board of Directors Meeting Minutes
August 8, 2016

HART was still awaiting the contractor's schedule for the AGS contract, which allowed undergrounding after completion of the guideway – a schedule that would ultimately increase costs. Mr. Morioka said that HART would not know the cost implications of undergrounding prior to construction until it received the contractor's schedule.

Ms. Hanabusa registered her concern that the sequencing issue had not been resolved prior to the contractor's submittal of its best and final offer (BAFO). Mr. Morioka said that the BAFO focused on administrative changes in the procurement; a more intensive BAFO would have required to redo their proposals over a few extra months, and could have resulted in some contractors not responding to the BAFO. Ms. Hanabusa pointed out that HART was already in a recovery phase with the FTA, and expressed her unfamiliarity with the distinction in BAFOs as explained by Mr. Morioka.

Mr. Formby asked about HECO's preference in sequencing the undergrounding work. Mr. Morioka said that HECO had expressed their wish to have all undergrounding and energization of the lines done prior to guideway construction. Mr. Formby asked whether the request for production (RFP) allowed bidders to price different options as to the way the work was conducted, and Mr. Morioka said it did. Mr. Formby asked why HART did not inform the bidders as to HECO's preference. Mr. Morioka responded that undergrounding and energizing prior to guideway construction would add two to three years to the overall schedule, which would further drive up costs; accordingly, HART had indicated to HECO that it would not sequence work in that manner. The one-year work overlap compromise was the result of working with HECO. That agreement was reached when HART was well into phase two of the AGS procurement; requiring bidders to revamp their proposals was thought to create less competition in that bidders may not respond to the BAFO. The thought was to see if the proposals would do the undergrounding work up front due to constructability issues; if the work was sequenced at the end, HART would negotiate rearranging the schedule and sequencing in a way that it would have the least cost impact, and possibly saving money.

Mr. Formby spoke of his concern that the number of unknown factors in that scenario results in risk. He said that he thought the relationship between HECO and HART should be a partnership and in which HECO makes definitive decisions in a timely manner, or otherwise shares in the cost. Mr. Morioka agreed, and said that was accomplished by HART allowing contractors to have flexibility in sequencing in the procurement. Mr. Formby asked if HECO had memorialized the one-year overlap agreement in writing, and Mr. Morioka said they had not, but that he would request that it be done. Mr. Formby offered to make a motion before the HART Board if required.

Ms. Hanabusa said that she wanted HECO to retract their prior position on sequencing, and request sequencing up front in writing.

Mr. Grabauskas suggested that Mr. Morioka give an update on the west side equipment. Mr. Morioka said that HART had secured a commitment to accept the Altec bucket truck equipment HART proposed to utilize for maintenance on the 46 kV lines on Farrington Highway, which would resolve 90 percent of the clearance issues between the guideway and power lines. HART was planning to purchase a total of nine trucks, saving approximately \$40 or \$50 million in work that would have had to be done to address the clearance issue. HART was also working with

HECO on similar options to address 138 kV issues on Kualakai Parkway and Kamehameha Highway. Mr. Grabauskas complimented Mr. Morioka and staff for their work on the matter. Ms. Hanabusa said that the 138 kV matter, which is yet to be resolved, would be the costlier item.

Mr. Formby asked about the likelihood that the proposed equipment would resolve the 138 kV issue. Mr. Morioka responded that the likelihood is very good, and that HECO was planning a mock exercise utilizing a particular crane that is currently on island. Mr. Formby asked about the timeline for resolution. Mr. Morioka said that the goal was to resolve the matter in the next two months.

Mr. Matsumoto asked whether the bucket trucks would have applicability in other areas. Mr. Morioka responded that the bucket trucks had wide applicability, and were being viewed by HECO as potential replacements for their current fleet. Mr. Matsumoto asked whether the bucket trucks would save HECO money in future capital costs, and Mr. Morioka said he thought it would.

IX. Right of Way Update

Deputy Director of Right of Way Morris Atta provided a PowerPoint update on HART's right of way activities, a copy of which is attached hereto as Attachment F. He said that the bulk of HART's acquisition activities are focused on properties west of Middle Street, in accordance with the Board and Council's direction. In the City Center section, HART was finishing up transactions with signed agreements as well as existing eminent domain actions.

Mr. Atta said that the total project acquisitions in terms of square feet remained at 95 percent, as the remaining acquisitions were mostly small, partial takings. Mr. Atta reported on site access and acquisition status. Based on the Board's and Council's direction, there are 39 private property acquisitions that are not moving forward. Intergovernmental acquisitions are moving forward, as there is usually no cost associated with those transactions.

Mr. Atta reported that HART was in escrow with one of the larger land owners on the alignment. The subdivision process in Land Court continues to proceed. The acquisitions of the Civic Center Station site and the Pearl Harbor Station site have been completed. Rights of entry for the two HECO locations in City Center have been acquired, and HART had engaged in a binding agreement with the Post Office regarding the acceptance of value by a third party appraiser. Mr. Atta noted his appreciation for the help of the Hawaii congressional delegation in reaching this point.

The budget for acquisitions remains steady, with a projected underrun of \$7.1 million at project completion.

Ms. Hanabusa asked whether the City and County of Honolulu would hold title to the lands acquired for the benefit of HART, regardless of whether they are acquired through condemnation or agreement. Mr. Atta confirmed it was.

X. Executive Director & CEO
Executive Session

Ms. Hanabusa called for a motion to enter into executive session pursuant to Hawaii Revised Statutes section 92-4 and subsection 92-5(a)(4), for the purpose of consulting with the Board's attorneys on questions and issues pertaining to its powers, duty, privileges, immunities and liabilities, and as to 92-5(a)(2) to consider the hire, evaluation, dismissal, discipline of an officer or employee or charges brought against an officer or employee where consideration of matters affecting privacy will be involved. Mr. Matsumoto so moved, and Mr. Kim seconded the motion. All being in favor, the Board entered into executive session at 10:41 a.m.

The Board re-entered public session at 12:38 p.m.

Ms. Hanabusa asked for public testimony. There was none.

Ms. Hanabusa announced that the Board would be recessing until August 10, 2016, at 9:00 a.m.

XI. Adjournment

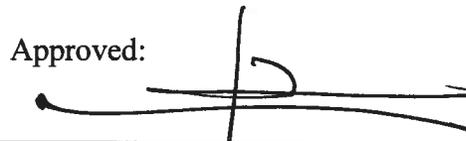
Ms. Hanabusa adjourned the meeting at 12:40 p.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Colleen Hanabusa
Board Chair

10/17/16
Date

ATTACHMENT A

Good Morning, my name is Lawrence Friedman and I am here today to speak to agenda items 5 and 10.

To be clear, my comments in no way are meant to imply the direction we should proceed past middle street, if at all. Now that we are, paused, stuck, or stopped at Middle Street, this is the perfect time to make a change with the leadership at HART.

It should be clear to this board that since the city council has a pending bill to stop the project from purchasing property further down the line from Middle street, that the city council feels there is something dreadfully wrong with the direction of this project. For the city council leadership to even consider submitting a bill like that should be a red flag to this board. **Considering there appears to be no more money left, why do you think they need to tell the HART board to stop the buildout?**

My further comments are related to the past performance of Grabauskus and why he must be immediately removed as head of the rail project.

To rehash some of my comments from the last meeting on July 28, **Why has \$875M been awarded in contracts before viable options have been explored to further the route to the Ala Moana station?** It seems awfully interesting that the contracts were awarded two days before a letter was registered with the Mayor's office where the Feds strongly cautioned HART to stop the spending until a recovery plan to stay within funding limits is in place. A competent executive would have seen forward and realized that looking into viable options to finish the project within budget would be a better choice than spending the last Billion dollars available. **Didn't the FTA send any signals in there constant communication that HART should look at other ways to proceed?**

Shouldn't Grabauskas have known to focus on the recovery plan instead of having it called out by the FTA?

Additionally, I am concerned that the Feds are withholding 500 Million dollars of grant funding. By this boards lack of action, it does not appear to me that this board is seriously concerned about this outstanding financial allotment. Nor have you made a financial plan a priority. Should you not have already been working on re-baselining the plan as noted in the action item from April 2014?

I have to add, this board seems to be neglecting their fiduciary responsibility to the citizens of Honolulu. **How can you have allowed this project to continue forward for 2 years without a financial plan in-place ?** That negligence indicates to me that you are complicit in the negligent manner in which with this project has been proceeding.

Can anyone tell me within 25 Million dollars, how much money we have left to spend on the project?

I'm baffled by the fact this behavior was allowed to continue to happen. It does not seem to alarm you that Grabauskus was unable to produce a financial plan when asked? Doesn't it alarm you that he asked for another \$900 million when he thought the project spend needed nearly \$2B?

Again, Grabauskas' performance as the GM of the Massachusetts Bay Transportation Authority should have been reason for this administration to have not only discounted him as a contender, but at least have watched his performance under close scrutiny.

Again, I'm asking the HART Board to make a responsible decision this morning. Do what is fiscally responsible to the taxpaying citizens of Honolulu and ask for Grabauakas' resignation. If he refuses, fire him immediately. He should not have any further hand in the Rail project. You are obviously still struggling with his performance since you have spent so many hours examining it. If I understand it correctly, August 21 is the new date to make a decision as to Grabauskas' employment. Conveniently enough, that is just one week after the primary election which, to me, appears that this board is politicizing the rail project.

As a business professional I realize that if I present a problem I should also present a solution to the problem. So, to that end, you should look at the succession plan you have in place to take over the leadership of rail. Does a succession plan exist? If not, I suggest you contact your partners at the FTA to provide you with names of viable candidates to take over our project. Only this time, pick one with a successful track record of managing a project of this type, and not someone who was previously vacated from their last role under a cloud of fiscal questionability.

Lawrencefriedman808@gmail.com

629-9426

Matsushita, Cindy

From: Kamae, Lena M
Sent: Tuesday, August 02, 2016 2:31 PM
To: Grabauskas, Dan; Matsushita, Cindy
Subject: FW: HART BOARD MTG THURSDAY frothing at the mouth

From: Tom Berg [mailto:tomberg00@yahoo.com]
Sent: Tuesday, August 02, 2016 9:33 AM
To: Matsushita, Cindy; Honolulutransit Info; Honolulutraffic Info; Grabauskas, Dan
Cc: Marcel Honore; Gordon Pang; Vicki Viotti; Marsha McFadden; Lucy Young Oda; Mark Coleman; Gina Mangieri; Gina Mangieri; gmangeiri@khon2.com; Rick Daysog---HawaiiNews Now; HawaiiNewsnow News; Daryl Huff; Mark Platte; Jim Mendoza; Kristine Uyeno; jmoore@khon2.com; Khon2 News; Paul Drewes; Paula Akana; kitv; Catherine B. Cruz; Catherine B. Cruz; Frank Genadio; Chad Blair
Subject: HART BOARD MTG THURSDAY frothing at the mouth

Tom Berg, from 91-203 Hanapouli Circle, #39U, Ewa Beach, Hawaii 96706, with telephone number 808-685-1932, and email address of tomberg00@yahoo.com, is hereby soliciting approval to register to speak and testify on the PUBLIC TESTIMONY portion of the agendas when HART convenes on August 8, 2016, at 8:30 a.m. My comments are:

Aloha HART,

Two issues in play-

One) If the property acquisition endeavor is to stop, will you be terminating the month to month contract with federal registered lobbyist Dennis Dwyer- with the lobbying firm Williams and Jensen? According to Mr. Grabauskas, Dwyer alone, is being paid \$25,000 a month to assist in the acquisition of federal properties. What is the status of Dwyer's contract on the planned stoppage of property acquisition- will such stoppage have an impact on the duties of lobbyist, Dennis Dwyer- who is PULLING IN \$300K A YEAR to do what?

[BERG TESTIFIES AGAINST HART FUNNELING MILLIONS TO BELTWAY LOBBYIST](#)



BERG TESTIFIES AGAINST HART FUNNELING MILLIONS TO BELTWAY LOBBYIST

On August 2, 2016, the Honolulu Amateur Radio Club
transmitted (HART) a message to the HART Board.

Two) Honolulu Ethics Commission Compliant EC 15-118- (filed by seven individual complainants disenfranchised) contains the claim that the FFGA was misrepresented to the public by members of the Honolulu City Council during deliberations on Resolution 11-328 of which was a measure to put rail technology back on the ballot for the people. The complaint can be summed up here-and my question to you is- on what date did the FTA prohibit Honolulu from amending its contract to include a change in scope of project- on what date?:

The Mayor of Honolulu and its City Council have sought to it- GET THIS- ready, take a deep breath and hold your nose-

- to defund our Honolulu Ethics Commission whereby the complaint, EC 15 -118, filed in February of 2015, has gone unabated- and henceforth, our city has FAILED TO INVESTIGATE the COMPLAINT *against itself* to cover up the breach. Where is the media?

Members of the Honolulu City Council acted in collusion to disenfranchise the voters on November 2, 2011, when the voters, per FFGA rules, had the right to amend the contract and change the scope of project from a Steel Wheels on Steel Rails system to a Urban Maglev Rail system- so why did council members concoct fake terms and conditions of the contract to deceive voters they were locked into a steel wheel system when per the rules, they were not locked in to a steel wheel system?

Chapter Five of the FFGA Administrative Guideline permits grantees to petition congress and garner a waiver to any penalties for the purposes of amending the contract so long as the request is made before the FFGA is executed. The FFGA for Honolulu Light Rail Project (HI 03-0047-02) was executed on December 19, 2012- yet, **the breach occurred on November 2, 2011, when the Honolulu City Council acting as the Grantee, claimed that Chapter Five of the FFGA Administrative Guideline was rescinded and unavailable to us in Honolulu for relief. This is not true- and a misrepresentation and mischaracterization of the contract has taken place requiring the FTA to terminate the contract immediately on such grounds.**

The breach can be watched in this two-minute video clip of the hearing on November 2, 2011, that had the measure passed, Resolution 11-328 when heard, the voters would have been offered the opportunity to construct the project under budget and on time by having the rail project adhere to a more proven, more efficient and superior rail technology called URBAN MAGLEV.

On December 2, 2010, our governor exclaimed the steel wheel configuration as planned would be way over budget and the voters and taxpayers on the hook for this thing should ask congress to amend the contract and pursue a rail technology that can meet the original price tag as was brokered. **The Honolulu City Council misrepresented and mischaracterized our project as one that could not be amended- and if we tried, would be an automatic forfeiture and a repay condition....this is patently false and we have been disenfranchised.**

COUNCILMAN IKAIKA ANDERSON STATEMENT



COUNCILMAN IKAIKA ANDERSON STATEMENT

1. On December 2, 2010 Governor Lingle released a report detailing the state of Hawaii's analysis of the fin

Solution is:

https://www.youtube.com/watch?v=hS_scw3kRqY

Register to speak at the next HART full board or committee meeting by providing us details on the meeting subject matter that you wish to testify as well as your contact information.

Registered speakers will be given two minutes (2 minutes) to address their topic and will be called up to speak in that the requests have been received. You may also register to speak on-site at each respective meeting.

You can send your testimony request and information to cmatsushita@honolulu.gov

Please provide in your email:

Date and Time of the Meeting

Meeting Name

Your Full Name

Address

Telephone Number

Email Address

Item on the Agenda you wish to testify on

Your Testimony

HART Board of Directors Meeting

Monday, August 08, 2016 08:30am

1099 Alakea Street, Suite 150, Honolulu HI 96813

ATTACHMENT B



RESOLUTION

ESTABLISHING A COUNCIL POLICY TO SUSPEND ALL COUNCIL APPROVALS FOR ACQUISITION OF REAL PROPERTY BY THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION FOR HONOLULU'S RAIL PROJECT PENDING THE FEDERAL TRANSIT ADMINISTRATION'S APPROVAL OF A RECOVERY PLAN.

WHEREAS, a June 6, 2016 Federal Transit Administration ('FTA') letter sent to the Honolulu Authority for Rapid Transportation ('HART') and the Mayor criticized the lack of cost containment on the Honolulu High-Capacity Transit Corridor Project ('rail project'), which has increased from an original project cost of \$5.2 billion to \$8.3 billion in June 2016, and resulted in a projected \$1.5 billion budget shortfall. Alarming, the most recent statistical analysis performed by the FTA's project management oversight contractor reflects a highest possible cost projection of \$10.79 billion; and

WHEREAS, the FTA letter has requested that HART transmit a 'Recovery Plan' to the FTA by August 7, 2016, that should 'demonstrate HART is taking every reasonable measure to mitigate the cost overruns and minimize the delay in opening the project to revenue operations'; and

WHEREAS, HART has stated that much of the projected cost increase can be attributed to future construction costs of the rail line's City Center section, which has risen from estimates of \$703 million in October 2015 to \$866 million in March 2016, and most recently to \$1.5 billion in June 2016; and

WHEREAS, among the multiple options that HART is considering as part of its Recovery Plan response is one option to fully stop construction of the elevated guideway, at least for the foreseeable future, at the Middle Street station, which would eliminate most of the projected costs associated with the City Center section; and

WHEREAS, given the rail project's burgeoning cost overruns and growing projected deficit, both the Mayor and the Chair of the City Council have urged the HART Board of Directors to stop construction, at least for the foreseeable future, at Middle Street; and

WHEREAS, many long-time, family-owned small businesses in the path of the rail line have already been forced, or felt compelled, to vacate and sell their properties to the City because of the looming threat of rail project construction, which has resulted not only in the loss of valuable small businesses and family legacies, but also in decreased City revenues due to diminished property tax collections, in addition to the cost to the City of maintaining and securing these properties; and



RESOLUTION

WHEREAS, as of June 16, 2016, HART was actively working on six eminent domain cases, including three in the City Center section, and examining another 55 potential eminent domain cases in the City Center section; and

WHEREAS, Section 17-103(2)(b) of the Revised Charter of the City and County of Honolulu 1973 provides for City Council approval or rejection of any proposal from HART for the acquisition of real property or any interest therein by eminent domain, purchase, lease or otherwise for the construction, maintenance, repair, extension or operation of the rail project; and

WHEREAS, the Council finds that, given the uncertainty surrounding the rail project's future construction activities to be proposed in the yet-to-be-determined Recovery Plan, especially should the HART Board of Directors recommend an option that would stop all construction at the Middle Street station, all activities leading to the acquisition of further real property are premature and unwise; and

WHEREAS, the Council further finds that by delaying or stopping the acquisition of real property for the rail project, the targeted property owners in the City Center section will be able to continue their family businesses and livelihoods, at least for the foreseeable future, and the City will benefit through continued real property tax collection and the elimination of maintenance and security costs associated with taking possession of these properties; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that it hereby establishes a policy not to approve any further real property acquisitions proposed by HART for the rail project and expresses its intent to object to all such proposed acquisitions, until such time that a Recovery Plan is finalized and the Council agrees that real property acquisitions for the rail project should continue; and

BE IT FURTHER RESOLVED that the Council urges the HART Board to suspend all eminent domain and other real property acquisitions, including taking possession of these targeted properties, in order to allow existing businesses to continue operations, and to allow the City to continue collecting property taxes and deferring maintenance and security costs that may ultimately prove to be unnecessary; and

BE IT FURTHER RESOLVED that HART is requested to report to the Council by August 31, 2016 on its cumulative real property acquisition activity to date, including the estimated amount of property taxes foregone and the maintenance and security costs incurred to date as a result of condemnation and purchase activities related to the rail project; and



RESOLUTION

BE IT FURTHER RESOLVED that it is not the Council's intent or purpose that this policy will negate or reverse any of its prior condemnation authorizations; and

BE IT FINALLY RESOLVED that copies of this Resolution be sent to the Mayor, the Managing Director, the Chair of the HART Board of Directors, and the HART Executive Director.

INTRODUCED BY:

Ann Kobayashi

DATE OF INTRODUCTION:

JUL 7 2016

Honolulu, Hawaii

Councilmembers

ATTACHMENT C

HONOLULU RAIL TRANSIT PROJECT



June 2016 MONTHLY PROGRESS REPORT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

Left: Guideway along Kamehameha Highway looking town bound.

Upper right: Kamehameha Highway Guideway along Kamehameha Highway near Aloha Stadium.

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

PROGRESS REPORT SUMMARY OF CHANGES..... 9

1 EXECUTIVE SUMMARY 11

2 OVERALL PROJECT PROGRESS AND FINANCIALS 13

 2.1 Project Progress 13

 2.2 Project Budget 15

 2.3 Project Contingency 15

 2.4 Project Funding 17

 2.5 Project Revenue and Costs 19

3 SCHEDULE..... 20

4 CONTRACT STATUS 22

 4.1 System-Wide 23

 4.2 Section I – West O’ahu/Farrington Highway: East Kapolei to Pearl Highlands 31

 4.3 Section II – Kamehameha Highway: Pearl Highlands to Aloha Stadium 43

 4.4 Section III – Airport: Aloha Stadium to Middle Street Transit Center Station 51

 4.5 Section IV – City Center: Middle Street Transit Center Station to Ala Moana Center..... 57

 4.6 Project-Wide 61

5 OVERALL PROJECT-WIDE ACTIVITIES 68

 5.1 Permits 68

 5.2 Hawai’i Department of Transportation (HDOT) Agreements 68

 5.3 Utility Agreements 69

 5.4 Right-of-Way 71

6 MANAGEMENT AND ADMINISTRATIVE UPDATES 76

 6.1 Safety and Security 76

 6.2 Quality Management 84

 6.3 Buy America Compliance 88

 6.4 Disadvantaged Business Enterprise (DBE) 88

 6.5 Planning and Environment..... 89

 6.6 Risk Management 90

 6.7 Community Outreach 92

 6.8 Staffing 93

APPENDICES 96

 A. Action Items 97

 B. Project Contingency Management General Background and Clarifications 98

 C. Project Cost Reports 106

 D. Procurement and Contract Status..... 112

 E. Vehicle Car Shell Progress Tracker 113

 F. DBE Participation..... 114

 G. Project Organization Chart 117

 H. Indices on Key Commodities 118

 I. Project Photos 119

Table of Figures

Figure 1. Overall Project Progress (% Complete) 13

Figure 2. Construction Progress (% Complete) 13

Figure 3. Design Progress (% Complete) 14

Figure 4. Utilities Progress (% Complete)..... 14

Figure 5. Project Contingency Budget..... 15

Figure 6. Draft Cost Contingency Drawdown Chart 16

Figure 7. Planned vs. Received Project Funding..... 17

Figure 8. Project Funding Sources (YOE \$M)..... 17

Figure 9. New Starts Drawdown by Federal Fiscal Year 18

Figure 10. Project Revenue versus Incurred Costs..... 19

Figure 11. Cash Balance Summary 19

Figure 12. HRTP Master Project Schedule Summary (MPSS)..... 21

Figure 13. Right-of-Way Status for the Parcels 71

Figure 14. Relocation Status for the Occupants..... 72

Figure 15. Third-Party Agreement Status..... 73

Figure 16. DBE Participation this Month 88

Figure 17. Public Outreach 93

Figure 18. Staffing Activities..... 94

Figure 19. Project Staffing (Actual vs. Planned) 95

LIST OF ACRONYMS

AB	AnsaldoBreda	DCCC	Design Criteria Conformance Checklists
ACHP	Advisory Council on Historic Preservation	DCN	Design Change Notice
ACS	Access Control System	DDC	Department of Design and Construction
AFE	Authorized for Expenditure	DES	Department of Environmental Services
AGS	Airport Guideway and Stations	DFIM	Design Furnish Install Maintain
AHJV	Ansaldo Honolulu Joint Venture	DFM	Department of Facility Maintenance
AIS	Archaeological Inventory Survey	DHHL	Department of Hawaiian Homelands
APTA	American Public Transportation Association	DHR	Department of Human Resources
ARRA	American Recovery and Reinvestment Act	DIT	Department of Information Technology
ASG	Airport Station Group	DKSG	Dillingham and Kaka'ako Station Group
ASU	Airport Section Utilities	DLIR	Hawai'i Department of Labor and Industrial Relations
ATC	Automated Train Control	DLNR	Department of Land and Natural Resources
ATO	Automated Train Operation	DOE	Department of Education
AVA	Anil Verma Associates, Inc.	DOH	Department of Health
BA	Buy America	DOL	Department of Labor
BAC	Buy America Compliance	DPM	Deputy Project Managers
BACM	Buy America Compliance Matrix	DPP	Department of Planning and Permitting
BAFO	Best and Final Offer	DPR	Department of Parks and Recreation
BCS	Balanced Cantilever System	DPS	Department of Public Safety
BFS	Budget and Fiscal Services	DS	Downstream
BLS	Bureau of Labor Statistics	DTS	Department of Transportation Services
BMP	Best Management Practice	DVT	Design Verification Test
BOD	Board of Directors	ECP	Environmental Compliance Plan
BPS	Baseline Project Schedule	E/E	Elevator/Escalator
BUE	Bottom-Up Estimate	EK	East Kapolei
BUEG	Back-up Emergency Generator	EMC	Electromagnetic Compatibility
CAM	Construction Access Milestone	EMF	Electromagnetic Forces
CAR	Corrective Actions	EMI	Electromagnetic Interference
CCGS	City Center Guideway and Stations	EMP	Environmental Management Plan
CCO	Contract Change Order	EOR	Engineer of Record
CCTV	Closed Circuit Television	EOS	Electrically Operated Switch
CDC	Compendium of Design Criteria	ESA	Engineering Services Agreement
CDL	Commercial Driver License	FAA	Federal Aviation Administration
CDR	Conceptual Design Review	FAI	First Article Inspections
CE&I	Construction Engineering and Inspection	FAT	Factory Acceptance Tests
CEL	Certifiable Elements List	FD	Final Design
CIC	Communication Interface Cabinet	FDAS	Fire Detection Alarm System
CIL	Certifiable Items List	FDC	Field Design Change
CIP	Cast-in-place	FEIS	Final Environmental Impact Statement
CJA	Condon- Johnson & Associates	FFC	Fixed Facility Contractors
CM	Construction Manager	FFGA	Full Funding Grant Agreement
CMP	Corrugated Metal Pipe	FHSG	Farrington Highway Station Group
CMS	Contract Management System	FISC	Fleet and Industrial Supply Center
CMU	Concrete Masonry Unit	FLSWG	Fire Life Safety Working Group
CNMMP	Construction Noise Mitigation and Monitoring Plan	FOCN	Fiber Optic Communication Network
CO	Certificate Occupancy	FPO	Federal Preservation Officer
COI	Conflict of Interest	FTA	Federal Transit Administration
COMMs	Communications	FTE	Full-Time Equivalent
CONRAC	Consolidated Rental Car Facility	FWS	Fish and Wildlife Service
COR	Corporation Counsel	GAT	Great Aleutian Tsunami
CP	Consulting Party	GBS	Gap Breaker Station
CPM	Critical Path Method	GDR	Geotechnical Data Report
CPO	Chief Procurement Officer	GEC	General Engineering Consultant
CPP	Contract Packaging Plan	GET	General Excise Tax
CROE	Construction Right-of-Entry	GIS	Geographic Information System
CSC	Core Systems Contract	GSA	General Services Administration
CSCC	Construction Specification Conformance Checklists	GT	General Terms
CSL	Cross Hole Sonic Logging	HA	Hazard Analysis
CSOC	Core Systems Oversight Consultant	HABS	Historic American Buildings Survey
CSSP	Construction Safety & Security Plan	HAER	Historic American Engineering Record
CTS	Communications Transmission System	HALS	Historic American Landscape Survey
CWR	Continuous Welded Rail	HART	Honolulu Authority for Rapid Transportation
CWRM	Commission on Water Resource Management	HCC	Honolulu Community College
CZM	Coastal Zone Management	HCDA	Hawaii Community Development Authority
DAGS	Department of Accounting & General Services	HCSD	Hawai'i Capital Special District
DB	Design-Build	HDCC	Hawaiian Dredging Construction Company
DBB	Design-Bid-Build	HDOE	Hawai'i Department of Education
DBE	Disadvantaged Business Enterprise	HDOH	Hawai'i Department of Health
DBEDT	Department of Business, Economic Development and Tourism	HDOT	Hawai'i Department of Transportation
DBOM	Design-Build-Operate-Maintain	HDOT-A	Hawai'i Department of Transportation Airports Division
DCAB	Disability and Communication Access Board	HDPE	High-density polyethylene

HECO	Hawaiian Electric Company	O&M	Operations and Maintenance
HFD	Honolulu Fire Department	OCC	Operations Control Center
HHF	Historic Hawai'i Foundation	OCIP	Owner-Controlled Insurance Program
HHPRB	Hawai'i Historic Places Review Board	OIBC	O'ahu Island Burial Council
HIE	Hawaii Independent Energy	OIL	Open Items List
HILT	Hawaiian Islands Land Trust	OMPO	Oahu Metropolitan Planning Organization
HIOSH	Hawaii Occupational Safety and Health Division	ORCC	Operational Readiness Conformance Checklists
HP	Historic Preservation	OSB	Operations and Servicing Building
HPC	Historic Preservation Committee	OSHA	Occupational Safety and Health Administration
HPCA	Historic Preservation Certification Application	OTS	O'ahu Transit Services
HPD	Honolulu Police Department	OTW	Oceanic Time Warner
HPF	Historic Preservation Fund	OTWC	Oceanic Time Warner Cable
HRHP	Hawai'i Register of Historic Places	P3	Public-private partnership
HRI	Hitachi Rail Italy	PA	Programmatic Agreement
H RTP	Honolulu Rail Transit Project	PAIS	Programmatic Agreement Implementation Schedule
HTI	Hawaiian Telcom	PARs	Preventative Actions
HTL	Hazard Tracking Log	PB	Parsons Brinckerhoff, Inc.
HVAC	Heating, Ventilation and Air Conditioning	PE	Preliminary Engineering
I&T	Inspection & Testing	PGC	Pacific Guardian Center
IAMR	Interstate Access Modification Report	PHA	Preliminary Hazard Analysis
ICCS	Integrated Communications Control System	PHPR	Pearl Highlands Park and Ride
ICD	Interface Control Documents	PICM	Project Interface Control Manual
ICE	Independent Cost Estimate	PIG	Permitted Interaction Group
ICM	Interface Control Manual	PIM	Project Interface Manager
ICWG	Interim Certification Working Group	PLA	Project Labor Agreement
IDS	Intrusion Detection System	PLO	Priority-Listed Offerors
IFB	Issued for Bid	PM	Project Managers
IFC	Issued for Construction	PMC	Project Management Consultant
IJ	Insulation Joint	PMIM	Project Management and Interface Management
INMS	Integrated Network Management System	PMOC	Project Management Oversight Contractor
IP	Implementing Procedures	PMP	Project Management Plan
ITP	Inspection and Test Plan	PMSC	Program Management Support Consultant
ITS	Intelligent Transportation Systems	PPE	Personal Protective Equipment
JTMS	Joint Traffic Management System	PRTCC	Pre-revenue Testing Conform Checklist
JU&O	Joint Use & Occupancy	PSG	Platform Screen Gate
JUOA	Joint Use and Occupancy Agreement	PSGS	Platform Screen Gate System
JV	Joint Venture	PSIT	Pre-shipment Inspection Test
KCDD	Kaka'ako Community Development District	PT	Post Tensioning
KCH	Kanehili Cultural Hui	PUP	Property Utilization Plan
KHG	Kamehameha Highway Guideway	PV	Passenger Vehicle
KHSG	Kamehameha Highway Station Group	QA	Quality Assurance
KIWC	Kiewit Infrastructure West Company	QAM	Quality Assurance Manager
KKJV	Kiewit/Kobayashi Joint Venture	QAP	Quality Assurance Plan
LCC	Leeward Community College	QC	Quality Control
LEED	Leadership in Energy and Environmental Design	QMP	Quality Management Plan
LPR	License Plate Reader	QMS	Quality Management System
LRV	Light Rail Vehicle	QTF	Quality Task Force
MIM	Manufacture-Install-Maintain	R&R	Revise & Re-submit
MITT	Multimodal Integration Technical Team	RAC	Rail Activation Committee
MMIS	Maintenance Management Information System	RAMP	Real Estate Acquisition and Relocation Management Plan
MMP	Mitigation Monitoring Program	RCMP	Risk and Contingency Management Plan
MOT	Maintenance of Traffic	RCP	Reinforced Concrete Pipe
MOU	Memorandum of Understanding	RE	Resident Engineer
MOW	Maintenance of Way	READ	Real Estate Acquisition Database
MPS	Master Project Schedule	RFC	Request for Change
MPSS	Master Project Schedule Summary	RFI	Request for Information
MPV	Multiple Purpose Vehicle	RFID	Requests for Interface Data
MS4	Municipal Separate Storm Sewer System	RFMP	Rail Fleet Management Plan
MSE	Mechanically Stabilized Earth	RFP	Request for Proposals
MSF	Maintenance and Storage Facility	RFQ	Request for Qualifications
MTM	Modern Track Machineries	ROC	Rail Operations Center
NCE	Non-Conformance Evaluation	ROD	Record of Decision
NCR	Non-Conformance Report	ROE	Right of Entry
NDC	Notice of Design Change	ROW	Right-of-Way
NEPA	National Environmental Policy Act	RR	Risk Register
NHL	National Historic Landmark	RSD	Revenue Service Date
NOI	Notice of Intent	RTM	Requirements Traceability Matrix
NPDES	National Pollutant Discharge Elimination System	RTSA	Regional Transit Stabilization Agreement
NPS	National Park Service	S1	Segment 1
NR	National Register	SAIS	Supplemental Archaeological Inventory Survey
NRHP	National Register of Historic Places	SCADA	Supervisory Control and Data Acquisition
NSM	Negotiation Strategy Memo	SCAP	Stream Channel Alteration Permit
NTP	Notice to Proceed	SCC	Standard Cost Category
NTS	Network Time Server	SHPD	State Historic Preservation Division

SIC	Sandwich Isle Communications	TVA	Threat & Vulnerability Assessments
SIT	System Integration Testing	TVM	Ticket Vending Machine
SLAN	Station Local Area Network	TWF	Train Wash Facility
SOG	Slab on Grade	UCA	Utility Construction Agreement
SOI	Secretary of the Interior	UFCRA	Utility Facilities Relocation and Cost Reimbursement Agreement
SOW	Scope of Work	UH	University of Hawai'i
SP	Special Provisions	UHWO	University of Hawai'i West O'ahu
SQP	Supplemental Quality Plan	UL	Underwriters Laboratories
SSC	Safety Security Certification	UPS	Uninterrupted Power Supply
SSCP	Safety and Security Certification Plan	USACE	U.S. Army Corps of Engineers
SSCWG	Safety and Security Certification Working Group	USDOT	U.S. Department of Transportation
SSI	Sensitive Security Information	VE	Value Engineering
SSMP	Safety and Security Management Plan	VRCS	Voice Radio Communication System
SSRC	Safety and Security Review Committee	VRF	Variable Refrigerant Flow
SSSP	Site Safety Security Plan	WA	Work Area
STCC	Specification/Testing Conform Checklists	WHS	Waipahu High School
SWPPP	Storm Water Pollution Prevention Plan	WL	West Loch
T&M	Time and Material	WLO	West Loch
TCCR	Train Control and Communications Room	WOEDA	West Oahu Economic Development Association
TCE	Temporary Construction Easement	WOFH	West O'ahu/Farrington Highway
TCO	Temporary Certificate Occupancy	WOSG	West O'ahu Station Group
TCP	Traffic Control Plan	WSS	West Side Stations
TCS	Train Control System	WSSG	West Side Station Group
TES	Traction Electrification System	WTB	Wheel Truing Building
TIGER	Transportation Investment Generating Economic Recovery	WTC	Waipahu Transit Center
TIP	Transportation Improvement Program	WYL	West Yard Lead
TOC	The Outdoor Circle	YCB	Yard Control Bungalow
TOD	Transit-Oriented Development	YOE	Year of Expenditure
TPO	Thermoplastic Olefin		
TPSS	Traction Power Sub-Station		
TSA	Transportation Security Administration		
TSI	Transportation Safety Institute		

PROJECT MAP



PROGRESS REPORT SUMMARY OF CHANGES

The following is a brief summary of changes that have occurred from the previous month's report. For more information and detail, please refer to the respective pages in the report.

Project Progress

- The early and late plan percentages for "Overall Project Progress" have been corrected. Please see pages 11 and 13.
- The actual percentage for "Overall Design Progress" has been adjusted as two final design contracts had contract change orders that added to the commitment of design. Please see pages 11 and 14.

Project Budget

- The Project Budget amount has been adjusted as WOFH and KHG had two Archaeological Inventory Survey (AIS) credits, which reduced the budget of the contracts. Please see pages 11 and 15.
- The Project Budget is being updated to reflect current program expectations and will be finalized in collaboration with the FTA. The PMOC's predicted EAC values, not including finance costs, were \$7.338 billion and \$7.623 billion for the p50 and p65 probability levels, respectively, based on FTA's Beta Range model. Please see page 15.

Project Contingency

- \$0.2M contingency credit during May 2016. Please see pages 15-16.

Project Funding

- The Section 5309 New Starts Revenue amount received has increased by \$13.5 million. Please see pages 17-18.
- The total amount of cash received has increased by \$13.5 million. Please see pages 17-18.

Schedule

- The Full Revenue Service Date in the Master Project Schedule Summary has shifted from January 2022 to December 2024. HART has reassessed its master schedule and included more details regarding the required utility work and the 138KV work. In this reevaluation, productivity rates observed in ongoing utility relocation work at the Airport section have been used. Based on the above, the forecast for the completion of the city center facilities is April 2023, and the completion of systems' installation, testing and commissioning work is December 2024. Please see pages 20-21.

Contract Status

- Contracts in Procurement
 - HART entered into an agreement with ACM Consultants, Inc. for the On Call Appraisers Contract. Please see page 22.
 - HART entered into an agreement with Arcadis U.S. Inc., Hill International Consulting, Inc., and Kobayashi Sugita & Goda, LLP for the Complex Construction Claims Negotiation and Litigation Services Multi-Award Contract. Please see page 22.
 - The date for City Center Guideway and Stations RFP Part 2 Proposals Due has shifted from October 11, 2016 to March 24, 2017. Please see page 22.
 - Pearl Highlands Transit Center and Ramp H2R1 Design-Build Contract and Core Systems Back-up Generators have been added to the Remaining Contracts table. Please see page 22.
- "Earned value" on the construction contract pages has changed to "weighted value," as the value is based on the weighted expenditure calculation of the individual construction contracts. "Earned value" continues to be calculated for final design contract pages. Please see pages 24 to 60.
- Core Systems Contract (CSC)
 - The contract substantial completion date has been corrected. Please see page 23-24.
 - The projected substantial completion date has shifted from January 2022 to April 2024. Please see page 23-24.

- Fare Collection System
 - Additional cost information has been included. Please see page 29.
 - A schedule graphic has replaced bulleted information. Please see page 30.
- West O'ahu Farrington Highway Guideway (WOFH)
 - The current contract value has decreased due to a change order. Please see page 31.
 - A "Substantial Completion" section has been added to the WOFH contract page. Please see page 33.
- Farrington Highway Station Group (FHSG)
 - A schedule graphic has been included. Please see page 38.
- Maintenance and Storage Facility (MSF)
 - The DBE participation amount has been corrected. Please see page 39.
- Kamehameha Highway Guideway (KHG)
 - The DBE participation amount has been corrected. Please see page 43.
- Ramp H2R2
 - The projected substantial completion date has shifted from March 2017 to April 2017. Please see pages 47-48.
- Airport Section Utilities
 - The projected substantial completion date has shifted from September 2016 to November 2016. Please see pages 53-54.
- Dillingham and Kaka'ako Station Group
 - The current contract value amount has increased due to an amendment. Please see page 59.
 - The actual percentage complete has been adjusted due to the current contract value increasing. Please see page 59.
- General Engineering Consultant III (GEC-3)
 - The current contract value has increased due to a contract amendment. Please see page 62.
- Construction Engineering & Inspection West Side Sections
 - The DBE participation amount has been corrected. Please see page 63.

Right-of-Way

- At the direction of the HART Board in executive session at its regular June 16, 2016 meeting, the Right-of-Way Section is temporarily suspending certain acquisition transactions beyond the planned Middle Street Station, including any new eminent domain actions and negotiations that have not resulted in a signed agreement amongst the parties. However, relocations are continuing at the option of the displacee, if the suspended relocation will result in harm to the displacee. Please see page 72.

Risk Management

- The Risk Matrix and Top Project Risks tables have been removed, as the top risks are discussed in the narrative. The Risk by Contract Package and Comparison of Risk Ratings tables that were previously in the appendix have been removed. As HART implements a new risk management system focused on mitigation, monitoring, and control, the PMOC has requested to work with HART to possibly develop a new tracking mechanism or data reporting set to better assist in the oversight of the program. Please see pages 90-92.

Staffing

- The Project Organization Chart has been updated to reflect several personnel changes and some minor organizational structure changes. Please see page 117.

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH

Project Overview

Through the West O’ahu Farrington Highway and Kamehameha Highway Guideway sections, approximately 400 columns have been completed and more than 340 spans have been stressed. The Honolulu Rail Transit Project has also begun the balanced cantilever work over the H-1 Freeway near the Sears Distribution Center.

PMOC Provides 2016 Risk Refresh Report

On June 16, 2016, the FTA’s Project Management Oversight Contractor (PMOC) provided their final 2016 Risk Refresh report which recommended that HART revise its Revenue Service Date (RSD) to be no earlier than December 2024, based on a 75% confidence level from a Schedule Risk Model. The PMOC also provided FTA-model predictions for the project’s Estimate at Completion (EAC), exclusive of finance costs. The PMOC’s predicted EAC values, not including finance costs, were \$7.338 billion and \$7.623 billion for the p50 and p65 probability levels, respectively, based on FTA’s Beta Range model. The final 2016 Risk Refresh report can be downloaded here: <http://hartdocs.honolulu.gov/docushare/dsweb/View/Collection-955>

FTA Requests Recovery Plan

On June 6, 2016, in anticipation of the PMOC’s findings in its final 2016 Risk Refresh report, the Federal Transit Administration (FTA) required that HART submit a Recovery Plan demonstrating that HART is taking every reasonable measure to mitigate cost overruns and minimize the delay to opening the project for revenue operations. The FTA’s requested deadline for receipt of the Recovery Plan is August 7, 2016.

Mayor’s Response To FTA

On June 24, 2016, Mayor Kirk Caldwell issued a letter to the FTA requesting an additional ten months to submit a recovery plan. The mayor stated: “A June 1, 2017 date will provide the City the time it needs to more fully develop and cost Project options based not only on the resources available today, but resources the City intends to aggressively pursue between now and the first half of CY 2017.” The goal is to submit a “... Recovery Plan that is thorough, achievable and...honors our commitment.”



Ivan Lui-Kwan

HART Board

Ivan Lui-Kwan has left the HART board of directors, after his term expired June 30. Lui-Kwan is an attorney and director with Starn O’Toole Marcus & Fisher, and a former director of the City and County of Honolulu’s Department of Budget and Fiscal Services. Lui-Kwan served as board chairman in 2014 and 2015, and has been a member of the board since its inception in 2011. The City Council will appoint his replacement on the board.

In June, the HART board unanimously reelected Colleen Hanabusa as board chair, and Damien Kim as vice-chair of the board.



Colleen Hanabusa



Damien Kim

Cost:

Project Costs Summary Through May 27, 2016		
	Current Budget (\$M)	Incurred To Date (\$M)
Project Budget	\$4,478.9	\$2,143.8
Project Contingency	\$469.7	\$0.7
Finance Charges*	\$173.1	\$0.0
TOTAL	\$5,121.7	\$2,144.5

* \$173.1 million represents the project debt financing costs that are federally eligible. The total estimated debt financing costs of the project is \$215 million, per the FFGA Financial Plan.

Schedule:

Project Progress* Through May 27, 2016				
	Actual		Early Plan	Late Plan
Overall Project Progress	48.8%		78.9%	72.7%
Overall Construction Progress	41.9%		73.9%	66.4%
Overall Design Progress	89.0%		100%	99.6%
Overall Utilities Progress	43.7%		97.1%	95.2%

* The progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time. With the extension of the GET, the curves are under review.

Overview:Core Systems Contract (CSC)

The CSC contractor (AHJV) is continuing to progress through Final Design. Qualification and design verification tests are ongoing. AHJV continues to test equipment in the Yard Control Bungalow (YCB). AHJV continues to install fire detection equipment at the MSF Operations and Servicing Building (OSB), Train Wash Facility (TWF) and Wheel Truing Building (WTB). Fire Detection Alarm System (FDAS) installation and testing is complete in the Maintenance of Way (MOW) building. AHJV continues to pull train control cables and traction power cables in the MSF; installation of Electrically Operated Switch (EOS) cabinets and train control devices in the MSF is also continuing. Final Assembly activities are ongoing for Train 2 and Train 3. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contractor has completed final design for the WOSG, FHSG and KHSG stations. The contractors for FHSG, WOSG and KHSG must provide an acceptable schedule in order for the manufacturing of the equipment to be released. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

The progress schedule through April 2016 reflects more than ten months of delay to the substantial completion date, primarily from the LCC portable classrooms, parking lot, station's access structure and track construction activities. This schedule has been under review to analyze the numerous unilateral logic and duration changes made by KIWC. HART has executed the LCC CCOs, which brings an end to the critical path impacts. A revised baseline schedule was submitted via a contract Request for Change (RFC) by KIWC in August 2015. That revised baseline also contains numerous unilateral logic and duration changes, therefore, it is considered unacceptable.

The contractor is continuing to focus their efforts on the emergency walkways, rail and third rail installations, and civil and traffic signal works. Several areas of the project were inspected, punchlist generated and partial acceptance/substantial completion letters issued. Substantial completion for base scope is scheduled for July, however a significant amount of CCOs remain to be settled and completion dates for these items are still pending. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

All construction activities for the Train Wash Facility (TWF), Maintenance of Way (MOW), and Wheel Truing Building (WTB) have been completed and the punch listed activities are complete. The elevator installation in the Operations and Servicing Building (OSB) is complete pending inspection, and substantial completion verification is progressing. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

KIWC's April 2016 schedule reflects more than 12 months of delay to the contractual substantial completion date, with the guideway structure completion in April 2017 and the remaining roadway civil work being completed by September 2017. This schedule has not been accepted by HART due to KIWC's unilateral modifications. HART continues to monitor lower than planned KIWC production rates as it relates to potential schedule impacts and both parties continue to work together to mitigate the impacts to the critical path activities. (See Section 4.3.A for details)

Airport Section Utilities (ASU) Construction Contract

The Airport Section Utilities contract work is proceeding along Kamehameha Highway, the Airport area, and the Nimitz Off-Ramp area. Probing work along the proposed shaft locations has been conducted incidental to verifying locations of existing abandoned utilities and have resulted in the discovery of additional utility conflicts. Those unforeseen wet and dry utilities that have been encountered along Kamehameha Highway are addressed as RFI's have been prepared and answered, Requests for Proposals have been generated, and change orders and/or directives are being prepared or issued. HART is coordinating the remaining scope of work relative to the schedule with the contractor. (See Section 4.4.B for details)

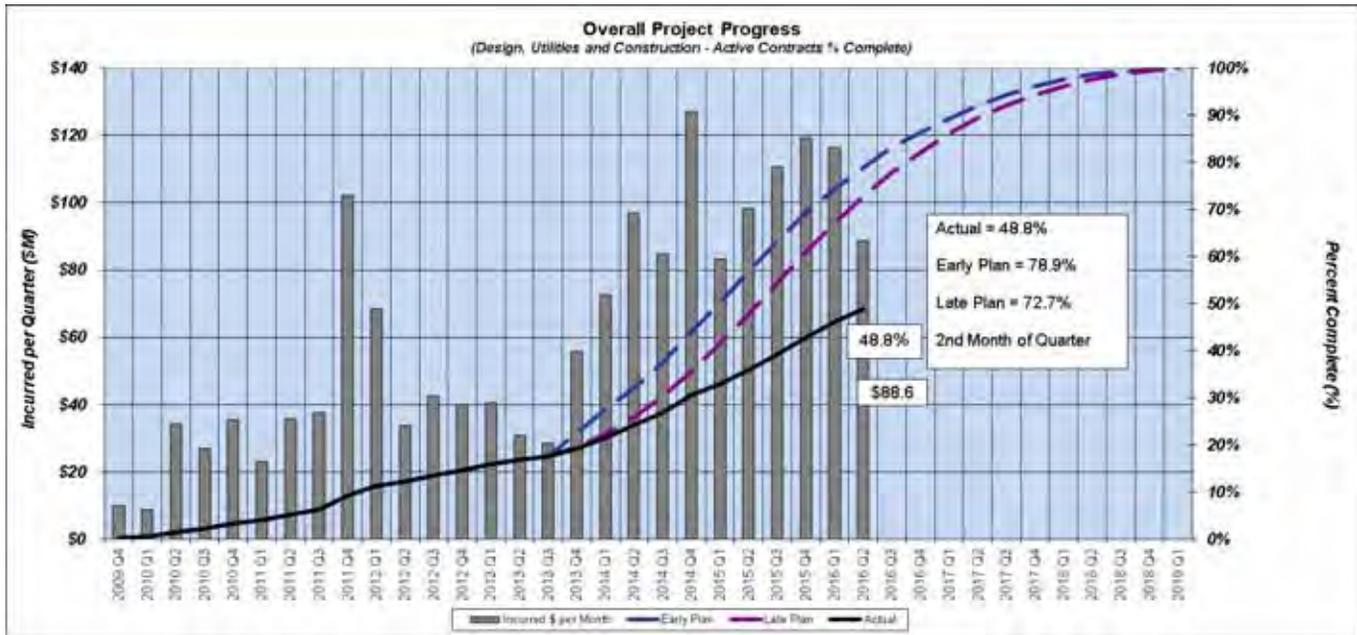
2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of May 27, 2016)

The progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time. With the extension of the GET, the curves are under review.

- 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)



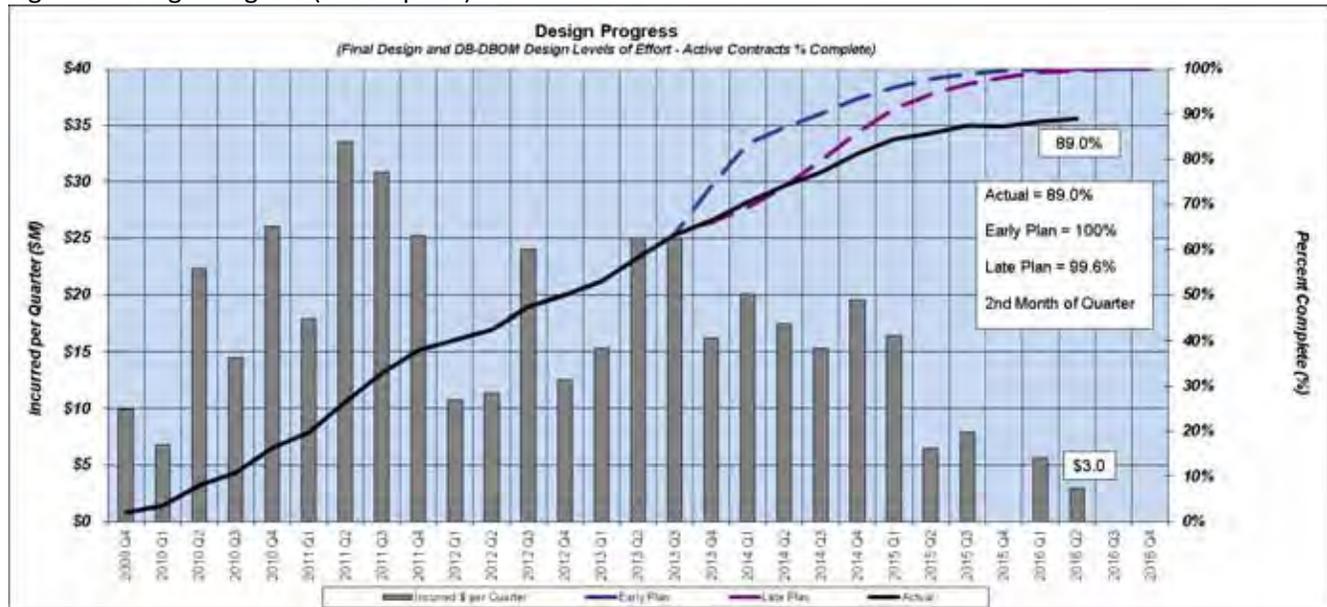
At present “overall” project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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



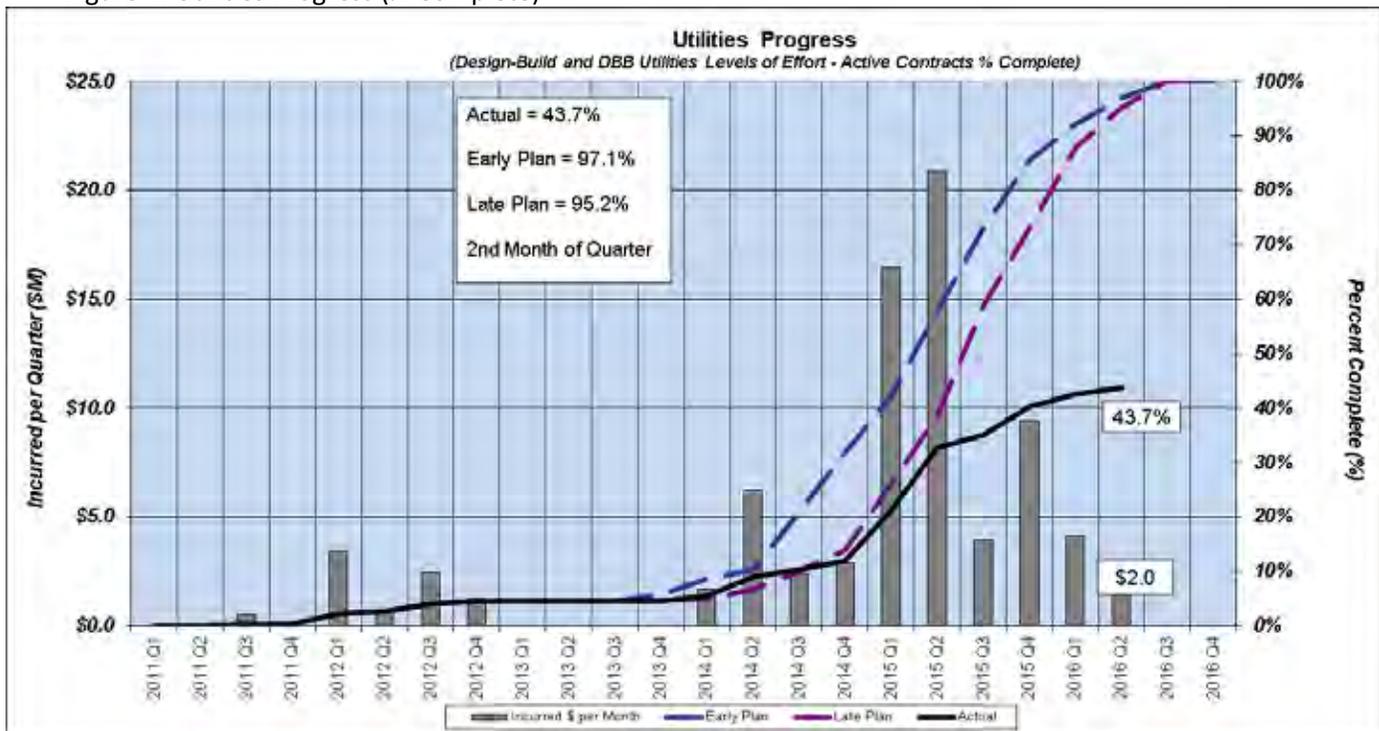
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

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.
Note: Design responsibility will be transferred to DB, once DB packages are awarded. Deductive change orders will be issued to correct the total contract amount.

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 May 27, 2016)

- FFGA Project Budget = **\$5,121.7M**
 - Current Project Budget - \$4,478.9M
 - Current Project Contingency - \$469.7M
 - Project Finance Charges - \$173.1M
- Total Incurred Cost = **\$2,144.5M** (47.9% of current project budget)
 - May 2016 Incurred Cost = \$53.2M
- The Project Budget is being updated to reflect current program expectations and will be finalized in collaboration with the FTA. The PMOC’s predicted EAC values, not including finance costs, were \$7.338 billion and \$7.623 billion for the p50 and p65 probability levels, respectively, based on FTA’s Beta Range model.

*Total Incurred Cost = \$2,144.5M
(previous report = \$2,091.2M)*

2.3 Project Contingency (data as of May 27, 2016)

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

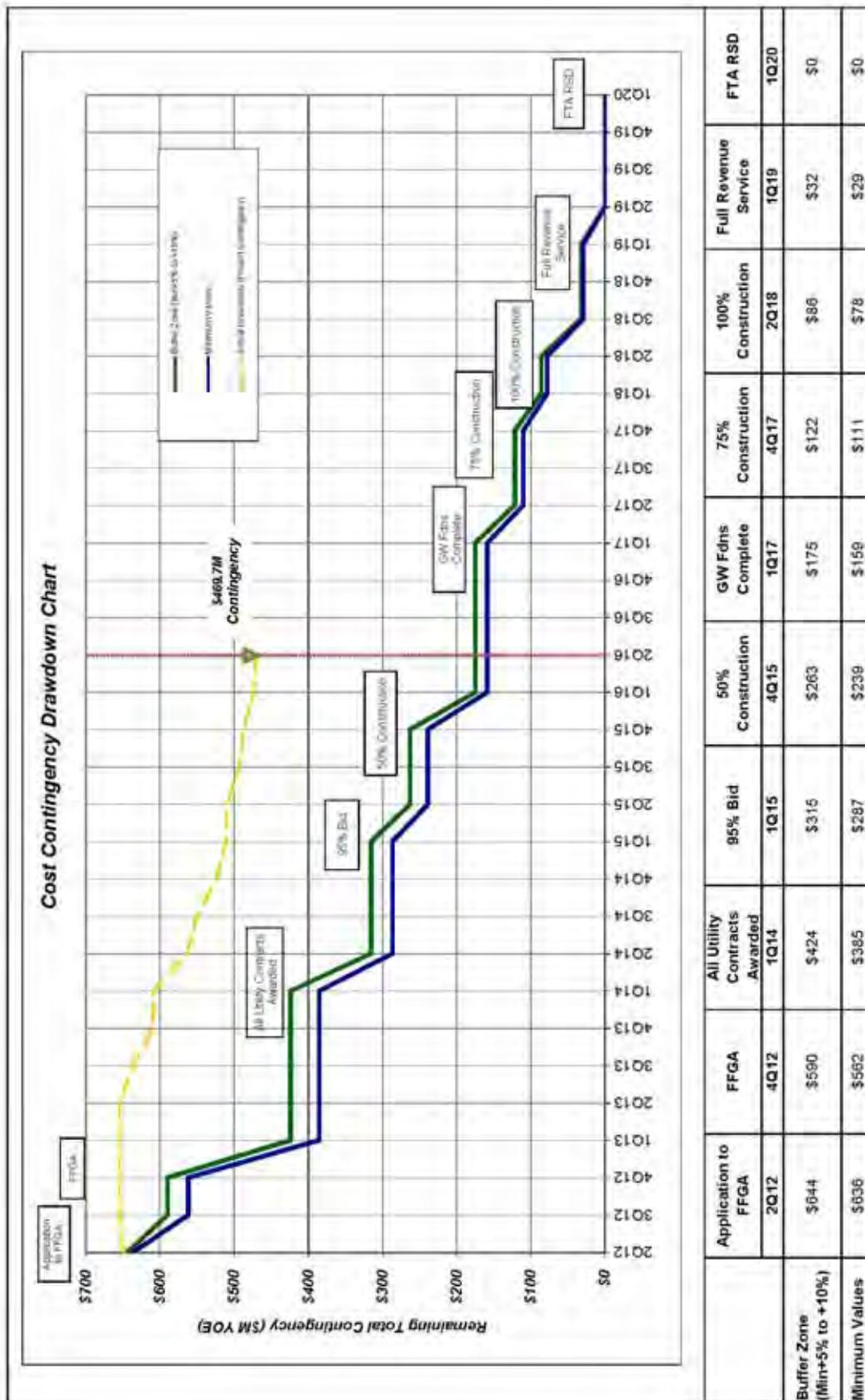
- Current Project Contingency Balance = **\$469.7M**
 - Contingency drawdown to date – \$173.9M (27.0% of baseline project contingency budget)
 - \$0.2M contingency credit during May 2016. Please see Appendix B for more details.

*Current Contingency Balance = \$469.7M
(previous report = \$469.5M)*

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 March 2016 Report	90.01 - 90.03	(\$168.5)
Contingency drawdown April 2016 Report	90.01 - 90.03	(\$1.6)
Contingency drawdown May 2016 Report	90.01 - 90.03	(\$4.0)
Contingency drawdown June 2016 Report	90.01 - 90.03	\$0.2
Contingency drawdown to date	90.01 - 90.03	(\$173.9)
Current FFGA Project Contingency	90.01 - 90.03	\$469.7

Figure 6. Draft Cost Contingency Drawdown Chart



Data as of 5/27/16 - May '16 Reporting Period

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 May 27, 2016)

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	n/a
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue ⁴	0	1,550	551	551
FTA Section 5307 Formula Funds ⁵	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2022 ⁵	378	3,291	1320	1,698
Total	385	5,356	2,175	2,262

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

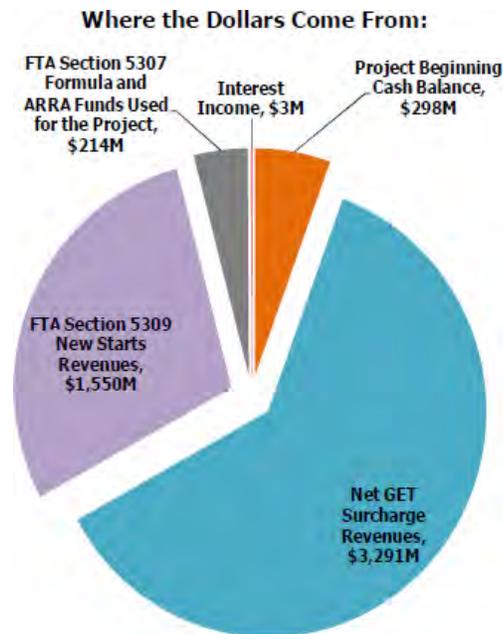
² FFGA Financial Plan, Table A-1 Capital Plan Cash Flows .

³ Beginning Project Cash Balance at Entry into Preliminary Engineering (PE) on October 16, 2009 (the FFGA Project start date) = Pre-PE GET, investment and miscellaneous income minus pre-PE expenditures. The \$298 million is included in the Pre-FFGA actual amounts received between 2007-2009 of \$378 million.

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

⁵ On January 27, 2016 the City Council of Honolulu passed Bill 23 which extended the GET surcharge to December 31, 2027. The planned amounts for funding will be adjusted in a future Monthly Progress Report to reflect the extension of the GET surcharge.

Figure 8. Project Funding Sources (YOE \$M)



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge (data as of May 27, 2016)
 - \$1,320M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$1,358M = Projected Net GET Surcharge Revenue for FYs 2010-4Q 2016, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - GET receipts are currently running 3% short of Projections to date, or \$38M behind.
 - \$0 = GET surcharge received in May 2016.

- Full Funding Grant Agreement (FFGA)
 - \$13.5M = New Starts drawdown processed and received in May 2016.

- The \$5307 funds for the Project, per the FFGA Financial Plan, are \$210M.

Total Cash Received Since PE = \$2,175M
 (previous report = \$2,161M)

GET Received Since PE = \$1,320M
 (previous report = \$1,320M)

GET Received Since 2007 = \$1,698M
 (previous report = \$1,698M)

Figure 9. New Starts Drawdown by Federal Fiscal Year (data date as of May 31, 2016)

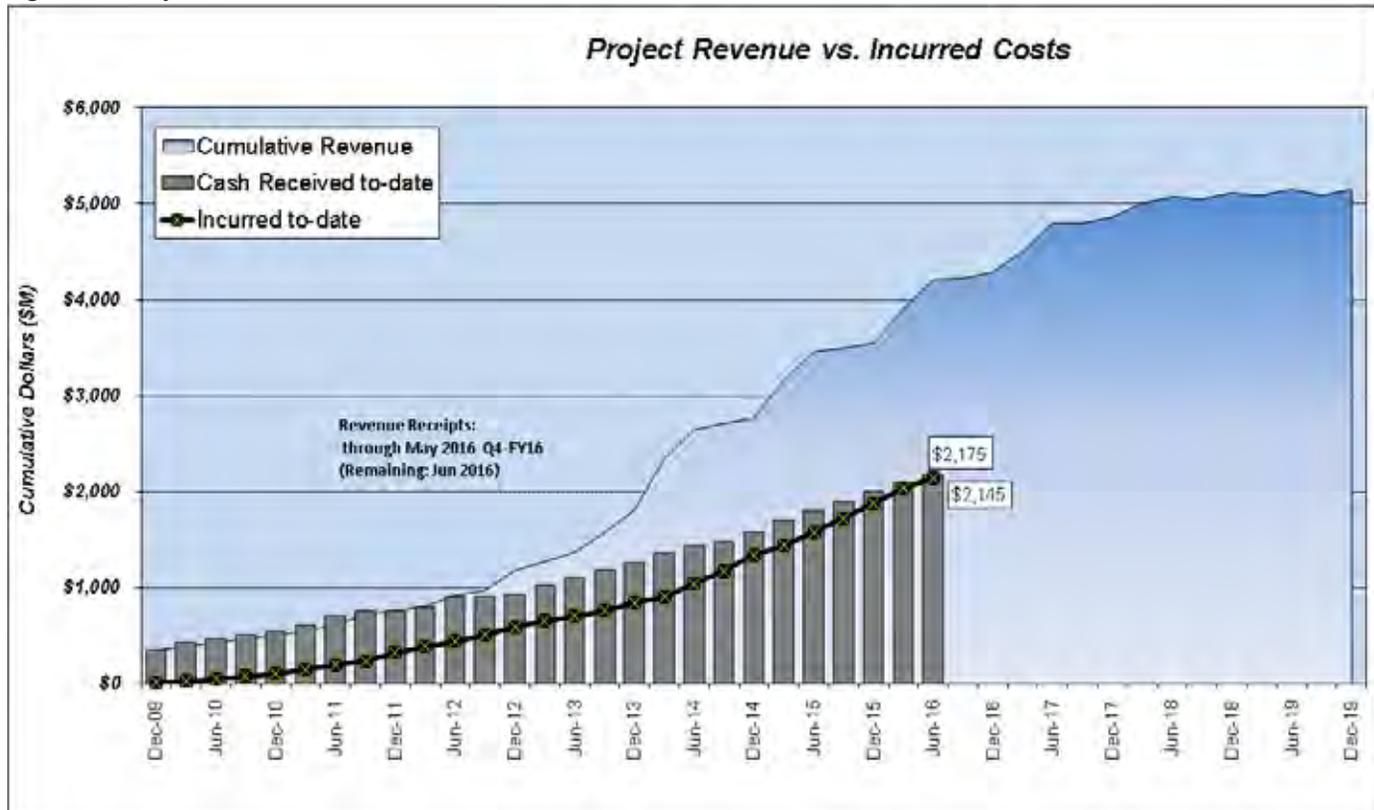
New Starts Grant Information by Federal Fiscal Year (Amounts in italics are pending)				
Federal Fiscal Year Allocation	FTA Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	\$15,190,000	\$15,190,000	\$0	
2009	\$19,800,000	\$19,800,000	\$0	
2010	\$30,000,000	\$30,000,000	\$0	
2011	\$55,000,000	\$55,000,000	\$0	\$20,607,242
2012	\$200,000,000	\$200,000,000	\$0	\$99,382,758
2013	\$236,277,358	\$230,855,295	\$5,422,063	\$258,280,277
2014	\$250,000,000	\$0	\$250,000,000	\$441,719,724
<i>2015 (pending award of grant)</i>	<i>\$250,000,000</i>	<i>\$0</i>	<i>\$250,000,000</i>	<i>\$250,000,000</i>
<i>2016 (pending appropriation and award of grant)</i>	<i>\$250,000,000</i>	<i>\$0</i>	<i>\$250,000,000</i>	<i>\$250,000,000</i>
<i>2017 (pending appropriation and award of grant)</i>	<i>\$243,732,642</i>	<i>\$0</i>	<i>\$243,732,642</i>	<i>\$230,010,000</i>
Total	\$1,550,000,000	\$550,845,295	\$999,154,705	\$1,550,000,000

2.5 Project Revenue and Costs

(data as of May 27, 2016)

Ending Cash Balance 5/31/16 = \$123.0M
(previous report = \$172.6M)

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = May 27, 2016

Figure 11. Cash Balance Summary

MAY 2016 CASH BALANCE SUMMARY		
	MAY	FY16 YTD Cumulative
Beginning Cash Balance 05/01/16	172,630,715	293,010,823
Expenditures:		
Operating Expenditures	(1,318,775)	(15,408,040)
Capital Expenditures	(61,883,720)	(523,902,661)
Expenditures Total:	(63,202,495)	(539,310,700)
Receipts:		
GET Surcharge	0	229,344,241
FTA Drawdown	13,539,367	139,338,664
Interest	38,851	261,045
Other (rental, refunds, copy fees, etc.)	10,013	372,378
Receipts Total:	13,588,231	369,316,329
Ending Cash Balance 05/31/16	123,016,451	123,016,451

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

3 SCHEDULE

(data as of May 27, 2016)

OVERVIEW

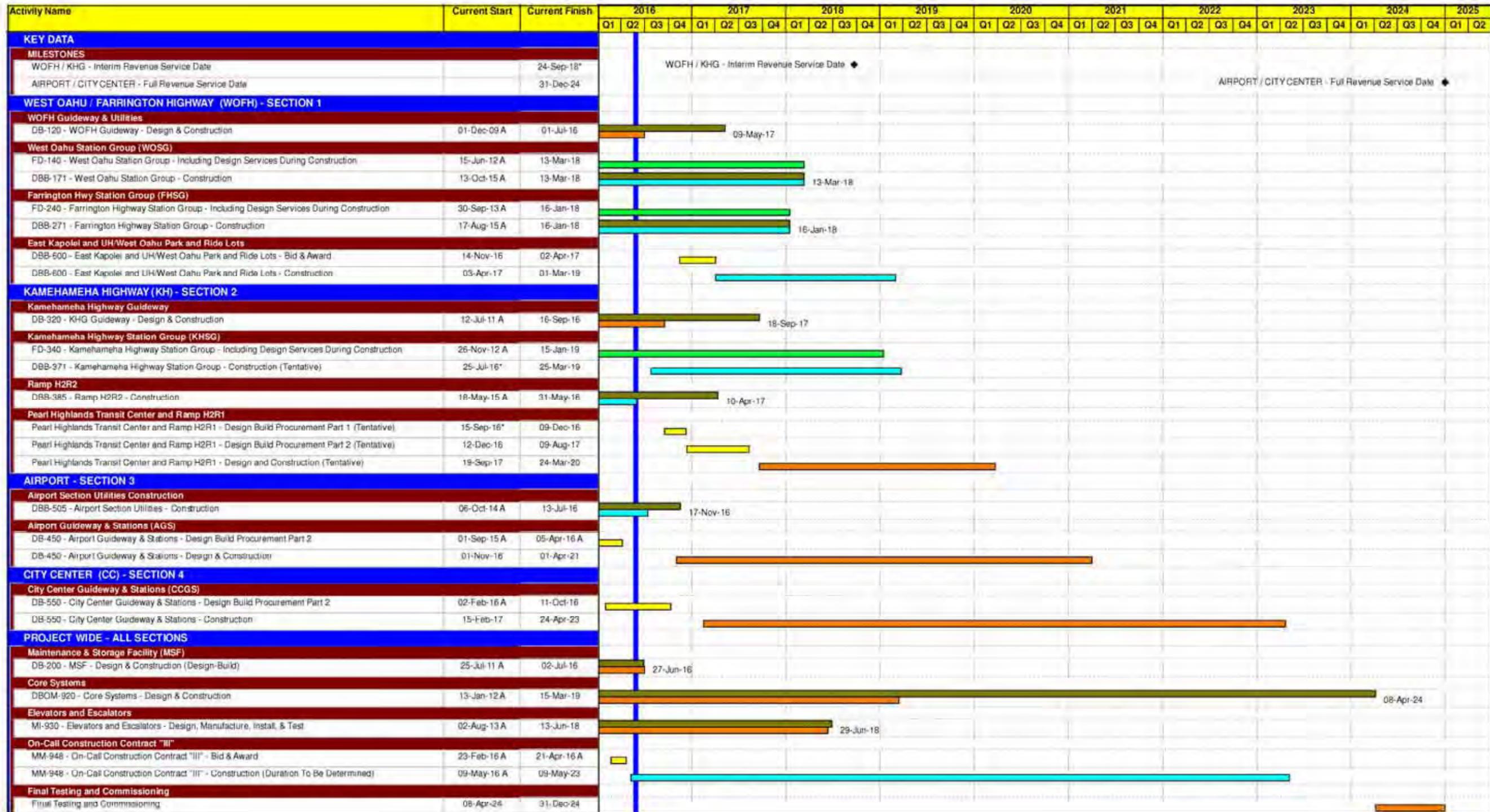
- HART has reassessed its master schedule and included more details regarding the required utility work and the 138KV work. In this reevaluation, productivity rates observed in ongoing utility relocation work at the Airport section have been used. Based on the above, the forecast for the completion of the city center facilities is April 2023, and the completion of systems' installation, testing and commissioning work is December 2024.
- The CCGS RFP Part 2 proposals due date has been postponed to October 2016.
- On June 8, 2016, HART made a presentation titled: "Options to the current FFGA scope" to address a possible shortfall in revenue needed to construct the full FFGA scope. In this presentation, five CCGS options were presented:
 - Build to Middle Street as planned plus guideway only to Ala Moana
 - Build to Middle Street as planned and continue with bus service or at-grade rail system
 - Construct as far as funding allows (a la carte evaluation)
 - Public-Private Partnership (P3) solicitations for all stations
 - Change Alignment to Nimitz
- Feedback to that presentation is being sought prior to further refinement and presentations to the Mayor's office and the City Council. A working group has been tasked to develop plans to complete the project.
- HART continues to closely monitor, review and manage all active construction packages. Previously reported delays continue to be addressed by the project teams. See contract pages for further details.

KEY ISSUES

- WOFH construction progress is behind the approved schedule for the LCC station area civil and structural work by ten months.
- KHG guideway construction progress is behind the approved schedule by 12 months.
- WOSG and FHSG stations' construction has begun at West Loch and Ho'opili Stations.
- ASU construction is behind the approved schedule by four months due to various delays, including differing site conditions.
- The overall critical path to full Revenue Service is the CCGS guideway and stations' construction, core systems installation, testing and commissioning.

Figure 12. H RTP Master Project Schedule Summary (MPSS)

The Master Program Summary Schedule reflects currently approved schedule end dates for contracts that have been awarded, and planned dates for future contracts. It is statused against the FFGA Baseline MPS. Active contracts' end dates will not change, unless a change order is issued. For the contractors' forecasts of active contracts end dates, see Contract Status section (Section 4).



- Design Build
- Construction
- Design
- Bid/Award
- Baseline Milestone

- Milestone
- Previous Update
- Contractor Forecast

Honolulu Rail Transit Project
As of: 27-May-16

MPS Summary
Design & Construction Contracts

4 CONTRACT STATUS

Contracts in Procurement (For a list of awarded contracts, please see Appendix D)

OVERVIEW

- **Awarded Contracts:**
 - On June 23, 2016, HART entered into an agreement with ACM Consultants, Inc. for the On Call Appraisers Contract in the amount of \$1M.
 - On June 29, 2016, HART entered into an agreement with Arcadis U.S. Inc., Hill International Consulting, Inc., and Kobayashi Sugita & Goda, LLP for the Complex Construction Claims Negotiation and Litigation Services Multi-Award Contract. The contract amount for each of the three contracts is \$270,000.

- **Active Procurements:**
 - Art-in-Transit: HART is in negotiations or will commence negotiations with the highest-ranked artists for each of the stations. HART has begun award of the Art-in-Transit contracts.
 - Airport Guideway and Stations Design-Build RFP: The solicitation is currently being evaluated.
 - City Center Guideway and Stations (CCGS) Design-Build RFP: RFP Part 2 was issued on Feb. 2, 2016. The proposals are not yet due.
 - Complex Real Property Negotiations and Litigation Support RFP: The RFP was issued on Feb. 23, 2016. Proposals were received on April 4, 2016 and are currently being evaluated.
 - Outside Counsel for Land Court Petition Services RFP: The RFP was issued on March 4, 2016. HART received one proposal on April 15, 2016. After evaluation, HART determined that it would be in the public’s best interest to cancel the existing solicitation and re-issue the solicitation. The new Outside Counsel for Land Court Petition Services RFP was re-issued on May 13, 2016. Proposals were accepted on June 14, 2016, and is currently under evaluation.
 - Real Estate Contractor Contract “II” RFP: The RFP was issued on March 4, 2016. Proposals were received on April 28, 2016, and are currently being evaluated.
 - Program Management Contractor Contract RFQ: The RFQ was issued on May 9, 2016. Proposals are due on July 14, 2016.

- **Upcoming Procurements:**
 - Procurements for UH West O’ahu Temporary Park and Ride and UH West O’ahu Campus Road “B” Design-Bid-Build Contract; Pearl Highlands Garage, Transit Center and Ramp H2R1; Core Systems Back-up Generators; and East Kapolei and UH West O’ahu (permanent) Park and Ride are under evaluation.

Remaining Contracts						
Contract Code	Contract Name	Advertise Date	Bids Due/Part 1 Proposals Due	RFP Part 2 Proposals Due	Issue MTP	Projected Contract Substantial Completion Date
AP00	Art-in-Transit	May 9 '13	-	-	TBD	TBD
DB-450	Airport Guideway and Stations	Apr 07 '15	Aug 31 '15	Apr 05 '16	TBD	NTP + 55 months
DB-550	City Center Guideway and Stations	Aug 04 '15	Nov 08 '15	Mar 24 '17	TBD	NTP + 50 months
MM-981	Complex Real Property Negotiations and Litigation Support Contract	Feb 23 '16	Apr 04 '16	-	TBD	NTP + 24 months + 2 year option
MM-936	Real Estate Contractor Contract "II"	Mar 04 '16	Apr 28 '16	-	TBD	NTP + 48 months
MM-902	Program Management Contractor Contract	May 09 '16	Jul 14 '16	-	TBD	Dec 31 '22 + 3 year option
MM-983	Outside Counsel for Land Court Petition Services	May 13 '16	Jun 14 '16	-	TBD	NTP + 36 months
DBB-600	East Kapolei and UH West O'ahu Park and Ride Lots	Nov 14 '16	Feb 15 '17	-	Apr 03 '17	Mar 01 '19
DB-275	Pearl Highlands Transit Center and Ramp H2R1 Design-Build Contract	TBD	TBD	-	TBD	TBD
MI-940	Core Systems Back-up Generators	TBD	TBD	-	TBD	TBD

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: April 2024



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: The CSC contractor (AHJV) is continuing to progress through Final Design. Qualification and design verification tests are ongoing. AHJV continues to test equipment in the Yard Control Bungalow (YCB). AHJV continues to install fire detection equipment at the MSF Operations and Servicing Building (OSB), Train Wash Facility (TWF) and Wheel Truing Building (WTB). FDAS installation and testing is complete in the Maintenance of Way (MOW) building. AHJV continues to pull train control cables and traction power cables in the MSF; installation of Electrically Operated Switch (EOS) cabinets and train control devices in the MSF is also continuing. Final Assembly activities are ongoing for Train 2 and Train 3.

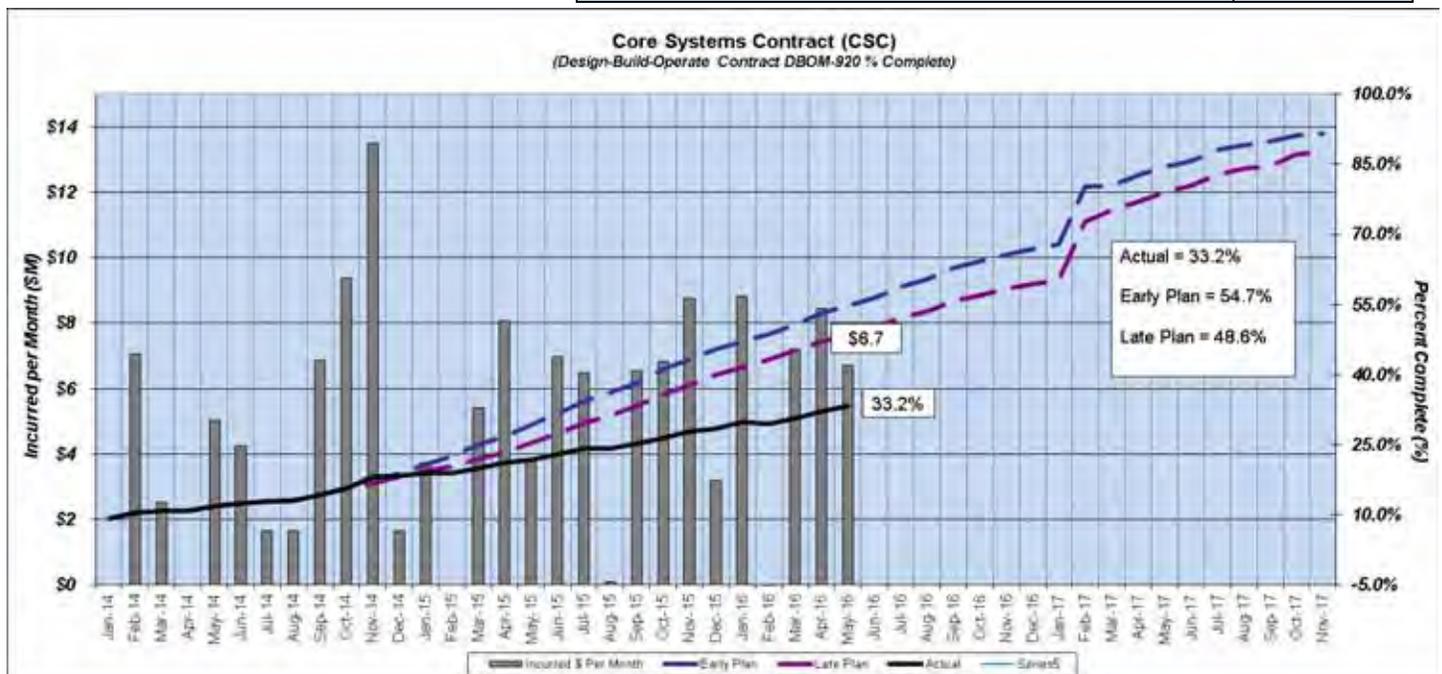
COST INFORMATION:

<u>Original Contract:</u>	<u>\$573,782,793</u>	<u>Incurred-to-Date:</u>	<u>\$199,202,996</u>
<u>Current Contract Value¹:</u>	<u>\$599,843,687</u>	<u>Incurred in May:</u>	<u>\$6,706,149</u>

¹Current Contract Value = Original contract value (excluding \$823.6M O&M budget) + executed Change Orders

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$129,165
DBE % Attained:	0.029%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$26,060,894



The progress chart reflects early program expectations. When the overall schedule is rebaselined and Construction Access Milestone dates are revised, the cost curve will be revised.

SCHEDULE:



	Final Design Submitted Documents	Final Design Approved Documents	Target Completion Date
Passenger Vehicles	100%	87.5%	3 rd Q 2016
Communications	46.2%	37.6%	4 th Q 2016
ATC/SCADA	99%	88%	3 rd Q 2016
TES	100%	100%	Completed
Fire Detection	66.7%	58.3%	3 rd Q 2016
PSGS	95.5%	81.8%	3 rd Q 2016

*Target Completion Date for Communications and Fire Detection is for the first segment. Second segment completion date is to be determined.

CRITICAL PATH SUMMARY:

- The Core Systems schedule and subsequent Substantial Completion date has been revised to reflect the issuance of revised construction access dates for the west side nine (9) stations and the anticipated construction schedule for the east side construction. AHJV has begun the process of updating their baseline schedule to incorporate the new access dates.
- Continue to oversee construction activities with the CSC installation subcontractor and the On-Call contractor.
- Passenger Vehicle final assembly continues on the second and third trains.

WORK PROGRESS:

Activities this Month:

Weighted Value: 33.2% [(Total Achieved thru May 2016 (\$192.45 million) + Projected June 2016 Period (\$6.7 million))/Total Contract Including Executed Change Orders (\$599.84 million)].

Design:

- ATC/SCADA – Documents Received: 16, Documents Returned: 14
- Communications – Documents Received: 5, Documents Returned: 1
- Traction Power – Documents Received: 5, Documents Returned: 4
- Fire Detection – Documents Received: 4, Documents Returned: 0
- Platform Screen Gates – Documents Received: 1, Returned: 1
- Passenger Vehicles – Documents Received: 12, Documents Returned: 24

Manufacturing:

- Performed manufacturing oversight work at Hitachi Rail factories. (For additional details, please see the Vehicle Car Shell Progress Tracker in Appendix E.)

Look Ahead:

Design:

- Continue Final Design of all subsystems.

Manufacturing:

- Passenger Vehicle Manufacturing – Continue car shell fabrication in Italy.
- Continue final assembly activities on Train 2 and Train 3.
- PV Truck Fabrication – Continue truck frame and bolster fabrication activities in Italy.
- Continue manufacturing of automated train control, traction power, and other systems equipment.

Installation, Testing and Commissioning:

- Test Fire Detection Alarm System (FDAS) devices in the MSF OSB, TWF and WTB.
- Fire Marshal inspection of complete MSF FDAS.

Activities this Month (continued):

- Performed Passenger Vehicle (PV) truck manufacturing oversight support at Hitachi Rail Subcontract factory in Italy.
- Performed final assembly oversight work at Pittsburg, CA. Equipment installation work on the second train is ongoing.
- Four (4) car shells for train #3 are now in Pittsburg for final assembly.
- Performed Truck Frame and Bolster Production oversight at Hitachi Rail Italy (HRI) supplier, Nuova Comafer, in Italy.
- All eight (8) DRS fabricated truck frames and bolsters have been delivered to the final assembly facility in Pittsburg.
- Vehicles vandalized with graffiti on June 23, 2016. Ansaldo removed graffiti by cleaning trains on June 28 through June 30, 2016.

Look Ahead (continued):

- Completion of MSF yard conduit installation.
- Energization of the MSF Yard TPSS.
- Conduct Type and Routine test on first train.
- Installation of Telecom cabling in the MOW.
- Continue installation of TES cabling and EOS in MSF.
- Continue installation of Train Control cabling and devices in MSF.

Installation, Testing and Commissioning:

- Train 1 located on the M5 track for testing.
- Remaining MOW vehicles (flatbed trailers, rail grinder, geometry checker and high rail vehicles) have been delivered to the MSF and have undergone initial inspection and testing.
- Installation of fiber optic backbone in MSF yard is complete.
- Installation of FDAS devices in the OSB is 80% complete.

KEY ISSUES:

- Revisions to the station and guideway Construction Access Milestone (CAM) dates require evaluation of interfacing work schedules.
- Vehicle Production and Testing is an ongoing monitored risk. HART continues to work closely with AHJV and Hitachi Rail to ensure good progress at the Car Shell Fabrication, Truck Fabrication and Final Assembly facilities.
- Communications System design completion is delayed. HART continues to work closely with AHJV to identify key issues and to implement the corrective action plan to bring design and qualification testing to closure.
- Completion of MSF FDAS system installation, testing and commissioning for MSF substantial completion.

QUALITY MANAGEMENT:

Testing		
Subsystem	Test Completed	Date Completed
PSGS	PSGS Design Verification Test Salt Fog in New Castle, PA	TBD

Passenger Vehicle – Oversight		
Facility	Activity	Date Completed
Pittsburg, CA	On-site inspector in place to oversee and report on Hitachi Rail Final Assembly activities.	Ongoing
Naples, Italy	Visit conducted to Nuova Comafer to inspect status of quality and production of PV truck frame and bolsters.	June 10, 2016

CSC NCR Log			
	TOTAL	CLOSED	OPEN
AHJV & Subs	30	26	4
Hitachi Rail	637	490	147
TOTAL	667	516	151

PROJECT PICTURES:



Interior of Train 2 Car M1 nearing completion in Pittsburg, CA.



Truck on Test Fixture at Final Assembly Facility.



Testing and initial setup of the Road-rail Flatbed at the MSF.

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

Contract No.: MI-930

Contractor: Schindler Elevator Corporation

Contract Start Date: August 2013

Contract Substantial Completion: June 2018

Projected Substantial Completion: The June 2018 completion date will change to a later date predicated on the award of the DB contracts for the east portion of the guideway.



Project Description: Furnish / install / test / maintain all elevator and escalator equipment located at the 21 stations.

Project Overview: The manufacturing of the FHSG will be released in July as the construction schedule has been accepted in May by HART. The release to begin manufacturing of the WOSG and KHSO equipment will be scheduled once an acceptable construction schedule with the respective contractors has been completed.

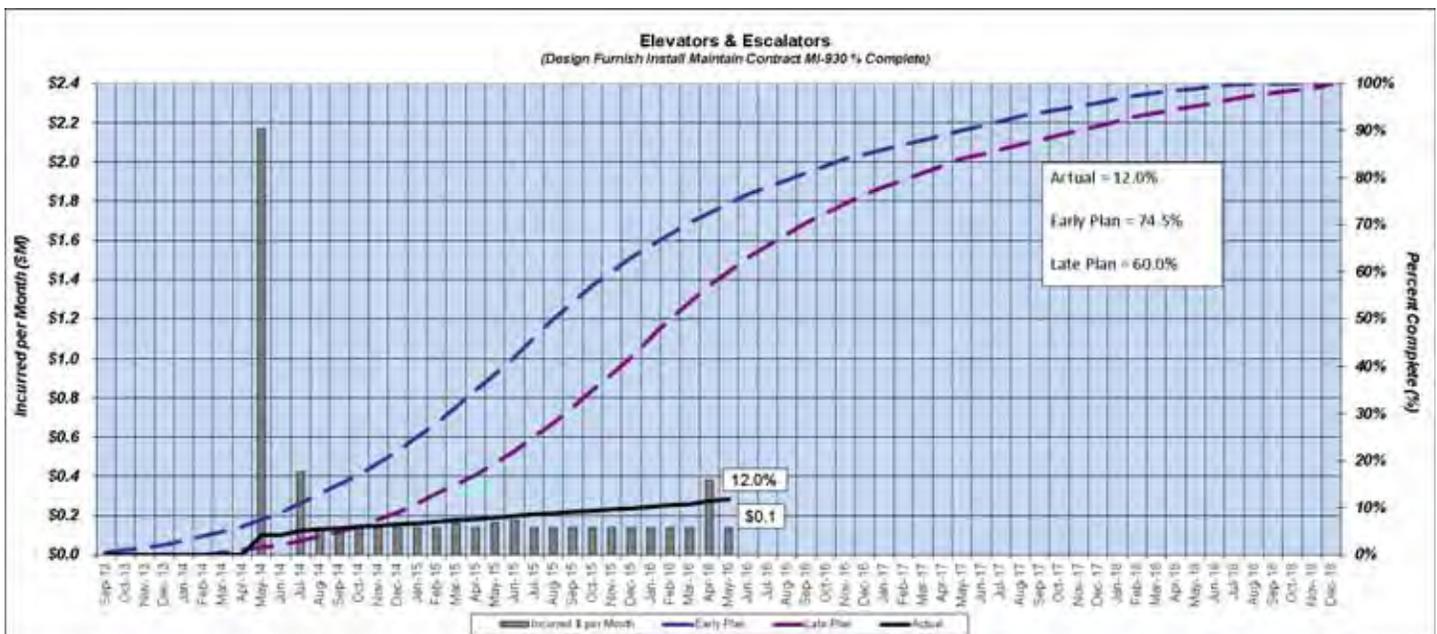
COST INFORMATION:

Original Contract:	\$50,982,714	Incurred-to-Date:	\$6,008,931
Current Contract Value ¹ :	\$51,999,035	Incurred in May:	\$140,825

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$1,016,321



The progress chart reflects early program expectations. When the overall schedule is rebaselined and Construction Access Milestone dates are revised, the cost curve will be revised.

SCHEDULE:

- Elevators' schedule for the FHSG, WOSG and KHSG stations will be published once the respective baseline schedules are accepted and all access dates are transmitted to Schindler. Elevators' schedule for the remaining 12 stations will be published when their contracts are awarded and schedules are accepted.

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 Elevator Escalator contract.

WORK PROGRESS:Activities this Month:

Weighted Value: 12%; Planned Value: 60%

- Final Design is approximately 41% complete, as 9 of the 21 stations are ready to be released for manufacturing once the contractor's schedules are approved.
- All draft equipment drawings for the 21 stations have been submitted for review and have been accepted.
- Design is complete on the three FHSG stations, three WOSG stations, and the three KHSG stations.
- Permits for the installation of all elevators and escalators for the FHSG, KHSG, and the WOSG have been issued. These permits are for installation only, not operation.

Look Ahead:

- Release for manufacturing for the Farrington Highway Station Group will occur in July; the West O'ahu Station Group elevators and escalators is expected to occur in July 2016, once the construction schedule is accepted by HART. KHSG will be released for construction later this year, once a schedule has been accepted by HART.

KEY ISSUES:

- The release to allow manufacturing for FHSG is expected to occur in July 2016. WOSG will be released in July once the construction schedule is accepted. The release of the equipment required for KHSG will be dependent on the NTP of the KHSG contract. Final completion of the equipment requirements for the four stations included in the DB contract for Airport Guideway and Stations is on hold pending contract award. The eight stations included in the City Center Guideway and Stations contract is also on hold pending contract award of the DB contract for this work. Both of the DB solicitation packages contain the size and configuration of the elevators and escalators purchased for these twelve remaining stations.

C. Fare Collection System

Contract No.: MI-900

Contractor: INIT, Innovations in Transportation Inc.

Contract Start Date: April 2016

Contract Substantial Completion: September 2021

Projected Substantial Completion: 60 days after full rail revenue service date

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, installation and operation 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 transaction processing, fare equipment monitoring, and customer service systems, as well as a Data Warehouse. TheBus equipment will consist of stand-alone smart card readers on board.

Project Overview: The Fare Systems RFP was released on Aug. 11, 2015 and an award was made on March 18, 2016 to INIT. NTP was issued April 18, 2016. An MOU for capital cost sharing with the City was executed on July 11, 2015, and an MOU for Operations and Maintenance was executed on March 10, 2016. A Fare Systems technical consultant contract was awarded on Sept. 24, 2015, to CH2M Hill to support design review, testing and installation. The selected DBOM contractor began conceptual design 45 days after NTP.

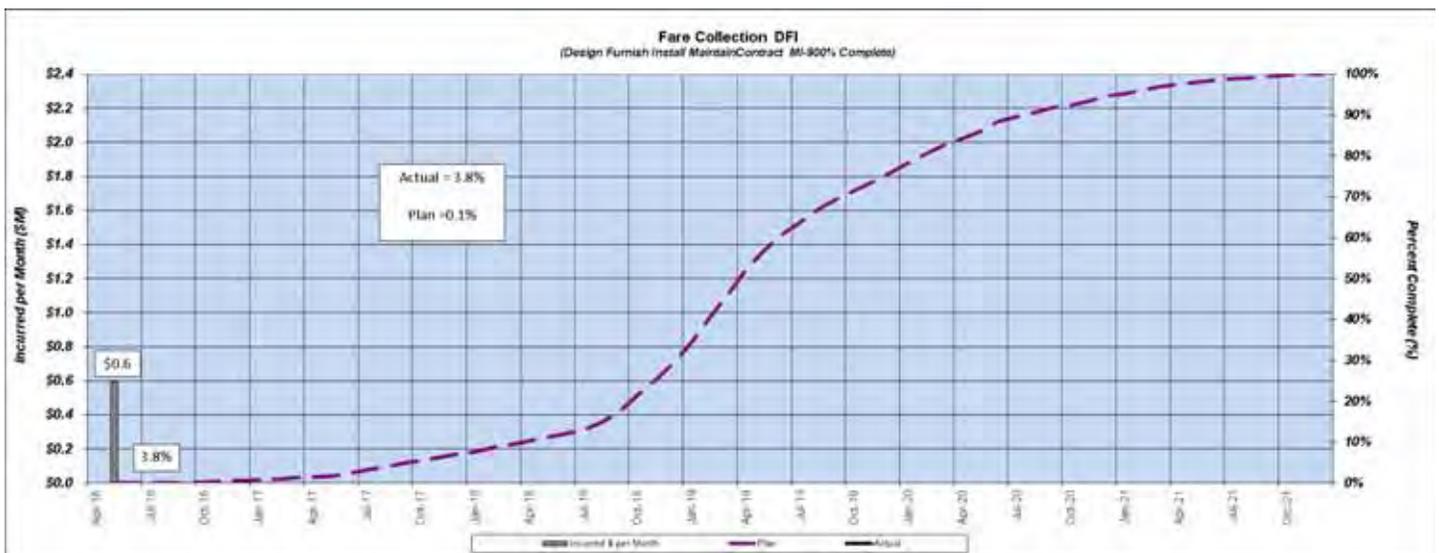
COST INFORMATION:

<u>Original Contract:</u>	<u>\$15,464,198</u>	<u>Incurred-to-Date:</u>	<u>\$593,840</u>
<u>Current Contract Value¹:</u>	<u>\$15,464,198</u>	<u>Incurred in May:</u>	<u>\$593,840</u>

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

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



SCHEDULE:

May 2016 Update			Data Date: 27-May-16																							
Activity Name	Start	Finish	2016			2017			2018			2019			2020			2021			2022					
			Q	Q2	Q3	Q	Q3	Q	Q	Q3	Q4	Q	Q3	Q4	Q	Q2	Q	Q4	Q	Q2	Q	Q4	Q	Q2	Q3	Q
Fare Systems Contract	11-Aug-15 A	30-Sep-21																								
Fare Systems Contract - Bid & Award	11-Aug-15 A	14-Apr-16 A																								
Fare Systems Contract	18-Apr-16 A	30-Sep-21																								
Substantial Completion - Fare Systems		30-Sep-21																								

CRITICAL PATH ISSUES:

- Conceptual design starting by June 20, 2016.

WORK PROGRESS:

Activities this Month:

- Review and comment on Conceptual Design Documents.
- Review model revision requirements and work with fare policy study staff to calibrate the fare model to create a baseline.
- Finalize Fare Systems Project PMP and baseline schedule.
- Confirm milestone payment amounts and dates with the contractor.
- Ongoing business rules document development.

Look Ahead:

- Complete Conceptual Design Review (CDR).
- Confirm fare policy options for modeling.

KEY ISSUES:

- Starting and completing three design reviews on time in order to maintain schedule.

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: May 2017 (Change Work)



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: Progress continues on track installation, road restoration work, LCC Station and traffic signals. Segment erection and final set has been completed along the entire guideway. Several areas of the project were inspected, punch lists generated and partial acceptance/substantial completion letters issued. The project’s key quality issues continue to focus on segment repairs, span shear keys, column pedestal repairs, and NCR closeout.

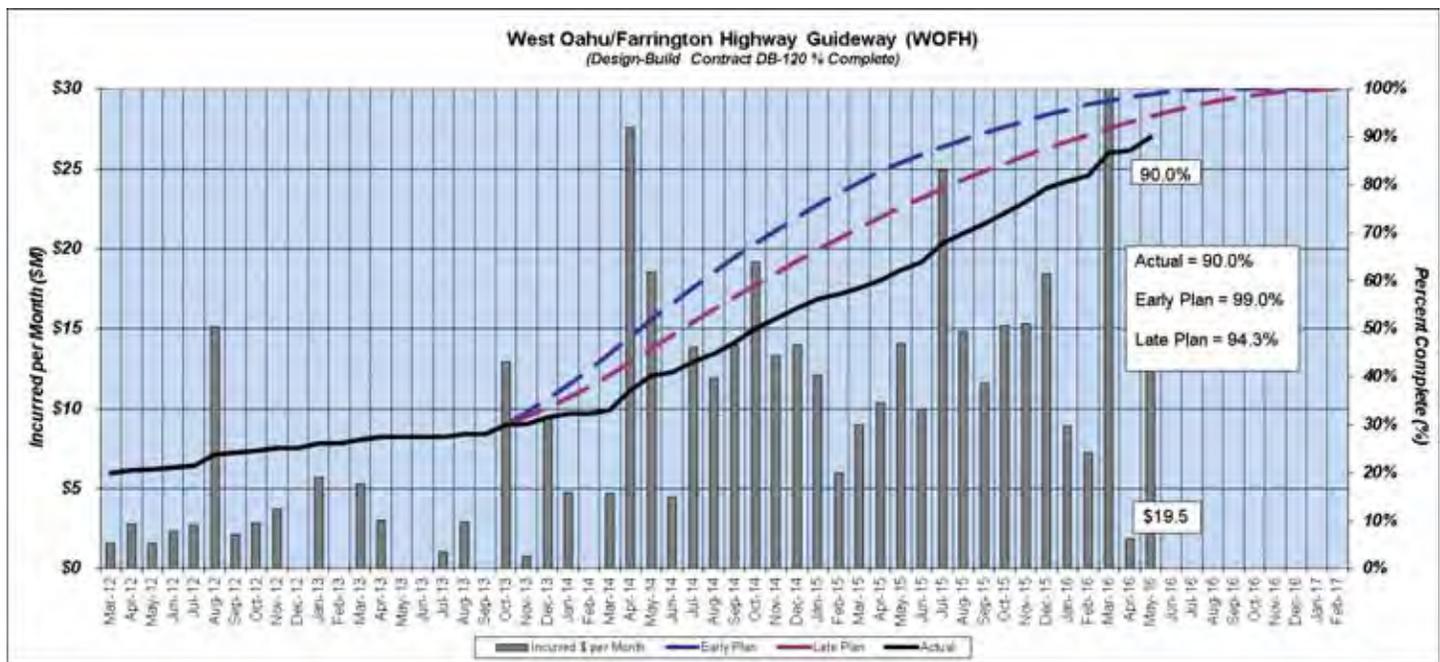
COST INFORMATION:

Original Contract:	\$482,924,000	Incurred-to-Date:	\$580,515,254
Current Contract Value ¹ :	\$647,600,628	Incurred in May:	\$19,536,694

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$7,180,100
DBE % Attained:	1.49%

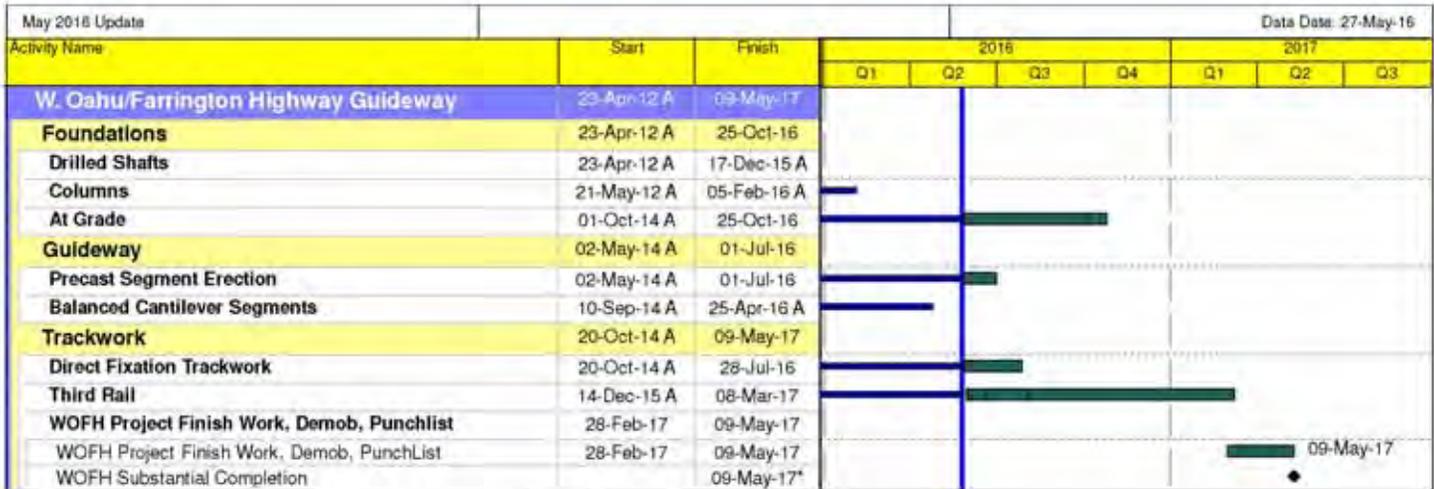
May Change Orders		
Change No.	Description	Amount (\$)
CCO0099	Deletion of Station Platform Girders	(\$451,846)
CCO 0100	Hazmat Transite Pipe Removal at STA	\$48,296
CCO 0102	Hazardous Material at Cutter Property	\$182,299
Cumulative to Date		\$164,676,628



In June, KIWC submitted pay application # 86 for April 2016 billing to HART for review.

SCHEDULE:

As of the April 2016 progress update, substantial completion was further delayed to 10 months due to the work scheduling of all LCC construction activities including KIWC’s unilateral stoppage of work for a period of time. HART has notified KIWC that all base scope work must be complete by July 1, 2016.



CRITICAL PATH ISSUES:

- In late February/early March 2016, KIWC (at risk) resumed LCC construction work activities. The portable classroom turnover to the University occurred on May 2, 2016. Demolition of the existing portables started in mid-May. KIWC’s most recent progress schedule shows the project to be completed ten months beyond contractual substantial completion.

WORK PROGRESS:

WOFH Construction Status as of 6/22/16									
Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	*** Total to Date	Planned to Date		Total Qty	% Complete
						Accepted Schedule *	Revised Schedule **		
Water Line	9,028	9,348	97%	Shafts	309	309	309	309	100%
Sewer Line	550	570	96%	Columns	283	283	283	283	100%
Fuel Line	340	340	100%	Segment Casting	3,209	3,209	3,209	3,209	100%
Gas line	1,591	1,591	100%	Spans Stressed	274	274	274	274	100%
Drainage Line	4,191	5,166	81%	Trackwork	269	269	271	278	96.8%
Elec/Telecom	16,889	21,374	79%	Third Rail	260	278	253	278	93.5%
Street Lights	6,335	8,357	76%	Mill & Overlay	27,353	N/A	N/A	32,903	83.1%
Traffic Sig/ITS Duct bank	8,552	10,802	79%	* Accepted Schedule was submitted in 2013.					
System Sites	1,683	7,046	24%	** The planned values are based on KIWC’s pending July schedule revision dated August 24, 2015. Revised schedule reflects a 6-month delay in completion.					
ITS Systems Devices	821	4,121	20%	*** Total quantity for the construction items has been revised to reflect the latest Issued for Construction number of shafts, columns, segments and spans.					

Activities this Month:

Weighted Value: 93.0% [(Total Achieved to April 2016 (\$561.9 million) + Projected May 2016 (\$17.6 million) + June 2016 Period (\$30.5 million))/Total Contract Including Executed Change Orders (\$655.9 million)]. Planned Value: 95.4%

Shaft/Column

- Completed.

Guideway Segment Erection

- Completed.

Look Ahead:

Design Progress

- KIWC continues to work toward completing final design. Additional submittals are expected to be issued for construction, pending coordination with other parties and contracts.

Shaft/Column

- KIWC will work to complete punch list items and apply anti-graffiti coating to the columns.

Activities this Month (continued):

Utility Relocation

- KIWC continues to relocate third party utilities for station conflicts and traffic signal conflicts.

Balanced Cantilever Structure

- Sound wall erection is complete. Dry finish of the exterior is complete. Continued to construct the plinth.

Track Construction

- KIWC continues to install CWR (Continuous Welded Rail) along the guideway from Span 1 to Span 210, and Spans 231 to 249. KIWC continues to construct the third rail installing the rail, anchors, expansion joints, and cover boards from Span 1 to Span 164, and Span 237 to Span 247.

KIWC/Third-Party Coordination

- HECO and KIWC continued to resolve station and traffic signal utility relocation conflicts.

Civil Structures

- KIWC continues work on roadway restoration to mill and overlay asphalt along Farrington Highway from Fort Weaver Road to Waipahu High School. KIWC continues with median restoration constructing drain inlets, curb and gutter, and installing irrigation, and installing chain link fencing from Fort Weaver Road to Waipahu High School.

Station Contractor Interfaces

- KIWC, URS, MSF and WOSG held an Interface closeout meeting to resolve current design and construction conflict.

Traffic Signals

- KIWC is working on installing the traffic signals per the traffic signal betterment unilateral change order executed with HART.

Look Ahead (continued):

Guideway Segment Erection

- Segment span erection is complete. KIWC continues to make minor repairs in preparation for Substantial Completion.

Utility Relocation

- KIWC will continue to relocate utility conflicts to facilitate traffic signal betterments.

Balanced Cantilever Structure

- Continue with plinth construction.

Track Construction

- Align and final setting of the rail will continue along the guideway. Complete installation of the third rail targeting Substantial Completion.

KIWC/Third-Party Coordination

- Continue to resolve utility conflicts with third parties to achieve Substantial Completion.

Civil Structures

- KIWC will continue with road restoration and mill and overlay work along Farrington Highway. KIWC will continue installing irrigation, and chain link fencing in median areas along Farrington Highway.

Traffic Signals

- KIWC will continue traffic signal installations.

LCC Portables and Parking Lots

- Portables and parking lots construction has been completed. Substantial Completion letter has been issued and punch list activities need to be completed before Final Acceptance is issued.

KEY ISSUES:

- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – KIWC is projected to start construction work activities at the LCC Station area.
- **Closeout and Coordination** – As the project approaches substantial completion, KIWC has continued coordination with station contractors and HART on project closeout documentation requirements including QA-QC final acceptance checklists. As-built and record drawings are currently being reviewed. HART is now utilizing partial acceptance and substantial completion letters on various portions of the guideway works.
- **HDOT Traffic Signal Improvements** – The additional work that HDOT requested has begun. The five month delay in the execution of this change order and subsequent construction of the work has an impact on the overall project schedule.
- **Shared Access** – progress was made for the three western stations, West Loch Station and a target date for Pearl Highlands was set for July 11.

SUBSTANTIAL COMPLETION:

- On May 31, HART issued substantial completion for Leeward Community College – Portable Buildings and Parking Lots, and the Motorcycle Training Area.
- In early June, HART issued substantial completion for finish grade to the underside of the guideway including the exterior surfaces up to the top of the sound wall parapets from piers 45 – 51, and from piers 95 – 124.
- On the week of June 9, HART issued substantial completion for finish grade to the underside of the guideway including the exterior surfaces up to the top of the sound wall parapets from piers 125 – 163, piers 164 - 217, and for piers 217 – 251.
- Civil works in Phases 3, 4 and 5 were walked down and accepted as substantially complete.

QUALITY MANAGEMENT:

- KIWC continues to follow their established quality processes through quality monitoring and audits.

- **Closing Out NCRs** – KIWC has been working to promptly correct, validate, and close out NCR’s during this period. 4 NCRs were closed this period.
- **Track Construction Operations** – HART and KIWC continue to have discussions on Direct Fixation Shim Tolerances. KIWC is working to resolve outstanding technical issues on the shim tolerances.
- **Span 258 – NCR 509** – A few strands of the 12-Strands Tendon T1L installed on Span 258 failed after post-tensioning. KIWC has prepared a Remediation Plan to replace the failed Tendon T1L. The defective tendon was removed and saved for postmortem by KIWC on April 14, 2016; replaced and stressed on April 15, 2016; and grouted on April 22, 2016. Hence, Span 258 was lowered to its correct position.

KIWC will perform a postmortem of the Tendon T1L to determine the root cause of the failure and the corrective action to prevent recurrence on KHG. KIWC will perform a Cause and Effect Fishbone Analysis of the defective tendon, which will be participated in by HART (Design and Engineering, GEC3, CE&I, and QA/QC) and KIWC (HNTB/FIGG, Construction, Tendon Supplier, and QA/QC). Samples of the strand were taken and sent to a Certified Laboratory in the mainland by KIWC. The HART Director of QA/QC will be the Facilitator during the root cause analysis.

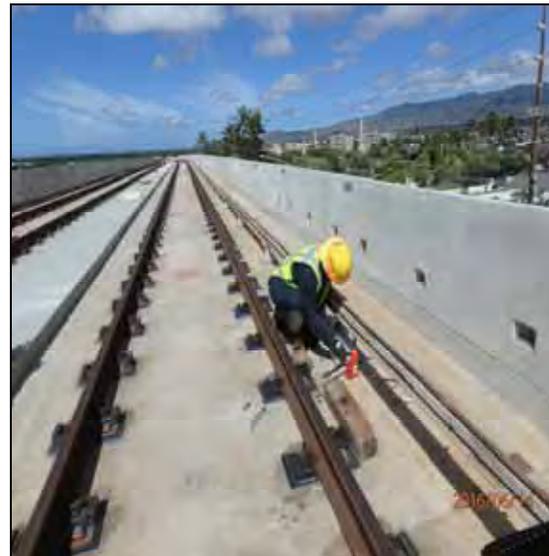
- **Span 249 – NCR 525** – A few strands of Tendon T3 installed in Span 249 failed after post-tensioning. The defective Tendon T3 was removed on April 21, 2016. The tendon replacement will occur when the special stressing Jacking system (that will fit the space between the two spans) arrives at the site.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
547	532	15

PROJECT PICTURES:



Concrete placement for plinth on Span 257.



Third rail installation on Span 241, WA 3.



Mill and overlay between piers 229 and 230.

B. West O’ahu Station Group (WOSG)

Contract No.: DBB-171

Contractor: Nan, Inc.

Contract Start Date: October 2015

Contract Substantial Completion: March 2018

Projected Substantial Completion: March 2018

Project Description: The West O’ahu Station Group Construction contract includes services to build three (3) transit stations along Kualaka’i Parkway and Farrington Highway. The stations are East Kapolei (EK), UH West O’ahu (UHWO) and Ho’opili Stations. In addition to the transit stations, operational ancillary buildings, traction power substation and adjacent areas are included in this project.



Project Overview: The contractor was issued Notice-to-Proceed (NTP) on Oct. 13, 2015. The projected substantial completion is March 2018, based off of the accepted baseline schedule. However, the baseline schedule will be updated and this date will change.

COST INFORMATION:

<u>Original Contract:</u>	<u>\$56,088,470</u>	<u>Incurred-to-Date:</u>	<u>\$361,800</u>
<u>Current Contract Value¹:</u>	<u>\$56,088,470</u>	<u>Incurred in May:</u>	<u>\$361,800</u>

¹Current Contract Value = Original contract value + executed Change Orders

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

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



SCHEDULE:

- The accepted schedule requires added details before it can be approved, per contract requirements. Once this occurs, the WOSG schedule will be published in a future Progress Report.

CRITICAL PATH ISSUES:

- Construction access to the Ho’opili platform.
- Construction access from Kiewit to the UH West O’ahu platform and ground access.
- Construction access from Kiewit to East Kapolei.
- Contractor to coordinate for shared access.
- Relocation of the 46kV line at UH West O’ahu Station.
- Construction of TPSS foundation and TCCR room to meet the TCCR CAM date.
- Providing infrastructure for power to Ho’opili.
- Falsework for platform box girders.
- Permits for work in HDOT Right of Way.

WORK PROGRESS:

Activities this Month:

Weighted Value: 1%; Planned Value: 1%

- The 4th iteration of the baseline schedule has been submitted and is currently under review by HART. The accepted schedule requires added details before it can be approved, per contract requirements.
- Contractor has been doing civil work, grading and formwork in preparation of footings and platform girder falsework.
- Cost proposals for RFCR 0001 (high priority changes in the IFC set) and 0002 (low priority changes in the IFC set) have been submitted and are under review. A scoping meeting will be scheduled as part of the evaluation process to ensure both parties understand the nature of the changes to ensure an effective cost analysis can be done.
- Additional changes to Ho’opili TCCR/TPSS, a result of interface, have been issued to the contractor.

Look Ahead:

- Access coordination is on-going to the Ho’opili platform.
- UHWO access to platform and ground to be provided.
- Falsework to be erected for platform box girder formwork.
- Approving the baseline schedule, with updated schedule submittals to the current date.

KEY ISSUES:

- 46 kV relocation at UH West O’ahu. 100% design approval has been given to the Designer/HART. HECO to begin the design of the poles and schedule relocation work.
- Continuing construction access coordination for the remaining station areas to be turned over by the guideway contractor, starting with Ho’opili platform.
- Executing change orders to incorporate the IFC set into the contract.

QUALITY MANAGEMENT:

WOSG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
0	0	0

C. Farrington Highway Station Group (FHSG)

Contract No.: DBB-271

Contractor: Hawaiian Dredging Construction Company, Inc.

Contract Start Date: August 2015

Contract Substantial Completion: January 2018

Projected Substantial Completion: TBD



Project Description: The Farrington Highway Station Group construction contract includes services to build three (3) transit stations along Farrington Highway. The stations are West Loch (WLO), Waipahu Transit Center (WTC) and Leeward Community College (LCC) Station. In addition to the transit stations, operational ancillary buildings, kiss and ride lots, and parking lots servicing the West Loch and LCC stations and adjacent areas are included in this project.

Project Overview: The contractor was issued Notice-to-Proceed (NTP) on Aug. 17, 2015. Hawaiian Dredging Construction Company (HDCC) introduced one (1) Value Engineering (VE) concept– Augercast piles at the Waipahu Transit Station. HDCC has received HART’s feedback regarding the concepts and is evaluating to determine whether to move forward with the effort. HDCC continues construction at WLO, preconstruction work is 75% complete at WTC, and no work has begun at LCC.

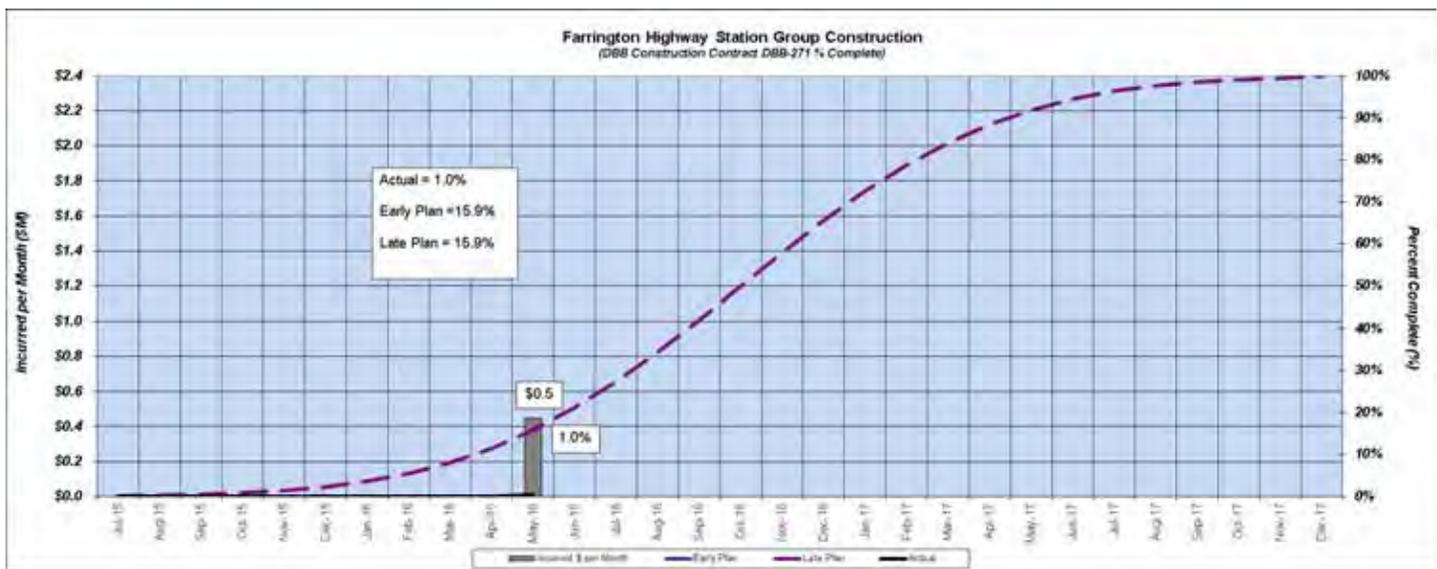
COST INFORMATION:

<u>Original Contract:</u>	<u>\$78,999,000</u>	<u>Incurred-to-Date:</u>	<u>\$450,000</u>
<u>Current Contract Value¹:</u>	<u>\$78,999,000</u>	<u>Incurred in May:</u>	<u>\$450,000</u>

¹Current Contract Value = Original contract value + executed Change Orders

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

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



SCHEDULE:

May 2016 Update			Data Date: 27-May-16											
Activity Name	Start	Finish	2016				2017				2018			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
Farrington Highway Station Group	31-Aug-15 A	17-Jan-18												
Construction - Farrington Highway Station Group	31-Aug-15 A	17-Jan-18												
West Loch Station	31-Aug-15 A	15-Sep-17												
Waipahu Transit Station	17-Dec-15 A	12-Jan-18												
Leeward Community College Station	17-Apr-16 A	16-Jan-18												
Substantial Completion - Farrington Highway Station Group	17-Jan-18	17-Jan-18												

CRITICAL PATH ISSUES:

- Discussions with HDCC are ongoing to re-baseline LCC Station when new access dates to Leeward Community College Station are determined.
- Revisions to the contract construction plans have been provided to the contractor.
- Access to Leeward Community College.

WORK PROGRESS:

Activities this Month:

Weighted Value: 0.57%; **Planned Value:** 25%

- Baseline Schedule accepted.
- Value engineering cost proposal comments returned to HDCC. Several scoping meetings have been held to bring cost differences in line.
- HART is working with CE&I staff to quantify additional scope of work added in the revised set of plans. The contractor continues work at WLO Station with drilled shaft reinforcing steel cages, drilled shaft load and method testing, settlement control markers, and installation of steel piles for shoring.
- Preliminary survey work for WTC station.
- Unilateral Contract Change Order issued for Traction Power Substation (TPSS) work at WLO.

Look Ahead:

- Drilled shaft work at WLO will continue.
- Underground utility work.
- Quantification of changes from the Bid set and addendum compared to the revised set is ongoing.
- Installation of waterline at Zippy's.

KEY ISSUES:

- Quantification of change work included in revised plans versus Issued for Bid (IFB) plus addendum, and how those changes are incorporated into HDCC's contract. Administrative processing time required to identify, quantify, negotiate and incorporate the changes formally into HDCC's contract is the largest concern.
- Access to the site for Leeward Community College Station is pending. HART is working with HDCC to mitigate impacts.
- Review and approval of critical submittals is ongoing.
- Past due monthly schedule updates need to be brought to current data date, so progress payments can be made.

QUALITY MANAGEMENT:

FHSG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
0	0	0

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Contract Start Date: July 2011

Contract Substantial Completion: May 2016

Projected Substantial Completion: New tentative date is July 2016

Project Description: The MSF contract consists of the Operations and Servicing Building (OSB), Maintenance of Way (MOW), Train Wash Facility (TWF) and Wheel Truing Building (WTB). 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 new proposed date for the MSF Substantial Completion is tentatively set for July 2, 2016.

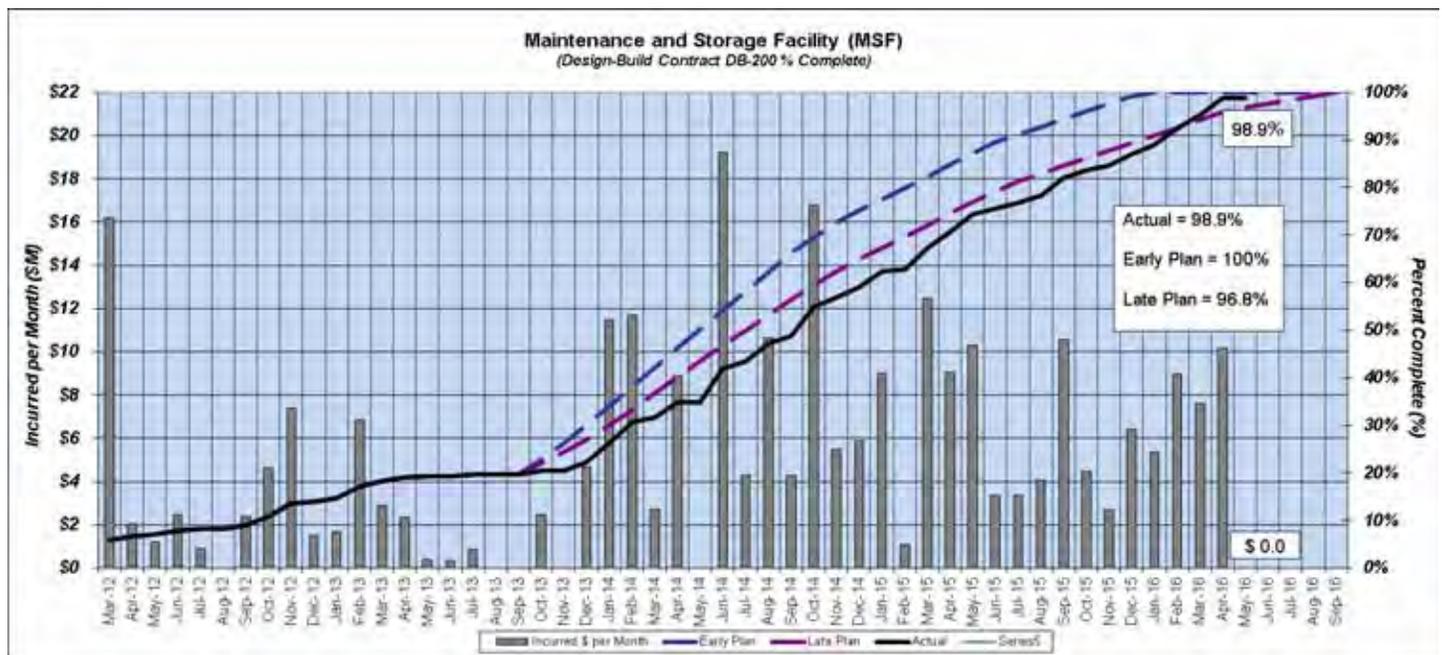
COST INFORMATION:

Original Contract:	\$195,258,000	Incurred-to-Date:	\$271,532,758
Current Contract Value ¹ :	\$274,850,776	Incurred in May:	\$0

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$551,698
DBE % Attained:	0.28%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$79,592,776



SCHEDULE:



CRITICAL PATH ISSUES:

- Coordinate with the Core Systems for the fire alarm and detection system by the Honolulu Fire Department, and inspections of the elevators by the Hawaii Occupational Safety and Health Division (HIOSH). These final inspections are a requirement for receiving Certificate of Occupancy.

MSF Construction Status	
99% Complete Overall as of 6/15/16	
Element	% Complete*
OSB	99%
MOW Building	99%
WTB	99%
TWF	99%
Rail	99%
Paving	100%

*Not including testing and commissioning.

WORK PROGRESS:

Activities this Month:

Weighted Value: 99% [(Total Achieved to May (\$271 million) + Projected June 2016 Period (\$668 thousand))/Total Contract Including Executed Change Orders (\$275 million)]. Planned Value: 99%

Yard/Utilities

- Completed punchlist activities.

Operations and Servicing Building (OSB)

- Installation of the hydraulic lifts is ongoing.
- Punchlist activities are ongoing.
- Elevator installation is complete, pending inspection.

Maintenance of Way (MOW)

- Completed punchlist activities.
- Elevator testing for State Certification completed.
- Building Occupancy Certification issued.

Wheel Truing Building (WTB)

- Completed punchlist activities.

Train Wash Facility (TWF)

- Completed punchlist activities.

Rail Procurement and Installation

- Track drain, sub-ballast, ballast, and contact rail installation for East and West Yard Lead track (Phases 1 and 5) as well as track east and west of the TWF are complete.
- Testing of the running rail is complete.

Look Ahead:

Yard/Utilities

- Complete

OSB

- Installation of hydraulic lifts.
- Complete punchlist activities.

MOW

- Complete

WTB

- Complete

TWF

- Complete

Activities this Month (continued):

Administration

- Continued working with the CSC to resolve design interface issues and performing pre-functional testing.

KEY ISSUES:

- **Joint Occupancy with Core Systems Contractor** – Daily meetings are held and details are being worked out for systematic release of areas and infrastructure whereby the Core Systems Contractor (CSC) can commence work. .
- **Substantial Completion & Certificate Occupancy (CO)** – KKJV continues to coordinate with CSC to complete the remaining fire detection and alarm systems to achieve Temporary Certificate Occupancy (TCO). Once the TCO is granted, Substantial Completion can be granted. Therefore, it has been proposed to modify the substantial completion date to July 2, 2016. KKJV is continuing to provide training for various equipment and is in the process of submitting warranties and turnover documentation, such as Operation and Maintenance Manuals for CSC.
- **LEED Commissioning** – Commissioning of HVAC, domestic water and building lighting controls is in process. The completion requires the fiber optic communication network by CSC.

QUALITY MANAGEMENT:

- Overall quality of the contract is good.

MSF NCR Log		
Total NCRs Issued to Date	CLOSED	OPEN
32	32	0

PROJECT PICTURES:



Signage installation at the MSF entrance gate.



MSF Yard – Dressing the slope along Basin Access Rd.



Yard- Cleaning manholes.



Touch-up painting the fire hydrants.



FDAS raceway installation at the OSB.



TWF – Punchlist activity items.

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: September 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 work scope is made up of utility relocations, highway widening, drilled shaft foundations, columns and aerial structure.

Project Overview: Construction of the remaining drilled shafts continues east of Honomanu Street. Columns have been constructed from the WOFH project limits to the area just before Hehaka Street, and the area between Kanuku Street and Pali Momi Street. Construction of columns in the Aloha Stadium Station area has progressed along with heading 2 truss erecting spans 406 to 421L.

HART and KIWC continue to work at senior management levels to ensure current utility relocation schedules are being maintained.

Per KIWC’s progress schedule, the contract is twelve months behind schedule which includes the guideway structure completion in April 2017 and the remaining roadway/civil work being completed by September 2017.

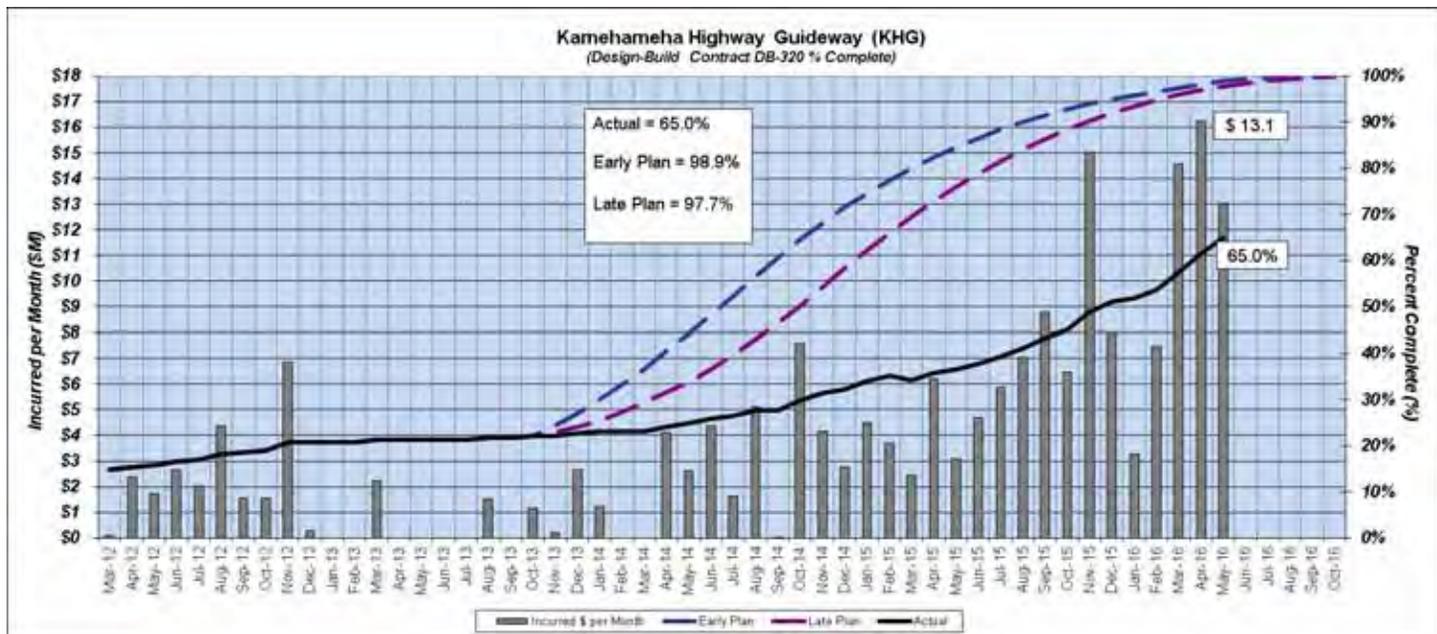
COST INFORMATION:

Original Contract:	\$372,150,000	Incurred-to-Date:	\$252,758,722
Current Contract Value ¹ :	\$389,472,586	Incurred in May:	\$13,051,348

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$308,468
DBE % Attained:	0.08%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$17,322,586



Pay Application #61 for April 2016 billing has been submitted by KIWC and is in review with HART.

SCHEDULE:

KIWC submitted a schedule revision in December 2014 with a data date of October 2014, which showed a revised Substantial Completion date of April 4, 2017. HART provided review comments to the schedule and has requested re-submittal via Request for Change (RFC) due to the change to the contractual substantial completion date. Until then, the schedule is deemed unaccepted. Subsequently, KIWC submitted a revised schedule in September 2015 via an RFC for contract time extension. The re-sequencing of the guideway and road work contains significant changes in durations, logic, as well as activity modifications, and is currently being reviewed by HART. The revised schedule shows the guideway structure forecasted to be complete in April 2017 with completion of the roadway civil construction and the overall project in September 2017; this reflects a potential 12 month delay to the contractual substantial completion date.

KIWC continues to have challenges meeting schedule due to various factors including lower productivity and resource sharing between the KHG and WOFH projects.



CRITICAL PATH ISSUES:

- HECO schedule forecast at utility conflicts 11-920-M1, 11-923-M1, 12-943-E1 and 12-944-E1 are affecting utility relocation work. HART is tracking these issues and notes that its criticality needs to be established.
- Production rate for truss 3, moving east from Segments 277 through 322, is on the longest critical path.

WORK PROGRESS:

KHG Construction Status as of 6/15/16									
Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date		Total Qty	% Complete
						Accepted Schedule*	Revised Schedule**		
Water Line	4,362	4,362	100%	Shafts	172	186	177	186	92.5%
Gas Line	12,641	12,641	100%	Columns	114	160	116	169	67.5%
Sewer Line	492	492	100%	Segment Casting	1,850	1,955	2,035	2,031	91.1%
Drainage Line	710	1,469	48%	Spans Stressed	68	148	57	166	41.0%
Elec/Telecom	15,961	19,455	82%	Track work	0	93	0	166	0%
System Sites	10%	N/A	10%	Third Rail	0	0	0	166	0%
Signals/ITS/Lights	13,587	18,486	74%	Mill & Overlay Roadway	0	N/A	N/A	N/A	0%

* Accepted Schedule was submitted in 2013.
 • Forecasted delays for track work extended the guideway completion by 3 weeks from prior updates.
 ** These quantities are based on KIWC's pending August 2015 schedule revision dated Sept. 23, 2015. Revised schedule reflects a 12 month delay in completion.

Activities this Month:

Weighted Value: 70.3% [(Total achieved to May 2016 (\$264.9 million) + June 2016 projection (\$15.2 million))/Total contract including executed Change Orders (\$398.5 million)]. Planned Value: 98.4%

Look Ahead:

Design Progress

- KIWC is working to complete final design. To date, 44 of 49 drawing packages have been issued for construction.

Activities this Month (continued):

Shaft/Column/Segments

- 172 of 186 shafts have been installed; 92.5% of all shafts have been completed.
- 114 of 169 columns have been constructed.
- 1,850 of 2,031 segments have been cast.
- Balanced Cantilever superstructure east and west of the H-1 overpass continues.
- Balanced Cantilever travelers have been erected at Piers 306 and 307, heading both east and west. Fourteen (14) of 22 segments cast.
- Obtained east and west bound permits.
- Shaft construction east of Honomanu Street continues.
- Heading #1 is in production erecting Span 358.
- Heading #2 has reached Span 406 and is back launching to Span 421R to set rights.
- Heading #3 is back in production erecting Span 311.

Utility Relocation Progress

- The relocation of HECO electrical lines and Hawaiian Telcom, Oceanic Time Warner and Intelligent Transportation Systems (ITS) duct banks is occurring in various phases along the alignment.
- Systems Site #10 and #24 work is ongoing.

Roadway Widening

- Roadway widening continues to be placed on hold due to crews working on WOFH.
- Shaft construction west of Aiea Access Road is in progress.

Look Ahead (continued):

Shaft/Column/Segments

- Construction of shafts will continue east of Honomanu Street.
- Column construction continues eastbound from Kaahumanu Road towards Aloha Stadium.

Utility Relocation

- Acquisition of ROE for utility relocations is being pursued by HART and KIWC jointly, and meetings with property owners will continue.

Balanced Cantilever Structure

- Superstructure construction will continue at the BCS Piers 306 and 307.

Precast Yard

- KIWC will continue casting segments. Based on the current rate, the forecasted completion is July 2016.

Roadway Widening

- KIWC initiated design and construction of cast-in-place (CIP) retaining walls 2, 3 and 4 which will facilitate the widening of Kamehameha Highway west of Waimano Home Road. Forecast completion is December 2016.

KEY ISSUES:

- **HECO/HDOT Utility Priorities** – HECO designs for utility conflicts 920-E1 and 943-E1 (Royal) have been completed and approved by HART. HART is awaiting construction schedule from third parties.
- **Access Coordination between Contracts** – Coordination between contractors is ongoing and requiring accelerated turnover of guideway work to follow-on station contractors.
- **Third Party Utility Impacts** – HART and KIWC continue to work at senior and executive management levels to ensure current utility relocation schedules are being maintained.

QUALITY MANAGEMENT:

- **Quality Process** – KIWC continues to follow an established quality process and have not encountered any significant new findings through quality audits.
- **Longitudinal Tendons** – Due to WOFH NCR 509, longitudinal tendons have been monitored for possible indications of rust. HART to inspect tendon anchorage for corrosion prior to grouting.
- **Drilled Shaft Quality** – KIWC currently has 4 open NCRs due to velocity reduction exceeding 20%. KIWC has been reviewing their means and methods for placing concrete to reduce the issue with velocity reduction.

KHG NCR Log		
Total NCRs Issued to Date	CLOSED	OPEN
173	152	21

PROJECT PICTURES:



Heading 3, Setting Span 308, Phase 4.



Setting Joint Use Poles, Phase 6.



Launching Truss to Span 353, Phase 8.



Excavation for Shaft 389, Phase 10.



Extracting Shaft 396, Phase 12.



Stripping forms on Concrete Pier 419R, Phase 13.

B. Ramp H2R2

Contract No.: DBB-385
Contractor: Royal Contracting Co. Ltd.
Contract Start Date: May 2015
Contract Substantial Completion: May 2016
Projected Substantial Completion: April 2017



Project Description: Ramp H2R2 is a loop ramp which connects in-bound Farrington Highway to in-bound Kamehameha Highway. The loop terminates just west of the intersection of Kamehameha Highway and Waihona Street.

Project Overview: Royal Contracting was awarded this project on May 4, 2015, and issued NTP on May 18, 2015. Construction duration is anticipated to be 13 months. Start of construction was delayed due to additional HDOT required soil remediation and submittal of required documentation. The contractor has projected a substantial completion of April 2017. The contractor was formally notified to commence construction on March 21, 2016, however, they commenced construction on March 28, 2016.

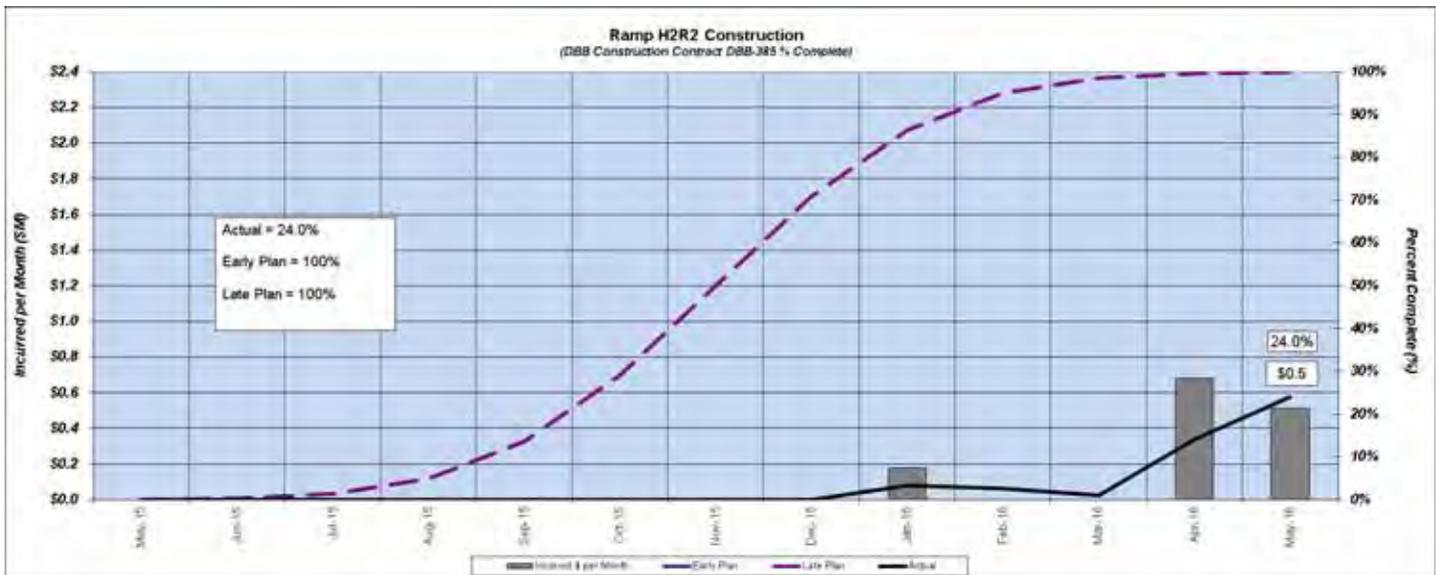
COST INFORMATION:

Original Contract:	\$5,203,646	Incurred-to-Date:	\$1,246,666
Current Contract Value ¹ :	\$5,203,646	Incurred in May:	\$513,816

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$11,408
DBE % Attained:	0.22%

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



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

SCHEDULE:

May 2015 Update			Data Date: 27-May-16						
Activity Name	Start	Finish	2016				2017		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
West Guideways & Structures	18-May-15 A	10-Apr-17							
Construction - H2R2 Ramp	18-May-15 A	10-Apr-17							
Construction - H2R2 Ramp	18-May-15 A	10-Apr-17							10-Apr-17
Substantial Completion - H2R2 Ramp		10-Apr-17							

CRITICAL PATH ISSUES:

- Approval from HDOT on repairs to existing 30-inch corrugated metal storm pipe. Royal was provided direction to proceed with change work by field change notice. No impact to critical path with alternate mechanical compaction method that was approved and implemented.
- Additional time to be added for unforeseen condition at 30-inch corrugated metal pipe (CMP) to extend projected substantial completion to April 2017.
- Change order in process that will extend contract completion 124 days as a result of an approved time impact analysis resulting from an unforeseen condition encountered in the beginning of the project (contaminated soils).

WORK PROGRESS:

Activities this Month:

Weighted Value: 24%; Planned Value: 99%

- Royal continues to provide required submittals for review and acceptance.
- Royal continues to provide project baseline schedule updates as the project progresses.
- Embankment placement.
- Mass excavation and export was completed by the end of the month.
- Surcharge settlement monitoring.

Look Ahead:

- Continue earth moving activities.
- Continue export of fill material.
- Continue surcharge settlement monitoring.

KEY ISSUES:

- Street lighting along H2 being looked at by design engineers to address a potential issue relating to location of existing streetlights.
- Design engineers researching potential issue related to storm drain adjacent to H2.
- Additional MOT barriers require installation to address safety concerns.

QUALITY MANAGEMENT:

Ramp H2R2 NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
0	0	0

C. Kamehameha Highway Stations Group (KHSG)

Contract No.: DBB-371

Contractor: Nan, Inc.

Contract Start Date:

Administrative NTP Issued: April 2016

Full NTP: To be issued

Contract Substantial Completion: NTP+32 months

Projected Substantial Completion: TBD



Project Description: The Kamehameha Highway Station Group construction contract includes services to build three (3) transit stations along Kamehameha Highway. The stations are Pearl Highlands Station, Pearlridge Station, and Aloha Stadium Station. In addition to the transit stations, operational ancillary buildings, bus stops/transit centers, park-and-ride lots, kiss-and-rides, pedestrian crossing improvements, Train Control and Communications Rooms (TCCRs), and landscaping of the station sites are included.

Project Overview: The contractor was issued Administrative NTP on April 1, 2016, and since then has been submitting RFIs as well as management and qualification based technical submittals. Various meetings have been held to introduce the contractor to key HART personnel. A key issue remains the determination of when to officially issue NTP to the contractor. This issuance is contingent on the contractor getting access to the Pearl Highlands, Pearlridge, and Aloha Stadium Station areas. Coordination meetings with the WOFH and KHG Guideway contractor remain ongoing to ensure the proper transfer of site access.

COST INFORMATION:

Original Contract:	\$115,805,845	Incurred-to-Date:	\$0
Current Contract Value ¹ :	\$115,805,845	Incurred in May:	\$0

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

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



SCHEDULE:

- The KHSG schedule will be published once the baseline schedule is accepted.

CRITICAL PATH ISSUES:

- Issuing Formal NTP to begin contractor mobilization onto site.
- Working with the WOFH Guideway contractor to get partial site access to the Pearl Highlands Station area as well as with the KHG Guideway contractor to get full site access to the Pearlridge and Aloha Stadium Station areas.
- Executing a Contractor Change Order to incorporate Issued for Construction drawings and specifications into the contract.

WORK PROGRESS:

Activities this Month:

Weighted Value: 0%, Planned Value: 0%

- Submittals and RFIs have been submitted and are being responded to.
- Held and attended various construction interface meetings with the WOFH and KHG Guideway contractor. Settled on partial site access at the Pearl Highlands Station area in July 2016.
- Progressed the development of a Contractor Change Order (CCO 00001) to incorporate Issued for Construction drawings and specifications.
- Held Project Progress, Environmental, Safety, Maintenance of Traffic Meetings, and Interface Definition Meetings with the guideway contractor, Core Systems contractor and Elevator & Escalator contractor to develop critical interface points.
- Held Value Engineering Meetings to determine the potential for schedule savings and minimal traffic disturbances to the public.

Look Ahead:

- Hold an Interface Definition Meeting with the Fare Collection contractor to develop critical interface points.
- Continuing coordination with the WOFH Guideway contractor for partial site access and survey work at the Pearl Highlands Station area.
- Continuing coordination with the KHG Guideway contractor for full site access to Pearlridge and Aloha Stadium Station areas.
- Begin negotiations for CCO 00001.
- Begin holding Scheduling Meetings and work on the development of a Baseline Schedule.
- Continue Value Engineering discussions and determine if any should be pursued.

KEY ISSUES:

- Guideway contractor turning over station dates at Pearl Highlands, Pearlridge, and Aloha Stadium Station areas.
- Coordination with existing contractors.

QUALITY MANAGEMENT:

KHSG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
0	0	0

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

Currently in Construction:

- Airport Section Utilities (DBB-505 - Nan Inc.):
 - Contract start date: July 2014

Construction Completed:

- Airport 7-Piers (DBB-525 – Hawaiian Dredging):
 - Project acceptance on May 2, 2015; project closed out in April 2016

Project Description: The Airport Segment Guideway and Utilities contract consists of 5.2 miles of elevated transit guideway serving four (4) passenger stations, in addition to roadway widening, utility relocation, and other improvements to create space for these transit facilities. Two construction contracts have been split out and expedited from the larger Airport Section package. These two contracts are the expedited Airport Section Utilities (ASU) and expedited Airport 7-Piers (A7). For both of these expedited contracts, the design has been completed and construction is in progress (ASU) or completed (A7). The remaining scope of design has been terminated and will be completed under a design-build procurement.



Project Overview: The services under this contract are now limited to engineering support during construction, and support to HART during the design-build procurement.

COST INFORMATION:

<u>Original Contract:</u>	<u>\$38,840,960</u>	<u>Incurred-to-Date:</u>	<u>\$41,617,484</u>
<u>Current Contract Value¹:</u>	<u>\$43,134,472</u>	<u>Incurred in May:</u>	<u>\$90,942</u>

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

May Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
Cumulative to Date		\$4,293,512



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

Due to the change in delivery method from DBB to DB, the final design will not be completed under this contract.

SCHEDULE:

Activity Name	Start	Finish	Data Date: 27-May-16																							
			2015			2016			2017			2018			2019			2020			2021			2022		
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Airport Guideway & Stations (AGS)	07-Apr-15 A	01-Apr-21																								
Airport Guideway & Stations - Design Build Procurement Part 1	07-Apr-15 A	11-Aug-15 A	■																							
DB-450 - Airport Guideway & Stations - Design Build Procurement Part 2	01-Sep-15 A	05-Apr-16 A		■	■																					
DB-450 - Airport Guideway & Stations - Design & Construction	01-Nov-16	01-Apr-21																								

CRITICAL PATH ISSUES:

- N/A.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 97%.
- Supporting current construction contracts.
- Supporting AGS DB procurement.

Look Ahead:

- N/A.

KEY ISSUES:

- N/A.

B. Airport Section Utilities Construction



Contract No.: DBB-505
Contractor: Nan, Inc.
Contract Start Date: July 2014
Contract Substantial Completion: July 2016
Projected Substantial Completion: November 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 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. continues with utility relocation work along Kamehameha Highway. The current substantial completion date is July 13, 2016, which HART is working on revising due to delay claims by the contractor that are under review. An approval of modified Traffic Control Plans allows the contractor to have more time to perform work during the day. Nan is also working closely with the Navy on utility issues discovered in the field, including unclaimed / unidentified power lines along Kamehameha Highway.

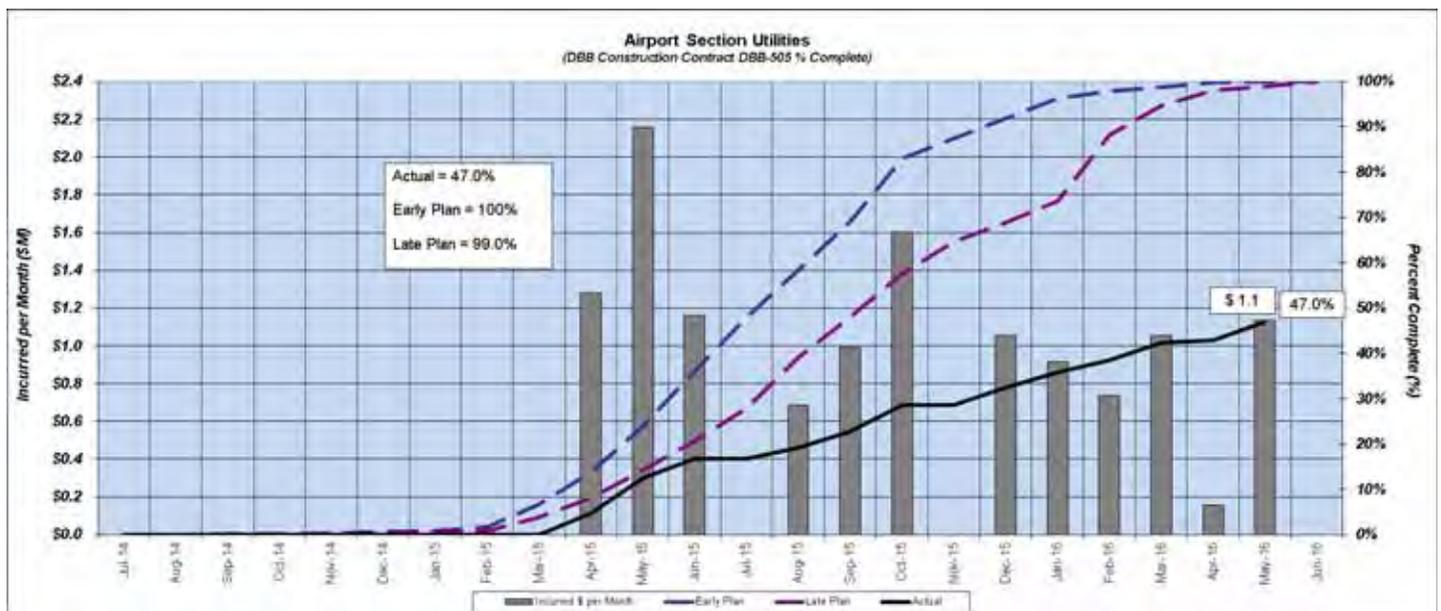
COST INFORMATION:

<u>Original Contract:</u>	<u>\$27,993,290</u>	<u>Incurred-to-Date:</u>	<u>\$12,930,245</u>
<u>Current Contract Value¹:</u>	<u>\$27,514,812</u>	<u>Incurred in May:</u>	<u>\$1,137,033</u>

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$35,989
DBE % Attained:	0.13%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		(\$478,477)



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

C. 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: N/A



Project Description: Architectural and engineering services for the design of four (4) transit stations serving 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: These four stations have been combined with the guideway into a single Airport Guideway and Stations Design-Build (DB) package.

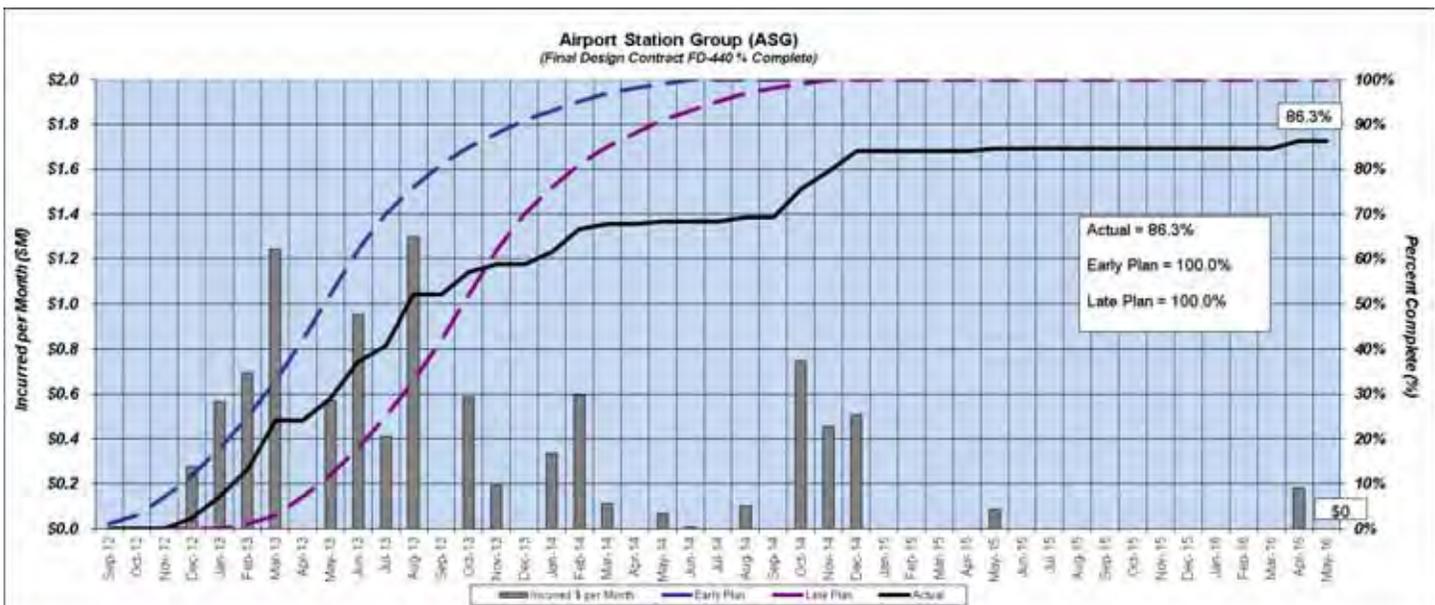
COST INFORMATION:

Original Contract:	\$10,177,365	Incurred-to-Date:	\$9,983,402
Current Contract Value ¹ :	\$11,573,852	Incurred in May:	\$0

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$234,762
DBE % Attained:	2.31%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$1,396,487



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

Due to the change in procurement strategy from DBB to DB, the design of the Airport Stations Group will not be advanced to completion under this contract.

CRITICAL PATH ISSUES:

- N/A.
-

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88% and is not anticipated to increase significantly due to the suspension of design activities.

Look Ahead:

- N/A.
-

KEY ISSUES:

- N/A.

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

Project Description: The City Center Guideway and Utilities final design contract consists of 4.2 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: This section of the guideway has been combined with eight (8) stations into a single City Center Guideway and Stations (CCGS) Design-Build package. The services remaining under this contract include preparation of early utilities designs, and support to HART during design-build procurement.

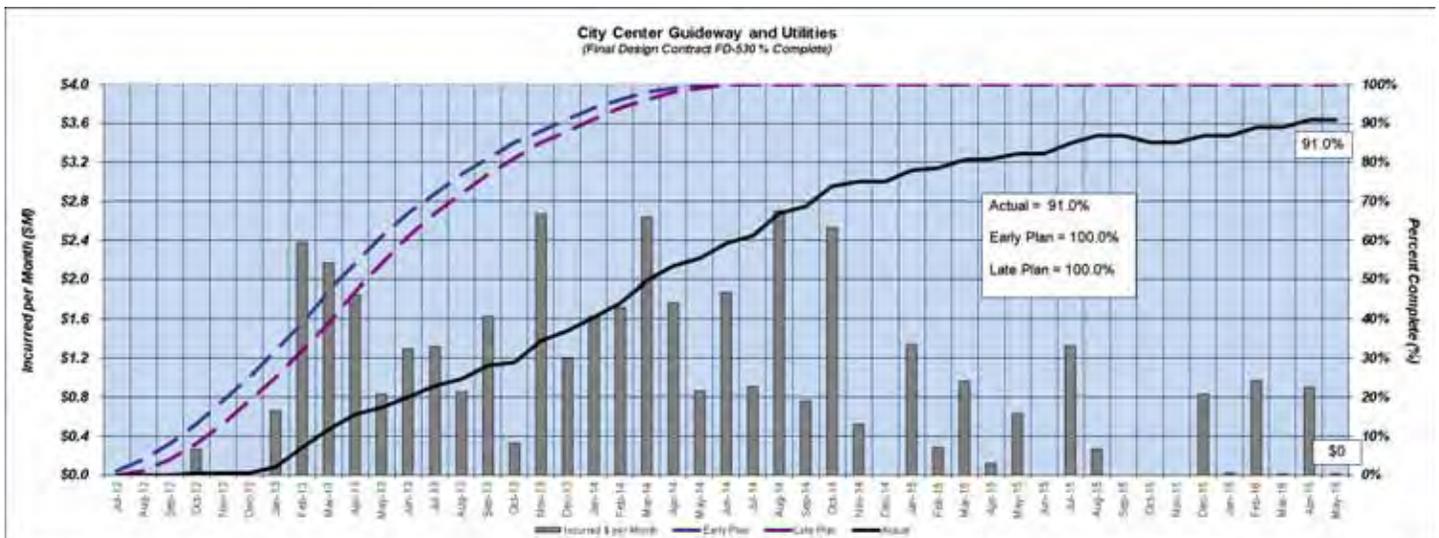
COST INFORMATION:

Original Contract:	\$43,948,220	Incurred-to-Date:	\$42,819,804
Current Contract Value ¹ :	\$47,097,562	Incurred in May:	\$9,910

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

May Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
Cumulative to Date		\$3,149,342



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

Due to the change in delivery method from DBB to DB, the final design will not be completed under this contract.

SCHEDULE:

Activity Name	Start	Finish	Data Date: 27-May-16											
			2015	2016	2017	2018	2019	2020	2021	2022	2023			
City Center Guideway & Stations (CCGS)	04-Aug-15 A	24-Apr-21												
City Center Guideway & Stations - Design Build Procurement Part 1	04-Aug-15 A	18-Nov-15 A												
DB-550 - City Center Guideway & Stations - Design Build Procurement Part 2	02-Feb-16 A	11-Oct-16												
DB-550 - City Center Guideway & Stations - Construction	15-Feb-17	24-Apr-23												

CRITICAL PATH ISSUES:

- N/A.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 92%.
- Supporting HART on DB procurement.

Look Ahead:

- N/A.

KEY ISSUES:

- N/A.

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: N/A

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



Project Overview: The DKSG stations have been combined with the City Center Guideway into a single City Center Guideway and Stations Design-Build package.

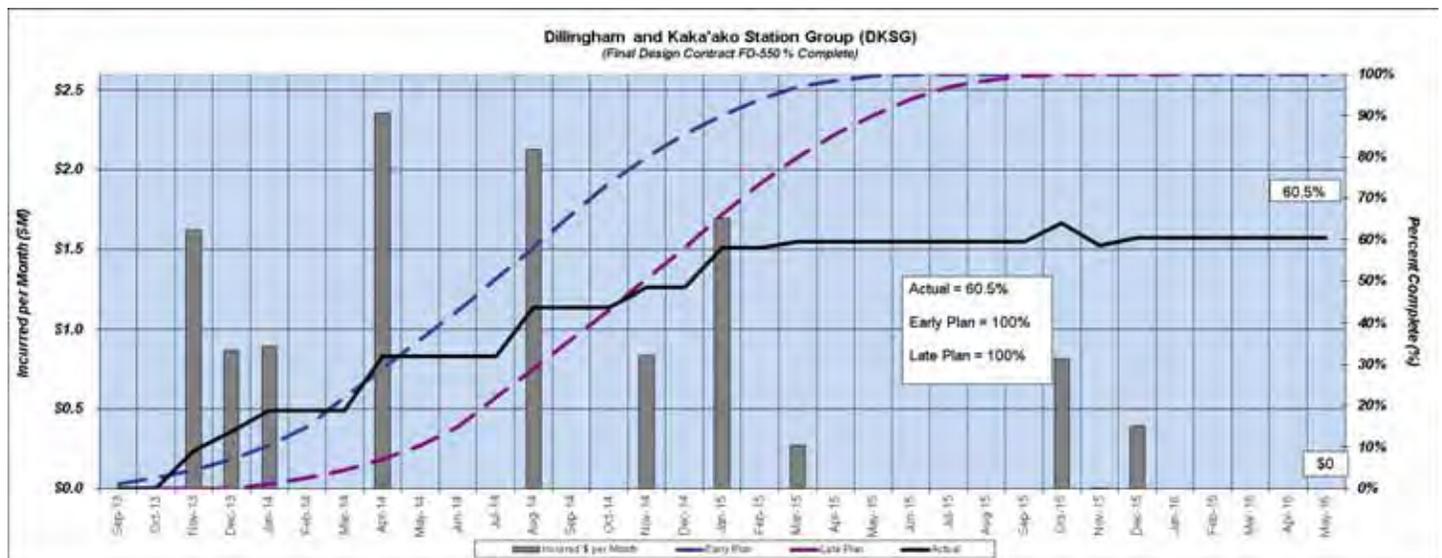
COST INFORMATION:

Original Contract:	\$18,321,918	Incurred-to-Date:	\$11,875,668
Current Contract Value ¹ :	\$19,631,717	Incurred in May:	\$0

¹Current Contract Value = Original contract value with Design Allowance + executed Change Orders

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

May Change Orders		
Change No.	Description	Amount (\$)
CA0006	DB Compliance	\$323,675
Cumulative to Date		\$1,309,799



The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

Due to the change from a DBB to a DB delivery method, the design for these stations has been suspended and will not be completed under this contract.

CRITICAL PATH ISSUES:

- N/A.
-

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 68% and is not expected to increase significantly due to the suspension of design activities on this contract.

Look Ahead:

- N/A.
-

KEY ISSUES:

- N/A.

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, 2017

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:	\$41,717,229
Current Contract Value ¹ :	\$51,820,920	Incurred in May:	\$541,202

¹Current Contract Value = Original contract value + executed Change Orders

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$18,444,022



KEY ISSUES:

- HART exercised its option to extend the PMSC contract for the remaining option year, effective March 8, 2016. The current contract will terminate upon award of contract to the successful offeror of the new Request for Qualifications or one year from March 8, 2016, whichever is earlier.

B. General Engineering Consultant III (GEC-3)

Contract No.: MM-913

Contractor: CH2M HILL

Contract Start Date: December 2013

Contract Completion: April 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, environmental and planning, design management support services, and program management (aka GEC III contract project management).

Project Overview: The GEC III is supporting HART with procurement packages, review of independent cost estimates, evaluation of east segment schedules, and developing Hawaiian Electric Facility avoidance and minimization impact alternatives.

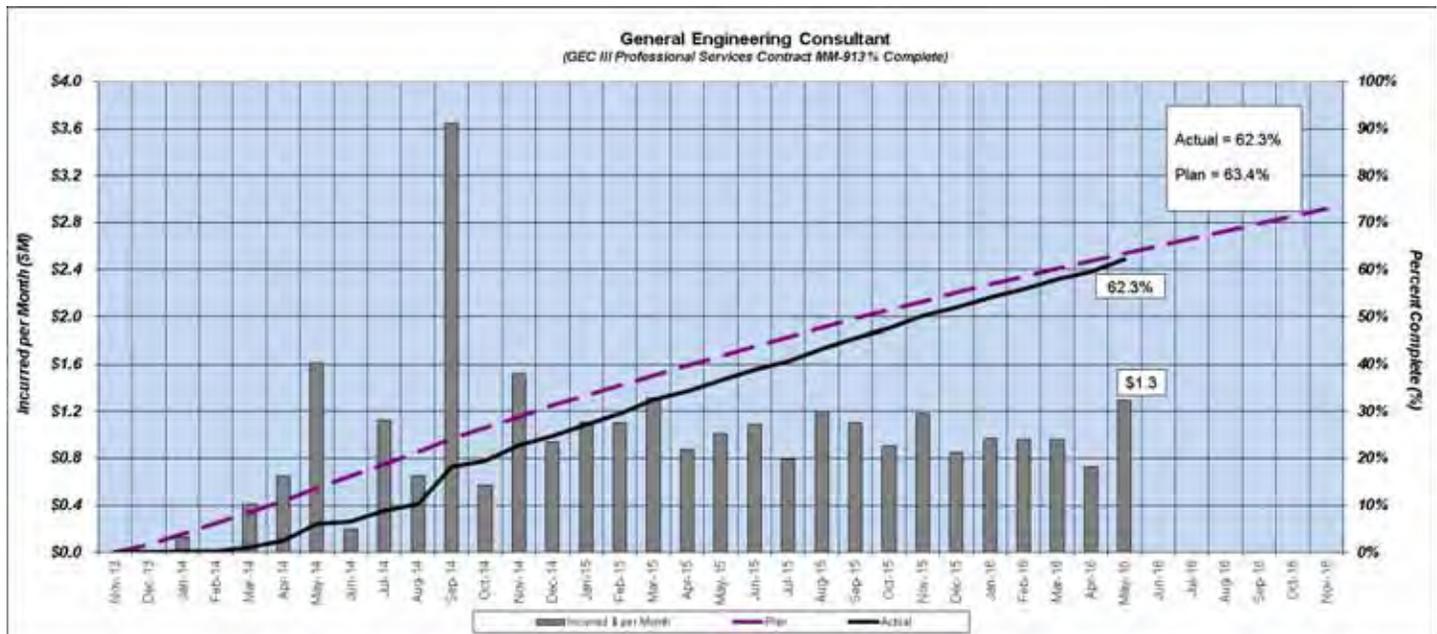
COST INFORMATION:

<u>Original Contract:</u>	<u>\$46,143,277</u>	<u>Incurred-to-Date:</u>	<u>\$28,897,965</u>
<u>Current Contract Value¹:</u>	<u>\$46,541,728</u>	<u>Incurred in May:</u>	<u>\$1,291,430</u>

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$3,205,649
DBE % Attained:	6.95%

May Change Orders		
Change No.	Description	Amount (\$)
CA 002	Fare Modeling Work	\$130,000
Cumulative to Date		\$398,451



KEY ISSUES:

- Integrating schedule estimates for interim opening and revenue service opening with financial forecast and estimate to complete of contracted work.
- Participate in task force to develop alternatives to meet clearance requirements for Hawaiian Electric facilities.
- Continue progress on Historic Context Studies and permits.
- Provide support to procurement for Airport Guideway and Stations (AGS), and City Center Guideway and Stations (CCGS).

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 (HRT) 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, west section station group’s 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.

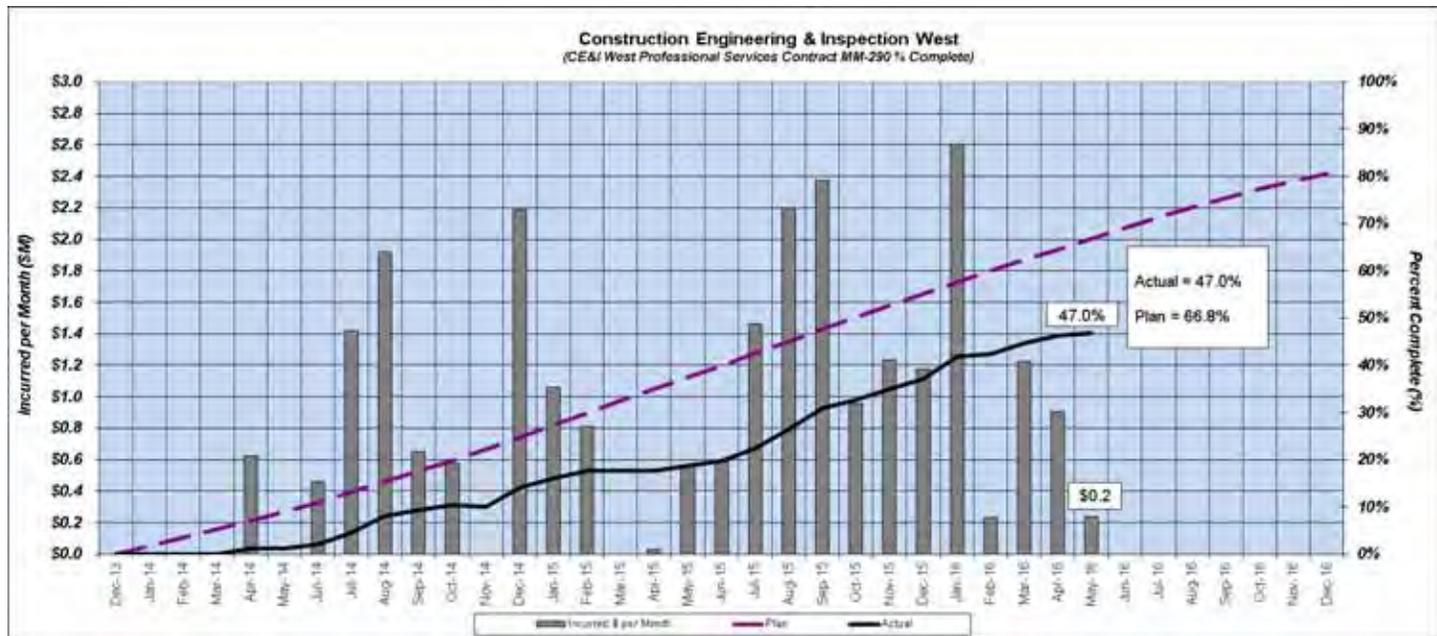
COST INFORMATION:

Original Contract:	\$54,232,480	Incurred-to-Date:	\$25,332,027
Current Contract Value ¹ :	\$54,232,480	Incurred in May:	\$ 234,920

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$2,676,445
DBE % Attained:	4.94%

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



KEY ISSUES:

- In June, the CE&I West Side stations staff relocated to a combined field office space in the MOW building at MSF. Management of the stations contracts will now occur from these facilities.
- Continued to provide management of and coordination between various west side contracts.
- Continuing toward substantial completion of MSF.
- Continuing toward substantial completion of WOFH.
- Provided additional staffing to support West CE&I efforts.

D. Construction Engineering & Inspection East Side Sections

Contract No.: MM-595

Contractor: URS Corporation

Contract Start Date: January 2014

Contract Completion: December 2015 (MOD no. 1)

Substantial Completion: October 2015

Project Description: The URS team provided Construction Engineering and Inspection Services (CE&I) for the east section of the Honolulu Rail Transit Project (H RTP) for the Honolulu Authority for Rapid Transportation (HART).

CE&I services included: 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 was 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.

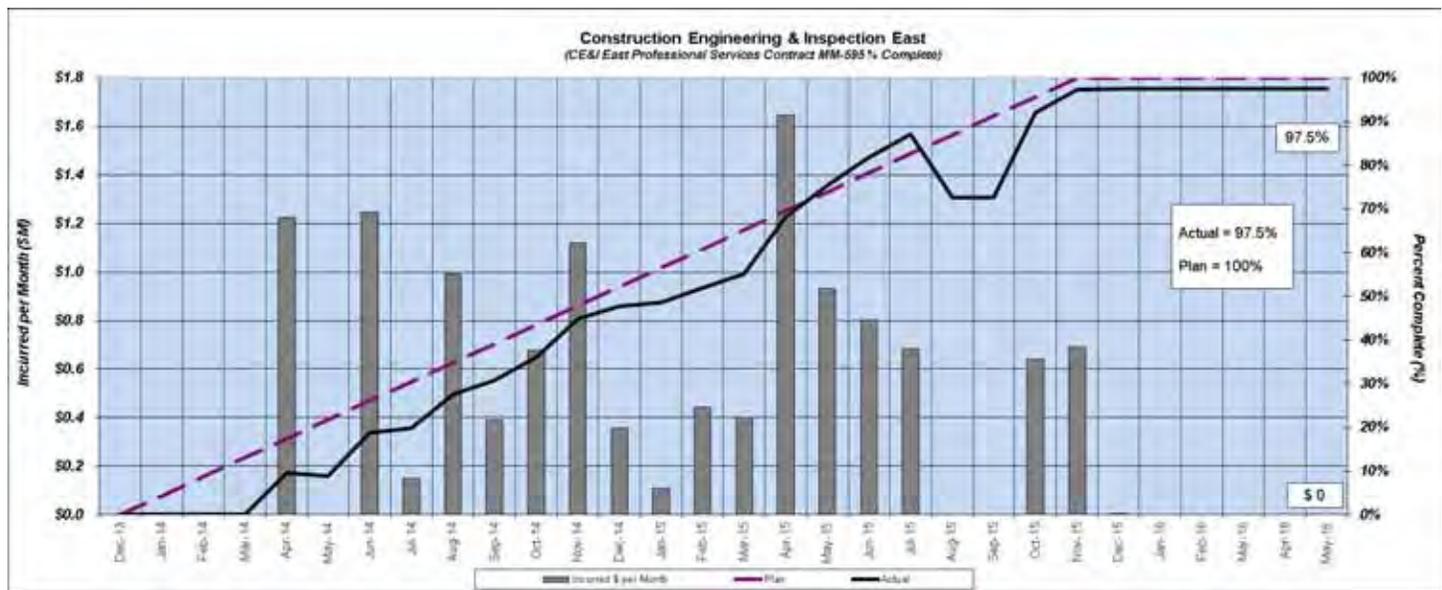
COST INFORMATION:

<u>Original Contract:</u> \$63,083,417	<u>Incurred-to-Date:</u> \$12,382,150
<u>Current Contract Value¹:</u> \$12,706,100	<u>Incurred in May:</u> \$0

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$1,580,725
DBE % Attained:	10.36%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		(\$50,377,318)



KEY ISSUES:

- The new CE&I consultant for the East Section was issued NTP in September 2015. All URS field staff was successfully transitioned off of the project in October 2015. The URS contract was administratively closed out in April. Final cost information will be reflected in a future Progress Report. Subsequently, this contract page will be removed from future Progress Reports.

E. Construction Engineering & Inspection (CE&I) II Contract

Contract No.: MM-596

Contractor: Stantec Consulting Services Inc.

Contract Start Date: September 2015

Contract Completion: December 2019

Projected Substantial Completion: December 2019

Project Description: The Stantec team is responsible for the Construction, Engineering and Inspection (CE&I) services for the East Section of the Honolulu Rail Transit Project (H RTP) for the Honolulu Authority for Rapid Transportation (HART). The Stantec team is providing services from the preconstruction phase through construction closeout. HART East Section CE&I II 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 for the Airport Guideway and Stations design-build contract, City Center Guideway and Stations design-build contract, Airport Section Utilities Construction contract, Elevators and Escalators Design-Furnish-Install-Maintain contract (construction phase only) and construction observation for the On-Call II and III work. The primary role of the Stantec 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.

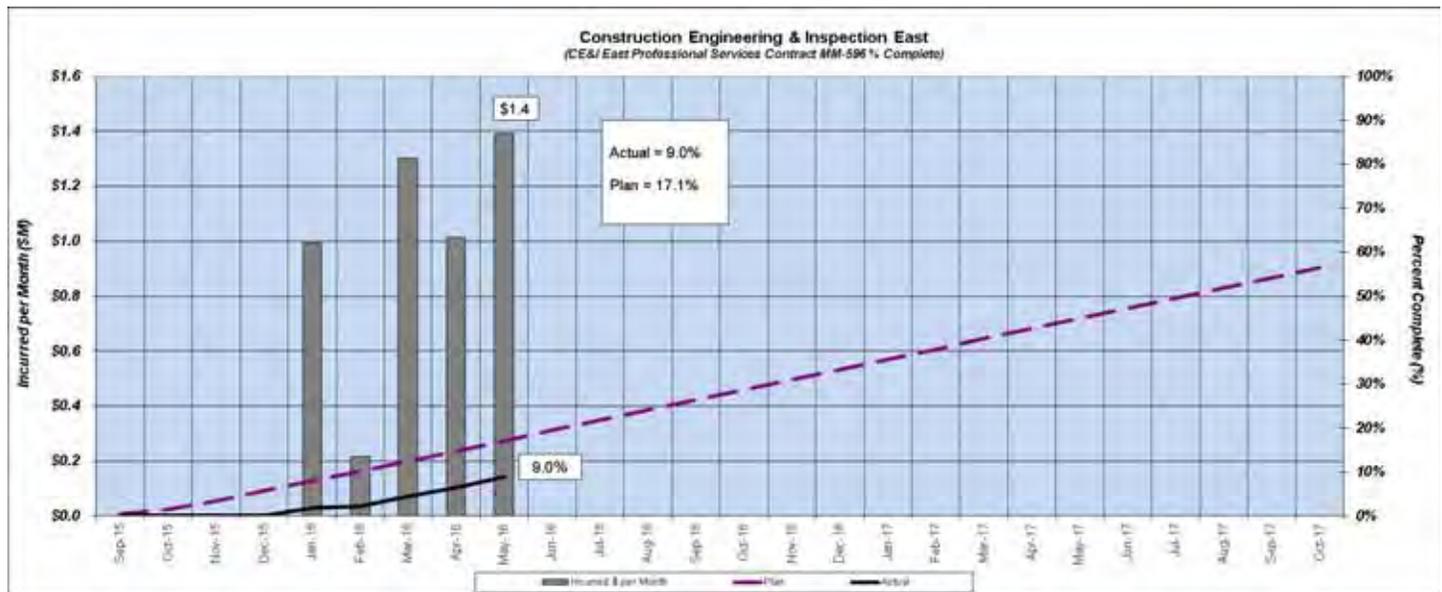
COST INFORMATION:

Original Contract:	\$55,036,130	Incurred-to-Date:	\$4,917,370
Current Contract Value ¹ :	\$55,036,130	Incurred in May:	\$1,393,665

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$919,058
DBE % Attained:	1.68%

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



KEY ISSUES:

- The Independent Cost Estimate (ICE) for the City Center Guideway and Stations DB contract is in progress. The City Center Guideway and Stations DB contract ICE analysis is scheduled to be delivered by July 5, 2016.
- The project team continues to provide schedule analysis of the HECO 138KV impact and overall utility trenching production levels in an effort to identify efficiencies and improvements that can be recognized on the East Section.
- Ongoing support continues with a review of the Airport Guideway and Stations DB alternative technical concepts, as part of the ongoing procurement.

F. Core Systems Contract Oversight Consultant

Contract No.: MM-962

Contractor: Lea+Elliott, Inc.

Contract Start Date: February 2014

Contract Completion: September 2019

Projected Substantial Completion: N/A

Project Description: Provide professional services for design and construction management and testing/commissioning oversight of the Core Systems Design-Build-Operate-Maintain (DBOM) contract. The major systems of the Core Systems DBOM contract are the vehicles, automated train control (ATC) system, traction electrification system, communications system, and platform screen gate system (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.

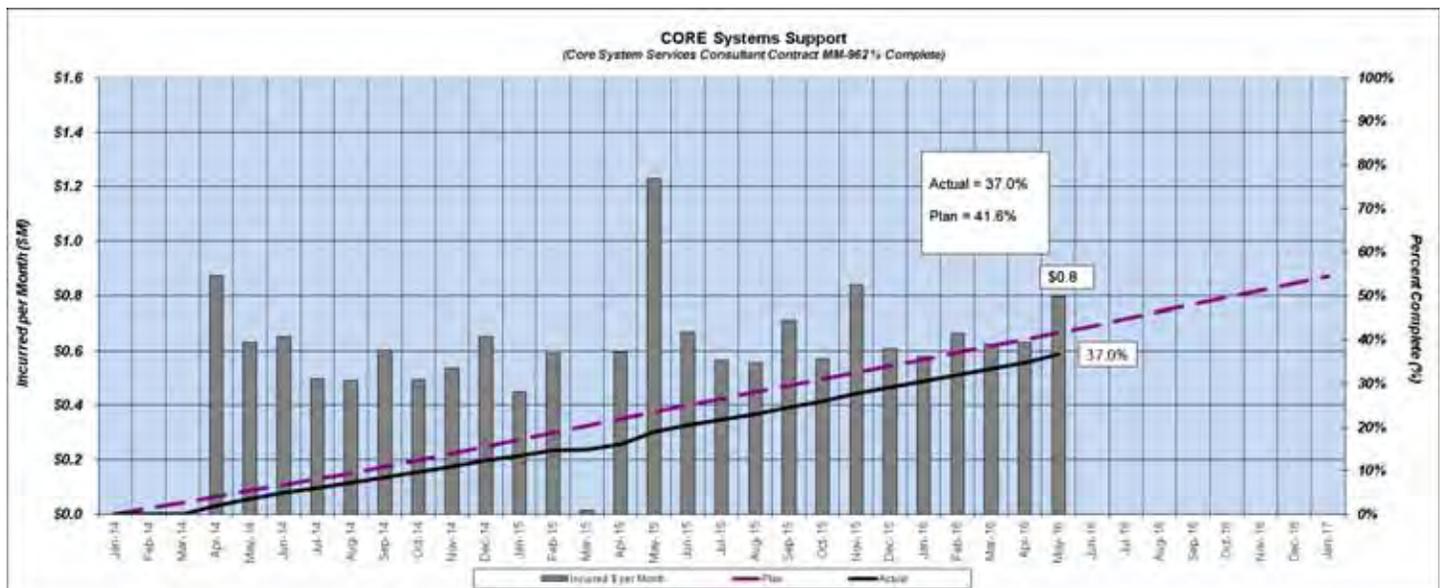
COST INFORMATION:

<u>Original Contract:</u>	<u>\$43,988,989</u>	<u>Incurred-to-Date:</u>	<u>\$16,123,918</u>
<u>Current Contract Value¹:</u>	<u>\$43,988,989</u>	<u>Incurred in May:</u>	<u>\$795,736</u>

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$377,608
DBE % Attained:	0.86%

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



KEY ISSUES:

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

G. On-Call Construction Contractor

Contract No.: MM-945

Contractor: Royal Contracting Co. Ltd.

Contract Start Date: August 2014

Contract Completion: July 2019

Projected Substantial Completion: The On-Call Contract is Task Order based with each Task Order having a specific Substantial Completion date.

Project Description: The On-Call Contract performs tasks not generally covered in the general construction contracts. These activities include demolition of structures; repairs to existing HART facilities; relocation of trees and other minor facilities such as bus stops, street lighting, etc.; minor civil/utility work, and repair of third-party facilities such as road repair/patching as requested by HDOT in the HART right-of-way and as allowed by third-party agreements. The intent of the On-Call Contract is to provide HART a contractual tool to address those required work items not easily addressed by the general contractors working to specific scopes.

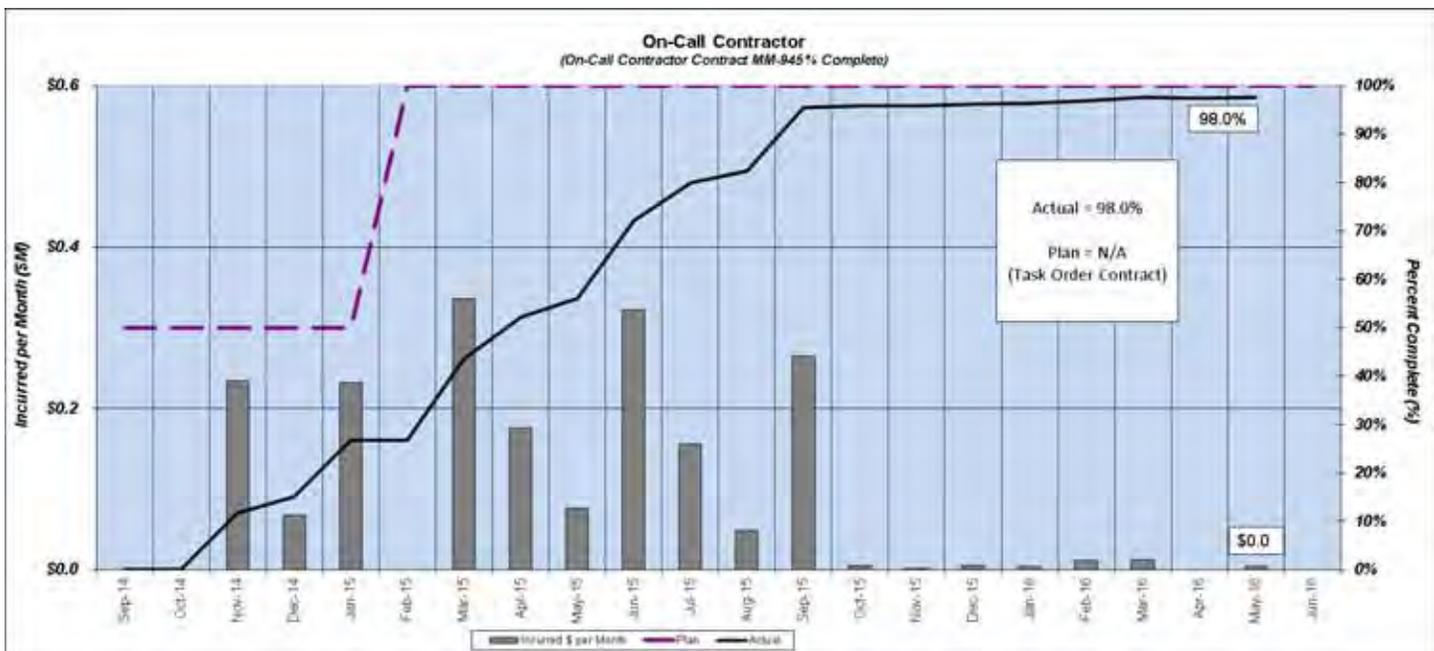
COST INFORMATION:

Original Contract: \$1,000,000	Incurred-to-Date: \$1,952,468
Current Contract Value ¹ : \$2,000,000	Incurred in May: \$3,744

¹Current Contract Value = Original contract value + executed Change Orders

DBE Participation	
Actual DBE Participation:	\$460,025
DBE % Attained:	23%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$1,000,000



KEY ISSUES:

- The On-Call Contractor has successfully completed nearly all authorized work.
- The On-Call Contractor is in the process of completing the last remaining work authorized under this contract. Close out of this contract is targeted for July 2016.

5 OVERALL PROJECT-WIDE ACTIVITIES

5.1 Permits

- **Permits Submitted and In-Progress**
 - HART submitted the Essential Fish Habitat Assessment for National Oceanic Atmospheric Administration Fisheries' concurrence.
 - HART submitted the Kamehameha Highway section (KHG) Community Noise Variance for continued construction from Pearl Highlands to Aloha Stadium.
 - HART submitted the extension for the Coast Guard Bridge Permit advanced approval.
 - HART submitted a letter to the Department of Health (DOH) to authorize Nan Inc. to submit their National Pollutant Discharge Elimination System (NPDES) Construction permit on behalf of HART.
- **Permits and Approvals Granted**
 - HART received an approved extension of Stream Channel Alteration Permit (SCAP 3854.3) for Waiawa Stream and Tributary.
- **Look Ahead**
 - Upcoming significant permit activity:
 - HART will begin preparing the Community Noise Permit continuance application for the West O'ahu Farrington Highway (WOFH) construction activities.
 - HART will begin preparing the Community Noise Permit continuance application for the Rail Operations Center (ROC) construction activities.
 - HART will begin preparing the Community Noise Variance application for construction activities in the City Center section.

5.2 Hawai'i Department of Transportation (HDOT) Agreements

- **Activities this Month**
 - Continuing to work through the process of fund transfer for the HDOT highway improvements. Transfer of funds for a portion of the MOU has been included in the Transportation Improvement Program (TIP) Amendment #9 for FY16. Transfer of funds for the full MOU amount has been included in the draft TIP Amendment #10, 11, 12 split between FY16 through FY18.
 - A draft amendment to the WOFH Master Agreement and Joint Use and Occupancy agreement has been sent to HDOT for review and comment. The amendment addresses maintenance responsibilities and reimbursements.
- **Look Ahead**
 - Execution of the Airport and City Center Joint Use and Occupancy Agreements.
 - Execution of the West O'ahu Farrington Highway Master Agreement and Joint Use and Occupancy Agreement Amendment 1.

5.3 Utility Agreements

Utility Agreements Status Matrix

Utility Owner	Status	WOFH		KHG		Airport		City Center		
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA		
AT&T (Corporation)	Executed	5/11/11	12/20/11	5/18/12	Including with Airport	KHG, AP & City Center – Temp OH Draft sent to AT&T	12/26/13	Including with Airport		
	NTP	5/12/11	12/21/11							
	Amd 01	7/1/11	HRS Ch 104							
AT&T (Government Solutions)	Executed			12/26/13	Clarified to N/A	Combined with AT&T Corp	12/26/13	Combined with AT&T Corp		
	NTP									
Chevron	Executed	12/4/09		11/4/11						
	NTP	12/22/09		11/15/11						
	Amd 01	7/1/11								
Hawaiian Telcom	Executed	5/20/10	11/17/14	5/10/12	12/31/14	5/28/15	9/27/13	Draft sent to HTI for review		
	NTP	6/14/10	11/18/14							
	Amd 01	7/1/11		4/13/15		Drafted for add'l scope and HRS Ch 104 under review				
	Amd 02	5/10/12								
	Executed							Temp OH Pending Signature		
	NTP									
HECO		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	HECO draft sent to HECO for review	11/25/13	HECO revision to include Temp Poles	
	NTP	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13		
	Amd 01									
	Memorandums of Understanding	8/7/14 – Construction Drawings								
		5/1/15 - Access								
		5/15/15 - Derrick Truck								
		6/23/15 - Master Agreement								
		6/9/15 - MSF Advanced Construction								
		9/16/15 - Right of Entry								
10/12/15 – Clearance (West)				11/10/15 - Dillingham Blvd Materials						
Power Quality Pending										
Oceanic Time Warner Cable	Executed	12/8/09	12/21/11	1/9/12	6/2/14	12/19/14	4/3/13	Draft sent to OTWC for review		
	NTP	12/22/09					4/4/13			
	Amd 01	7/1/11	2/27/14		HRS Ch 104	HRS Ch 104				
	Amd 02	10/7/13	HRS Ch 104							
	Executed							Temp OH Pending Signature		
	NTP									
Pacific Lightnet/Wavecom	Executed	4/28/10	3/12/12	2/15/12						
	NTP	4/29/10	3/13/12	2/16/12						
	Amd 01	7/1/11	HRS Ch 104							
Sandwich Isle Communications	Executed	5/20/10		4/20/12						
	NTP	6/8/10								
	Amd 01	7/1/11								
Hawai'i GAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	8/19/14	9/27/13	5/8/15		
	NTP	12/22/09	7/12/11			8/20/14		5/11/15		
	Amd 01	7/1/11	10/17/14		8/28/14	HRS Ch 104		HRS Ch 104		
	Amd 02		5/9/16		10/23/15					
	Amd 03				HRS Ch 104					

Utility Agreements Status Matrix

Utility Owner	Status	WOFH		KHG		Airport		City Center	
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA	
Level 3/TW telecom	Executed	12/2/09		2/14/12	Oceanic to relocate for TW telecom		10/11/12		Draft sent to TW telecom
	NTP	12/22/09		2/16/12					
	Amd 01	7/1/11							
	Amd 02								
Tesoro	Executed			2/15/12	9/12/13		8/27/13		
	NTP			2/16/12		9/3/13			
	Amd 01				9/12/14				
	Amd 02				5/13/15				
	Amd 03				HRS Ch 104				

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

General

- Coordinating with Board of Water Supply to provide stray current information and maintenance plans.

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.

AIRPORT

- All engineering utility agreements for the Airport section have been executed.
- HART is reviewing AT&T comments to the draft Construction Agreement. It is not necessary for this agreement to be in place for the Airport Segment utility construction.

CITY CENTER

- All engineering utility agreements for the City Center section have been executed.
- HART reviewed AT&T comments and the revised draft Construction Agreement was sent back to AT&T for review.
- HART has submitted the Utility Construction Agreement for City Center to OTWC for review/comments.
- HART has submitted a draft of the Utility Construction Agreement to TW telecom for review/comments.
- Looking Ahead:
 - Execute Oceanic City Center UCA.
 - Execute Hawaiian Telcom City Center UCA.
 - Execute AT&T City Center UCA.

HECO

- **Davis-Bacon requirements** – HECO has an established collective bargaining agreement – which does not align with Davis-Bacon requirements – for which HART on behalf of HECO has submitted a conformance request to the U.S. Department of Labor; awaiting DOL decision.
- **HECO 46kV Substation near MSF area** – HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the MSF area due to requirements in HECO Rule 13. Initial planning indicates that a currently un-used location near the MSF area may be suitable for this facility.
- **Additional Clearances** – HECO requires the need for additional horizontal working clearances from overhead line conductors to the guideway for their 138kV and 46kV overhead lines along portions of all guideway segments.
 - **Horizontal Working Clearances Analysis** – For Airport and City Center, HART and HECO have agreed to relocate the overhead 138kV lines to underground, and together are progressing to a preliminary engineering design. For WOFH and KHG, HECO has completed a pole-by pole review of the current overhead 138kV and 46kV pole and line locations and have identified areas where alternative access may be used for future pole and line maintenance. HART’s Task Force continues to meet bi-weekly with HECO staff to identify and analyze all potential solutions to the working clearance issue including relocating to new overhead alignments, underground alignments, or attach to the guideway, and alternative equipment.

- **Alternative Equipment** – HECO has stated that the telescoping Bronto manlift will not completely resolve the horizontal working clearance issue. HECO and HART are now researching with other equipment manufacturers to see if there is equipment (bucket trucks and cranes) that can work with less than the desired working clearance requirements.
- **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** – Installation of the MSF service is complete; buildings are energized.
 - **Passenger Stations and Systems Sites** – HECO service request reviews are complete and HART has not received additional comments for the west side stations and systems sites. HECO is working to finalize its designs.

5.4 Right-of-Way (data as of June 9, 2016)

BUDGET

	Baseline Budget	Expended	Remaining Budget Balance	Estimate to Completion	Forecast Variance
Acquisition	\$ 201.70	\$ 91.20	\$ 110.50	\$ 97.40	\$ 13.10
Relocation	\$ 20.50	\$ 12.10	\$ 8.40	\$ 14.40	\$ (6.00)
Total (Million)	\$ 222.20	\$ 103.30	\$ 118.90	\$ 111.80	\$ 7.10

Note

- * Administrative overhead costs aggregated with the Acquisition and Relocation numbers
- * Estimate to complete based on offers, appraisals or assessed values

ACQUISITIONS

Figure 13. Right-of-Way Status for the Parcels [data provided by Real Estate Acquisition database (READ)]

	Current No. of Parcels Needed (a)	Current Square Feet Needed (b)	No. of Completed Acquisitions (c)	Square Feet of Completed Acquisitions (d)	No. of Acquisitions Not Completed & Site Access Obtained (e)	Square Feet of Acquisitions Not Completed & Site Access Obtained (f)
W.Oahu/Farrington	35	9,808,840	24	7,428,687	11	2,380,153
Kamehameha	13	3,027,319	5	2,530,534	7	493,317
Airport	50	1,007,392	12	246,305	28	649,631
City Center	121	841,641	29	187,266	8	23,925
GRAND TOTAL	219	14,685,192	70	10,392,792	54	3,547,026

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

Footnotes :

- (a) & (b) Current No. of Parcels Needed, Square Feet Needed - Parcels identified as needed by the project.
- (c) & (d) No. of Completed Acquisitions, Square Feet of Completed Acquisitions - Acquisitions are closed and the right to access and construct is obtained for 50 private owners and agreements on 16 government parcels.
- (e) & (f) No. of Acquisitions Not Completed & Site Access Obtained, Square Feet of Acquisitions Not Completed & Site Access Obtained - Acquisitions may not be completed, but the right to access and construct has been obtained.

KAMEHAMEHA

- **Priorities:**
 - On-going support for negotiations with Aloha Stadium Authority to obtain right of entry for the construction of the station park-and-ride. HART has obtained the right of entry to construct the guideway.

AIRPORT

- **Priorities:**
 - On-going negotiations with TMKs 1-1-002-001 and 1-1-016-020.

- Continue working with the Federal government to complete documentation for easements.
- In order to support the upcoming procurement for the Airport Guideway and Stations Design-Build contract and to maintain the project schedule, eminent domain proceedings were authorized by the HART Board and the Honolulu City Council for several parcels. However, negotiations are still continuing with all private property owners in the Airport section in an attempt to reach mutual agreement.
- Look Ahead:
 - Finalize appraisal review for TMK 1-1-002-001.

CITY CENTER

At the direction of the HART Board in executive session at its regular June 16, 2016 meeting, the Right-of-Way Section is temporarily suspending certain acquisition transactions beyond the planned Middle Street Station, including any new eminent domain actions and negotiations that have not resulted in a signed agreement amongst the parties. The foregoing status is as of June 9, 2016.

- Priorities:
 - On-going support for negotiations with UH Honolulu Community College to secure construction right of entry.
 - Working to resolve issues with TMKs 1-5-015-010, 1-2-009-011, 1-2-009-098, 1-5-027-028, and 1-2-010-069.
 - Continuing negotiations with the owner of fifteen parcels which have complex issues, as well as TMK 2-1-031-030.
 - In order to support the upcoming procurement for the City Center Guideway and Stations Design-Build contract and to maintain the project schedule, eminent domain proceedings were authorized by the HART Board and the Honolulu City Council for several parcels. However, negotiations are continuing with all private property owners in the City Center section in an attempt to reach mutual agreement.

RELOCATIONS

Figure 14. Relocation Status for the Occupants (data provided by READ)

	Active Relocations	Relocations Completed	Total Relocations
W.Oahu/Farrington	0	25	25
Kamehameha	0	4	4
Airport	6	7	13
City Center	21	58	79
Grand Total:	27	94	121

○ Relocations are pursuant to the Uniform Relocation Act.
 ○ Relocations are reported by displacees.
 ○ During design development, the relocation requirements have been adjusted to accommodate the design refinements. Relocation requirements are adjusted as design is finalized.

AIRPORT

- Priority:
 - Monitoring on-going relocation for TMK 1-1-016-016.
- Look Ahead:
 - Anticipate completion of relocation for TMK 1-1-016-006.

CITY CENTER

At the direction of the HART Board in executive session at its regular June 16, 2016 meeting, the Right-of-Way Section is temporarily suspending certain acquisition transactions beyond the planned Middle Street Station, including any new eminent domain actions and negotiations that have not resulted in a signed agreement amongst the parties. However, relocations are continuing at the option of the displacee, if the suspended relocation will result in harm to the displacee. The foregoing status is as of June 9, 2016.

- Priorities:
 - Continuing to vacate TMK 2-3-007-045 through the judicial process.
- Look Ahead:
 - Anticipate completion of relocation for TMKs 2-1-050-001, 2-1-050-062, 1-2-003-101 and 2-3-007-027.

THIRD-PARTY AGREEMENTS

Figure 15. Third-Party Agreement Status – Third-Party Agreements include agreements between HART and other government entities, with the exception of D.R. Horton. Completed agreements are in grey, agreements to be executed are in white.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
City Agreements				
DFM – Dept. of Facility & Maintenance (Kamehameha Hwy/Makalapa Manor)	Executed		Airport	Jurisdictional transfer from DFM to HART in place.
DPR - Dept. of Parks & Recreation (MSF drainage)	Executed		WOFH	Consent to construct in place.
State Agreements				
UH - University of Hawai'i Master Agreement	On Hold		WOFH, KHG, City Center	Construction is not impacted as the ROE for right to access and construct will be executed for each campus.
UH - West O'ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH	Consent to construct in place.
UH - West O'ahu (UHWO) Construction Right of Entry for Station	Executed		WOFH	Consent to construct in place.
UH - West O'ahu (UHWO) Construction Right of Entry for Nan, Inc.	Executed		WOFH	Consent to construct in place.
UH - West O'ahu (UHWO) Memorandum of Agreement to Construct Road B	Executed		WOFH	MOU in place.
UH - Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH	Consent to construct in place.
UH - Leeward Community College (LCC) Construction Right of Entry for Guideway	Executed		WOFH	Consent to construct in place.
UH – Leeward Community College (LCC) Construction Right of Entry for Hawaiian Dredging	Executed		WOFH	Consent to construct in place.
UH – Leeward Community College (LCC) Construction Right of Entry for Kiewit	Executed		WOFH	Consent to construct in place.
UH – Leeward Community College (LCC) Construction Right of Entry for Royal Contracting	Executed		WOFH	Consent to construct in place.
UH - Leeward Community College (LCC) Construction Right of Entry for Station	Executed		WOFH	Consent to construct in place.
UH - Urban Gardens Pre-Construction Right of Entry	Executed		KHG	Consent to construct in place.
UH - Urban Gardens Construction Right of Entry	Executed		KHG	Consent to construct in place.
UH - Urban Gardens Construction Right of Entry for Kiewit	Executed		KHG	Consent to construct in place.
UH – Urban Gardens Conveyance to HDOT (H)	Pending	Oct 2016	KHG	In process.
UH - Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed		City Center	Consent to construct in place.
UH - Honolulu Community College (HCC) Construction Right of Entry for Guideway & Station	Pending	May 2017	City Center	In negotiations. Concerted effort is being made to finalize.
DLNR – Dept. of Land and Natural Resources Kapolei Right of Entry	Executed		WOFH	Consent to construct in place to be followed by execution of the easement agreement.
DLNR – Kapolei Easement Agreement	Pending	Jan 2017	WOFH	Easement agreement in process. Construction not impacted.
DLNR – Keehi Lagoon Right of Entry	Executed		Airport	Consent to construct in place to be followed by execution of the easement agreement.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
DLNR – Keehi Lagoon Easement Agreement	Pending	Jan 2017	Airport	Easement Agreement in process. Construction not impacted.
DOE – Dept. of Education Master/Construction Agreement for Waipahu H.S.	Executed		WOFH	Set-aside from DLNR to HART in process.
DOE/DLNR Right of Entry for Waipahu High School	Executed		WOFH	DLNR Consent to construct in place with DOE concurrence.
Aloha Stadium / Department of Accounting & General Services (DAGS) MOU for guideway & station	Executed		KHG	MOU in place.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway for Kiewit	Executed		KHG	Limited ROE granted for staging for Kiewit for KHG contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway	Executed		KHG	Consent to construct in place to be followed by execution of the easement agreement.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway	Pending	Jan 2017	KHG	Easement Agreement in process.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for station park and ride	Pending	Aug 2016	KHG	In negotiations.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for station park and ride	Pending	Jan 2017	KHG	Process Easement Agreement.
HDOT(H) – Dept. of Transportation Highways Master Agreement	Executed		WOFH	Master Agreement in place.
HDOT(H) – Dept. of Transportation Highways Master Agreement - Amendment	Pending	Aug 2016	WOFH	In process
HDOT(H) (A) - Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center	Master Agreement in place.
HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH	Consent to construct in place.
HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement	Executed		KHG	Consent to construct in place.
HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement	Pending	Jan 2017	Airport	In process
HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement	Pending	May 2017	City Center	In process
HDOT(A) – Dept. of Transportation Airports Joint Use & Occupancy (JU&O) Sub-agreement for Airport Division parcels	Executed		Airport	Consent to construct in place.
HDOT(A) - Easement Agreement for Airport Division parcel	Pending	Jan 2017	Airport	Process Easement Agreement.
HDOT(Har) – Dept. of Transportation Harbors Easement Agreement	Pending	May 2017	City Center	In process.
HDOT(Har) – Dept. of Transportation Harbors Right of Entry	Pending	May 2017	City Center	In process.
DHHL - Dept. of Hawaiian Home Lands Master Agreement	Executed		WOFH, MSF	Master Agreement in place.
DHHL – Dept. of Hawaiian Home Lands License	Executed		WOFH, MSF	Consent to construct in place.
OCCC - Dept. of Public Safety, Oahu Community Correctional Center, Dillingham Blvd., Easement Agreement	Pending	May 2017	City Center	In process.
OCCC - Dept. of Public Safety, Oahu Community Correctional Center, Dillingham Blvd., Right of Entry	Pending	May 2017	City Center	Draft Right of entry under review.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
HCDA -HI Community Development Agreement	Pending	May 2017	City Center	Coordination is ongoing.
HCDA -HI Community Development Agreement Pre-construction Right of Entry	Approved		City Center	Verbal approval granted by the HCDA Board in 6/2016.
DAGS – Dept. of Accounting & General Services / HHFDC Right of Entry	Pending	May 2017	City Center	Consent to construct in process to be followed by execution of the Easement Agreement.
DAGS – Dept. of Accounting & General Services / HHFDC Easement Agreement	Pending	May 2017	City Center	Process Easement Agreement.
Federal Agreements				
U.S. Navy Licenses	Executed		WOFH, KHG, Airport	Consent to construct in place. Formal notification is forthcoming, however, immediate access is granted.
U.S. Navy Easement Agreements	Pending	August 2016	WOFH, KHG, Airport	Navy completing documentation.
U.S. Navy Pearl Harbor Station Acquisition of Fee Transfer	Executed		Airport	Quitclaim deed received.
U.S. Post Office Honolulu Processing Center acquisition	Pending	Jan 2017	Airport	In negotiations.
U.S. Gov't/GSA/Federal Courthouse Master Agreement to include Security & Landscape Plan	Pending	May 2017	City Center	Master agreement under review and discussions are ongoing.
U.S. Gov't/GSA/Federal Courthouse License (Right of Entry) & Temporary Construction Easement Agreements	Pending	May 2017	City Center	ROE & TCE in final review.
U.S. Gov't/GSA/Federal Courthouse Easement Document	Pending	May 2017	City Center	Easement document under review.
Other Agreements				
D.R. Horton Agreement for Construction	Executed		WOFH	Consent to construct in place to be followed by execution of the easement agreement.
D.R. Horton Final Easement Agreement	Pending	Jan 2018	WOFH	Easement Agreement in process and subject to owner's development plans.

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

6.1 Safety and Security

6.1.1 S&S Certification Documents

Key HART S&S Certification Documents Update & Approval Status			
S&S Project Plans, PHAs, Core Systems SSHA and O&SHA, and TVA			
Documents	REV #	Date Approved	Comments
Documents Approved			
HART SAFETY			
1. Safety & Security Management Plan (SSMP)	Rev 5	10/16/2015	SSRC approved and signed, update underway
2. Safety & Security Certification Plan (SSCP)	Rev 4. B	12/14/2015	SSRC approved and signed, update underway
3. WOFH SSCP	Rev 0	10/22/2014	SSRC approved - No future updates: HART SSCP is in affect
4. Construction S&S Plan (COSP)	Rev 3	10/06/2015	SSRC approved and signed
5. Security Sensitive Information (SSI) Plan	Rev 0	12/15/2015	SSRC approved and signed
6. Project Preliminary Hazard Analysis (PHAs)	Rev 2. A	9/3/2015	Rev 2A - DRAFT annual update completed 9/3/2015
a. MSF – Yard and Shop	Rev 2. A	2/24/2016	SSRC approved
b. Alignment	Rev 2. A	3/23/2016	SSRC approved
c. Tracks	Rev 2. A	2/24/2016	SSRC approved
d. Stations	Rev 2. A	3/23/2016	SSRC approved
7. TES Back-Up Generator System HA	Rev A	5/25/2016	SSRC Approved
8. Threat & Vulnerability Assessments (TVAs)	Rev 1	1/16/2015	Update on hold - pending East Alignments re-design
HART CORE SYSTEMS			
9. Central ATC O&SHA	Rev C	9/23/2015	SSRC approved (CMS # 874)
10. Wayside/ATC System HA	Rev C	6/22/2016	SSRC approved (CMS# 835)
11. Wayside ATC SSHA	Rev B	6/22/2016	SSRC approved (CMS# 836)
12. Wayside ATC O&SHA	Rev D	9/23/2015	SSRC approved (CMS # 850)
13. Passenger Train ATC SSHA	Rev E	2/24/2016	SSRC approved (CMS # 853)
14. Passenger Train ATC O&SHA	Rev F	2/24/2016	SSRC approved (CMS # 873)
15. UPS O&SHA	Rev C	2/24/2016	SSRC approved (CMS # 1092)
16. FDAS SSHA	Rev C	4/27/2016	SSRC approved (CMS # 1216)
17. FDAS O&SHA	Rev B	2/24/2016	SSRC approved (CMS # 1217)
18. SCADA SSHA	Rev C	6/22/2016	SSRC approved (CMS# 854)
19. SCADA O&SHA	Rev E	5/25/2016	SSRC Approved (CMS # 887)
Documents not Approved			
HART SAFETY			
20. Project Preliminary Hazard Analysis (PHAs)	Rev 2. A	-	Rev 2A - DRAFT annual update completed 9/3/2015
e. Traction Power	Rev 2. A	-	Update on-hold - pending approval of TES SSHA and O&SHA
f. Train Control	Rev 2. A	-	Update on-hold - pending approval of ATC SSHA & O&SHA
g. Vehicles	Rev 2. A	-	Update on-hold - pending approval of PT SSHA & O&SHA
h. Communications	Rev 2. A	-	Update on-hold - pending approval of Comms SSHA and O&SHA
21. Elevator/Escalators System HA	Rev A	-	Under Development
22. Project OHAs	Rev A	-	Under development
HART CORE SYSTEMS			
23. Core Systems Contract (CSC) PHAs (DBOM)	Rev G	-	5/20/2016 - HART AAN Re-submit (CMS # 575)
24. Technologies PHAs	Rev D	-	12/2/2015 – Under HART review (CMS # 545)
25. Passenger Train ATC System HA	Rev C	-	3/18/2015 – HART Accept, ready for SSRC approval (CMS # 751)
26. Passenger Train Fire Hazard Analysis (FHA)	Rev C	-	6/22/2016 – CSC R&R (CMS# 749)
27. Passenger Train SSHA	Rev A	-	8/31/2015 - CSC R&R (CMS # 1273)
28. Passenger Train O&SHA	Rev A	-	10/26/2015 - CSC R&R (CMS # 1320)
29. TES SSHA	Rev B	-	11/03/2015 - CSC R&R (CMS # 884)
30. TES O&SHA	Rev B	-	11/03/2015 - CSC R&R (CMS # 1099)
31. PSGS SSHA	Rev B	-	10/05/2015 - CSC R&R (CMS # 938)
32. PSGS O&SHA	Rev B	-	3/3/2016 - AAN Re-submit, (CMS # 880)
33. Communications SSHA	Rev B	-	01/7/2016 - CSC R&R, (CMS # 1205)
34. Communications O&SHA	Rec C	-	1/27/2016 - CSC R&R (CMS # 1206)
35. MOW Support Vehicles O&SHA	Rev A	-	Under development

6.1.2 S&S Design Criteria Conformance Checklist (DCCC) – Civil Contracts

<i>S & S Design Criteria Conformance Checklist (DCCC)</i>						
<i>Civil Contracts</i>						
<i>Verification Status</i>						
Design Phase				Construction / Installation /Testing		
Contracts: FD, DB, DBOM	% Verified	+ / - % Change	Comments: Design SSRC Approval Date	% Verified	+ / - % Change	Comments: C/I/T SSRC Approval Date
Interim Revenue Service Date						
Civil Contracts Under Construction						
DB-200, MSF	97%	-	1/28/2015	61%	+33%	Verification underway
DB-120, WOFH Guideway - 38 total - Sub CEL/CIL Packages	99%	-	36 Sub - CELs/CILs SSRC approved	49%	+5%	Verification underway
DB-320, KHG Guideway - 40 total - Sub CEL/CIL Packages	98%	-	36 - Sub CELs/CILs, SSRC approved	27%	+18%	Verification underway
FD-140, West Oahu Station Group	99%	-	3 stations - 12/09/2015	-	-	Pre-construction activities
FD-240, Farrington Hwy Station Group	100%	N/A	3- station - 12/09/2015	-	-	Pre-construction activities
FD-340, Kamehameha Highway Station Grp	100%	N/A	3 Stations - 8/26/2015	-	-	Pre-construction activities
FD-340, H2R2 Ramps	100%	N/A	5/27/2015	-	-	Pre-construction activities
MI-930, Elevators & Escalators (Stations)	-	-	Verification underway	-	-	
Civil Contracts Under Design / in Pre-bidding or Pre-Award Phases						
DB-275, Pearl Highlands PS/BTC	-	-	Base DCCC under review	-	-	
FD-600, West Oahu Park & Ride	-	-	Base DCCC under review	-	-	
AP00 Art-in-Transit, 12 artists/contracts	-	-	SSRC approved 5/25/16	-	-	
MI-900 Fare Collection System	N/A	N/A	N/A	N/A	N/A	N/A
Airport & City Center Final Revenue Service Date						
Civil Contracts Under Construction						
FD-430, Airport Section 7-Piers	100%	N/A	6/17/2015	100%	N/A	8/26/2015
FD-430, Airport Utilities	100%	N/A	6/25/2014	51%	-	Verification underway
Civil Contracts Under Design / in Pre-bidding or Pre-Award Phases						
DB-450, Airport Guideway	-	-	DCCC update underway	-	-	
DB-450, Stations Group	-	-	DCCC update underway	-	-	
DB-550, City Center Guideway	-	-	DCCC update underway	-	-	
DB-550, CCG & Stations Group	-	-	DCCC update underway	-	-	

6.1.3 S&S Design Criteria Conformance Checklist (DCCC) – Core Systems Contracts

<i>S & S Design Criteria Conformance Checklist (DCCC)</i>						
<i>Core Systems Contracts</i>						
<i>Verification Status</i>						
Design Phase				Construction / Installation /Testing		
Contracts: FD, DB, DBOM	% Verified	+ / - % Change	Comments: Design SSRC Approval Date	% Verified	+ / - % Change	Comments: C/I/T SSRC Approval Date
Interim Revenue Service Date						
DBOM-920 Core Systems Contracts Under Design Procurement - Production - Manufacture - Installation						
Yard Control Bungalow (YCB) CSC - Civil	86%	-	Verification underway	-	-	
Passenger Trains (PT)	79%	+3%	Verification underway	-	-	
Traction Electrification System (TES)	97%	+4%	Ready for SSRC approval	-	-	
MOW Vehicles – 8 support vehicles	-	-	Designer input underway	-	-	
Fire Detection Alarm System (FDAS)	-	-	Designer input underway	-	-	
Communication System	-	-	Designer input underway	-	-	
Automatic Train Control (ATC)	96%	-	SSRC approved 4/27/2016	-	-	
Supervisory C & D Acquisition (SCADA)	96%	-	SSRC approved 4/27/2016	-	-	
Platform Screen Gate System (PSGS)	-	-	Designer input underway	-	-	
TES-Back-up Generator (BUG)	N/A	N/A	No CDC Requirements	N/A	N/A	N/A
Airport & City Center Final Revenue Service Date - All above applies – Design changes are as needed						

6.1.4 S&S Certification “Open Items List” Status

<i>HART S&S Certification “Open Items List” Last 4 Months Status</i>						
“Open Items” - Design/Construction and Verification Issues						
Month - 2016	Total #	Total # Open	Total # Closed	% Closed Overall	# closed In Month	% Closed In Month
March	215	24	191	89%	4	2%
April	227	35	192	85%	1	1%
May	242	44	193	80%	1	1%
June	248	41	207	84%	12	5%

Note: Total #s are carried over from month to month

6.1.5 S&S Construction Specification Conformance Checklists (CSCC) - Civil Contracts

<i>S & S Construction Specification Conformance Checklists (CSCC) Civil - Contracts Verification Status</i>			
Construction - Installation – Start-up & Testing Phases			
Contracts	% Verified	+ / - % Change	Comments
Interim Revenue Service Date			
Civil Contracts Under Construction			
DB-200, MSF and Rail Yard	73%	+19%	Verification underway
DB-120, WOFH Guideway	68%	+5%	Verification underway
DB-320, KHG Guideway	36%	+7%	Verification underway
DBB-171, West O’ahu Station Group (WOSG)	-	-	Pre-construction activities
DBB-271, Farrington Hwy Station Group (FHSG)	-	-	Pre-construction activities
DBB-385, H2R2 Ramps	-	-	Pre-construction activities
DBB-371, Kamehameha Hwy Stations Grp (KHSG)	-	-	Pre-construction activities
MI-930, Elevators & Escalators, WOSG	-	-	Pre-install activities
MI-930, Elevators & Escalators, FHSG	-	-	Pre-install activities
MI-930, Elevators & Escalators, KHSG	-	-	Pre-install activities
Civil Contracts Under Design or in Pre-bidding or Pre-Award Phases			
AP00 Art-in-Transit, 12 Artists/contracts	-	-	Draft Base CSCC under PM review
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	TBD – waiting for 100% conformed specifications
MI-900 Fare Collection System	-	-	Base CSCC SSRC approved 4/27/2016
DBB-600, West O’ahu Park & Ride	-	-	TBD – waiting for 100% conformed specifications
Airport & City Center Final Revenue Service Date			
Civil Contracts Under Construction			
DBB-525, Airport Section, 7 - Drilled Shafts	100%	N/A	8/26/2015 SSRC approved –Certification Completed
DBB-505, Airport Utilities - Construction	63%	+1%	Verification underway
Civil Contracts Under Design or in Pre-bidding or Pre-Award Phases			
DBB-511, Dillingham Utilities & Road Widening	-	-	Draft Base CSCC update - pending re-design
DB-450, Airport Guideway	-	-	Draft Base CSCC update - pending re-design
DB-450, Airport Stations	-	-	Draft Base CSCC update - pending re-design
DB-550, City Center Guideway	-	-	Draft Base CSCC update - pending re-design
DB-550, City Center Stations	-	-	Draft Base CSCC update - pending re-design
MI-930, Elevators & Escalators, Airport Stations	-	-	Base CSCC - SSRC approved, 8/26/2015
MI-930, Elevators & Escalators, City Center Stations	-	-	Base CSCC - SSRC approved, 8/26/2015
AP00 Art-in-Transit, 11 Artists/contracts	-	-	Draft Base CSCC under PM review
MI-900 Fare Collection System	-	-	Base CSCC SSRC approved 4/27/2016

6.1.6 S&S Specification / Testing Conformance Checklists (STCC) - Core Systems

<i>S & S Specification / Testing Conformance Checklists (STCC)</i>			
<i>Core Systems – Contracts</i>			
<i>Verification Status</i>			
Procurement - Production - Manufacture - Installation - Start-up & Testing Phases			
Contracts	% Verified	+ / - % Change	Comments
Interim Revenue Service Date			
DBOM-920 Core System Contracts under Design / Procurement - Production - Manufacture - Installation - STCC			
Yard Control Bungalow (YCB) CSC Civil - Contract	59%	+5%	Verification underway
MOW Vehicles (8-support vehicles)	43%	-	Verification underway
Passenger Trains (PT)/Cars	-	-	
1) General Requirements - Applies to all PTs	4%	-	Verification underway
2) PT-001- Certification (E-1, E-2, M-1, M-2 Cars)	-	-	Verification on hold pending delivery of trucks
3) PT-001- Interim Cert - for Dynamic Testing	-	-	
4) PT-002 – Certification (E-1, E-2, M-1, M-2 Cars)	-	-	
5) PT-002- Interim Cert – for Dynamic Testing	-	-	
6) PT Certification for Pre-Revenue Service (STCC)	-	-	Base STCC under development
Traction Electrification System (TES)	-	-	
1) General Requirements - Project Wide	34%	-	Base STCC pending July SSRC approval, verification underway
2) MSF - Rail Yard	31%	-	Base STCC pending July SSRC approval, verification underway
3) Functional Track - WOFH Guideway	-	-	Base STCC pending July SSRC approval
4) WOFH and KHG Guideways	-	-	Base STCC pending July SSRC approval
System Integration Testing (SIT)	-	-	Draft base SIT STCCs on hold – SIT Plan being revised
Uninterrupted Power Supply (UPS)	13%	-	Base STCC pending July SSRC approval, verification underway
Traction Power Generators Back-up System	-	-	SSRC approved 3/23/2016
Communication Systems	-	-	
1) Project Wide Communication Requirements	50%	-	SSRC approved 6/22/2016
2) MSF and Rail Yard Communications	-	-	SSRC approved 6/22/2016
3) KHG and WOFH Communications	-	-	SSRC approved 6/22/2016
Fire Detection Alarm System (FDAS)	15%	-	Base STCC pending July SSRC approval
Train Control System (TCS)	-	-	Base STCCs under development
Supervisory Control & Data Acquisition (SCADA)	-	-	Base STCCs under development
Platform Screen Gate System (PSGS)	10%	-	Base STCC pending July SSRC approval
Operational Requirements			
Ops Readiness Conform Checklists (ORCC)	15%	+4%	Base ORCC - SSRC approved 12/09/2015, verification underway
Pre-revenue Testing Conform Checklist (PRTCC)	-	-	Under development
Airport & City Center Final Revenue Service Date			
Passenger Trains (PT)/Cars	-	-	
1) PT-011-20 Certification (E-1, E-2, M-1, M-2 Cars)	-	-	Base STCC - SSRC approved 12/09/2015
2) PT-011-20- Interim Cert - for Dynamic Testing	-	-	Base STCC - SSRC approved 12/09/2015
3) PT-011-20 Cert for Pre-Revenue Service	-	-	Base STCC under development
Traction Electrification System (TES)	-	-	
1) Airport and City Center Guideways	-	-	Base STCC pending July SSRC approval
System Integration Testing (SIT)	-	-	Draft base SIT STCCs on hold – SIT Plan being revised
Uninterrupted Power Supply (UPS)	-	-	Base STCC pending July SSRC approval
Traction Power Generators Back-up System	-	-	SSRC approved Base STCC 3/23/2016
Communication Systems	-	-	
1) Airport Communications	-	-	Base STCC SSRC approved 6/22/2016
2) City Center Communications	-	-	Base STCC SSRC approved 6/22/2016
Fire Detection Alarm System (FDAS)	-	-	Base STCC pending July SSRC approval
Train Control System (TCS)	-	-	Base STCCs under development
Supervisory Control & Data Acquisition (SCADA)	-	-	Base STCCs under development
Platform Screen Gate System (PSGS)	-	-	Base STCC pending July SSRC approval
Operational Requirements			
Ops Readiness Conform Checklists (ORCC)	-	-	Base ORCC - SSRC approved 12/09/2015
Pre-revenue Testing Conform Checklist (PRTCC)	-	-	Base PRTCC under development

6.1.7 Interim Certification Verification Status

<i>Interim Certification - Verification Status</i>			
Construction - Installation – Start-up & Testing Phases			
Contracts	% Verified	+ / - % Change	Comments
Interim Certification Requirements			
1. 3 – MOW Veh Delivery & M-7, M-2, M-1 MSF Tracks	100%	N/A	Interim Cert Certificated Issued – no open items
2. MSF Yard M-4 and M-6 Tracks – IC	100%	N/A	Interim Cert Certificated Issued – no open items
3. PT-001 Delivery - OSB, M-5 Track, ORCC, MOW-V	96%	+16%	Interim Cert Certificate issued – 4 open items
4. Five (5) – MOW Vehicles Delivery – Vehicles Only	100%	N/A	Interim Cert Certificated Issued – no open items
5. MOW Building Early Occupancy	96%	+44%	Interim Cert Certificate issued – 1 open item
6. MSF - S-tracks, West/East Yard Leads	100%	+100%	Interim Cert Certificate issued – no open items
Verification yet to Start			
7. PT-001 Truck (Bogies) Delivery	-	-	IC checklist SSRC approved 1/27/2016
8. Test Track – Rail Yard, TES/IT/ORCC	-	-	IC checklists under review
9. PT-002 Delivery	-	-	PT-002 IC checklist SSRC approved 1/27/2016
10. Functional Track – WOFH, PT-001, TES, ORCC, & IT	-	-	Interim Cert checklists under development

6.1.8 Twelve (12) Month Certification Projected Milestones and Work Priority

<i>12 Month Certification Projected Milestones</i>		
Milestones	Projected Contract and Interim Certifications	Comments
Jul 2016	1. DB-200, MSF Contract Certification (Civil Only)	Limited systems
Jul 2016	2. YCB Civil Contract CSC Certification	Civil only
Sept 2016	3. PT-001 Truck (Bogies) Delivery Interim Cert	Track Interface
Sept 2016	4. FD-430 and DBB-505, Airport Utilities Contract Certification	Civil only
Dec 2016	5. Test Track – Rail Yard – TES Interim Certification	Systems
Dec 2016	6. FD-340 and DBB-385, H2R2 Contract Certification	Civil only
Dec 2016	7. DB-120, WOFH Guideway Contract Certification	Civil only
Dec 2016	8. Eight (8) MOW Vehicles Final Certification	All MOW Vehicles
Jan 2017	9. PT-002 Delivery – Interim Cert – Delivery	Vehicle only
Jan 2017	10. Functional Track – Interim Certification – Test Track	IC – TES - SIT
Apr 2017	11. PT-002, Interim Certification to enter Dynamic Testing	Vehicle only
Apr 2017	12. DB-320, KHG Guideway Certification	Civil Only

6.1.9 S&S Certification Certificates Issued to Date

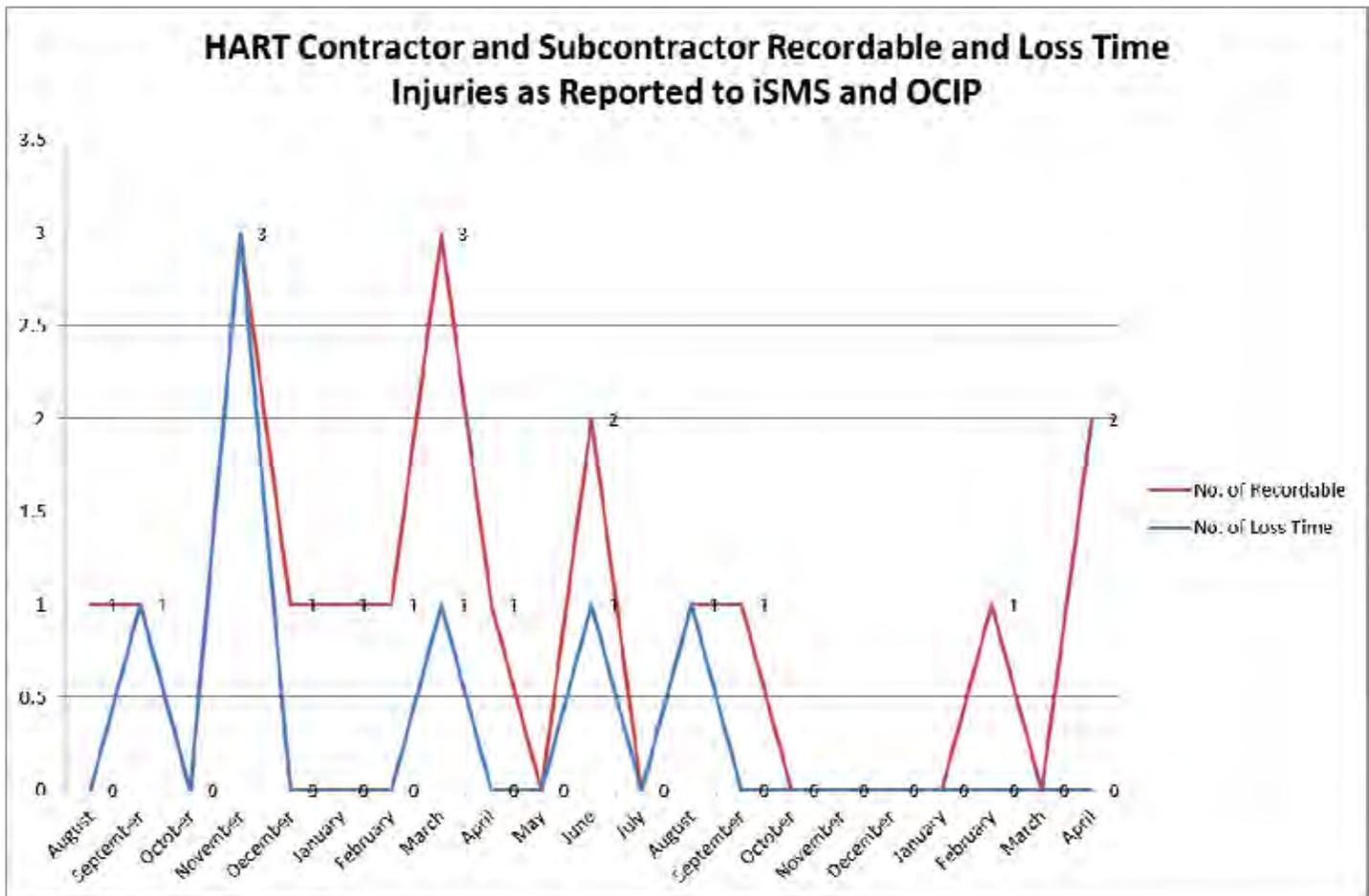
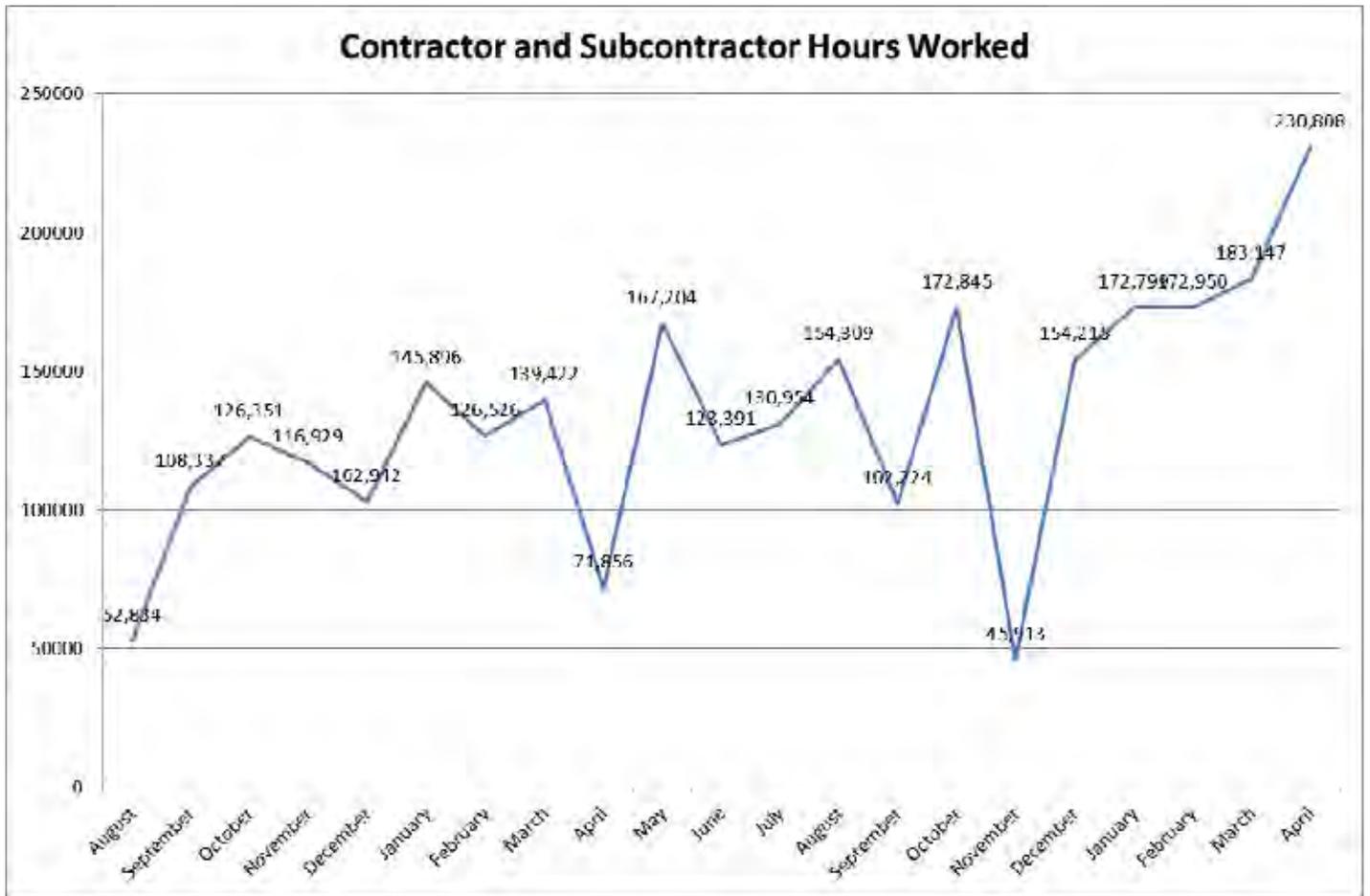
<i>S&S Certification Certificates Issued to Date</i>		
Contracts / Interim Certification Certificates Issued	Date Signed	Comments
1. FD-430 / DBB-525 Airport 7-Piers Certifiable Element "Guideway" Cert Certificate	9/21/2015	SSRC approved
2. 3 – MOW Vehicles Delivery & M-7, M-2, M-1 MSF Tracks – Interim Cert Certificate	2/4/2016	SSRC approved
3. MSF Yard M-4 and M-6 Tracks – Interim Cert Certificate	3/10/2016	SSRC approved
4. PT-001 Delivery, OSB, M-5/M-4 Tracks, ORCC, MOV MPV - Interim Cert Certificate	3/29/2016	SSRC approved
5. Five (5) – MOW Vehicles Delivery – Interim Cert Certificate (Vehicles Only)	5/20/2016	SSRC approved
6. MOW Facility Early Occupancy – Interim Cert Certificate (Admin Areas Only)	5/23/2016	SSRC approved
7. MSF S-Tracks & West/East Yard Leads Interim Cert Certificate		

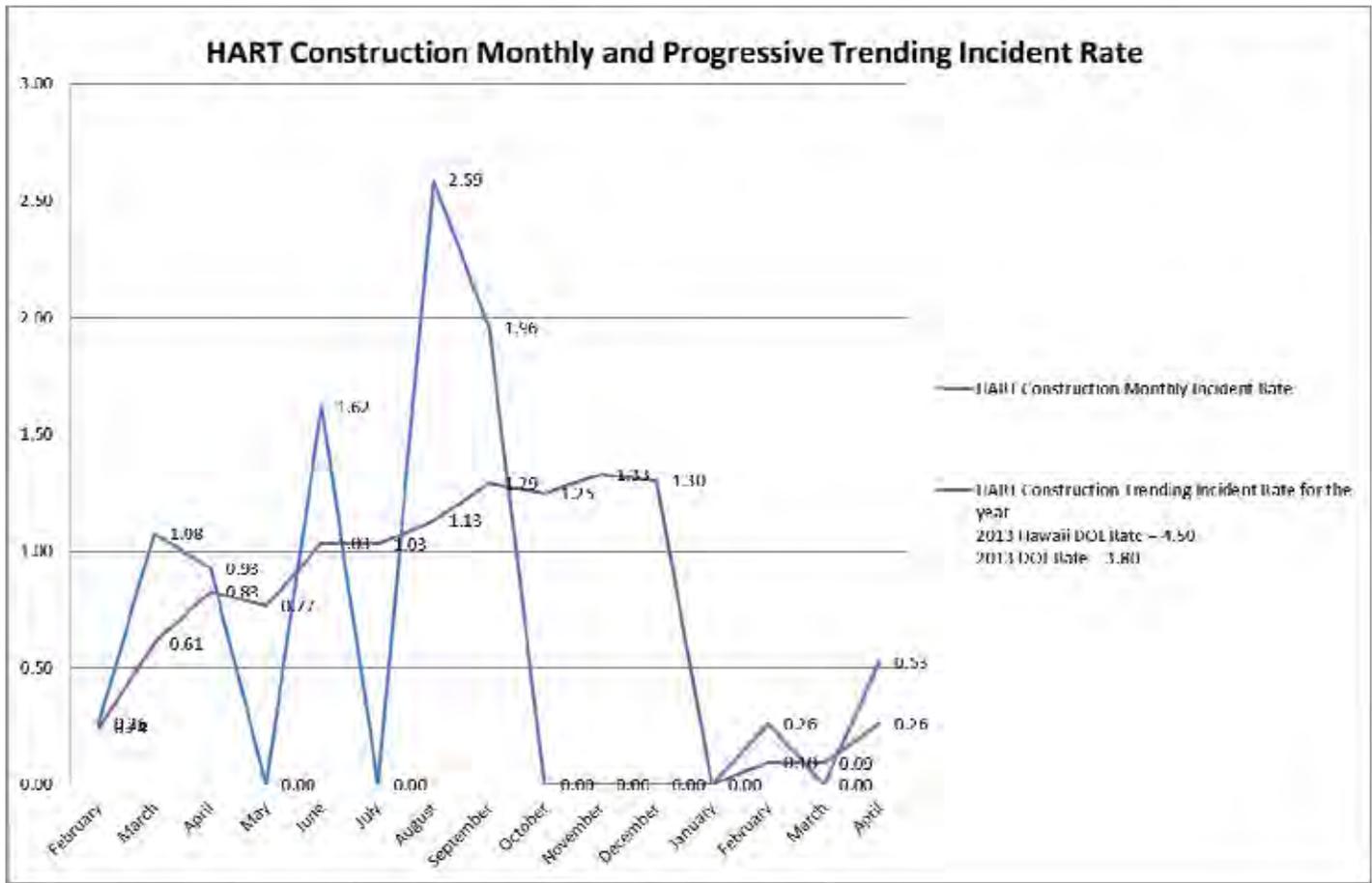
6.1.10 Construction Safety and Security

Project-Wide Incident Activity					
Event Type	Total Number of Events since 1/1/2007	Total Number of Events for May 27, 2016-June 24, 2016	Loss Type	Date	Event Description
Environment	15	0			
Loss or Damage	40	2	a) Minor Loss b) Minor Loss	a) 5/27/2016 b) 5/27/2016	a) FHSG: Forklift struck a light pole. b) ASU: Vehicle sprayed with ruptured paint can.
*Reportable Occupational Injury/Illness	0	0			
Security	62	2	a) Minor Loss b) Undetermined	a) 5/31/16 b) 6/23/16	a) Core: Copper wire stolen from Waipahu TPSS site. b) MSF / Core: Security incident, vandalism, graffiti on train. Under investigation.
**Loss Time Occupational Injury/Illness	7	0			
Road/Vehicle - Driving	84	0			
Service Strike	86	1	a) Minor Loss	a) 5/31/16	a) ASU: DTS conduit damaged during excavation.

*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.

	2014			2015			2016		
	Hours worked	No. of Recordable	No. of Loss Time	Hours worked	No. of Recordable	No. of Loss Time	Hours worked	No. of Recordable	No. of Loss Time
January				145,806	1	0	172,799	0	0
February				126,526	1	0	172,950	1	0
March				139,422	3	1	183,147	0	0
April				71,856	1	0	230,808	2	0
May				167,204	0	0			
June				123,391	2	1			
July				130,954	0	0			
August	52,834	1	0	154,381	1	1			
September	108,337	1	1	102,224	1	0			
October	126,351	0	0	172,845	0	0			
November	116,929	3	3	45,913	0	0			
December	102,942	1	0	154,215	0	0			
Total	507,393	6	4	1,534,735	10	3	759,704	3	0
OSHA Annual Incident Rate				1.3					
Work Hours for WOFH, KHG, MSF, Air Port, CORE System as reported to OCIP and certified.									





KEY ISSUES

- Core Systems lost their full-time Ansaldo/H-JV Safety and Security Certification point of contact in Honolulu that poses a concern of certification expertise and experience at the Core Systems contactor level and will impose a hardship to the HART Safety and Security Department efforts until a full-time, qualified/certified replacement is on AHJV staff. A discussion will occur in September on status of the replacement manager.
- The rail shims remain an outstanding issue. A proposed plan by the contractor was reviewed by HART Engineering. The contractor will proceed at risk for the work. The extended fasteners beyond the Compendium of Design Criteria (CDC) requirement must be approved and signed off by the RE’s prior to HART Safety and Security review.
- DB and DBOM contracts pose a significant challenge for the certification process where 100% design verification is not realized until sometime during or at the end of the construction phase. This delay is not consistent from one contract to another and is based on the complexity of the designs and contract submittal requirements.
- The specification and testing conformance checklist verification effort (% verified) will naturally lag behind construction completion percentage due to the fact that a significant percentage of the needed submittals are submitted at the end of the project; such as test reports, O&M manuals, training, and as-built drawings.
- Safety and Security is presently lacking one (1) position (Safety Specialist, OSHA). Staff has divided the work in the interim. Final 3 persons have been identified to fill this (one) position.

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 and less Nonconformance Reports (NCR) are reported or encountered internally and on existing contracts.
- Overall quality of the Project is good.
- 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 audits; various process improvements; quality economics, and Buy America compliance.
- Participated in Pre-Activity Meetings for scheduled construction activities: CSC/MSF, ASU, WOFH and KHG.
- Issued Audit Report on Combined QA, Buy America and Environmental Compliance Audit of KIWC for WOFH and KHG contracts held on April 14-15, 2016.
- Performed Final Inspection of: MSF OSB Offices, MOW, WTB, TWF and Site Civil Work; repair of 276 (NCR 113); removal, replacement, stressing and grouting of Tendon T1L of Span 258 (NCR 509) and Tendon T3 of Span 249 (NCR 525); and WOFH TPSS Site 8 (Columns 246-251), Ho'opili Station (Column 95), and LCC Portables and Parking Lot.
- Updated Management System Audits (QA, Environmental and Buy America) Schedule for 2016, as shown on the following pages:



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2016 Rev 5

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-1400049	CSC Support Services	L + E	16-001 QA	2/9 - 2/10	2/9/16	2/19/16
CH-HRT-10HO449	Maintenance and Storage Facility Design-Build (MSF)	KKJV - HI	16-002 QA/BA/E	3/15 - 3/17	3/15-17/16	4/15/16
CT-HRT-1200106	Core Systems Contract (CSC) & Hitachi Rail Design-Build-Operate-Maintain	Hitachi Rail USA	16-003 QA	6/28 - 6/30	6/28-30/16	
CT-HRT-10HO137	West O'ahu/Farrington Highway Guideway Design-Build (WOFH)	KIVC - HI	16-004 QA/BA/E	4/12 - 4/14	4/14-15/16	6/7/16
CT-HRT-11HO195	Kamehameha Highway Guideway Design-Build (KHG)					
SC-HRT-1400027	General Engineering Consultant (GEC-3)	CH2M Hill	16-005 QA	6/16 - 6/17	6/16-17/16	6/24/16
CT-HRT-1200106	Core Systems Contract (CSC)	AHJV - HI	16-006 QA/E	6/2 - 6/3	6/2-3/16	
RFB-HRT-337903	H2R2 Ramp Construction	Royal Contracting	16-007 QA/BA/E	8/4 - 8/5		
CT-HRT-11HO195	KHG Casting Facility	KIVC - HI	16-008 QA/BA	7/20 - 7/21		
CR-HRT-1500503	West Oahu Station Group Construction	NAN, Inc	16-009 QA/BA/E	9/13 - 9/15		
CT-HRT-1500236	Farrington Highway Station Group Construction FHSG	Hawaiian Dredging	16-010 QA/BA/E	9/27 - 9/29		
CT-HRT-11HO195	WOFH and KHG Surveying and Alignments	KIVC - HI	16-011 QA	8/16 - 8/18		
CT-HRT-10HO137						
SC-HRT-14000323	Airport Section Utilities Construction	NAN, Inc	16-012 QA/BA/E	8/30 - 8/31		
DB -	Airport Guideway and Station (Design)	TBD	16-013 QA	TBD		
DB-	City Center Guideway and Station (Design)	TBD	16-014 QA	TBD		
CT-HRT-1300318	Elevator and Escalator - Manufacture, Install and Maintain	US Schindler - HI	16-015 QA/BA	10/4 - 10/6		
		US Schindler - NJ				

Quality Assurance (QA); Buy America (BA); Environmental (E); Safety Security (SS)

Page 1 of 2



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2016 Rev 5

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULE D	DATE PERFORMED	DATE CLOSED
SC-HRT-1600008	Airport Section Utilities CE&I East	Stantec	16-016 QA	10/18 - 10/20		
	Airport Section Guideway & Stations CE&I East	Stantec	TBD	TBD		
	City Center Section Guideway & Stations CE&I East					
SC-HRT-1400050	West Side Station Group CE&I	PGH Wong - HI	16-017 QA	10/25 - 10/27		
	West Oahu Farrington Highway and Kamehameha Highway Guideways CE&I					
	Elevator and Escalator - CE&I					
	Pearl Highlands Parking Structure/Bus Transit Center CE&I					
	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I					
CT-HRT-1200108	Configuration Management Plan (CMP)	AHJV - HI	16-018 QA	11/3 - 11/4		
CT-HRT-1600152	Kamehameha Highway Station Group Construction	NAN, Inc.	16-019 QA/BA/E	11/15 - 11/17		
CCH-100	Honolulu Authority for Rapid Transportation (HART)	HART	16-020 QA/SS	12/06 - 12/13		
DB-	Pearl Highlands Garage Transit Center and H1R2 Ramp	TBD	TBD	TBD		
DB-	Airport Guideway and Stations (Construction)	TBD	TBD	TBD		
DB-	City Center Guideway and Stations (Construction)	TBD	TBD	TBD		
DB	UH West O'ahu Park-and-Ride and Campus Road *B*	TBD	TBD	TBD		

Quality Assurance (QA); Buy America (BA); Environmental (E); Safety Security (SS)

Page 2 of 2

• Key Issues

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
37 (Audits)	37	0
1 (Construction)	1	0

- Continue 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 and consultants must be performed in order to assure competency and proficiency.
- Resolution of two (2) major WOFH NCRs that need to be addressed and corrected to prevent recurrence and to mitigate impact on the overall progress of the project. The major NCRs are described below:
 - **Span 258 – NCR 509:** a few strands of the 12-Strands Tendon T1L installed on Span 258 failed after post-tensioning. KIWC has prepared a Remediation Plan to replace the failed Tendon T1L. The defective Tendon was removed and saved for postmortem by KIWC on April 14, 2016; replaced and stressed on April 15, 2016; and grouted on April 22, 2016. Hence, Span 258 was lowered to its correct position.
 - **Span 249 – NCR 525:** a few strands of Tendon T3 installed in Span 249 failed after post-tensioning. The defective Tendon T3 was removed on April 21, 2016. The tendon replacement, stressing and grouting was completed on June 18, 2016.

On May 25, 2016, the initial meeting of KIWC (executive, management, construction and quality staff), HNTB/FIGG (EOR and field engineers) and HART (CE&I [Resident Engineers and Contract Compliance Managers], management, engineering, and quality staff) was held at the KIWC Field Office to discuss the NCRs. The meeting agenda is as follows: General Information from Span 258 and 249, Status of Investigation and Testing, Probable Cause of Water Intrusion into the Ducts, Root Cause, and Corrective Actions. Future meetings have been scheduled to discuss and assure the structural integrity of all Tendons on the project. The HART Design and Construction Group is now taking the lead on this issue.

- **Spans 59 and 60 – NCR 544:** During the GEDO Cart checking of the tracks alignment, the technician found that the horizontal alignment was off about 1 ½ inches on top of Spans 59 and 60. KIWC investigated the problem and found that the erection of the spans centerline was off about one inch. KIWC has corrected the NCR by chipping the reinforced concrete shear keys (4 ends) of the spans, realigned the spans, repair the shear keys, realigned and welded the rail, and ultrasonic tested the welds.
- Resolution of one (1) major KHG NCR that needs to be addressed and corrected to prevent recurrence and to mitigate impact to the overall progress of the project. The following is the major NCR identified:
 - **Drilled Shafts:** To date there are four (4) Open NCRs which are related to the CSL Reports, and 172 Drilled Shafts completed (added 16), which indicates that there were few CSL issues encountered lately and the process has improved.
- Erection and finishing of spans, construction of “shear keys” between columns and spans, and construction of concrete walkways on WOFH and KHG guideways.
- Resolution of one (1) major KHG NCR: Drilled Shafts (Cross Hole Sonic Logging Reports) quality and repair.
- Final Inspection of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, Contact Rails, Switches, etc.
- Installation and welding of rails and turnouts on top of the WOFH and KHG guideways.
- Construction of the KHG Balanced Cantilever segmental spans.
- Manufacturing of Carbody(s) at Hitachi Rail Italy and its subcontractor manufacturing facilities in Italy.
- Final Assembly of Passenger Vehicles in Hitachi Rail facilities in Pittsburg, CA.
- Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.
- Final Inspection of OSB, WTB, TWF and MOW buildings prior to turnover to HART/CSC.
- Performed a QA Audit of CH2M on the GEC 3 contract.
- Performed a Joint HART/AHJV QA Audit of Hitachi Rail USA, Inc. on the AHJV CSC DBOM contract.
- Performed a Combined QA and Environmental Compliance Audit of AHJV on the CSC DBOM contract.

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

- **Overview and Key Issues**

- On Feb. 8, 2016, HART submitted a request for waiver of Buy America requirements for the variable refrigerant flow (VRF) HVAC system for the train control and communications rooms at the stations. We are awaiting FTA’s determination.
- Vehicles: In accordance with FTA clarification on the definition of “post-delivery audit period” as the “time period in the procurement process when the rolling stock’ (first vehicle) ‘is delivered to the recipient until title to the rolling stock’ (last vehicle) ‘is transferred to the recipient or the rolling stock’ (last vehicle) ‘is put into revenue service, whichever is first,” HART intends to conduct a post-delivery audit during the defined “post-delivery audit period,” when actual costs can be verified. We anticipate this to occur on or around first quarter of 2017.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this Month**

- \$36,842,718 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 6/30/16
 - 6.43% = DBE utilization on total disbursed FTA funds received to date (\$36,842,718 divided by \$573,085,805)
 - 2.09% = DBE utilization to date on total Project FTA funds (\$36,842,718 divided by \$1,763,903,901)

*Total DBE Participation = \$36.8M
(previous report = \$35.1M)*

Figure 16. DBE Participation this Month

DBE Participation in June		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-1400061 MM-964	\$61,868
ADS System Safety Consulting	SC-HRT-1400061 MM-964	\$81,045
David’s Fencing	CT-HRT-10H0449 DB-200	\$888
LKG-CMC	SC-HRT-1400049 MM-962	\$11,452
David’s Fencing	CT-HRT-10H0137 DB-120	\$3,009
Don’s Makiki	CT-HRT-10H0137 DB-120	\$36,665
PAC Electric	CT-HRT-10H0137 DB-120	\$309,611
Glad’s Landscaping	CT-HRT-10H0137 DB-120	\$17,849
AMR Estimating	SC-HRT-1400027 MM-913	\$62,653
The Solis Group	SC-HRT-1400027 MM-913	\$218,283
Dovetail Consulting	MOU-11-SO-1 MM-930	\$26,108
Geotech	CT-HRT-1500309 DBB-385	\$5,633
Amazon Construction	CT-HRT-1500309 DBB-385	\$5,775
Lenax Construction	SC-HRT-1600008 MM-595	\$816,417
LKG-CMC	SC-HRT-1600008 MM-595	\$102,641
TOTAL FOR THE MONTH		\$1,759,897

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

6.5 Planning and Environment

• Activities this Month

- Programmatic Agreement Activities:
 - HART's Programmatic Agreement (PA) team met with the Hawai'i State Historic Preservation Division (SHPD) on Monday June 6, 2016, as part of ongoing consultation with the division.
 - HART coordinated with the Navy's Federal Preservation Officer to prepare final submittals of Big Makalapa and Little Makalapa National Register nominations on Monday, June 20, 2016.
 - HART met with the Kāko'o to discuss better management of Consulting Party (CP) concerns.
 - Completed internal review on meeting minutes for Consulting Parties' (CPs) FTA Annual Meeting.
- Planning, Environmental, and Cultural Activities:
 - HART researched, prepared and submitted responses to correspondence regarding karst caverns and project safety.
 - HART submitted regular Transportation Improvement Plan updates to the Oahu Metropolitan Planning Organization (OMPO).
 - HART is preparing a slideshow presentation for the upcoming Floodplain Managers Conference hosted by DLNR.
 - The next Mitigation Monitoring Quarterly report is due in July for the reporting period of April-June 2016. Continued coordination is planned with stakeholder agencies regarding street tree transplanting and mitigation efforts.
 - HART Board of Directors approved HART's Hawaiian Station Naming Policy to form a working group tasked with recommending Hawaiian names for all 21 stations. The Hawaiian Station Naming Working Group met on Tuesday, June 28, 2016.
 - HART met with The Outdoor Circle on Thursday, June 2, 2016 to update tree mitigation status and discuss future tree planting, relocation and disposition efforts.
 - HART staff met with the State Department of Transportation Harbor Division to discuss potential tree relocation of the existing sixty-four (64) Coconut Palms along Nimitz Highway.
 - HART staff met with the Ala Wai Golf Course to coordinate potential tree relocation.
 - HART staff continued coordination with Leeward Community College, Waipahu High School, and community stakeholders regarding planning and design issues with the Middle Loch Connector.
 - HART Planning continued to participate in a weekly Multimodal Integration Technical Team (MITT) consisting of HART, DTS, and O'ahu Transit Services (OTS) planners to work on technical issues supporting bus-rail integration planning.
 - Environmental staff participated in Quality, Environmental, and Buy America audits of Ansaldo Honolulu Joint Venture on June 2 and 3, 2016.
 - Pearl Highlands Park and Ride (PHPR) Public-Private Partnership (P3)
 - Reviewed six RFI responses
 - Conducted five market sounding interviews with RFI respondents
 - Briefed 5 board members (Hanabusa, T. Lee, Atta, Kim, Formby)
 - Briefed City department and State directors
 - Briefed City Managing Director
 - On June 16, 2016, the HART Board decided not to pursue P3 on PHPR, but directed staff to continue to explore P3 and TOD opportunities for the Project.
 - Submitted application for FTA Pilot Program for Transit-Oriented Development grant, on June 13, 2016.
 - Co-led DPP's Waipahu Town TOD Tour with Mayor's subcabinet.
 - Submitted draft of the following Post-RODs to FTA for review:
 - Emergency Backup Generators
 - City Center Realignment (including the Ala Moana Station relocation)
 - Airport Casting Yard
 - City Center Casting Yard
- Sustainability:
 - HART presented to Hawaii Green Growth Smart Sustainable Cities Study Team, on June 2, 2016.
 - HART attended Verge: Asia Pacific Clean Energy Forum, from June 21-23, 2016.
 - HART participated in HDOT Sustainable Transportation Working Group, on June 22, 2016.

- **Looking Ahead**

- HART will provide preliminary options analysis to inform Board on further project P3 potential activities.
- Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail's interim opening date.
- Refine and develop bus-rail integration needs for Lagoon Drive, Waimanu Street and Ala Moana locations.
- The next consultation meeting with HART/SHPD is scheduled for Tuesday, July 5, 2016.
- Continue Hawaiian Station Naming Working Group efforts to provide primary Hawaiian station names for 21 stations.
- Continue development of HART's sustainability program.
- HART to develop Sustainability Focus Group with to-be-identified stakeholders.
- Continue coordination with DPP, the State, and HCDA regarding transit-oriented development.
- Continue to review and meet with contractors regarding proper environmental submittals.
- Ongoing coordination with FTA on removing the federal interest from the Pearl Highlands Parking Garage P3.
- Prepare and submit Post-ROD Documentation for FTA approval prior to need dates as indicated:
 - Emergency Backup Generators, third quarter 2016
 - City Center Realignment (including the Ala Moana Station relocation), third quarter 2016
 - Airport and City Center Casting Yards, third quarter 2016
 - Prepare and submit separate draft Post-RODs for the following topics for third quarter 2016 and beyond: Additional Project-Wide Right-of-Way, West O'ahu Park and Ride Lots (including interim Park and Ride at Ho'opili Station), Hōlau Market and Ai-Goto Parcels at Chinatown Station, and the Project revised Phased Openings.
- Follow up meeting with Hawaii Green Growth Smart Sustainable Cities Study Team, on July 7, 2016.

6.6 Risk Management

The primary goal of risk management is to maintain a reserved contingency balance throughout the life of the Project that is acceptable to HART and the FTA. Effective management of project risks is necessary to significantly increase the likelihood of delivering a successful project. Risk management is the systematic process of identifying, analyzing, and responding to risk in a timely manner. 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 assessment discussions with the project teams are held on a regular basis 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.

The HART program has adopted a new Risk Management System that focuses on mitigation strategies to assist the project teams in project delivery. The program has recently performed bottoms up risk assessment for every project in the program. This process evaluated every base cost and schedule for each of the individual projects in the program. A network risk model was created to define how a risk on one project in the program affects other projects in the program. By monetizing the potential impacts of schedule, it assists the project teams in decision support of how to best manage the risk.

A workshop was held for each construction project and residual risks were refined and quantified for cost and schedule impacts. After each risk is quantified, a strategy was developed on how to mitigate its impacts, and a risk owner was assigned. The program risk manager will seek continuous updates from the risk owner on how the progress of the strategy is performing. This process is called monitor and control. This new risk management system generates reports to assist the risk manager and project managers in managing the risk reserve (contingencies) for the program.

The top risks have been reformatted from the previous month's table format to the following bullet list. The new risk management system quantifies the risk as schedule impact or direct cost impact independently. The schedule impact is than monetized based in the model and based upon the contracts impacted. The top risks to the program are then evaluated on both schedule and cost. The top risks from the most recent risk workshops are:

- Enough available funding to complete the entire program
- HECO East – Utility clearance issues
- HECO West – Utility clearance issues
- Misidentified and unidentified utilities on City Center Guideway and Stations project
- De-energizing the existing overhead 138kv and 46kv lines on Airport Guideway and Stations project
- Late identification of additional 138kv ROW needs on City Center Guideway and Stations project
- Re-baseline the schedule for the Core Systems project
- HECO East Airport Guideway and Stations - Utility Clearance Issues
- Potential change orders in construction for the KHG project
- Potential change orders in construction for the WOGH Guideway project
- Procurement delays for City Center project.

The tables listing the number of risks, which were previously in appendix G, have also been removed. As HART implements the risk management system focused on mitigation, monitoring, and control, the PMOC has requested to work with HART to possibly develop a new tracking mechanism or data reporting set to better assist in the oversight of the program.

NOTES OF SIGNIFICANCE

- HART is currently going through an exercise in developing a recovery plan to manage the funding gap.
- Intensive focus continues to be placed on issues involving Hawaiian Electric Co. (HECO) coordination and clearance issue resolution.
- Established an on-call contract to pothole to better define existing utilities, and specifications are being developed for the City Center project to assist the design-builder in pricing unidentified and misidentified utilities.
- Developing agreements with landowners and utilities for access during construction is mitigating potential construction schedule delays.
- Clearance of HECO overhead facilities and HART Guideway and Stations is undergoing evaluation for site specific solutions with respect to the 138kV, 46kV and 12kV transmission lines. The range of solutions to meet physical separation are extraordinary in cost, requiring further study prior to reaching an agreeable solution that is functional and affordable.

AREAS OF FOCUS

A) Market Conditions – The construction market in Hawai'i continues to outpace other major metropolitan US cities. The years 2015 and 2016 are expected to set new records for construction in the state. This translates to increased escalation of about 1% per month from late 2014 through the end of 2016, according to the Rider Levett Bucknall, Quarterly Construction Cost Report. These conditions may impact the supply of experienced craft labor which will in turn affect contractor productivity rates and traffic mobility issues.

Mitigation Progress:

- HART's continuous improvement in estimating methodology has led to more confidence in the likely construction pricing, but continued pricing pressures in the market could still lead to higher than expected price proposals and bids.
- The combined guideway and station packages on the east side (Airport Guideway and Stations contract and City Center Guideway and Stations contract) are still in active procurement.

B) Utilities – Utilities continue to be an issue for the project, as they are for most Transit and Rail projects.

Mitigation Progress:

- Resources to relocate HECO facilities are now keeping up with scheduled requests to resolve utility conflicts through improved coordination efforts between agencies at all levels from project management to executive levels.
- Clearance of HECO overhead facilities and HART Guideway and Stations is undergoing evaluation for site specific solutions with respect to the 138kV, 46kV and 12kV transmission lines. The range of solutions to meet physical separation are extraordinary in cost, requiring further study prior to reaching an agreeable solution that is functional and affordable.

C) Right-of-Way – There are parcels on the east and west segments that are still in an active acquisition process. The goal is to provide site access to the contractors on the east to avoid associated inefficiencies related to re-sequencing the work plan which would have a negative impact to the revenue service date.

Mitigation Progress:

- Nearly all west side property transactions have been accomplished.
- East side – there are a number of third-party agreements needed on the Airport Section and private parcels on the City Center Section. Cost-to-cure partial property improvement impacts have now been mostly resolved.

6.7 Community Outreach

• **Activities this Month**

- The Honolulu Rail Project was featured on a local morning news show that aired live from the Rail Operations Center. Honolulu Mayor Kirk Caldwell and HART Board Chair Colleen Hanabusa joined HART Executive Director and CEO Dan Grabauskas as live guests throughout the show and discussed a wide variety of accomplishments, milestones and issues about the project.
- HART participated in the revival of Hawaii of Girls State, a nonpartisan program that teaches young women responsible citizenship, by providing speakers for a session on transportation.
- HART also made several other presentations and participated in the Hire Leeward Job & Career Fair.

Since the inception of HART, the outreach team has participated in:

- *982 Presentations and Events*
- *545 Neighborhood Board Meetings*

Prior to the inception of HART, the outreach team participated in:

- *1,001 Presentations and Events*
- *541 Neighborhood Board Meetings*

• **Construction Outreach**

- HART held two Business and Community meetings this month, one in Waipahu and a second one in the Pearl City area. These regular meetings are designed to provide business operators and community members along the rail corridor with updated information about construction work and upcoming traffic changes in their areas. The meetings are also designed to provide businesses and community members with the opportunity to provide feedback that helps shape some of HART’s business assistance programs.
- HART staff provided a project overview and a presentation about the construction plans for the Dillingham Boulevard portion of the City Center section of the rail project to a group of business owners and operators at a meeting attended by nearly 70 people.
- HART continues to provide weekly traffic updates, notifying motorists, elected officials and members of the public of upcoming lane closures due to rail construction and utility work. The advisories are posted on the project website and distributed via email to local media outlets.

Figure 17. Public Outreach



- **Community Input**

- HART's public outreach team responded to nearly 200 public inquiries this month. Inquiries were related to traffic and lane closures as well as project construction plans.

- **Look Ahead**

Coming in July:

- HART plans to participate in the Hawaii Lodging Hospitality and Food Service Expo. HART plans to make presentations to the Native Hawaiian Chamber of Commerce and to the Chinese Chamber of Commerce.

6.8 Staffing

- **Overview**

- The Director of Communications position has been filled with a City employee. This position was formerly held by a Project Management Support consultant employee.
- The Chief Financial Officer position hiring activities are on hold.
- A Deputy Director of Operations and Maintenance position is being created and recruited as a City position.

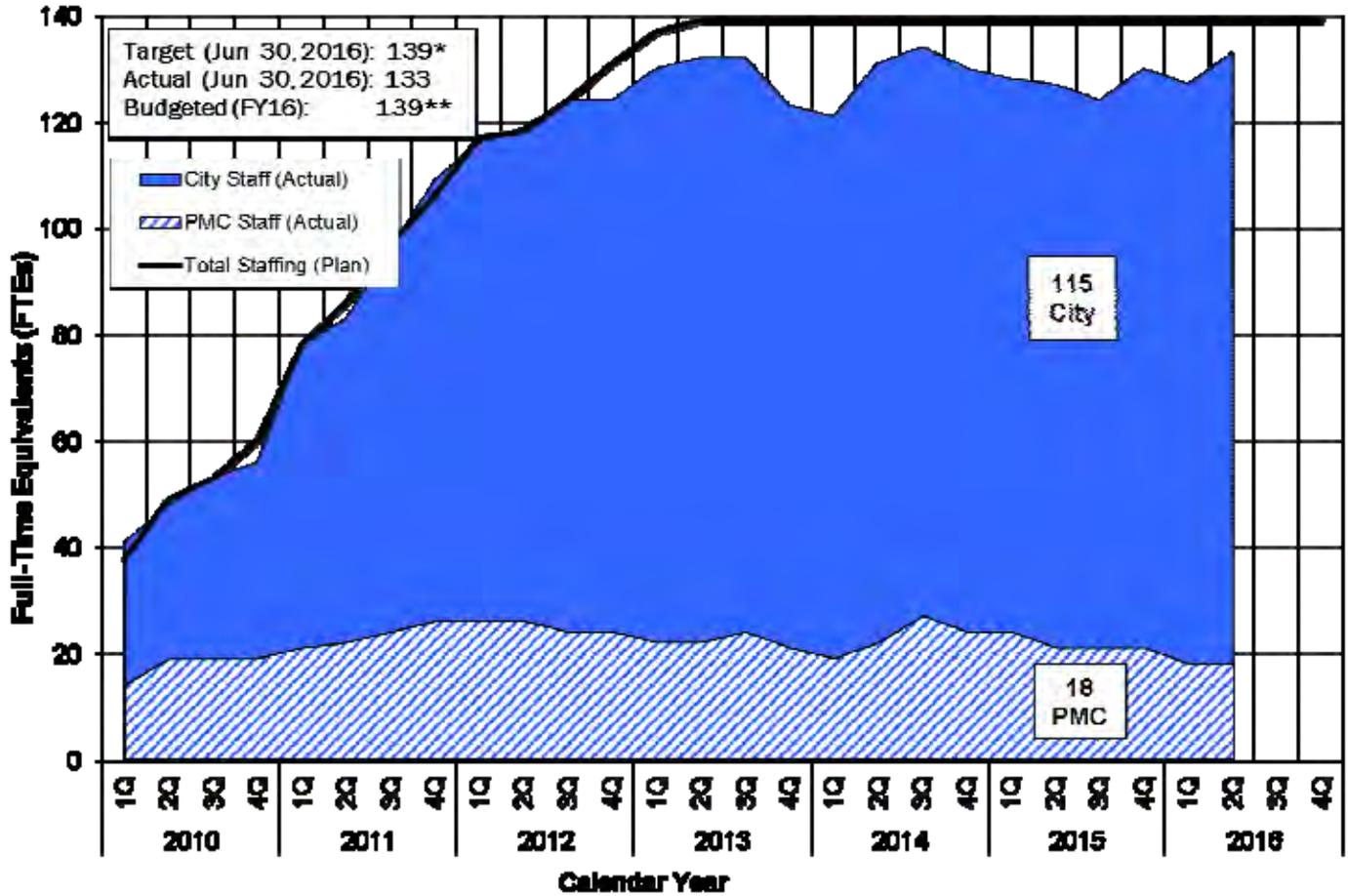
Figure 18. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Design and Construction				
Assistant Project Manager (City Center DB)	Construction	New (City)	Filled	June
Electrical Engineer	Core Systems	Existing (City)	Filled	June
Project Manager (KHSG)	Construction	Existing (City)	Recruiting	
Mechanical/Electrical Engineer	Core Systems	Existing (City)	Recruiting	
Budget and Finance				
Chief Financial Officer	Budget and Finance	Existing (City)	On hold	
Financial Analyst	Budget and Finance	Existing (City)	Recruiting	
Quality Assurance				
Quality Assurance Engineer * (Civil)	Quality Assurance	Existing (City)	Recruiting	
Administrative Services				
Information Technology Support Technician	Administrative Services	Existing (City)	Recruiting/Interviewing	
Personnel Clerk	Administrative Services	Existing (City)	Recruiting via Civil Service	
Public Information				
Director of Communications	Public Information	Existing (PMC to City)	Filled	June
Information Specialist	Public Information	Existing (City)	Recruiting via Civil Service	
Project Controls				
Scheduler	Project Controls	Existing (City)	Recruiting	
CMS Trainer	Project Controls	Existing (City)	Recruiting/Interviewing	
Procurement				
Procurement & Contracts Clerk	Procurement & Specifications	Existing (City)	Filled	June
Safety				
Safety Specialist	Safety	Existing (City)	Recruiting	
Operations & Maintenance				
Deputy Director	Operations & Maintenance	New (City)	Recruiting	

*Actual hiring level will be commensurate with candidate’s qualifications.

HART prioritizes filling all vacancies with City employees and supplements the City staff with PMC only when necessary and appropriate. 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. HART is currently working with the Department of Facility Maintenance (DFM) on creating a Memorandum of Understanding (MOU).

Figure 19. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5 (Under Revision)
 ** 139 City positions authorized in FY 2016 HART Operating Budget

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

The organizational chart has been revised to reflect several personnel changes and some minor organizational structure changes. For the latest 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.

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending.
2	Updates resulting from Risk Refresh:					
2a	Update the Contract Packaging Plan	HART	Aug-14	Aug-16		Pending final update of budget and schedule
2b	Re-baseline Financial Plan	HART	Apr-14	Aug-16		Pending final update of budget and schedule
2c	Re-baseline budget	HART	Apr-14	TBD		In progress
2d	Re-baseline MPS	HART	Apr-14	TBD		In progress
2f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Aug-16		Pending final update of budget and schedule
5	HART to provide Operational Readiness Checklist/Hold Points for MSF Certification	HART	Jan-16	Apr-16	Jun-16	HART has developed detailed schedule with key activities.
10	Submit documentation to FTA for Post-ROD changes	HART	Mar-16	Apr-16	Jun-16	Ongoing activity; specific items will be tracked monthly
11	Provide updated organizational chart	HART	May-16	May-16	May-16	
12	Provide Triennial Review Closeout Letter	FTA	May-16	Jun-16	Jun-16	
13	Provide updated cash flow chart	HART	May-16	Jul-16	Jun-16	

Appendix B. Project Contingency Management General Background and Clarifications

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

Current Contingency Balance = \$469.7M

- 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 drawdown 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 cost containment strategies and changes being considered for each contract. Changes are tracked by three 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), Contract Packaging Plan (CPP), Master Project Schedule (MPS), Project Budget and Financial Plan updates are all in progress. The RCMP includes updates to the 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.

HART Project Contingency Drawdown with Details

MM 05 of 002716

PROJECT ID	DATE	PROJECT CODE	PROJECT NAME	CONTINGENCY DRAWDOWN	CONTINGENCY BALANCE	CONTINGENCY CODE
June '13						
004	06/01/13	004	NO CONTINGENCY DRAWDOWN		\$654.3	
June '13 Contingency Drawdown						
June '13 - Ending Contingency Balance					\$654.3	
July '13						
004	07/01/13	004	Final Contract Amendment No. 01 - Additional Engineering Design Services			0001 - Allocated Contingency
004	07/01/13	004	Executed Change Order No. 07 - Anticipated Inventory Survey (AIS) Provisional Summary			0002 - Allocated Contingency
004	07/01/13	004	Executed Change Order No. 08 - Anticipated Inventory Survey (AIS) Provisional Summary			0003 - Allocated Contingency
004	07/01/13	004	Executed Change Order No. 09 - Yard Layout Revision			0004 - Allocated Contingency
004	07/01/13	004	Executed Change Order No. 10 - Train Contingency			0005 - Allocated Contingency
004	07/01/13	004	Executed Change Order No. 11 - Preliminary Design & Supplemental Project UML			0006 - Allocated Contingency
July '13 Contingency Drawdown					(16,294,106)	
July '13 - Ending Contingency Balance					\$640.1	
August '13						
004	08/01/13	004	Executed Change Order No. 30 - Anticipated Inventory Survey (AIS) Provisional Part 2			0007 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 31 - Impact Mitigation Station Work Contract			0008 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 34 - Impaired Cultural Property Construction Permit Suspension			0009 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 36 - Heritage Station Foundation Design			0010 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 38 - Anticipated Inventory Survey (AIS) Provisional Part 2			0011 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 39 - Utility Relocation			0012 - Allocated Contingency
004	08/01/13	004	Executed Change Order No. 40 - Contract Amendment			0013 - Contract Amendment
004	08/01/13	004	Budget Transfer for Contract Amendment No. 01 - UML Contract Budget			0014 - Allocated Contingency
August '13 Contingency Drawdown					(16,829,006)	
August '13 - Ending Contingency Balance					\$843.2	
September '13						
004	09/01/13	004	Executed Change Order No. 43 - Anticipated Inventory Survey (AIS) Part Line and Occupancy			0015 - Allocated Contingency
004	09/01/13	004	Executed Change Order No. 45 - Anticipated Inventory Survey (AIS) Design Commit			0016 - Allocated Contingency
004	09/01/13	004	Executed Change Order No. 47 - UML Design Estimate			0017 - Allocated Contingency
004	09/01/13	004	Executed Contract Amendment No. 10 - HRF 2 Daily Design Daily from Civil Systems Contract & West Oahu Farmington Highway DB Contract			0018 - Allocated Contingency
September '13 Contingency Drawdown					(16,115,209)	
September '13 - Ending Contingency Balance					\$837.1	
October '13						
004	10/01/13	004	Executed Change Order No. 13 - the Comp Requirements Roof Access Modification			0019 - Allocated Contingency
004	10/01/13	004	Budget Transfer for Change Order No. 13 for the Comp Requirements			0020 - Allocated Contingency
004	10/01/13	004	Executed Change Order No. 37 - Aloha Street Modification for Horizon 2 - Amalgam HRF			0021 - Allocated Contingency
004	10/01/13	004	Executed Change Order No. 105 - Platform Access Gate Systems			0022 - Allocated Contingency
004	10/01/13	004	Budget Transfer for Contract Amendment No. 01 - Archaeological Inventory Survey (AIS) Supplemental			0023 - Allocated Contingency
October '13 Contingency Drawdown					(122,134,129)	
October '13 - Ending Contingency Balance					\$615.0	
November '13						
004	11/01/13	004	Executed Change Order No. 20 - Insurance Coverage Requirement 04 2013			0024 - Allocated Contingency
004	11/01/13	004	Budget Transfer for Change Order No. 03 for the Comp Requirements			0025 - Allocated Contingency
004	11/01/13	004	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2			0026 - Allocated Contingency
004	11/01/13	004	Executed Change Order No. 015 - Yard Layout Revision of the Structural Steel Modification			0027 - Allocated Contingency
004	11/01/13	004	Budget Transfer for Change Order No. 015 for the Comp Requirements			0028 - Allocated Contingency
004	11/01/13	004	Executed Contract Amendment No. 01 - Archaeological Inventory Survey (AIS) Supplemental			0029 - Allocated Contingency
004	11/01/13	004	Budget Transfer for Contract Amendment No. 01 - Archaeological Inventory Survey (AIS) Supplemental			0030 - Unallocated Contingency
November '13 Contingency Drawdown					(14,097,801)	
November '13 - Ending Contingency Balance					\$610.0	
December '13						
004	12/01/13	004	Executed Contract Amendment No. 04 - Items of Interest Services			0031 - Allocated Contingency
004	12/01/13	004	Budget Transfer for Contract Amendment No. 04 - Items of Interest Services			0032 - Allocated Contingency
December '13 Contingency Drawdown					(127,860)	
December '13 - Ending Contingency Balance					\$609.8	
January '14						
004	01/01/14	004	Executed Contract Amendment No. 04 - Archaeological Inventory Survey (AIS) Supplemental			0033 - Allocated Contingency
004	01/01/14	004	Executed Contract Amendment No. 04 - Soil Remediation Fee and Misc. Site Cleanup			0034 - Allocated Contingency
004	01/01/14	004	Budget Transfer for Contract Amendment No. 04 - Soil Remediation Fee and Misc. Site Cleanup			0035 - Allocated Contingency
004	01/01/14	004	Budget Transfer for Contract Amendment No. 04 - Soil Remediation Fee and Misc. Site Cleanup			0036 - Allocated Contingency
January '14 Contingency Drawdown					(11,428,165)	

HART Project Contingency Drawdown with Details

CMA # 04/07/16

Project No.	Project Title	Event / Time / Milestone / Description	Contingency Drawdown Amt	Contingency Book
February '14				
		January '14 - Ending Contingency Balance	\$608.3	
		Feb. Balance:	\$608.3	
1)	APRRT Section (subway) (0000) 1.0	Enclosed Contract Amendment No. 01 - Transit & Station (contract line item)	1,133,700	0100 - Allocated Contingency
2)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award - Architectural & Cultural Monitoring Codes	1,133,450	0100 - Allocated Contingency
3)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award - Architectural & Cultural Monitoring Codes	1,133,450	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award - Architectural & Cultural Monitoring Codes	1,133,450	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award - Architectural & Cultural Monitoring Codes	1,133,450	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award - Architectural & Cultural Monitoring Codes	1,133,450	0100 - Allocated Contingency
		February '14 Contingency Drawdown	(1,133,450)	
		February '14 - Ending Contingency Balance	\$608.2	
		Feb. Balance:	\$608.2	
1)	APRRT Section (subway) (0000) 1.0	March '14 Contingency Drawdown	0	
		March '14 Contingency Drawdown	\$0	
		March '14 - Ending Contingency Balance	\$608.2	
		Mar. Balance:	\$608.2	
1)	APRRT Section (subway) (0000) 1.0	Enclosed Contract Amendment No. 04 - East Legate (start from the final submit)	1,607,241	0100 - Contract Allowance
2)	APRRT Section (subway) (0000) 1.0	Enclosed Contract Amendment No. 06 - Metrics to be used at 25% of total sum for design support during bid	1,124,000	0100 - Contract Allowance
3)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
7)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
8)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
9)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
10)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 018 - North Wood Road (contract award) (Allocated from Construction Budget)	1,124,000	0100 - Allocated Contingency
		April '14 Contingency Drawdown	(1,124,000)	
		April '14 - Ending Contingency Balance	\$590.7	
		Apr. Balance:	\$590.7	
1)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Enclosed Contract Amendment No. 06 - Final Design for Redacted North Station	1,400,123	0100 - Allocated Contingency
2)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
3)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
7)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
8)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
9)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
10)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - APCC (with initial contractor bid) (under review)	1,400,123	0100 - Allocated Contingency
		May '14 Contingency Drawdown	(1,400,123)	
		May '14 - Ending Contingency Balance	\$568.4	
		May Balance:	\$568.4	
1)	APRRT Section (subway) (0000) 1.0	Board Approved (0100, 00010) - Amendment 1 (from final estimate)	1,100,000	0100 - Allocated Contingency
		June '14 Contingency Drawdown	(1,100,000)	
		June '14 - Ending Contingency Balance	\$563.4	
		Jun. Balance:	\$563.4	
1)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Platform Screen Gate Mobilization	1,100,100	0100 - Allocated Contingency
2)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
3)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
7)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
8)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
9)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
10)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Contract Award above the base bid for Map 8 - Survey Budget	1,100,100	0100 - Allocated Contingency
		July '14 Contingency Drawdown	(1,100,100)	
		July '14 - Ending Contingency Balance	\$563.7	
		Jul. Balance:	\$563.7	
1)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
2)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
3)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
7)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
8)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
9)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
10)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Delay in Issuance of Historic Preservation 2 & 3	1,100,000	0100 - Allocated Contingency
		August '14 Contingency Drawdown	(1,100,000)	
		August '14 - Ending Contingency Balance	\$559.4	
		Aug. Balance:	\$559.4	
1)	APRRT Section (subway) (0000) 1.0	Budget Transfer for Enclosed Contract Amendment No. 06 - Final Design for Redacted North Station	1,100,000	0100 - Allocated Contingency
2)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
3)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
4)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
5)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
6)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
7)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
8)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
9)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
10)	APRRT Section (subway) (0000) 1.0	Enclosed Change Order No. 016 - Insurance Coverage Requirements 2014	1,100,000	0100 - Allocated Contingency
		September '14		
		Sept. Balance:	\$559.4	

Appendix C. Project Cost Reports (data as of May 27, 2016)

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

Project Costs by Contract



Costs Reported as of Month Ending: May 2016
Project Monthly Cost Report by Contract - One Line Summary
 5/27/16

Page: 1 of 3

CPP No	Title	A		B		C-A+B		D		E		F	
		Original	Changes	COMMITTED	Current*	AFE	AFE**	Incurred To Date	PERCENT	%			
A RT	ART Contracts	124,000	0	124,000	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/Qty CCH	15,348,443	0	15,348,443	0	0	0	0	0	14,325,228	0	0	37%
CCH-101	HART/Qty Dept of BES	105,032	0	105,032	0	0	0	0	0	0	0	0	0%
CCH-102	HART/Qty DDC Land Division	256,201	0	256,201	0	0	0	0	0	173,182	0	0	68%
CCH-107	HART/Qty Corporation Counsel (CO R)	1,616,233	250,000	1,866,233	0	0	0	0	0	217,347	0	0	12%
CCH-108	HART / Board of Water Supply (BWS)	928,325	0	928,325	0	0	0	0	0	928,325	0	0	100%
DB-120	West Oahu/Farrington Hwy Guideway DB	482,924,000	-184,676,628	647,600,628	647,600,628	648,433,042	0	0	0	580,515,254	0	0	90%
DB-200	Maintenance & Storage Facility DB	185,258,000	79,592,776	274,850,776	274,850,776	207,881,510	0	0	0	271,582,758	0	0	98%
DB-320	Kamehameha Hwy Guideway DB	372,150,000	17,322,586	389,472,586	389,472,586	389,472,588	0	0	0	252,758,722	0	0	65%
DBB-171	West Oahu Station Group DBB	56,088,470	0	56,088,470	0	56,088,470	0	0	0	381,800	0	0	1%
DBB-185	SPCD - West Side SG Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-271	Farrington Highway Station Group DBB	78,899,000	0	78,899,000	78,899,000	78,999,000	0	0	0	450,000	0	0	1%
DBB-275	SPCD-Pearl Highlands Pk.g. Str Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-371	Kamehameha Hwy Stations Grp. DBB	115,805,845	0	115,805,845	115,805,845	0	0	0	0	0	0	0	0%
DBB-385	Ramp H2R2	5,203,646	0	5,203,646	5,203,646	5,203,646	0	0	0	1,246,866	0	0	24%
DBB-470	SPCD-Airport Station Group Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Constr. DBB	27,993,290	-478,477	27,514,813	27,514,813	27,985,497	0	0	0	12,380,245	0	0	47%
DBB-510	City Str. Section Util. Constr DBB	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-520	SPCD-Airport-City Center Gateway Cntr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier DBB	3,973,000	548,433	4,027,843	4,027,843	4,027,843	0	0	0	4,027,843	0	0	100%
DBB-580	SPCD-Dillingham/Kaka'ako S G Cntr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-600	Park-and-Ride Lots Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-M-920	Core Systems Design/Build O/M	573,782,733	26,060,894	599,843,687	599,843,687	588,928,675	0	0	0	199,202,996	0	0	33%
FD-140	West Oahu Station Group FD	7,788,000	2,402,989	10,191,389	10,191,389	10,033,935	0	0	0	9,199,086	0	0	90%
FD-240	Farrington Highway Stations Group FD	9,300,636	4,981,349	14,282,045	14,282,045	12,078,454	0	0	0	12,277,157	0	0	88%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	0	0	0	0	0	0	0	0	0	0	0	0%
FD-340	Kamehameha Hwy Station Group FD	8,702,532	-1,257,636	9,960,228	9,960,228	9,940,830	0	0	0	9,317,068	0	0	94%
FD-480	SPCD-Airport Sect. Guideway/Util FD	38,840,960	4,293,512	43,134,472	43,134,472	43,184,472	0	0	0	41,817,484	0	0	96%
FD-440	SPCD-Airport Station Group FD	10,177,365	1,396,497	11,573,862	11,573,862	10,835,738	0	0	0	9,983,402	0	0	86%
FD-530	SPCD - City Center Guideway/Util FD	43,948,220	3,149,342	47,097,562	47,097,562	44,481,241	0	0	0	42,819,804	0	0	91%
FD-550	SPCD - Dillingham and Kaka'ako S G FD	18,321,918	1,309,799	19,631,717	19,631,717	16,056,412	0	0	0	11,875,688	0	0	60%
FD-600	Park-and-Ride Lots Final Design	0	0	0	0	0	0	0	0	0	0	0	0%
HRT-200	HART Labor	50,951,942	0	50,951,942	50,951,942	0	0	0	0	50,204,818	0	0	99%

* Current Committed = Original Contract + COO/Amendment

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



Costs Reported as of Month Ending: May 2016

Project Monthly Cost Report by Contract - One Line Summary
5/27/16

Page: 2 of 3

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Current*	AFE	AFE**	Incurred To Date	PERCENT %				
MM-201	HART ODC Contracts	16,311,424	82,122	16,393,246	16,393,246	412,192		21,965,613	134%				
MM-900	Fare Collection DFI	15,464,198	0	15,464,198	15,464,198	15,464,138		593,840	4%				
MM-930	Elevators & Escalators Install/Maint	50,382,714	1,016,321	51,399,035	51,399,035	6,458,429		6,008,931	12%				
MM-280	SPCD-WOPH/HSG CE&I(REPAK/AGED)	0	0	0	0	0		0	0%				
MM-290	Construction Engng & Insp CEI West	54,232,480	0	54,232,480	54,232,480	16,650,000		25,332,027	47%				
MM-385	SPCD-Pearl Highlands Damage Rmpc CEI	0	0	0	0	0		0	0%				
MM-500	SPCD-By MM939 CEI East	0	0	0	0	0		0	0%				
MM-525	SPCD-By MM939 CEI East	0	0	0	0	0		0	0%				
MM-580	SPCD-By MM939 CEI East	0	0	0	0	0		0	0%				
MM-585	SPCD - Const. Engng & Insp. CEI East	63,083,417	-50,377,317	12,706,100	12,706,100	12,706,100		12,382,150	37%				
MM-586	Construction Engng & Insp CEI East 2	55,036,130	0	55,036,130	55,036,130	55,036,130		4,317,370	9%				
MM-600	SPCD-UHWO Pkg-Hoopili Shn Fish CEI	0	0	0	0	0		0	0%				
MM-900	Program Mgt Support Const (PMS-C-1)	15,952,569	0	15,952,569	15,952,569	20,700,000		0	0%				
MM-901	Program Mgt Support Const (PMS-C-2)	33,376,897	18,444,023	51,820,920	51,820,920	45,124,813		41,717,229	81%				
MM-905	MM-910 Gen Engng Const EIS/PE	0	78,564,942	78,564,942	78,564,942	78,564,942		74,157,822	94%				
MM-910	MM-910 Gen Engng Const FD-Construct	150,000,000	0	150,000,000	150,000,000	150,000,000		149,446,962	100%				
MM-913	MM-913 Gen Engng Reconnect	46,143,277	398,451	46,541,728	46,541,728	31,244,951		28,897,965	62%				
MM-915	HDOT Traffic Mgmt. Consult.	1,600,000	2,400,000	4,000,000	4,000,000	7,000,000		3,319,751	83%				
MM-920	HDOT Coordination Const WOPH	3,000,000	6,800,000	9,800,000	9,800,000	10,750,000		6,999,895	74%				
MM-921	HDOT Coordination Const KHG	10,000,000	-1,400,000	8,600,000	8,600,000	7,600,000		4,389,752	51%				
MM-922	HDOT Coordination Const Airport	12,000,000	-5,600,000	6,400,000	6,400,000	4,400,000		2,727,863	43%				
MM-923	HDOT Coordination Const City Center	0	0	0	0	0		0	0%				
MM-925	HDOT Labor - WOPH/KHG Agreements	550,000	1,265,833	1,815,833	1,815,833	3,081,266		1,807,779	100%				
MM-926	HDOT Labor - Airport Agreements	0	0	0	0	0		0	0%				
MM-930	HDOT State SOA Manager & Consultant	1,272,400	588,142	1,855,542	1,855,542	843,167		902,107	49%				
MM-935	Real Estate Consultant	3,000,000	5,077,665	8,077,665	8,077,665	8,077,165		6,555,895	81%				
MM-937	Real Estate Consultant - Maps/Surv.	2,988,000	0	2,988,000	2,988,000	1,500,000		1,056,697	35%				
MM-940	Kakalo Consultant	1,000,000	0	1,000,000	1,000,000	500,000		526,643	53%				
MM-941	Kakalo Consultant II	200,000	0	200,000	200,000	200,000		33,333	17%				
MM-945	On-Call Contractor	1,000,000	1,000,000	2,000,000	2,000,000	1,800,000		1,952,468	98%				
MM-946	On-Call Hazmat Removal Contractor	3,075,000	75,000	3,150,000	3,150,000	1,075,000		2,921,560	93%				
MM-947	On-Call Contractor 2	7,500,000	0	7,500,000	7,500,000	4,500,000		4,544,869	61%				
MM-950	O/CIP Consultant	1,250,000	0	1,250,000	1,250,000	1,250,000		1,059,219	85%				

* Current Committed = Original Contract + CCO/Amendment

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

m_cow_pmboc_in_of_th_Y_coo_contract_016_116 - No: 19

Print 6/10/16 19:10



Costs Reported as of Month Ending: May 2016
Project Monthly Cost Report by Contract - One Line Summary
 5/27/16

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Current *	AFE**	AFE**	Incurred To Date	Incurred To Date	PERCENT	PERCENT		
MM-351	Owner-Controlled Insurance Program	41,000,000	0	0	41,000,000	0	0	26,542,505	65%				
MM-360	Archaeological & Cultural Monitoring	1,658,474	0	0	1,658,474	1,658,474	1,426,021	86%					
MM-362	Core Systems Support	43,388,989	0	0	43,388,989	3,600,000	16,123,918	37%					
MM-364	Safety and Security Consultant	4,839,573	112,751	0	4,812,324	4,012,751	3,472,687	72%					
MM-370	Fare Collection Consultant	1,178,300	0	0	1,178,300	1,178,300	42,037	4%					
MM-375	LEED Commissioning Services for MSF	278,630	33,900	0	318,530	318,530	170,360	54%					
OTHER:	All Project Wide Documents	0	0	0	0	0	0	0%					
PA-101	Programmatic Agreement Humanities	0	0	0	0	0	0	0%					
PA-102	Programmatic Agreement HPC	400,000	0	0	400,000	200,000	176,308	44%					
PA-103	Programmatic Agreement HPC Park Impr	0	0	0	0	0	0	0%					
ROW	Real Estate / Right-of-Way	103,885,511	0	0	103,885,511	121,992	111,228,308	101%					
UTIL	Utility Company Contracts	95,837,272	-1,920,761	0	93,716,512	71,809,181	54,182,374	58%					
Total Project:		2,966,344,005	362,532,235	3,328,876,240	2,668,706,667	2,144,453,913							

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

Project Costs by SCC – Level 2



Costs Reported as of Month Ending: May 2016
Project Monthly Cost Report by SCC Details

5/27/16

Page: 1 of 3

SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G		
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**					Changes ID'd***	Est. At Completion****	Variance
1. Subtotal 10 - 80 SCC Costs														
H1P-2		0	0	0	0	0	0	0	0	0	0	0	0	0
10.02	Guideway & Track Elements	1,114,215,147	44,071,133	1,158,286,280	549,126,727	36,073,579	937,914	1,158,286,280	0	386,445,819	0	386,445,819	0	
10.04	Guideway: Aerial Structure	1,022,380,671	41,511,056	1,063,891,727	464,259,973	26,827,936	947,914	1,063,891,727	0	333,788,738	0	333,788,738	0	
10.06	Guideway: Built-up fill	7,482,944	(1,056,688)	6,426,256	6,426,256	0	0	6,426,256	0	2,095,882	0	2,095,882	0	
10.08	Guideway: Retained Cut or Fill	79,347,205	2,664,380	82,011,585	74,204,369	9,197,389	0	82,011,585	0	52,482,945	0	52,482,945	0	
10.11	Track: Direct Fixation	3,293,724	(1,935,843)	2,697,875	2,697,875	0	0	2,697,875	0	0	0	0	0	
10.12	Track: Special (Switches, turnouts)	1,700,809	1,530,876	3,231,685	1,530,876	30,876	0	3,231,685	0	30,876	0	30,876	0	
20.01	Stations/ Stops/Terminals/ Intermodal	421,804,740	(2,189,830)	419,614,910	302,892,350	1,016,321	1,182,958	419,614,910	0	6,008,391	0	6,008,391	0	
20.02	A-grade station, stop, shelter...	5,111,332	(6,111,332)	0	0	0	0	0	0	0	0	0	0	
20.06	Aerial station, stop, shelter, mail	294,563,457	6,643,853	301,207,310	250,893,315	0	785,600	301,207,310	0	0	0	0	0	
20.07	Automobile parking multi-story ar	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0	0	0	0	
30.01	Elevators, Escalators	54,721,188	(2,722,151)	51,999,035	51,999,035	1,016,321	397,368	51,999,035	0	6,008,391	0	6,008,391	0	
30.02	Support Facilities: Yards, Shops, Admin	92,535,015	22,791,655	115,266,670	115,402,782	19,053,118	7,792	115,266,670	0	116,584,596	0	116,584,596	0	
30.03	Administration Bldg: Office, sales	0	231,250	231,250	231,250	231,250	0	231,250	0	205,286	0	205,286	0	
30.04	Light Maintenance Facility	7,591,888	(3,184)	7,588,704	7,582,704	(4,089)	0	7,582,704	0	7,537,692	0	7,537,692	0	
30.05	Heavy Maintenance Facility	38,099,138	5,108,668	43,207,806	43,207,806	5,850,776	0	43,207,806	0	43,248,881	0	43,248,881	0	
30.06	Storage or Maintenance of Way/ Bul	7,797,460	819,670	8,617,130	8,793,242	1,017,332	0	8,617,130	0	8,650,085	0	8,650,085	0	
30.07	Yard and Yard Track	38,046,529	16,581,251	55,627,780	55,627,780	12,463,849	7,792	55,627,780	0	56,892,622	0	56,892,622	0	
40.01	Sitework & Special Conditions	983,178,121	37,815,070	1,020,993,191	733,609,614	166,529,940	1,350,301	1,020,993,191	0	573,088,075	0	573,088,075	0	
40.02	Demolition, Clearing, Earthwork	29,380,138	(9,086,658)	20,293,480	10,804,041	1,505,797	0	20,293,480	0	4,492,846	0	4,492,846	0	
40.03	Site Utilities, Utility Relocation	299,449,756	(933,895)	298,515,861	196,993,138	4,848,653	58,531	298,515,861	0	129,218,985	0	129,218,985	0	
40.04	Haz. matl, contain'd soil removal	9,199,237	(5,059,433)	4,139,804	3,798,296	453,286	1,483,896	4,139,804	0	3,117,547	0	3,117,547	0	
40.05	Environmental Mitigation	26,979,122	4,990,976	31,970,098	16,557,672	16,864	0	31,970,098	0	11,384,137	0	11,384,137	0	
40.06	Site structures, retaining walls,	7,999,360	(1,000,743)	6,998,617	14,999,703	4,734,683	14,574	18,999,703	0	5,957,823	0	5,957,823	0	
40.07	Pedestrian/bike access/handscaping	41,079,897	(5,627,974)	35,451,923	5,697,888	473,454	143,500	35,451,923	0	1,485,794	0	1,485,794	0	
40.08	Auto, bus, van accessways	181,979,367	(17,592,167)	164,387,200	38,506,351	2,438,835	0	164,387,200	0	5,708,044	0	5,708,044	0	
40.09	Temporary Facilities/Indirect Cost	386,517,624	59,524,888	446,042,512	446,690,708	151,857,367	250,000	446,042,512	0	411,723,009	0	411,723,009	0	

Report ID: CIVIL_prog_mth V_Sec_dtl - No. 23

* Current Committed = Original Contract + CCO/Amendment

** AFE = Authorized For Expenditure (Latest RTP 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

Print Date: 6/10/16 19:31



Costs Reported as of Month Ending: May 2016
Project Monthly Cost Report by SCC Details

5/27/16

SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	BUDGET	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	27,474,531	248,758,832	249,062,816	249,062,816	27,038,098	497,000	248,758,832	0	52,716,192	0	52,716,192
50.01	Train control and signals	81,362,556	24,381,140	105,743,696	106,363,696	106,363,696	23,961,050	0	106,363,696	0	6,989,403	0	6,989,403
50.02	Traffic signals and crossing prot.	10,458,228	(206,990)	10,251,238	0	0	(87,485)	0	10,251,236	0	0	0	0
50.03	Traction power supply: substation	23,500,326	1,379,880	30,880,206	30,880,806	30,880,806	37,941,115	437,000	30,880,806	0	6,070,239	0	6,070,239
50.04	Traction power distribution: cat	32,878,150	5,059,838	37,937,988	38,029,111	38,029,111	59,824,816	0	37,937,988	0	22,444,552	0	22,444,552
50.05	Communications	53,691,339	6,133,477	59,824,816	59,824,816	59,824,816	5,573,419	0	59,824,816	0	17,708,011	0	17,708,011
50.06	Fare collection system and equipm	9,159,277	(9,112,878)	46,399	15,510,537	15,510,537	(10,350,000)	0	46,399	0	(496,024)	0	(496,024)
50.07	Central Control	3,613,827	(180,036)	3,433,791	3,453,791	3,453,791	0	0	3,453,791	0	0	0	0
80	ROW, Land, Existing Improvements	197,937,947	515,616	197,913,583	114,952,226	114,952,226	2,086,815	5,000,000	197,913,583	0	116,101,018	0	116,101,018
80.01	Purchase or lease of real estate	179,360,664	237,816	179,598,480	97,256,849	97,256,849	39,015	5,000,000	179,598,480	0	104,405,768	0	104,405,768
80.02	Relocation of existing households	18,037,263	277,800	18,315,063	17,695,477	17,695,477	2,027,800	0	18,315,063	0	13,695,250	0	13,695,250
70	Vehicles	186,829,020	4,645,501	191,474,521	191,474,521	191,474,521	1,446,224	40,000	191,474,521	0	42,773,570	0	42,773,570
70.01	Light Rail	166,721,386	5,847,191	172,568,577	172,568,577	172,568,577	1,446,224	0	172,568,577	0	31,875,624	0	31,875,624
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	13,026,548	0	40,000	13,026,548	0	10,957,946	0	10,957,946
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	5,879,396	0	0	5,879,396	0	0	0	0
80	Professional Services	1,087,830,119	39,802,015	1,126,632,134	1,066,710,128	1,066,710,128	111,596,781	(75,246,353)	1,126,632,134	0	824,984,951	0	824,984,951
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	109,567,127	20,905,682	0	118,699,447	0	103,784,827	0	103,784,827
80.02	Final Design	228,321,632	(4,648,939)	223,672,739	208,239,824	208,239,824	33,825,198	(8,068,930)	223,672,739	0	171,865,428	0	171,865,428
80.03	Project Management Design & Cons	363,849,768	(29,315,655)	334,534,113	377,177,087	377,177,087	84,939,428	(17,504,214)	334,534,113	0	332,518,451	0	332,518,451
80.04	Constr. Admin. & Management	199,656,728	(34,420,307)	165,236,421	131,252,384	131,252,384	(44,789,988)	0	165,236,421	0	93,473,754	0	93,473,754
80.05	Professional Liability & other Ins	46,549,724	28,781,938	75,331,662	43,174,657	43,174,657	7,000,500	0	75,331,662	0	28,561,024	0	28,561,024
80.06	Legal; Permit; Review Fees e.t.c.	67,641,005	(3,206,464)	64,434,541	38,203,525	38,203,525	5,932,033	0	64,434,541	0	22,978,337	0	22,978,337
80.07	Surveys, Testing, Investigation, I	21,759,336	47,250,396	69,009,732	101,279,246	101,279,246	1,574,480	0	69,009,732	0	34,785,834	0	34,785,834
80.08	Start-up	65,996,664	8,716,816	74,713,480	57,816,477	57,816,477	9,909,408	(775,809)	74,713,480	0	37,017,297	0	37,017,297
ACR	Provisional Pay Requests	0	0	0	0	0	0	0	0	0	0	0	21,139,376
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	0	0	0	21,139,376
Subtotal:		4,305,074,410	173,866,892	4,478,941,302	3,323,231,265	3,323,231,265	364,825,837	(16,772,388)	4,478,941,302	0	2,143,762,458	0	2,143,762,458
2. NTP													
NTP	Authorized For Expenditure	0	0	0	0	0	2,300,861,710	0	0	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	0	2,300,861,710	0	0	0	0	0	0

Report #: C:\01_pm\cc_monthly_Sec_detail - No. 23

* 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



Costs Reported as of Month Ending: May 2016
Project Monthly Cost Report by SCC Details

Page: 3 of 3

5/27/16

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G	
		Baseline	Transfers	BUDGET	Transfers	COMMITTED	Current	Current	Current	AFE**	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date	Incurred To Date	
2. NTP																	
NTP	Authorized For Expenditure	0	0	0	0	0	0	0	0	2,300,861,710	0	0	0	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	0	0	0	0	2,300,861,710	0	0	0	0	0	0	0
Subtotal:		0	0	0	0	0	0	0	0	2,300,861,710	0	0	0	0	0	0	0
3. Contingency																	
CNTR	Allocated Contingency	541,689,349	199,767,178	741,456,527	441,822,165	5,644,375	3,019,120	342,195,410	441,822,165	0	0	0	0	0	0	0	691,455
90.02	Allocated Contract Contingency	540,101,329	(102,376,335)	437,724,994	437,724,994	3,019,120	3,019,120	342,238,712	437,724,994	0	0	0	0	0	0	0	691,455
90.03	Allowances	1,588,014	2,609,157	4,197,171	4,197,171	2,625,855	0	(33,302)	4,197,171	0	0	0	0	0	0	0	0
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PRJ	Unallocated Contingency	101,871,170	(74,099,714)	27,771,456	27,771,456	0	0	0	27,771,456	0	0	0	0	0	0	0	0
90.01	Unallocated Project Contingency	101,871,170	(74,099,714)	27,771,456	27,771,456	0	0	0	27,771,456	0	0	0	0	0	0	0	0
Subtotal:		643,560,513	(173,886,892)	469,673,621	469,673,621	5,644,375	3,019,120	342,195,410	469,673,621	0	0	0	0	0	0	0	691,455
4. Finance Charges - Eligible																	
OTH	Finance Charges	173,058,243	0	173,058,243	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0
100.1	Finance Charges:Project-Eligible	173,058,243	0	173,058,243	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0
Subtotal:		173,058,243	0	173,058,243	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0
FTA TOTAL PROJECT COSTS 5,121,093,166																	
		5,121,093,166	0	5,121,093,166	3,328,876,240	2,668,706,687	325,422,422	5,121,093,166	0	2,144,453,913	0	0	0	0	0	0	0
4. Finance Charges - Ineligible Costs																	
FINC	Finance Charges	42,000,000	0	42,000,000	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0
INELIGIBLE COSTS																	
		42,000,000	0	42,000,000	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0
Total Project:		5,163,693,166	(0)	5,163,693,166	3,328,876,240	325,422,422	5,163,693,166	0	2,144,453,913	0	0	0	0	0	0	0	0

* Current Committed = Original Contract + CCO/Amendment
 ** AFE = Authorized For Expenditure (Latest RTP 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

Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Description	Contractor Name	Award Date	Contract Value	Start Date	Completion Date
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Apr 03 '08	Nov 13 '09	Dec 01 '09	Jul 01 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KJ/JV)	Apr 24 '08	June 26 '11	Jul 24 '11	Mar 02 '16
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	May 19 '08	June 26 '11	Jul 17 '11	May 16 '16
DBOM-820	Core Systems Contract	Ansaldo Honolulu JV	Aug 12 '08	Nov 29 '11	Jan 13 '12	Mar 12 '16
MI-830	Elevators and Escalators	Schindler Elevator Corporation	Dec 18 '10	Jul 21 '13	Aug 02 '13	Jan 13 '16
FD-140	West O'ahu Station Group Final Design and Support	URS Corporation	Jan 14 '10	Jan 14 '12	Jan 15 '12	Jan 27 '17
FD-240	Farrington Highway Station Group Final Design and Support -2	URS Corporation	Jan 14 '10	Jan 22 '12	Jan 22 '12	Jan 14 '16
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) and Support	Anil Verma Associates, Inc.	Jan 28 '11	May 16 '12	May 22 '12	Jan 13 '17
FD-420	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 30 '11	Dec 23 '11	Jan 08 '12	Jan 26 '17
FD-630	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 01 '12	Jul 31 '12	Jan 09 '16
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	May 30 '12	May 7 '15	May 14 '15	Jan 07 '16
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and Support	Perkins+Will	May 16 '12	Aug 15 '13	Aug 16 '13	Jan 06 '16
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wang Engineering, Inc.	Jul 26 '13	Jan 8 '14	Jan 09 '14	Jan 09 '16
MM-296	Construction Engineering & Inspection East Side Sections	URS Corporation	Jul 26 '13	Jan 07 '14	Jan 08 '14	Oct 09 '16
MM-901	Program Management Support Consultant - 2 (PMSC-2)	InfraConsult LLC	Aug 03 '11	Feb 28 '12	Mar 08 '12	Jan 07 '17
MM-910	General Engineering Consultant II (GEC-2) (Final Design and Construction)	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 04 '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	May 21 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	May 20 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-941	Section 106 Programmatic Agreement Project Manager Kāko'o II	Honua Consulting	Jun 26 '15	Dec 08 '15	Jan 04 '16	Jan 03 '18
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 09 '14	Apr 09 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	Sep 10 '19
MM-962	CORE Systems Support	Lea+Elliott, Inc.	Sep 13 '13	Feb 10 '14	Feb 11 '14	Sep 10 '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 (MSF)	Enovity, Inc.		Oct 6 '10	Oct 07 '10	Aug 31 '17
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Mar 15 '13	Aug 1 '13	Aug 01 '13	Oct 28 '16
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Aug 15 '11	Jun 5 '12	Jun 12 '12	Jun 11 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway Guideway	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 07 '16
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jun 30 '17
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 13 '17
MM-925	HDOT Labor Master Agreement WOFH	HDOT		Oct 27 '10	Oct 27 '10	Oct 27 '19
MM-945	On-Call Construction Contractor	Royal Contracting Co. Ltd.	Jun 02 '14	Aug 6 '14	Aug 14 '14	Jul 06 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Aug 22 '19
MM-947	On-Call Construction Contractor II	Royal Contracting Co. Ltd.	Mar 17 '15	May 21 '15	May 21 '15	May 21 '20
MM-948	On-Call Construction Contract "III"	Royal Contracting Co. Ltd.	Feb 23 '16	May 19 '16	May 13 '16	NTP + 84 months
MM-596	Construction Engineering and Inspection (CE&I) "II" Contract	Stantec Consulting Services	Mar 25 '15	Sep 10 '15	Sep 14 '15	Dec 31 '19
MM-970	Fare Collection System Technical Support Consultant	CH2M HILL	Mar 24 '15	Oct 22 '15	Oct 23 '15	Dec 31 '19
MM-980	Complex Construction Claims Negotiation and Litigation Services	Arcadis U.S., Inc.	Apr 27 '16	Jun 29 '16	TBD	NTP + 60 months + 3 year option
MM-980	Complex Construction Claims Negotiation and Litigation Services	Hill International Consulting, Inc.	Apr 27 '16	Jun 29 '16	TBD	NTP + 60 months + 3 year option
MM-980	Complex Construction Claims Negotiation and Litigation Services	Kobayashi Sugita & Goda, LLP	Apr 27 '16	Jun 29 '16	TBD	NTP + 60 months + 3 year option
MM-982	On Call Appraisers	ACM Consultants, Inc.	Mar 18 '16	Jun 23 '16	Jun 23 '16	NTP + 48 months
MI-900	Fare Systems Contract	INIT Innovations in Transportation, Inc.	Aug 11 '15	Apr 14 '16	Apr 18 '16	Apr 17 '26
DBB-385	Ramp H2R2	Royal Contracting Co. Ltd.	Jan 30 '15	May 18 '15	May 18 '15	May 31 '16
DBB-505	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Jul 13 '16
DBB-625	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	Apr 22 '15
DBB-271	Farrington Hwy Stations Group Construction	Hawaiian Dredging Construction Company, Inc.	Dec 19 '14	Jun 22 '15	Aug 17 '15	NTP + 29 months
DBB-171	West O'ahu Stations Group Construction	Nan, Inc.	Apr 13 '15	Jul 20 '15	Oct 13 '15	NTP + 29 months
DBB-371	Kamehameha Hwy Stations Group Construction	Nan, Inc.	Aug 18 '15	Nov 17 '15	TBD	NTP + 32 months
	Independent Financial Auditor "II" Contract	KMH LLP	Oct 26 '15	Mar 15 '16	Mar 23 '16	Mar 22 '18

Appendix E. Vehicle Car Shell Progress Tracker

HONOLULU AB R.C. FABRICATION TRACKER

ITEM #	ITEM NAME	QUANTITY	UNIT	STATUS	START DATE	END DATE	COMPLETION %	REMARKS
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

DATE: 06/06/16

Comments: ...
 Remarks: ...

STATUS: ...
 COMMENTS: ...
 TEST UNIT: ...
 ESTIMATED TIME TO COMPLETION: ...

Appendix F. DBE Participation

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

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

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

DBE Participation (9/24/07 to 6/30/16)						
DBE Firm	NAICS	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$ 9,809	
				CT-DTS-1100195 DB-320	\$ 140,654	
				CT-HRT-1500297 MM-947	\$ 221	
				CT-HRT-1000449 DB-200	\$ 80,842	\$ 231,526
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$ 321,639	\$ 321,639
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$ 573,696	
				CT-HRT-10H0449 DB-200	\$ 81,581	
				CT-DTS-1100195 DB-320	\$ 60,714	\$ 715,991
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$ 85,043	
				CT-HRT-1500297 MM-947	\$ 3,840	\$ 88,883
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$ 6,146,047	\$ 6,146,047
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	\$ 271,047	
				SC-HRT-1600008 MM-595	\$ 102,641	

DBE Participation (9/24/07 to 6/30/16)						
DBE Firm	NAICS	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
				SC-HRT-1400049 MM-962	\$ 377,608	\$ 6,135,035
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$ 740,962	
				SC-DTS-0700001 ****MM-910	\$ 150,141	
				SC-HRT-1400061 MM-964	\$ 1,392,592	\$ 2,283,695
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$ 388,609	
				SC-DTS-0700001 ****MM-910	\$ 392,920	\$ 781,529
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$ 402,791	
				SC-DTS-0700001 ****MM-910	\$ 374,110	\$ 776,901
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$ 358,141	
				SC-DTS-0700001 ****MM-910	\$ 354,758	\$ 712,899
JAD & Associates	541330	APA	M	SC-DTS-0700001 ****MM-910	\$ 508,355	\$ 508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 ****MM-910	\$ 39,273	\$ 39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$ 67,014	\$ 67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 ****MM-910	\$ 298,557	\$ 298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$ 162,813	
				SC-HRT-1200149 FD-530	\$ 191,227	
				SC-HRT-1300022 FD-440	\$ 134,912	\$ 488,952
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$ 26,550	\$ 26,550
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	\$ 3,890,116	\$ 3,890,116
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$ 135,281	
				SC-HRT-1400027 MM-913	\$ 1,117,066	\$ 1,252,347
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	
				CT-HRT-1200106 DBOM-920	\$ 20,142	\$ 47,656
Element Environmental	541620	APA	M	SC-HRT-1400050 MM-290	\$ 1,659,795	\$ 1,659,795
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290	\$ 894,632	

DBE Participation (9/24/07 to 6/30/16)						
DBE Firm	NAICS	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
				SC-HRT-1400051 MM-595	\$ 10,197	\$ 904,829
Bow Construction Management	541330	APA	M	SC-HRT-1400050 MM-290	\$ 122,018	\$ 122,018
FIC, LLC	541611	APA	M	SC-HRT-1400051 MM-595	\$ 1,299,481	\$ 1,299,481
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	\$ 1,753,317	\$ 1,753,317
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	\$ 355,656	\$ 355,656
ADS System Safety Consulting *****	541620	BA	M	SC-HRT-1400061 MM-964	\$ 1,916,893	\$ 1,916,893
Minatoishi Architects	541310	APA	F	SC-HRT-1400027 MM-913	\$ 335,266	\$ 335,266
Dovetail Consulting	541330	BA	F	MOU-11-SO-1 MM-930	\$ 873,849	\$ 873,849
Amazon Construction Co.	238990	APA	F	CT-HRT-1500056 MM-945	\$ 446,558	
				CT-HRT-1500309 DBB-385	\$ 5,775	
				CT-HRT-1500297 MM-947	\$ 857,986	\$ 1,310,319
Aloha Steel	238120	APA	M	CT-HRT-1500056 MM-945	\$ 176	
				CT-HRT-1400323 DBB-505	\$ 35,989	
				CT-HRT-1500297 MM-947	\$ 152	\$ 36,317
Carol Kwan Consulting	561730	O	F	CT-HRT-1500056 MM-945	\$ 13,291	
				CT-HRT-1500297 MM-947	\$ 2,117	\$ 15,408
Geotech	423390	NA	M	CT-HRT-1500309 DBB-385	\$ 5,633	\$ 5,633
Lenax Construction	541611	O	F	SC-HRT-1600008 MM-595	\$ 816,417	\$ 816,417
Total						\$ 36,842,718

* 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.

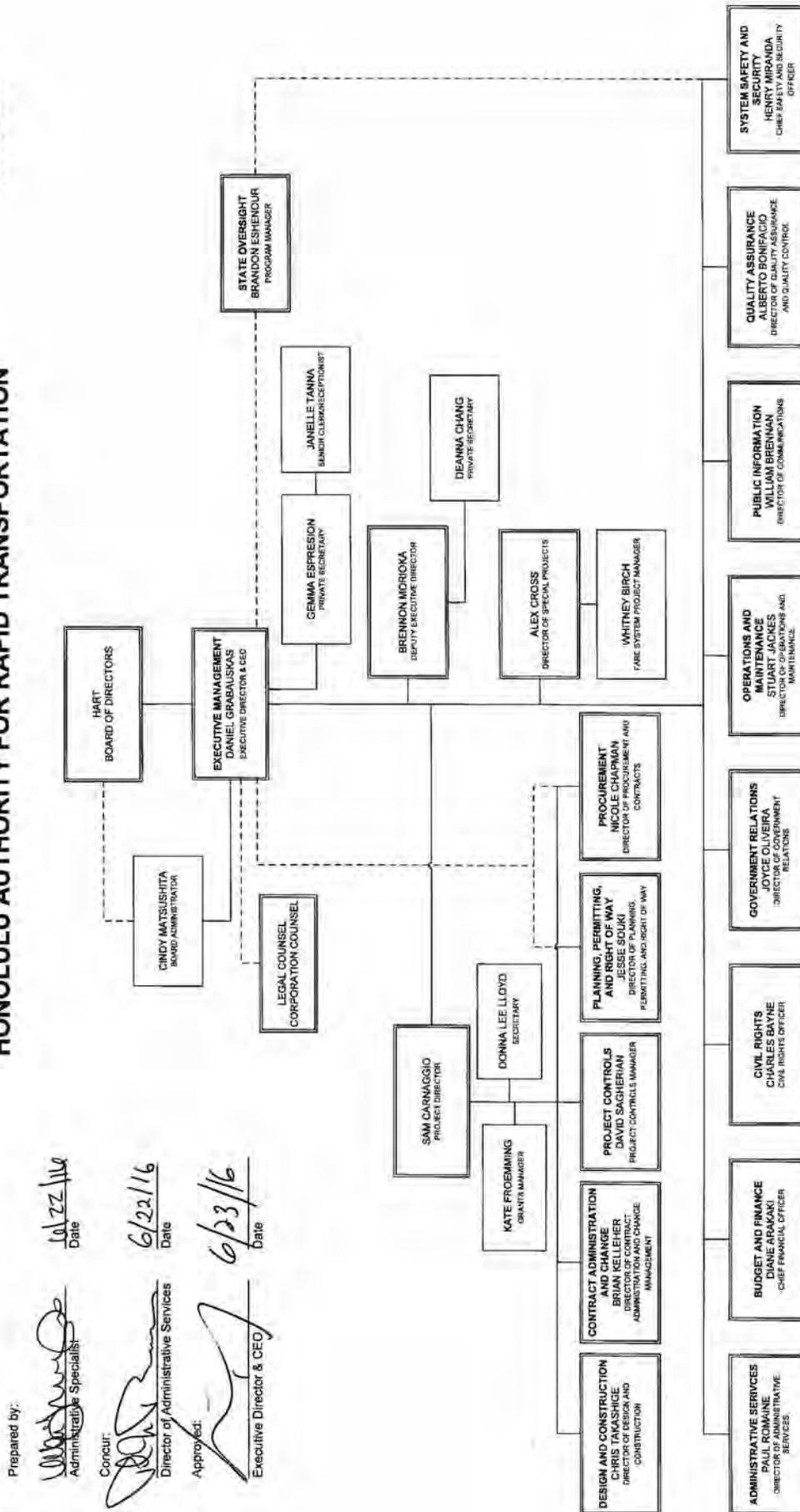
Race Categories

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 G. Project Organization Chart

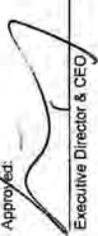
June 27, 2016

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



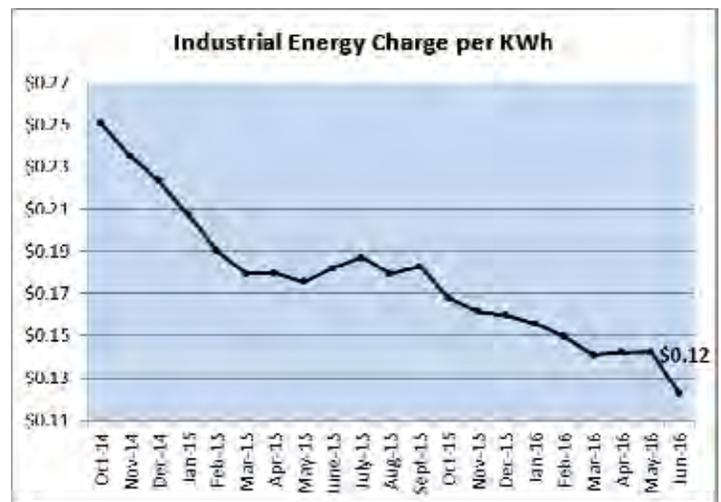
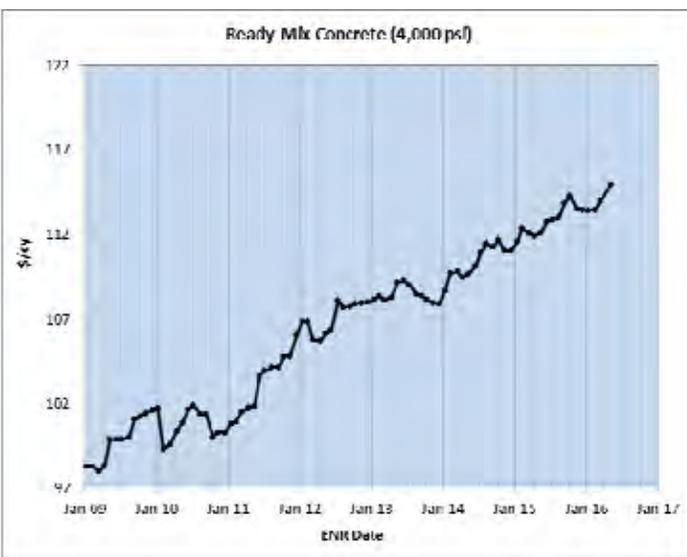
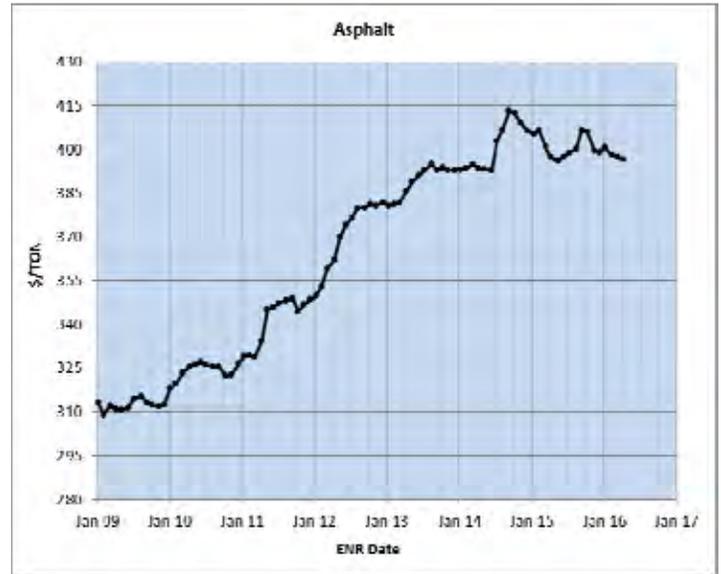
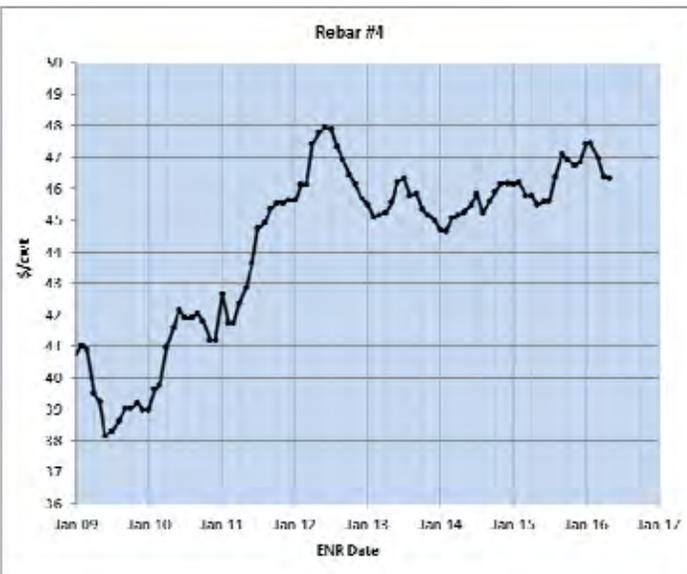
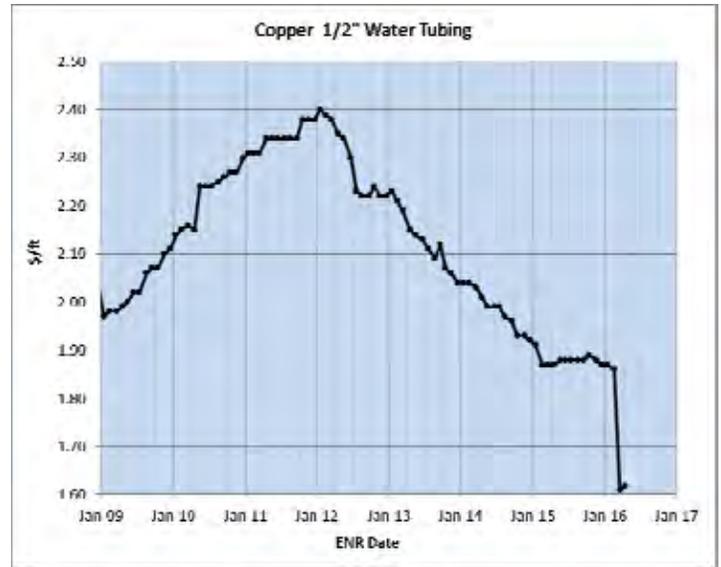
Prepared by:  Administrative Specialist Date: 6/22/16

Concur:  Director of Administrative Services Date: 6/23/16

Approved:  Executive Director & CEO Date: 6/23/16

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 P Rate

Appendix I. Project Photos



Guideway construction in West O'ahu.



Equipment storage site.



Construction on Kamehameha Highway.



Balanced cantilever operations near the H-1 Freeway.



Construction along Kamehameha Highway.



Future Aloha Stadium Station.



Operations and Servicing Building (OSB).



Wheel Truing Building and OSB.



Maintenance of Way Building.



Casting Yard.

ATTACHMENT D

PMOC MONTHLY REPORT

Honolulu Rail Transit Project
City and County of Honolulu
Honolulu Authority for Rapid Transportation (HART)
Honolulu, HI

June 2016 (FINAL)

PMOC Contract Number: DTFT60-14-D-00012
Task Order No. 3: Honolulu Rail Transit Project
Project No: DC-27-5288
Work Order No. 1
OPs Referenced: OP 1 and 25

Jacobs Engineering Group, Inc.

319 E. Warm Springs Road, Suite 200, Las Vegas, Nevada 89119

William Tsiforas, (702) 938-5400, william.tsiforas@jacobs.com

Length of Time Assigned: Five Years (February 18, 2015 through February 17, 2020)

TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	2
1.1	Project Description.....	2
1.2	Project Status	2
1.3	Core Accountability Items	3
1.4	PMOC Issues or Concerns	4
2.0	BODY OF REPORT.....	6
2.1.1	Project Status	6
2.1.2	Status of Procurement	6
2.1.3	Status of Primary Construction Contracts.....	6
2.1.4	Status of Core Systems Contract.....	9
2.1.5	Real Estate Acquisition.....	11
2.1.6	Third Party Agreements and Coordination.....	11
2.1.7	Environmental mitigation measures	12
2.2	Project Management Plan (PMP) and Sub-Plans.....	12
2.3	Management Capacity and Capability (MCC)	12
2.4	Project Cost.....	13
2.4.1	Contingency	15
2.4.2	Funding Sources.....	15
2.5	Project Schedule.....	16
2.6	Quality Assurance/Quality Control (QA/QC)	16
2.7	Safety and Security	16
2.8	Project Risk.....	17
2.9	Action Item Table	18
3.0	APPENDICES.....	19

LIST OF APPENDICES

- Appendix A: Acronym List
- Appendix B: Contract Status
- Appendix C: PMOC Team
- Appendix D: Project Overview and Map (Transmitted as a separate file)
- Appendix E: Safety and Security Checklist (Transmitted as a separate file)

1.0 EXECUTIVE SUMMARY

1.1 Project Description

- **General Description:** The Project is a 20-mile-long elevated fixed guideway rail system along Oahu's south shore between East Kapolei and Ala Moana Center. The Project will include 21 stations. The alignment is elevated, except for a 0.6-mile at-grade portion at the Leeward Community College station. The Project is planned to be delivered in four guideway segments.
 - Segment I (West Oahu/Farrington Highway) – East Kapolei to Pearl Highlands (7 miles/6 stations)
 - Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/3 stations)
 - Segment III (Airport) – Aloha Stadium to Middle Street (5 miles/4 stations)
 - Segment IV (City Center) – Middle Street to Ala Moana Center (4 miles/8 stations)
- **Length:** 20 miles
- **No. of Stations:** 21
- **Additional Facilities:** Maintenance and Storage Facility and parking facilities
- **Vehicles:** 80 vehicles
- **Ridership Forecast:** Weekday boardings – 104,300 (2020); 119,600 (2030)

1.2 Project Status

- Overall project is approximately 47.2% complete as of April 2016. The planned completion at this time is approximately 72.9% (based on HART's S-curve late plan).
- Overall design of the project is approximately 89.1% complete as of April 2016. The planned completion at this time is approximately 99.6%. The percent complete may change as a result of utilizing DB procurement strategy for the Airport and City Center guideway and stations sections.
- Overall construction of the project is approximately 40.1% complete as of April 2016. The planned completion at this time is approximately 66.42% (based on HART's S-curve late plan).
- It should be noted that the reported percentages complete are based on the current FFGA budget and Revenue Service Date (RSD) reported in HART's Monthly Report in April 2016. HART will be required to revise their progress curves when the project budget and RSD are re-baselined as a result of the 2016 Risk Refresh.
- Section 2.1.3 and Appendix B of this report provide the status of the current design and construction contracts. The following table provides the summary level status of the primary construction contracts taken from HART's Monthly Report:

Description	% Complete*		Schedule Status
	Actual**	Planned	
West Oahu /Farrington Highway (WOFH) DB Contract	86.7%	93.1%	10 months behind
Kamehameha Highway Guideway (KHG) DB Contract	61.5%	97%	12 months behind
Maintenance and Storage (MSF) DB Contract	98.9%	95.8%	On time
Core Systems Design-Build-Operate-Maintain (DBOM) Contract	32.1%	47.1%	6 months behind***
Airport Advanced Utilities Construction Contract	43%	98.1%	7 months behind
Farrington Highway Station Group Construction Contract (FHSG)	0%	0%	On time
West Oahu Station Group Construction Contract (WOSG)	0%	0%	On time
Kamehameha Stations Group Construction Contract (KHSG)	0%	0%	On time

*As of April 2016

** HART's assessment of Earned Value is based on a weighted expenditure calculation of the contract and is not a true Earned Value calculation.

***Contract schedule is to be re-baselined to incorporate new milestone dates due to re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations.

1.3 Core Accountability Items

The Estimate at Completion (EAC) and percentage complete shown below are based on data provided by HART. This data is under review and has not been fully validated by the PMOC.

Project Status: FFGA		Original at FFGA	HART Current Estimate
Cost	Cost Estimate	\$5,122,000,000	\$7,967,000,000 ³
Contingency	Unallocated Contingency	\$101,900,000	Not reported
	Total Contingency (Allocated plus Unallocated)	\$643,600,000	\$714,000,000
Schedule	Revenue Service Date (RSD)	1/31/2020	12/2024 ³
HART Total Project Percent Complete	Based on Expenditures ¹	40.8% (as of April 29, 2016)	
	Based on Earned Value ²	47.2%	

¹HART's reported percent complete does not reflect HART's current EAC. Actual percent complete using expended against current HART EAC is 26%.

²HART's assessment of Earned Value is based on the weighted expenditure calculation of the individual construction and design contracts and is not a true Earned Value calculation

³HART's current EAC and RSD as presented to HART Board on June 8, 2016. Estimated available funding based on GET extension \$6.8 billion.

Major Issues	Status	Comments/Planned Action
Cost Increase & Schedule Delays	HART has experienced delays and has incurred costs as a result of the state and federal lawsuits as well as protested procurements.	See PMOC Monthly Report Section 1.4 for status. The PMOC completed a Risk Refresh in March 2016. The final report that contains the results of the Risk Refresh was transmitted to HART in June 2016.
Post-Rod Changes	HART is considering several proposed design changes that may require additional environmental review.	FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.

Major Issues	Status	Comments/Planned Action
Hawaii Electric Company (HECO)	50-foot clearance requirement for facility maintenance including pole replacement	See PMOC Monthly Report Section 1.4 for status.
Next Quarterly Meeting:	To be determined	

1.4 PMOC Issues or Concerns

- The Estimate at Completion (EAC) indicates that the Project cost will exceed the FFGA budget primarily due to the AIS, federal lawsuit delays, subsequent impact of current market conditions, and several other items that are anticipated to be an additional cost to the project. HART project staff developed an updated EAC and RSD that was presented to the HART Board on June 8, 2016:
 - Project as defined by the FFGA has a potential deficit of \$1.140 billion.
 - HART’s Estimate-at-Completion (EAC) is \$7.967 billion and includes \$736 million in contingency and \$393 million in finance costs.
 - Contingency amount represents approximately 15% of the remaining work to be completed.
 - HART’s estimated Revenue Service Date (RSD) is December 2024 and includes approximately 8 months of schedule contingency.
 - Without additional revenue, HART must consider options for construction within the current projected GET revenues.
 - HART staff presented five “Build to Budget” options as noted in the presentation.
 - A Working Group will be convened to explore all options and develop a recommendation. Any changes to the project scope would require coordination and consent from the Mayor, City Council, and FTA.

- The PMOC provided the following recommendations as a result of the 2016 Risk Refresh:
 - The predicted FTA model outcome at the p50 level is \$7.338 billion and at the p65 level is \$7.623 billion (excluding finance costs).
 - The revised RSD should be no earlier than December 2024, which represents the 75% Confidence level in the Schedule Risk Model.

- FTA issued a letter to the Mayor on June 6, 2016 requiring the City and County of Honolulu and HART to submit a Recovery Plan that “demonstrates HART is taking every reasonable measure to mitigate the cost overruns and minimize delay in the opening of the Project to revenue operations.” FTA expects the Recovery Plan by August 7, 2016. However, HART intends to request an extension of the due date of the Recovery Plan due to the need to coordinate with the Mayor and City Council.

- HART is developing a robust risk management program with support from their Program Management Consultant. They are using a bottoms up risk modeling approach.
 - HART has held numerous internal risk workshops to refine risk register, develop cost and schedule ranges, and identify risks responses.

- HART's focus was primarily on construction contracts. The PMOC noted that HART must still focus on soft costs and ancillary contracts since they can impact overall cost and schedule.
 - When fully developed and if properly implemented, HART's risk program can be effective and beneficial to the project.
 - HART Risk Manager must still update the RCMP, which would include development of cost and schedule drawdown curves.
- Hawaiian Electric Companies (HECO)
 - HECO has a collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly, which does not satisfy Davis-Bacon. HECO has requested a waiver that has so far been denied by the Department of Labor (DOL), although HECO has appealed. HECO and HART are still awaiting a final decision from the US Department of Labor.
 - HECO 46kV Substation near MSF area – HECO indicated a need in the 2018-2019 timeframe for a new 46kV substation to feed the MSF area due to requirements in HECO Rule 13 for line extensions and substations.
 - Horizontal Working Clearances Analysis – For Airport and City Center, HART and HECO have agreed to underground the overhead 138kV lines. HART designers are progressing to a preliminary engineering design with feedback from HECO. For WOFH and KHG, HECO has completed a pole-by-pole review of the current overhead 138kV and 46kV pole and line locations and has identified areas where alternative access may be used for future pole and line maintenance. HART's Task Force continues to meet bi-weekly with HECO staff to identify and analyze all potential solutions to the working clearance issue, including relocating lines to new overhead alignments, underground alignments, attachment to the guideway, and use of alternative equipment.
 - Alternative Equipment – HECO is performing trials to determine if specialized bucket truck equipment may mitigate some of the clearance issues.
 - Buy America –
 - HART submitted to FTA a Waiver Request for the Train Control and Communications Equipment Variable Refrigerant Flow air conditioning equipment on February 8, 2016. Additional information was subsequently provided at the request of FTA. HART is awaiting a decision from the FTA.
 - AHJV has changed the truck supplier for the LRVs. HART does not anticipate any issues with meeting the 60% requirement for US content. However, AHJV is verifying the calculation for Buy America percentage for the vehicles and will submit that information to HART for review in July 2016.

2.0 BODY OF REPORT

2.1.1 Project Status

- Overall project is approximately 47.2% complete as of April 2016. The planned completion at this time is approximately 72.9% (based on HART's S-curve late plan).
- Overall design of the project is approximately 89.1% complete as of April 2016. The planned completion at this time is approximately 99.6%. The percent complete may change as a result of utilizing DB procurement strategy for the Airport and City Center guideway and stations sections.
- Overall construction of the project is approximately 40.1% complete as of April 2016. The planned completion at this time is approximately 66.4.2% (based on HART's S-curve late plan).
- It should be noted that the reported percentages complete are based on the FFGA budget and Revenue Service Date (RSD). HART will be required to revise their progress curves when the project budget and RSD are re-baselined as a result of the 2016 Risk Refresh.
- Section 2.1.3 and Appendix B of this report provide the status of the current design and construction contracts.

2.1.2 Status of Procurement

- Airport Guideway and Stations DB Contract – Best and Final Offers (BAFO) were received on June 17, 2016 with an award date scheduled for July 7, 2016.
- City Center Guideway and Stations DB Contract – Request for Proposal (RFP) Part II responses are now due in March 2017. However, this contract will likely be substantially changed as a result of the need for a Recovery Plan.
- Pearl Highlands Parking Structure DB Contract – HART is working with a consultant to finalize the RFI for PPP. Release of the RFI may be delayed pending the outcome of the Recovery Plan.
- Program Management Support Consultant (PMSC) – RFP was issued in May 2016. Proposals are due in July 2016.
- ROW Support II – BAFOs are due June 2, 2016.
- Complex Real Property Negotiations and Litigation Support Contract – Proposals were received in May 2016.
- Outside Council for Land Court Petition Services – Proposals are due in June 2016.
- On-Call Appraiser Contract – Proposals received in April 2016.
- UH West Oahu Temporary Park and Ride and UH West Oahu Campus Road “B”- Advertise 2Q16.
- Core Systems Back-up Generators – TBD
- Photovoltaic for Rail Operations Center (ROC) – TBD

2.1.3 Status of Primary Construction Contracts

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

- Contract is approximately 86.7% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 93.1%.
- The contract is approximately ten months behind schedule. The delay is the result of lower-than-planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities.
- A revised baseline schedule was submitted by the contractor in August 2015 and was rejected by HART. The contractor schedule has been continuously rejected, but HART has not taken action.
- Guideway construction will be significantly completed in July 2016 but substantial completion will not occur until May 2017 due to delays at Leeward Community College.
- Overall quality of the contract is good, but there are some issues as discussed in Section 2.6 of this report.
- Kamehameha Highway Guideway (KHG) DB Contract –
 - The contract is approximately 61.5% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 97%.
 - The contract is approximately 12 months behind schedule. HART has indicated that the delay is the result of lower-than-planned production rates, weather, and failure by the contractor to provide required labor and material to perform required column and foundation work.
 - Contractor schedule has been continuously rejected but HART has not taken action.
 - Guideway is currently forecasted to be complete in April 2017. However, the completion of the overall contract has been pushed out to September 2017.
- Maintenance and Storage (MSF) DB Contract –
 - The contract is approximately 98.9% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 95.8%.
 - Contract is scheduled to complete in July 2016.
 - Overall quality of the contract is good.
- Airport Advanced Utilities Construction Contract –
 - Contract is approximately 43% complete based on Earned Value. The planned earned value at this time is approximately 98.1%.
 - The contract is approximately seven months behind schedule. The delay was due to issues with Navy right of entry (ROE) for construction.
- West Oahu Station Group Construction Contract –
 - The contract is approximately 0% complete based on HART's earned value calculation. HART's planned earned value at this time is approximately 0%.
 - The baseline schedule has been approved.
 - Construction is anticipated to begin during the Third Quarter of 2016.
- Farrington Highway Station Group Construction Contract –
 - The contract is approximately 0% complete based on HART's earned value calculation. HART's planned earned value at this time is approximately 0%.
 - The baseline schedule has been approved.

- Construction began in May 2016.
- Kamehameha Stations Group Construction Contract –
 - The contract is approximately 0% complete based on HART's earned value calculation. HART's planned earned value at this time is approximately 0%.
 - An Administrative NTP has been issued 4/2016.
 - The baseline schedule has not yet been approved.
 - Construction is anticipated to begin during the Third Quarter of 2016.

2.1.4 Status of Core Systems Contract

Core System Description	Status
General	
Overall	Contract is approximately 32% complete based on expenditures (design, manufacturing, and construction activities). The planned completion at this time is approximately 47% (based on late plan S-curve).
Design	<p>Following are the approximate levels of final design completion</p> <ul style="list-style-type: none"> • LRVs – 85% • Communications – 38% • Train Control – 87% • Traction Power – 100% • Fire Detection – 56% • Platform Screen Gates – 82%
Testing	Initial testing of the PSG mockup has been postponed until summer 2016 due to mechanical issues. The PSG are not on the critical path.
Construction	Construction activity will not begin along guideway until 3Q16.
Schedule	AHJV contract schedule must be revised to reflect access dates. HART is deferring revision of milestone dates until they have better information on the other contracts that may impact AHJV. It is anticipated that AHJV will submit a change request for extended overhead and escalation due to delay as a result.
Staffing	AHJV CSC Safety Certification Manager left the project. Permanent replacement will not be onsite full time until fall 2016.
System Performance Design	There are some concerns with AHJV’s method for calculating headways and round-trip times. Alignment changes from Airport and City Center Fixed Facility Contractors may affect system performance. A full analysis was completed by AHJV and approved by HART in September 2015. The System Performance Analysis was reviewed by the PMOC and comments were provided to HART.
Vehicle Subsystem	
Vehicle Schedule	Delivery of first LRV to Honolulu occurred in March 2016. Delivery of second LRV is planned for early 2017.
Buy America	AHJV changed the truck body supplier for the LRVs. HART does not anticipate any issues with meeting the 60% requirement for US content. However, AHJV is verifying the calculation for Buy America percentage for the vehicles and will submit that information to HART for review in July 2016.
Ship America	AHJV is negotiating terms with a carrier to transport the LRVs from Italy to US mainland and from US mainland to Hawaii. Once that agreement is finalized, HART will provide confirmation to FTA. AHJV received approval from the US Maritime Agency to ship the first 4 vehicles from a non-US carrier.
Traction Electrification Subsystem	
Middle Street AM Antenna	HART has identified an alternate location to relocate the AM Antenna. ROW is working to execute the agreement and complete the relocation.
O&M Subsystem	
MSF O&M	AHJV has provided preliminary MSF Operations Plans, but will resubmit to better follow HART’s O&M Plan and FTA guidelines. CSC construction work is anticipated to be completed in late 2016.

Core System Description	Status
Hawaiian Electric Companies (HECO)	
Activation Dates	HART and HECO are coordinating project schedule and HECO activation start dates for power.
Service Requests	AHJV has submitted HECO service requests for all system sites.

2.1.5 Real Estate Acquisition

- HART right-of-way group continues to work to secure construction rights of entry to support the program procurement schedule, which includes the design-build contracts for the Airport and City Center segments.
- There are currently no ROW actions impeding construction work and the objective is to secure site access via Rights of Entry. HART indicated 90% site access has been achieved to date.
- In order to support the upcoming procurement for the AGS DB Contract and to maintain the project schedule, eminent domain proceedings were authorized by the HART Board and the Honolulu City Council for several parcels. This includes the Blood Bank parcel. However, the City Council may acquire the parcel using other funds then sell a portion to HART. The PMOC cautioned the group that any acquisition intended for the project needed to be compliant with URA requirements. Negotiations are still continuing with all private property owners in the Airport section in an attempt to reach mutual agreement.
- Land Court – Given the issue with slowing closings, HART is hiring a special attorney to expedite matters through the land court.
- HECO – HART will have approximately 100 new private easements that will be acquired for HECO undergrounding. Another 146 small parcels will be located in public streets and HDOT property. These parcels will be eventually turned over to HECO. The PMOC suggested this turnover could be viewed by FTA as a disposition, so the PMOC have asked that FTA be provided the opportunity to review the settlement document and approve the process.
- Navy consent has been obtained for HART to construct on its property and facilities.

2.1.6 Third Party Agreements and Coordination

The following agreements are critical and will impact the project if not completed in the near term:

- Aloha Stadium Construction Right of Entry (CROE) – Agreement is anticipated to be executed in July 2016.
- GSA – Details of Memorandum of Understanding (MOU) for all work adjacent to the Federal courthouse have been substantially agreed to but final agreement is still pending. The MOU is not on the critical path.
- United States Postal Service (USPS) – Valuation dispute is being resolved with binding arbitration using a mutually agreed third appraiser. Arbitration decision is anticipated for July 2016.
- US Navy – Base Command change occurred without license agreement being finalized. HART and USN are working on agreement on how to pay for relocations. Main outstanding issue is how national register nomination is handled for Big Makalapa and Little Makalapa.

2.1.7 Environmental mitigation measures

- Proposed Design Changes/Refinement – HART is considering several proposed design refinements that may require additional environmental review. FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures:
 - Backup Generators – Submitted to FTA
 - AGS Precast Yard – Submitted to FTA
 - CCGS Precast Yard – Submitted to FTA
 - CC Alignment Shift (Ala Moana Station) – submittal pending
 - West Oahu Park-n-ride – submittal pending
 - Chinatown Station – submittal pending
 - Phased opening – submittal pending

2.2 Project Management Plan (PMP) and Sub-Plans

HART is in the process of updating several of its procedures and management plans. These updates are necessary due to HART organizational changes and the contract packaging changes that are being implemented. It is critical for HART to update these plans and procedures soon. Following is the status of the key management plan updates:

Plan	Update Status
Project Management Plan (PMP)	Update pending revised budget and RSD
Contract Packaging Plan (CPP)	Update pending revised budget and RSD
Construction Management Plan	Baseline update pending
Construction Safety Plan	Completed
Change Procedure	Completed
Quality Management Plan	Completed
Risk and Contingency Management Plan (RCMP)	Update pending revised budget and RSD
Financial Plan	Update pending revised budget and RSD
Real Estate Acquisition and Management Plan (RAMP)	Updated, Rev. 6 baselined March 2016
Operations and Maintenance Plan (OMP)	Baseline update pending
Rail Fleet Management Plan (RFMP)	Baseline update pending
Safety and Security Management Plan (SSMP)	Baseline update pending
Safety and Security Certification Plan (SSCP)	Baseline update pending

2.3 Management Capacity and Capability (MCC)

HART has gone through a considerable number of organizational changes since the FFGA was executed in December 2012. The PMOC has recommended that HART review its staffing and consider changes to streamline the organization. HART has begun reviewing the project organization to determine if changes can be made to be more effective. Project staff has also begun updating the project’s numerous plans and procedures to reflect these changes. HART’s update of the management plans must incorporate any organizational changes that are proposed or already accomplished. It has become critical that any changes be documented in the various management plans immediately.

There are currently several key positions that remain vacant. The most critical positions that HART is diligently working to permanently fill include:

- Director of Communications – position has been filled by Bill Brennan, who was the Deputy to the former Director.
- Chief Financial Officer – Candidate identified but is on hold
- Risk Manager – position filled by Alex Cross, who will be supported by senior staff from PMSC (HDR).

2.4 Project Cost

The grantee’s Base Cost Estimate (BCE) dated March 19, 2012 is \$5.122 billion in Year-of-Expenditure (YOE) dollars, including \$644 million in allocated and unallocated contingency per the original FFGA budget (or 15.0% of the BCE) and \$173 million in financing costs. Of the \$644 million in total contingency, \$101 million is unallocated. The original FFGA Project Budget is as follows:

Source	Amount
Base Cost Estimate	\$4,305 billion
Total Contingency per the original FFGA budget	\$0.644 billion
Finance Charges per the original FFGA budget	\$0.173 billion
Total FFGA Project Cost	\$5.122 billion

Total Expenditures to Date – \$2.091 billion (through April 2016)

The Estimate at Completion (EAC) indicates that the Project cost will exceed the FFGA budget primarily due to the AIS, federal lawsuit delays, subsequent impact of current market conditions, and several other items that are anticipated to be an additional cost to the project. HART project staff developed an updated EAC and RSD that was presented to the HART Board on June 8, 2016:

- HART’s Estimate-at-Completion (EAC) is \$7.967 billion and includes \$736 million in contingency and \$393 million in finance costs.
- HART’s Revenue Service Date (RSD) is December 2024 and includes approximately 8 months of schedule contingency.

The following table presents the FFGA budget and expenditures to date. The Estimate at Completion (EAC) for each SCC will be provided once HART re-baselines its budget.

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
10	GUIDEWAY & TRACK ELEMENTS	1,275,328,962	1,114,305,144	161,023,818	359,320,081
10.02	Guideway: At-grade semi-exclusive	0	0	0	17,378
10.04	Guideway: Aerial structure	1,175,328,184	1,022,380,670	152,947,514	304,693,000
10.08	Guideway: Retained cut or fill	8,077,393	7,492,943	584,450	2,095,882
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	52,482,945
10.11	Track: Ballasted	3,550,634	3,293,724	256,910	0
10.12	Track: Special (switches, turnouts)	2,040,724	1,700,603	340,121	30,876
20	STATIONS, STOPS, TERMINALS, INTERMODA	506,165,689	421,804,742	84,360,947	5,868,106
20.01	At-grade station, stop, shelter, mall, terminal, platform	7,333,599	6,111,333	1,222,266	0
20.02	Aerial station, stop, shelter, mall, terminal, platform	353,476,148	294,563,457	58,912,691	0
20.06	Automobile parking multi-story structure	79,690,518	66,408,765	13,281,753	0
20.07	Elevators, escalators	65,665,424	54,721,187	10,944,237	5,868,106
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	99,425,456	92,535,013	6,890,443	116,534,536
30.01	Administration Building: Office, Sales	0	0	0	205,266
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	7,537,682
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	43,248,881
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	8,650,085
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	56,892,622
40	SITework & SPECIAL CONDITIONS	1,103,867,264	980,569,426	123,297,838	569,715,612
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	4,052,666
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	126,563,527
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	2,984,597
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	11,384,137
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	5,957,823
40.06	Pedestrian / bike access and accommodation, landscaping	48,262,816	41,073,897	7,188,919	1,485,734
40.07	Automobile, bus, van accessways including roads, parking lots	212,536,181	181,979,369	30,556,812	5,708,044
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	411,579,084
50	SYSTEMS	247,460,781	221,284,483	26,176,298	50,761,884
50.01	Train control and signals	91,492,532	81,982,556	9,509,976	6,989,403
50.02	Traffic signals and crossing protection	12,524,011	10,458,227	2,065,784	0
50.03	Traction power supply: substations	32,873,934	29,500,927	3,373,007	4,751,819
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	22,444,552
50.05	Communications	59,889,234	53,691,339	6,197,895	17,708,011
50.06	Fare collection system and equipment	10,221,753	9,159,277	1,062,476	(1,131,901)
50.07	Central Control	4,033,031	3,614,007	419,024	0
	Construction Subtotal (10 - 50)	3,232,248,152	2,830,498,808	401,749,344	1,102,200,219
60	ROW, LAND, EXISTING IMPROVEMENTS	222,188,386	197,397,947	24,790,439	115,890,114
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	103,194,962
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	12,695,152
70	VEHICLES	208,501,186	186,829,020	21,672,166	39,678,906
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	31,151,288
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	8,527,618
70.07	Spare parts	6,428,954	5,760,712	668,242	0
80	PROFESSIONAL SERVICES	1,183,826,026	1,090,438,814	93,387,212	817,288,877
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	103,784,827
80.02	Final Design	257,934,908	228,321,632	29,613,276	171,249,680
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	328,991,861
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	91,480,776
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	28,543,680
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	22,622,295
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	34,249,111
80.08	Start up	73,560,706	65,996,664	7,564,042	36,366,647
90	Subtotal (10 - 80)	4,846,763,750	4,305,164,589	541,599,161	2,075,058,116
	UNALLOCATED CONTINGENCY	101,871,170	0	101,871,170	0
100	Subtotal (10 - 90)	4,948,634,920	4,305,164,589	643,470,331	2,075,058,116
	FINANCE CHARGES	173,058,242			0
	Total Project Cost (10 - 100)	5,121,693,162	4,305,164,589	643,470,331	2,075,058,116
	Provisional Request for Payment				15,484,305
	Total Project Cost (10 - 100)	5,121,693,162	4,305,164,589	643,470,331	2,090,542,421

2.4.1 Contingency

HART's EAC was reviewed and the contingency was evaluated as part of the 2016 Risk Refresh Workshop. The PMOC has noted that there were significant adjustments incorporated into the EAC for the Risk Refresh Workshop.

HART forecasts indicated an increase to project costs and extension of the overall completion date for the project:

- (EAC) is \$7.967 billion and includes \$736 million in contingency and \$393 million in finance costs.
- Contingency amount represents approximately 15% of the remaining work to be completed.
- Revenue Service Date (RSD) is December 2024 and includes approximately 8 months of schedule contingency.

Once the budget is re-baselined, HART must then update the contingency drawdown curve for inclusion in the Risk and Contingency Management Plan and Monthly Reports.

2.4.2 Funding Sources

The following are the project capital revenue (funding) sources:

Source	Amount
General Excise Tax (GET)	\$3.358 billion
Section 5309	\$1.550 billion
Section 5307	\$0.210 billion
American Recovery and Reinvestment Act (ARRA)	\$0.004 billion
Total	\$5.122 billion

Following is the status of HART's GET receipts:

- HART has received approximately \$1.698 billion in GET funds since 2007.
- HART has received approximately \$1.320 billion in GET funds since Preliminary Engineering, which began in October 2009.

The Hawaii State Legislature passed House Bill 134, which would extend the City and County of Honolulu's current 0.5% surcharge on the state's General Excise Tax (GET) for the rail transit project for an additional five years through 2027. The Governor signed the bill on July 14, 2015. On January 27, 2016, the City Council approved Bill 23 to extend collection of the GET to December 2027.

Initial estimates indicated that the GET extension could generate approximately \$1.8 billion in revenue at a 5 percent growth rate. However, more current (and conservative) forecasts indicate that the additional revenue will be closer to \$1.5 billion. This increase in revenue will not be sufficient to complete the Project and is in addition to what was included in the FFGA.

2.5 Project Schedule

HART's current project schedule indicates the following:

- The target for the Interim Opening is December 2019.
- The target for construction completion is April 2024.
- The target for full revenue service is December 2024, including 8 months of contingency.
- HART is undergoing a refinement of its Master Program Schedule (MPS) and intends to have the revised MPS available in June 2016.

The following is a look ahead for important activities associated with the Project:

Period: July 2016 – September 2016		
Activity	Responsibility	Date
Monthly Progress Meeting	FTA, HART and PMOC	July 13, 2016
Monthly Progress Meeting	FTA, HART and PMOC	August 10, 2016
Monthly Progress Meeting	FTA, HART and PMOC	September 14, 2016
Quarterly Meeting	FTA, HART and PMOC	TBD

2.6 Quality Assurance/Quality Control (QA/QC)

- HART and AHJV have planned a Quality Audit of the LRV production facility in Pittsburg, CA in late June 2016.
- WOFH Span 258 – Some strands of the Tendon T1L failed after post-tensioning. KIWC prepared a Remediation Plan to replace the failed tendon and completed the replacement on April 14, 2016. Span 258 was subsequently lowered to its correct position.
- WOFH Span 249 – Some strands of Tendon T3 failed after post-tensioning. The defective tendon was removed on April 21, 2016. The tendon replacement will occur when the special stressing Jacking system arrives at the site.
- KIWC will perform a postmortem of the Tendons T1L and T3 to determine the root cause of the failure and the corrective action to prevent recurrence on KHG.
- Drilled Shafts – There are four (4) Open NCRs related to the CSL Reports. There were few CSL issues encountered recently indicating the construction process has improved. The CSL anomalies on the four NCRs open were found to be 15 feet from the top due to deeper shafts, therefore correction/fixing will be more challenging.

2.7 Safety and Security

- HART provided an update on safety certification activities that are related to the MSF facilities, MSF CSC rail activation, and the WOFH Guideway.
- HART is progressing on Design Conformance but is lagging on Construction Conformance since it is still finalizing construction checklists. MSF Construction Conformance Checklist is at approximately 54% and HART anticipates receiving the remaining construction conformance items in the next couple of months since substantial completion of the civil portion has been issued to KKJV.
- HART Safety and Security in conjunction with the HART CSC Deputy Director will be providing a detailed schedule that includes items from the Operational Readiness Checklist that will be updated on a monthly basis. HDOT SOA activities will also be

included in the detailed schedule.

- Partial certification will be issued by HART Safety and Security to list any open items and restrictions since the MSF is not fully operational yet. Interim certification will be issued for the MSF after MSF CSC activities are completed by September 2016.
- AHJV CSC Safety Certification Manager permanent replacement will not be onsite full time until fall 2016.

2.8 Project Risk

The PMOC has discussed the project cost on a monthly basis with HART in an effort to ensure cost issues are proactively addressed. HART has recently implemented Cost Containment and Cost Reduction measures in an effort to mitigate the cost increase. These efforts include:

- Significant revision of HART's contract packaging strategy
- Development of a detailed cost reduction matrix that focuses on the remaining construction contracts (Value Engineering)
- Review of interface milestones to help relieve schedule compression where possible
- Review of various options related to financing of the project
- Identification of items that could be considered Operations & Maintenance costs
- Development of a HART Decision Milestone Matrix.

A Risk Refresh Workshop was held on March 30, 2016. The PMOC reviewed any Project changes that may affect and impact the management capacity and capability of the grantee. The review also focused on the Project's FFGA scope, schedule, cost estimate, and risk and contingency management. The FINAL Risk Refresh Report was transmitted HART in June 2016.

HART is developing a robust risk management program with support from their Program Management Consultant. They are using a bottoms up risk modeling approach.

- HART has held numerous internal risk workshops to refine risk register, develop cost and schedule ranges, and identify risks responses.
- Focus was primarily on construction contracts. The PMOC noted that HART must still focus on soft costs and ancillary contracts since they can impact overall cost and schedule.
- When fully developed and if properly implemented, HART's risk program can be effective and beneficial to the project.
- HART Risk Manager must still update the RCMP, which would include development of cost and schedule drawdown curves.

2.9 Action Item Table

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending.
2	Updates resulting from Risk Refresh:					
2a	Update the Contract Packaging Plan	HART	Aug-14	Aug-16		Pending final update of budget and schedule
2b	Re-baseline Financial Plan	HART	Apr-14	Aug-16		Pending final update of budget and schedule
2c	Re-baseline budget	HART	Apr-14	TBD		In progress
2d	Re-baseline MPS	HART	Apr-14	TBD		In progress
2f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Aug-16		Pending final update of budget and schedule
5	HART to provide Operational Readiness Checklist/Hold Points for MSF Certification	HART	Jan-16	Apr-16	Jun-16	HART has developed detailed schedule with key activities.
10	Submit documentation to FTA for Post-ROD changes	HART	Mar-16	Apr-16	Jun-16	Ongoing activity; specific items will be tracked monthly
11	Provide updated organizational chart	HART	May-16	May-16	May-16	
12	Provide Triennial Review Closeout Letter	FTA	May-16	Jun-16	Jun-16	
13	Provide updated cash flow chart	HART	May-16	Jul-16	Jun-16	

3.0 APPENDICES

Appendix A: Acronym List

AHJV	▪ Ansaldo Honolulu Joint Venture
AIS	▪ Archeological Inventory Survey
APS	▪ Adjusted Project Schedule
ARRA	▪ American Recovery and Reinvestment Act
ASG	▪ Airport Station Group
ATC	▪ Alternative Technical Concept
AUG	▪ Airport Utilities Group
AVI	▪ Automatic Vehicle Indication
AVL	▪ Automatic Vehicle Location
BCE	▪ Base Cost Estimate
BFMP	▪ Bus Fleet Management Plan
CCUG	▪ City Center Utilities Group
CE&I	▪ Construction Engineering and Inspection
CMP	▪ Construction Management Plan
CPM	▪ Critical Path Method
CPP	▪ Contract Packaging Plan
CROE	▪ Construction Right of Entry
CSC	▪ Core Systems Contract
CSSO	▪ Chief Safety and Security Officer
DAGS	▪ Department of Accounting & General Services
DB	▪ Design-Build
DBB	▪ Design-Bid-Build
DBOM	▪ Design-Build-Operate-Maintain
DCCA	▪ Department of Commerce and Consumer Affairs
DHHL	▪ Department of Hawaiian Home Lands
DLIR	▪ Department of Labor and Industrial Relations
DLNR	▪ Department of Land and Natural Resources
DOE	▪ Department of Education
DOT	▪ Department of Transportation
EAC	▪ Estimate at Completion
EIS	▪ Environmental Impact Statement
FD	▪ Final Design
FEIS	▪ Final Environmental Impact Statement
FFGA	▪ Full Funding Grant Agreement
FHSG	▪ Farrington Highway Station Group
FHWA	▪ Federal Highway Administration
FTA	▪ Federal Transit Administration
FY	▪ Fiscal Year
GEC	▪ General Engineering Consultant
GET	▪ General Excise Tax
GSA	▪ General Services Administration
HART	▪ Honolulu Authority for Rapid Transportation
HCC	▪ Honolulu Community College
HCDA	▪ Hawaii Community Development Authority
HDOT	▪ Hawaii Department of Transportation
HECO	▪ Hawaiian Electric Company
IFB	▪ Invitation to Bid
ITP	▪ Inspection Test Plans
JU&O	▪ Joint Use & Occupancy
KHG	▪ Kamehameha Highway Guideway
KHSG	▪ Kamehameha Highway Stations Group

KIWC	▪ Kiewit Infrastructure West Company
KKJV	▪ Kiewit Kobayashi Joint Venture
LCC	▪ Leeward Community College
LEED	▪ Leadership in Energy and Environmental Design (LEED)
MMP	▪ Mitigation Monitoring Program
MOA	▪ Memorandum of Agreement
MOT	▪ Maintenance of Traffic
MOW	▪ Maintenance of Way
MPS	▪ Master Project Schedule
MSF	▪ Maintenance and Storage Facility
NCR	▪ Non-Compliance Report
NEPA	▪ National Environmental Policy Act
NTP	▪ Notice to Proceed
OCCC	▪ Oahu Community Correctional Center
OCIP	▪ Owner Controlled Insurance Program
OP	▪ Oversight Procedure
PA	▪ Programmatic Agreement
PE	▪ Preliminary Engineering
PM	▪ Project Manager
PMC	▪ Project Management Consultant
PMOC	▪ Project Management Oversight Contractor
PMP	▪ Project Management Plan
PSG	▪ Platform Screen Gate
PW	▪ Project-wide
QA	▪ Quality Assurance
QAM	▪ Quality Assurance Manager
QAP	▪ Quality Assurance Plan
QMP	▪ Quality Management Plan
RAMP	▪ Real Estate Acquisition and Management Plan
RCMP	▪ Risk and Contingency Management Plan
RFMP	▪ Rail Fleet Management Plan
RFB	▪ Request for Bids
RFP	▪ Request for Proposals
RFQ	▪ Request for Qualifications
ROD	▪ Record of Decision
ROE	▪ Right of Entry
ROW	▪ Right of Way
RSD	▪ Revenue Service Date
SCC	▪ Standard Cost Category
SHPD	▪ State Historic Preservation Division
SOA	▪ State Oversight Agency
SS	▪ Safety and Security
SSCM	▪ Safety and Security Certification Manager
SSCP	▪ Safety and Security Certification Plan
SSMP	▪ Safety and Security Management Plan
SSPP	▪ System Safety Program Plan
SSSPS	▪ System Safety and Security Program Standards
TCC	▪ Technical Capacity and Capability
UH	▪ University of Hawaii
UPS	▪ Uninterruptible Power Supply
VE	▪ Value Engineering
WOFH	▪ West Oahu/Farrington Highway
WOSG	▪ West Oahu Stations Group
WSSG	▪ Westside Stations Group
YOE	▪ Year of Expenditure

Appendix B: Contract Status

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	Award Date	Contract Compl. Date	Target Compl.	Notes
MM-901	Program Management Support Consultant (PMSC-2)	HDR/InfraConsult LLC	\$33,376,897	\$18,444,023	55%	\$51,820,920	\$41,176,027	79%	Mar-12	Mar-17	-	Re-compete is ongoing
MM-913	General Engineering Consultant (GEC III)	CH2M Hill	\$46,143,277	\$268,451	1%	\$46,411,728	\$27,606,535	59%	Dec-13	Apr-19	-	
MM-290	Construction Engineering and Inspection (West)	PGH Wong Engineering, Inc.	\$54,232,480	\$0	0%	\$54,232,480	\$25,097,107	46%	Jan-14	Jan-20	-	
MM-596	Construction Engineering and Inspection II (East)	Stantec Consulting Services Inc.	\$55,036,130	\$0	0%	\$55,036,130	3,523,705.00	6%	Sep-15	Dec-19	-	
MM-962	Core System Contract Oversight Consultant	Lea + Elliott, Inc.	\$43,988,989	\$0	0%	\$43,988,989	\$15,328,182	35%	Feb-14	Sep-19	-	
FD-140	West Oahu Station Group Construction FD	URS, Inc.	\$7,789,000	\$2,270,103	29%	\$10,059,103	\$9,199,096	91%	Jun-12	Dec-16	-	
FD-240	Farrington Highway Station Group FD	HDR, Inc. / URS	\$9,300,696	\$4,981,349	54%	\$14,282,045	\$12,577,157	88%	Jan-11	Dec-16	-	
FD-340	Kamehameha Highway Station Group Construction FD	Anil Verma, Inc.	\$8,702,592	\$1,257,636	14%	\$9,960,228	\$9,305,132	93%	Nov-12	Dec-16	-	
FD-430	Airport Section Guideway and Utilities FD	AECOM	\$38,840,960	\$4,293,512	11%	\$43,134,472	\$41,526,542	96%	Dec-11	Jun-17	-	
FD-440	Airport Station Group Construction FD	AECOM	\$10,177,365	\$1,396,487	14%	\$11,573,852	\$9,983,402	86%	Nov-12	Jul-17	-	Combined with Airport Stations into DB Contract.
FD-530	City Center Section Guideway and Utilities FD	AECOM	\$43,948,220	\$3,149,342	7%	\$47,097,562	\$42,809,894	91%	Jul-12	May-18	-	Combined with Dillingham and Kaka'ako Stations into DB Contract.
FD-550	Dillingham and Kaka'ako Station Group Construction FD	Perkins & Will	\$18,321,918	\$986,124	5%	\$19,308,042	\$15,732,737	81%	Jun-13	Jul-18	-	

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	Award Date	Contract Compl. Date	Target Compl.	Notes
DB-120	West Oahu/Farrington Highway DB	KIWC	\$482,924,000	\$164,897,879	34%	\$647,821,879	\$560,978,560	87%	Nov-09	Jul-16	May-17	Approximately 10 months behind schedule. HART and KIWC working to mitigate impacts. Contractor schedule has been continuously rejected, but HART has not taken action.
DB-200	Maintenance and Storage Facility DB	Kiewit/Kobayashi JV	\$195,258,000	\$79,592,776	41%	\$274,850,776	\$271,532,758	99%	Jun-11	May-16	Jul-16	
DB-320	Kamehameha Highway Guideway DB	KIWC	\$372,150,000	\$17,322,586	5%	\$389,472,586	\$239,707,374	62%	Jun-11	Sep-16	Sep-17	Approximately 12 months behind schedule. HART and KIWC working to mitigate impacts. Contractor schedule has been continuously rejected, but HART has not taken action.
DBOM-920	Core Systems Contract	Ansaldo/Honolulu JV	\$573,782,793	\$26,060,894	5%	\$599,843,687	\$192,496,847	32%	Nov-11	Jan-21	Jan-22	Schedule must be revised to reflect Construction Access Milestone dates. HART is deferring revision of milestone dates until they have better information on the other contracts. Anticipated AHJV will submit a change request for extended overhead and escalation.
MI-930	Elevators and Escalators Install & Maintain	Schindler Elevator Corporation	\$50,982,714	\$1,016,321	2%	\$51,999,035	\$5,868,106	11%	Aug-13	Jun-18	Jun-18	Schedule may be delayed due to revised Construction Access Milestone dates.
DBB-505	Airport Section Utilities Construction	Nan, Inc.	\$27,993,290	\$29,663	0%	\$28,022,953	\$10,580,738	38%	Jul-14	Jul-16	Sep-16	Approximately seven months behind schedule due to issues with Navy ROE.
DBB-525	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	\$3,973,000	\$54,843	1%	\$4,027,843	\$4,027,843	100%	Sep-14	Feb-15	-	Closeout is ongoing.
DBB-171	West Oahu Station Group Construction	Nan, Inc.	\$56,088,470	\$0	0%	\$56,088,470	\$0	0%	Oct-15	Mar-18	Mar-18	
DBB-271	Farrington Highway Station Group Construction	Hawaiian Dredging	\$78,999,000	\$0	0%	\$78,999,000	\$0	0%	Aug-15	Sep-17	Sep-17	
DBB-371	Kamehameha Highway Stations Group Construction	Nan, Inc.	\$115,805,845	\$0	0%	\$115,805,845	\$0	0%	Apr-16	Apr-16	Nov-18	

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	Award Date	Contract Compl. Date	Target Compl.	Notes
DBB-385	Ramp H2R2	Royal Contracting	\$5,203,646	\$0	0%	\$5,203,646	\$732,850	14%	May-15	May-16	Mar-17	Delayed start of construction due to additional HDOT required soil remediation and submittal of required documentation.

Appendix C: PMOC Team

Name	Position	Background
Tim Mantych, PE	Program Manager	Overall responsibility for the Jacobs PMO program. He has spent 16 years in key management roles on the PMO program, including Program Manager and Task Order Manager, effectively managing oversight services for major capital projects in Regions V and IX.
Bill Tsiforas	Task Order Manager	Responsible for oversight of this task order. He has over 25 years of experience and has served as Task Order Manager and as a systems integration manager in the PMO Program since 2008. His project management experience covers a wide range of transit projects including BRT, monorail, streetcar, light rail, and heavy rail systems. In rail projects and other transportation modes, he has experience in management of project planning, engineering, and architecture service contract, engineering design, and construction management.
Keith Konradi, PE	Civil Engineer	Has extensive over 40 years of experience as a civil engineer and trackwork expert who can provide informed reviews of all issues regarding the design and construction of civil, railroad, and transit. He has specialized in railroad and transit projects, designing new alignments, realignments, profiles, yard, and maintenance facility layouts, connections, and interlockings.
Charles Neathery	Construction Management Manager	Responsible for oversight of construction management activities and project scheduling. He has served on the PMO Program since 1995 in various key positions: Deputy Program Manager, Task Order Manager, Construction Manager, Risk Manager, and Technical Specialist. His heavy civil construction background as a construction contractor Project Manager and as Program and Controls Director combines experience on both sides of the industry as a builder and a manager.
Tim Morris	Cost Estimating Manager	Responsible for oversight of cost estimating and cost control. He brings 34 years of experience in cost estimating. His background includes: construction and project management of heavy civil projects; cost estimating; field engineering; scheduling; project controls; change order negotiations; and procurement.
Brian Carpenter	Project Scheduling Manager	Responsible for oversight of project scheduling. Has over 25 years of experience project controls including schedule development and management. Well versed with following: Primavera Project Planner (P3), Primavera 7.0, Suretrak, M.S. Project, Schedule Analyzer, Claim Digger, Private Investigator, and PertMaster (Monte Carlo Risk Analyzer), as well as document management tools: Prolog, ProjectWise, and Contract Manager (Expedition).
Dorothy Schulz, PhD	Systems Safety Manager	Responsible for oversight of safety and security activities. She has been Director of Transit Security Practice at Interactive Elements for more than 20 years. She performs safety and security studies and oversights for various agencies. She also performs FTA State Oversight Agency (SOA) audits as well as Safety and Security Readiness Reviews (SSRRs). Dr. Schulz has written and/or reviewed numerous TVAs, PHAs, SSPPs, and SSPs; all require comprehensive understanding of the 882C Standard.
Arun Virginkar	Rail Equipment Engineer	Responsible for oversight of rail vehicle engineering and Buy America compliance. He has been involved with the PMOC Program since 1994. He has experience in contract management, vehicle and systems equipment engineering, operations and maintenance planning, system integration and testing, safety certification plans, and quality and system assurance. He also has specialized experience in Buy America Pre-Award and Post-Delivery audits of car builders.
Bob Merryman	Real Estate Manager	Responsible for oversight of real estate activities on the project. He has 35 years of practical experience in the implementation of the Uniform Act in federally funded projects. In addition, he has written three text books used by FHWA, as well as the one additional course text used by the FTA discussing the implementation of the Uniform Act. He also served as lead investigator on the business retrospective study for the Federal Highway Administration. The information gleaned from this investigation was to develop the most recent revisions to 49 CFR Part 24.

David Sillars, PhD	Risk Assessment Manager	Responsible for oversight of the risk management activities for the project. He has over 35 years of experience in risk and management consulting and transportation research. He assisted FTA with editing and developing the updated MAP-21 Risk and Contingency Management Oversight Procedure (OP 40) and updated FTA risk workbook. He has co-developed and delivered the New Starts risk management training program for the National Transit Institute on behalf of the FTA.
David Nelson	Transit Operations Manager	Responsible for oversight of the transit operations planning for the project Has more than 30 years of experience with in-depth, working knowledge of North American public transportation agencies. Was previously assistant director and project manager of planning and manager of transit applications for the Massachusetts Bay Transportation Authority and the manager of planning and administration for the Boston & Maine Railroad.

Appendix D: Project Overview and Map

Date: June 2016
Project Name: Honolulu Rail Transit Project
Grantee: City and County of Honolulu
FTA Regional contact: Catherine Luu
FTA HQ contact: Kim Nguyen

SCOPE

Description	The proposed Project is an approximately 20-mile rail alignment extending from East Kapolei to Ala Moana Center.
Guideway	The majority of the Project is to be built on aerial structure, but the Project also includes a short at-grade section (0.6 miles).
Stations	21 stations (20 aerial and 1 at-grade)
Support Facility	Maintenance and Storage Facility (located near Leeward Community College)
Vehicles	80 light metro rail
Ridership	104,300 weekday boardings in 2019; 119,600 weekday boardings in 2030

SCHEDULE

10/09 Approval Entry to PE	03/19 Estimated RSD at Entry to PE
12/11 Approval Entry to FD	03/19 Estimated RSD at Entry to FD
06/12 Request for FFGA	03/19 Estimated RSD at Request for FFGA
12/12 FFGA	01/20 RSD at FFGA

COST

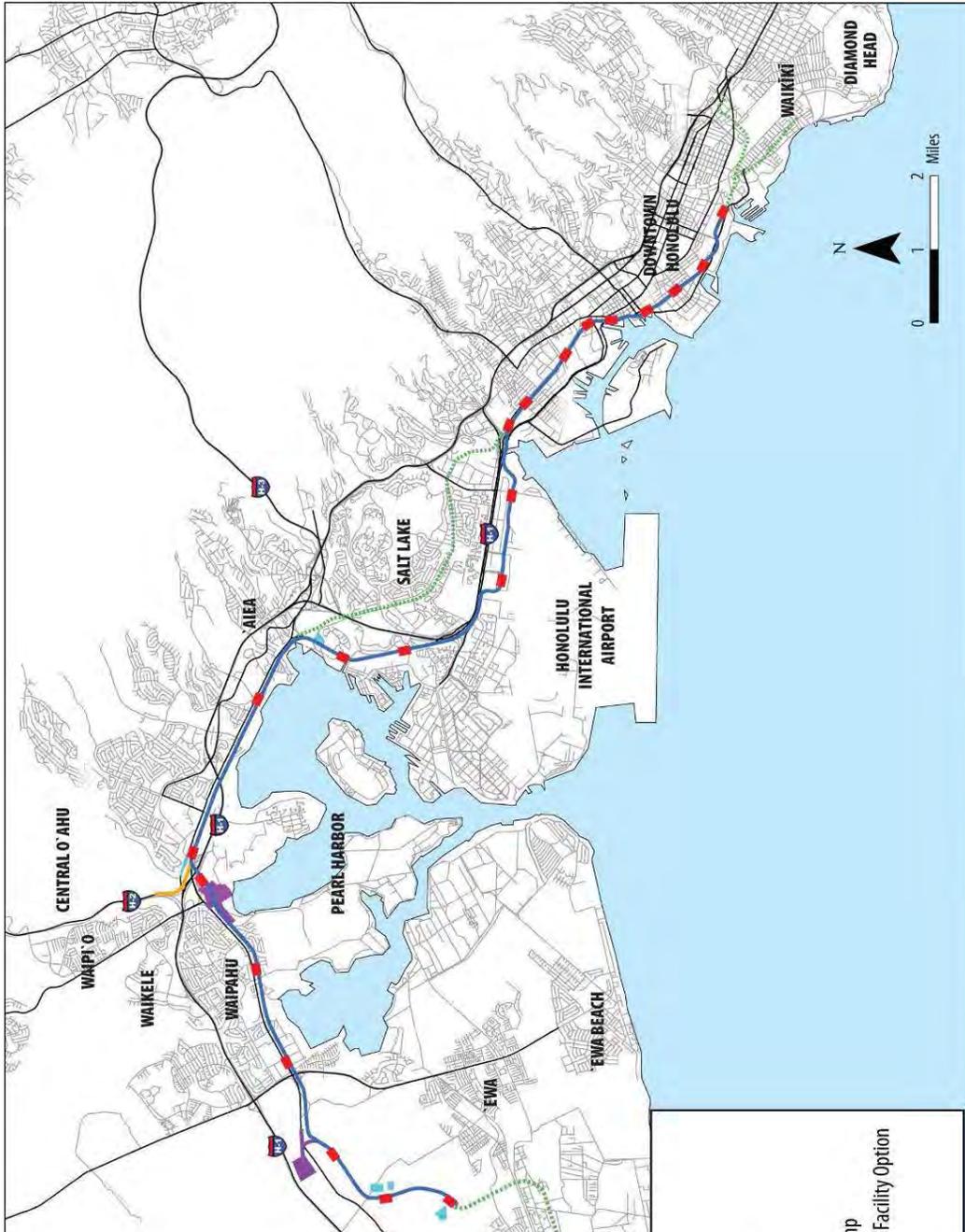
\$5.348 B Total Project Cost (\$YOE) at Approval Entry to PE
 \$5.126 B Total Project Cost (\$YOE) at Approval Entry to FD
 \$5.122 B Total Project Cost (\$YOE) at request for an FFGA
 \$5.122 B Total Project Cost (\$YOE) at FFGA

 \$2.091B Amount of Expenditures at date of this report
 47.2% complete (Total Project Expenditures/Total Project Cost)

Notes

- HART's reported percent complete does not reflect HART's current EAC. Actual percent complete using expended against current HART EAC is 26%.
- HART's current EAC and RSD as presented to HART Board on June 8, 2016:
 - Estimate-at-Completion (EAC) is \$7.967 billion and includes \$714 million in contingency and \$393 million in finance costs.
 - Revenue Service Date (RSD) is December 2024 and includes approximately 8 months of schedule contingency.

Honolulu Rail Transit Project Map



Appendix E: Safety and Security Checklist

Project Overview			
Project Name	Honolulu Rail Transit Project		
Project mode (Rail, Bus, BRT, Multimode)	Rail		
Project phase (Preliminary Engineering, Final Design, Construction, or Start-up)	FD		
Project Delivery Method (Design/Build, Design/Build/Operate Maintain, CMGC, etc.)	DB, DBB and DBOM		
Project Plans	Version	Review by FTA	Status
Safety and Security Management Plan	5	Y	Complete
Safety and Security Certification Plan	4	Y	Complete
System Safety Program Plan			Submittal date Mar-13
System Security Plan or Security and Emergency Preparedness Plan (SSEPP)		N	TBD
Construction Safety and Security Plan	3	Jun-11	Completed Oct 2015
Safety and Security Authority	Y/N		Status
Is the grantee subject to 49 CFR Part 659 state safety oversight requirements?	Y		
Has the state designated an oversight agency as per Part 659.9	Y		Executive Order 10-04 effective April 6, 2010
Has the oversight agency reviewed and approved the grantee's SSPP as per Part 659.17?	N		Submission/Approval in 2013
Has the oversight agency reviewed and approved the grantee's Security Plan or SEPP as per Part 659.21?	N		Submission/Approval in 2013
Did the oversight agency participate in the last Quarterly Program Review Meeting?	Y		April 16, 2014
Has the grantee submitted its safety certification plan to the oversight agency?	Y		SOA information
Has the grantee implemented security directives issues by the Department Homeland Security, Transportation Security Administration?	N		None issued to date
SSMP Monitoring			
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y		
Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y		
Does the grantee implement a process through which the Designated Function (DF) for Safety and DF for Security are integrated into the overall project management team? Please specify.	Y		
Does the grantee maintain a regularly scheduled report on the status of safety and security activities?	Y		Reported Monthly
Has the grantee established staffing requirements, procedures and authority for safety and security activities throughout all project phases?	Y		
Does the grantee update the safety and security responsibility matrix/organization chart as necessary?	Y		
Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	Y		
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y		

Does the grantee implement regularly scheduled meetings to track to resolution any identified hazards and/or vulnerabilities?	Y	
Does the grantee monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	
Does the grantee ensure the conduct of preliminary hazard and vulnerability analyses? Please specify analyses conducted.	Y	
Has the grantee ensured the development of safety design criteria?	Y	
Has the grantee ensured the development of security design criteria?	Y	
Has the grantee verified conformance with the safety and security requirements in the design?	N	Will be done during FD/Construction
Has the grantee identified conformance with safety and security requirements in equipment and materials procurement?	N	Will be done during FD/Construction
Has the grantee verified construction specification conformance?	N	Will be done during construction
Has the grantee identified safety and security critical tests to be performed prior to passenger operations?	N	Will be done during Rail Activation phase
Has the grantee verified conformance with safety and security requirements during testing, inspection and start up phases?	N	Will be done during Rail Activation phase
Does the grantee evaluate change orders, design waivers, or test variances for potential hazards and/or vulnerabilities?	N	Will be done during FD/Construction
Has the grantee ensured the performance of safety and security analyses for proposed work-arounds?	N	Will be done during Rail Activation phase
Has the grantee demonstrated through meetings or other methods, the integration of safety and security in the following: <ul style="list-style-type: none"> • Activation Plan and Procedures • Integrated Test Plan and Procedures • Operations and Maintenance Plan • Emergency Operations Plan 	N	Will be done during Rail Activation phase
Has the grantee issued final safety and security certification?	N	Will be done after completion of Rail Activation phase
Has the grantee issued the final safety and security verification report?	N	Will be done during Rail Activation phase
Construction Safety		
Does the grantee have a documented/implementation Contractor Safety Program with which it expects contractors to comply?	Y	CSP development is included in construction contracts
Does the grantee's contractor(s) have a documented company-wide safety and security program plan?	TBD	Is a requirement of CSSP
Does the grantee's contractor(s) have a site-specific safety and security program plan?	TBD	Is a requirement of CSSP
Provide the grantee's OSHA statistics compared to the national average for the same type of work?	TBD	None developed yet
If the comparison is not favorable, what actions are being taken by the grantee to improve its safety record?	TBD	None developed yet
Does the grantee conduct site audits of the contractor's performance versus required safety/security procedures?	Y	Audit required in CSSP

Federal Railroad Administration		
If the shared track: has the grantee submitted its waiver request application to FRA? (Please identify any specific regulations for which waivers are being requested)	NA	
If the shared corridor: has grantee specified specific measures to address shared corridor safety concerns?	NA	
Is the Collision Hazard Analysis underway?	NA	
Other FRA required Hazard Analysis – fencing, etc?	NA	
Does the project have Quiet Zones?	NA	
Does FRA attend Quarterly Review Meetings?	NA	

ATTACHMENT E

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update August 8, 2016

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

www.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Project Map

20 Miles – 21 Stations



Rail Operations Center (ROC)



Physical Construction Completion	99%
Contract Billed to Date	99%
Contract Billing Planned Per Schedule	99%

- *Substantial Completion was issued for July 2, 2016.*

West Oahu Farrington Highway (WOFH)

Construction Completion	99%
Contract Billed to Date	92%
Contract Billing Planned Per Schedule	97%

Contract Substantial Completion: November 2016

Projected Completion:

- Guideway structure, track and roadway civil – November 2016
- Traffic signal work & intersections – December 2016
- LCC Station at-grade section – May 2017



West Oahu Stations

Construction Completion	6%
Contract Billed to Date	0.01%
Contract Billing Planned Per Schedule	0%

- Contractor continues to assemble falsework for the platform girder formwork at Ho'opili station site
- Method shaft has been completed at UH West Oahu . Method shaft report will be submitted to HART for review and approval.
- Resolving outstanding issues regarding contractual requirements for the baseline schedule approval.
- Site access to UH West Oahu site provided to the Contractor on July 13, 2016. Site access to East Kapolei is being discussed, as guideway contractor has items be addressed.
- Construction coordination continues with interfacing contractors.



Farrington Highway Stations

Construction Completion	7%
Contract Billed to Date	1%
Contract Billing Planned Per Schedule	30%

- *Contractor Baseline Schedule approved; updates to reflect Current Schedule status are ongoing.*
- *West Loch - Waterline and sewer utility modifications are underway. Load Test Shaft successfully completed and test results have been submitted for acceptance. Drilled shafts began in July.*
- *Waipahu Transit Center - Value Engineering Cost Proposal (VECP) negotiations are ongoing for proposed foundation modifications.*
- *Leeward Community College – Access delayed due to preceding contract.*



Leeward Community College

Kamehameha Highway Guideway (KHG)

Physical Construction Completion 58.9%

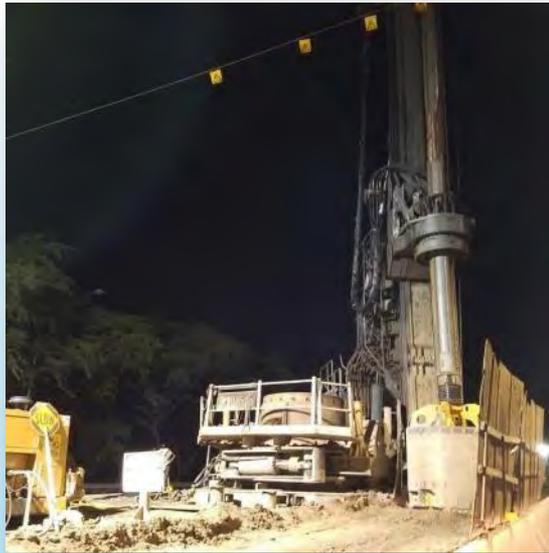
Contract Billed to Date 69.3%

Contract Billing Planned Per Schedule 98.9%

Contract Substantial Completion: September 2016

Projected Completion

- Guideway Structure and Track – April 2017
- Roadway Civil – September 2017



H2R2 Ramp



Construction Completion	40%
Contract Billed to Date	25%
Contract Billing Planned Per Schedule	99%

- 30 “ CMP jacketing review by HART (includes utility and pipe condition) completed. Tentative construction start August 8, 2016.
- Mass excavation, embankment operations and soils export work completed.
- Settlement gauges in place and being monitored-ongoing - tentative completion January 18, 2017.

Kamehameha Highway Stations Group (KHSKG)

Construction Completion	0%
Contract Billed to Date	0%
Contract Billing Planned Per Schedule	0%

- *Notice to Commence Administrative Work issued April 1, 2016. Coordination with interfacing contractors underway.*
- *Investigative/Pre-Construction Work at Pearl Highlands began in July 2016.*
- *Anticipated full construction start October 2016.*



Moving Forward: The Next 10 Miles

Airport Advanced Utilities

Physical Construction Complete 60%

Contract Billed to Date 55%

- *Projected Substantial Completion - September 2016*



Moving Forward: The Next 10 Miles

Airport Guideway and Stations

D/B Contract

- Award – July 2016
- Anticipated NTP – Oct/Nov 2016

City Center Guideway and Stations

D/B Contract

- Award and NTP – TBD



Traffic Update



Farrington Highway in Waipahu



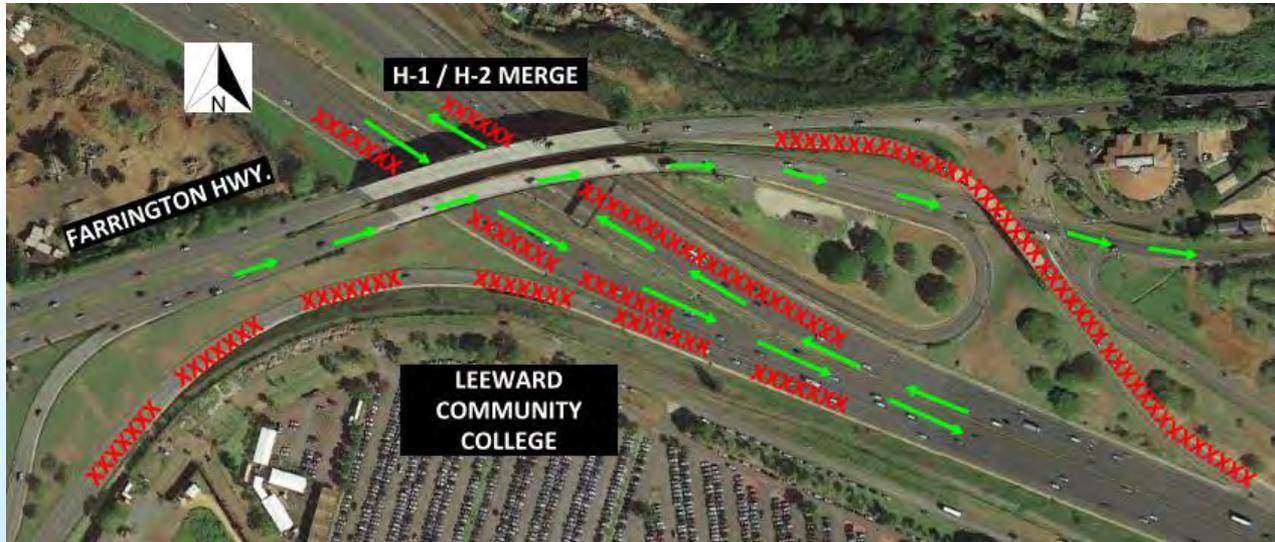
- Various daytime and nighttime closures between Leokane Street and Aniani Place for road restoration work

Farrington Highway in Waipahu



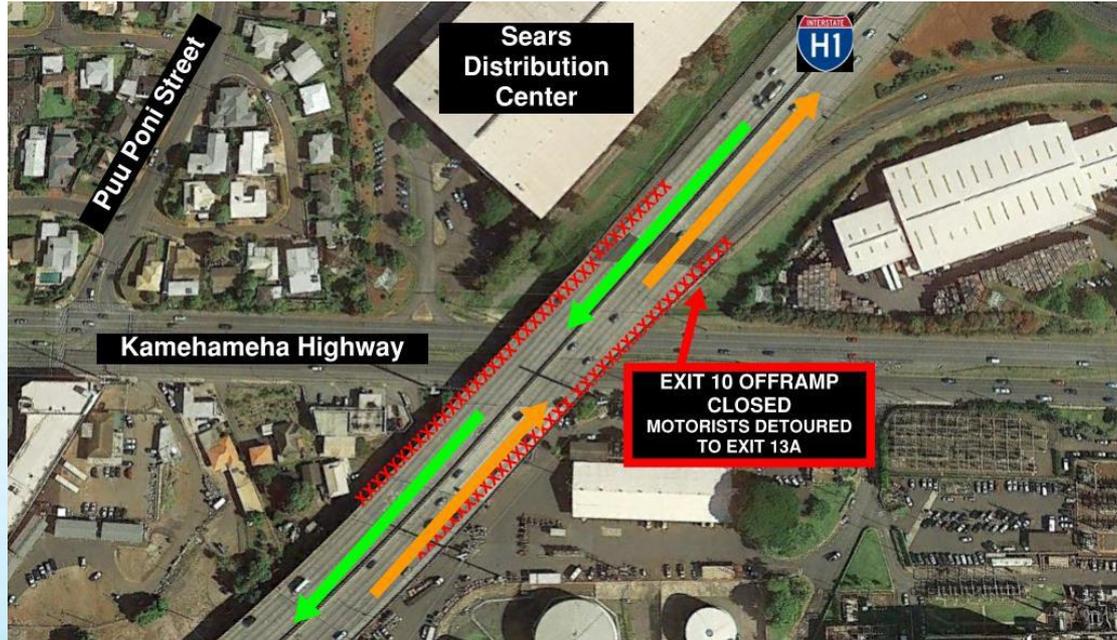
- Nightly westbound lanes closed between Mokuola and Waipahu Depot Streets for utility work

Farrington Highway in Waipahu



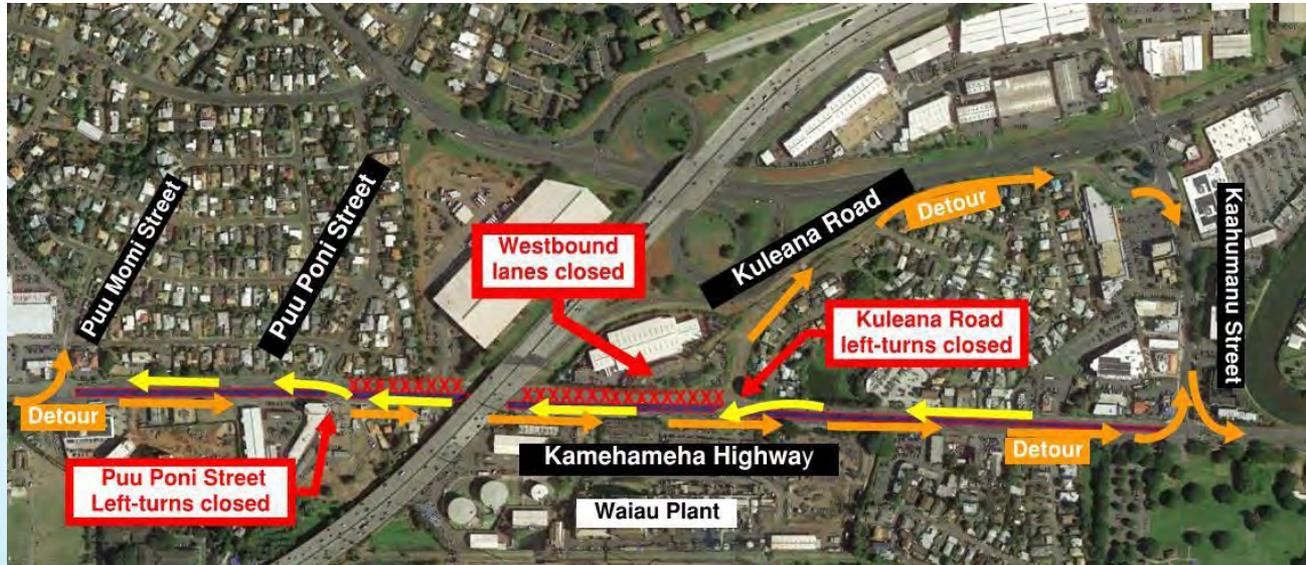
- Standard nightly closures at the H-1/H-2 merge

Kamehameha Highway in Pearl City



- Standard nightly closures on eastbound and westbound H1 in Pearl City

Kamehameha Highway in Pearl City



- Nightly westbound crossover between Kuleana Road and Puu Poni Street for balanced cantilever structure

Kamehameha Highway in Aiea



- Intersection closures at Kaahumanu Street for segment installation

Kamehameha Highway in Aiea



- Intersection closure at Honomanu Street for segment installation

Kamehameha Highway in Aiea



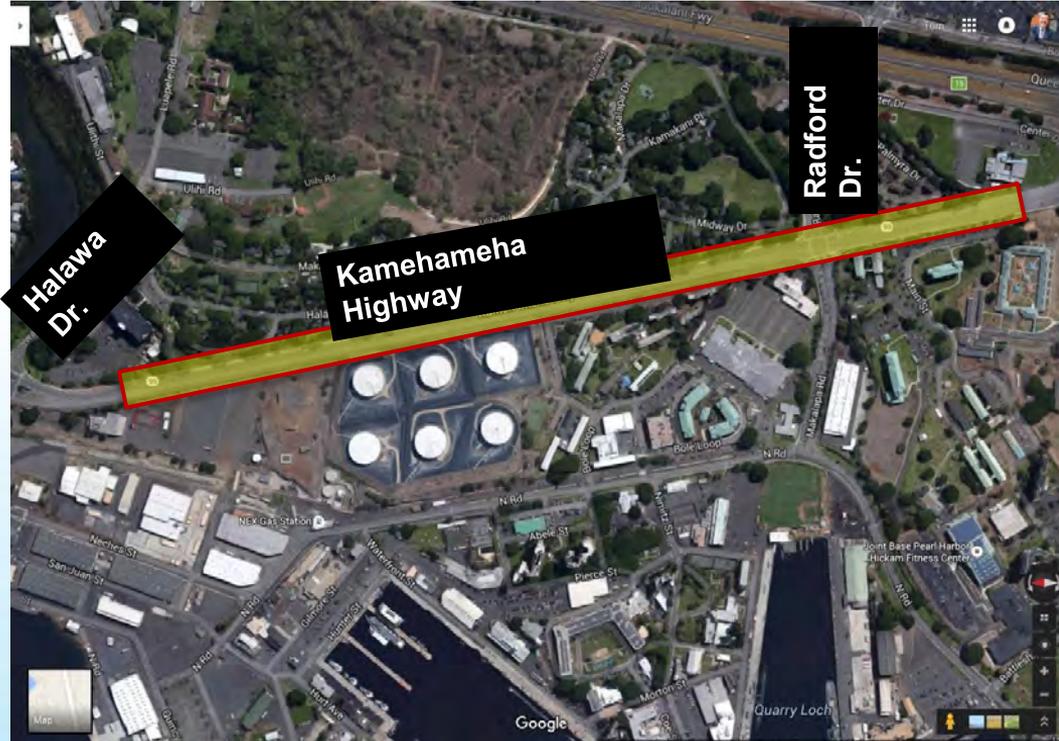
- 24/7 westbound contraflow near Moanalua Freeway for structures work

Kamehameha Highway in Salt Lake



- 24/7 intersection closure at Kohomua Street and nightly intersection closures at Salt Lake Boulevard for segment installation

Kamehameha Highway

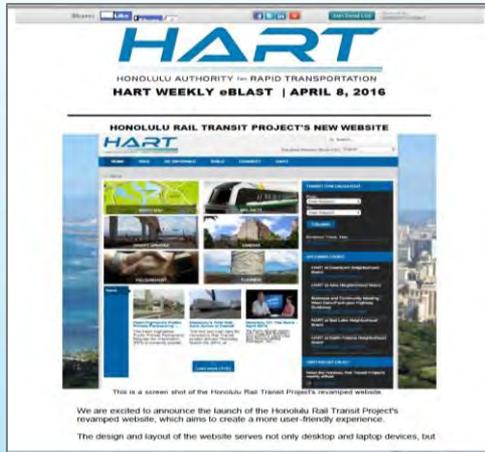


- Various daytime lane closures for utility relocation work

Stay Connected

- Monthly HART Facts Ad
- Public Access Television Program
- Weekly e-Blast
- Weekly Traffic Advisories
- Website and Social Media

HART HONOLULU AUTHORITY • RAPID TRANSPORTATION			
HART FACTS—MARCH 2016			
<p>HART CEO Dan Grabauskas answers community questions about rail transit.</p> <p>QUESTION: What is the status of the production of HART's rail vehicles?</p> <p>DAN GRABAUSKAS: Our first four rail cars are in final assembly at the Hitachi plant in Pittsburg, California and are scheduled to be delivered here in Honolulu during the last week of this month. Our 4-car trains will be air conditioned, and passengers will have free Wi-Fi access. Trains will run from 4 a.m. to midnight and will arrive at stations every 5 minutes during the morning and evening rush hours, and every 11 minutes during the rest of the day. Each train will be equipped with safety and security features, including closed circuit television cameras and call boxes. Passengers will be able to bring luggage, strollers, bicycles and surf boards aboard. The cars will undergo some initial testing at the Rail Operations Center in Waipahu.</p>			
PROJECT REVENUE STATUS As of February 1, 2016			
	Projections to Date*	Collected or Committed to Date	Percentage (of projections)
REVENUE SOURCE:	(in millions)	(in millions)	
Project Beginning Cash Balance (Dec. 2009)	\$ 288	\$ 288	100%
General Excise Tax (GET) Surcharge ¹	1,297	1,239	96%
Federal New Starts Funds	1,550	1,054	68%
Other Federal Transportation Funds	214	4	2%
Interest Income	2	9	—
TOTAL	\$5,555	\$2,626	49%
<p>1 - Projections to date from the June 2012 Financial Plan. 2 - Total GET Surcharge revenue collected since January 1, 2007, is \$1.59 billion (Includes \$378 million collected before December 2009).</p>			
PROJECT COST STATUS As of February 1, 2016			
	Current Budget*	Amount Committed*	Amount Expended*
	(in millions)	(in millions)	(in millions)
Guideway & Track Elements	\$3,139	\$ 530	\$ 292
Stations, Stops, Terminals, Intermodal	478	302	—
Support Facilities, Yards, Shops, Admin	115	115	92
Signwork & Signal Conditions	3,007	739	569
Systems	249	249	85
Vehicles	192	192	35
SUB-TOTAL¹	\$3,140	\$2,122	\$1,032
Right-of-Way (ROW), Land, Existing Improvements	\$ 196	\$ 194	\$ 168
Professional Services (e.g., Planning and Design)	1,123	1,044	787
Contingency	487	0	0
Finance Charges	25	0	0
SUB-TOTAL²	\$2,024	\$1,166	\$ 868
TOTAL³	\$5,164	\$3,282	\$1,921
<p>1 - Current Budget reflects the June 2012 Baseline Budget with modified Budget Transfers. 2 - Approved contract value. 3 - Portion of the work that has been paid. * All costs are assumed to be within the relevant subcategory, may not add up to the amounts shown.</p>			
DID YOU KNOW? HART has ordered a fleet of 80 rail cars.			



HART Rapid Response:

- 24-Hour Project Hotline number 808-566-2299
- Email Inquiries: info@HonoluluTransit.org
- Website Inquiries

Mahalo!



ATTACHMENT F

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Right-of-Way Status Update August 8, 2016

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

www.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Meeting our Goals

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

Status Summary

- **At Board's Direction**

- Before Middle Street Station

- ✓ Processing all transactions

- Beyond Middle Street Station

- ✓ No new eminent domain actions filed in court
 - ✓ Continue only with transactions that have been agreed to with landowner in writing and where landowner is amenable to proceeding

- **City Council Resolution 16-169**, urges HART to “suspend all eminent domain and other real property acquisitions” (*introduced but not taken up by Council*)

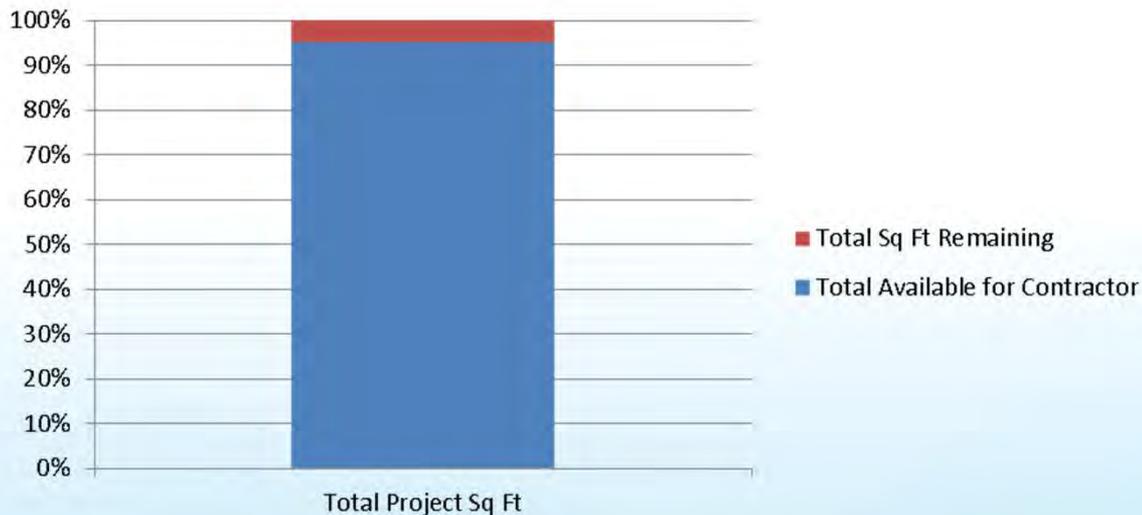
- **Eminent Domain**

- HART Board authorized 54 requests

- 7 eminent domain cases filed with court

Progress Site Access Available by Land Area

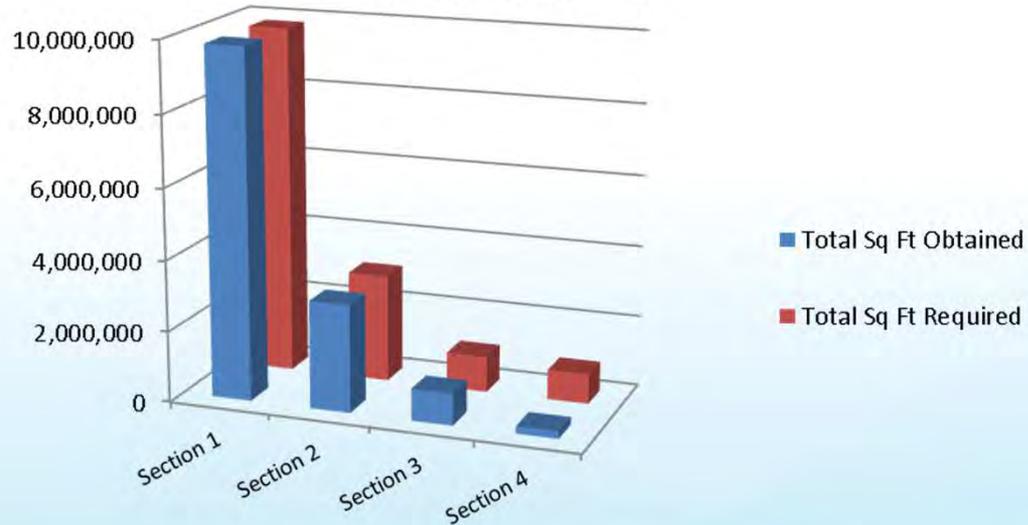
as of 7/6/2016



Total Project Sq. Ft.	Total Sq Ft Requirement	14,685,192
	Total Available for Contractor	13,976,512
	Total Sq Ft Remaining	708,680
	% Available for Contractor	95%
	Reported Last Month	95%

Progress Site Access Available to Contractors by Land Area by Section

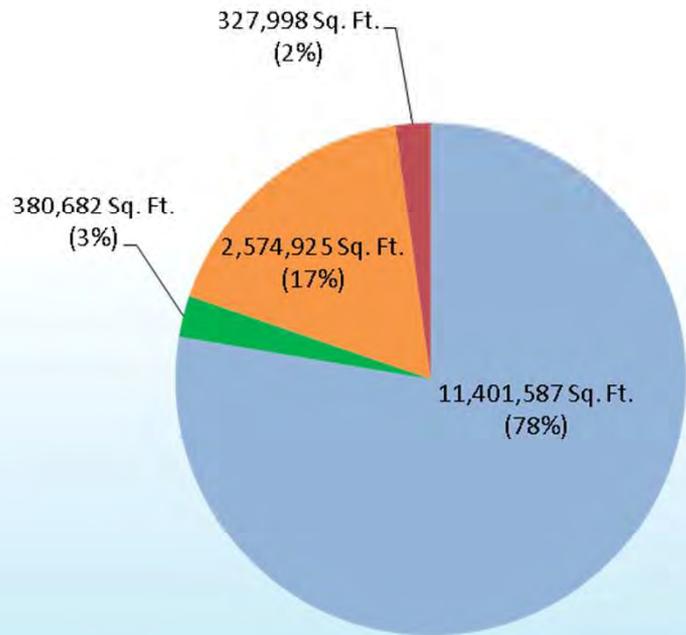
as of 7/6/2016



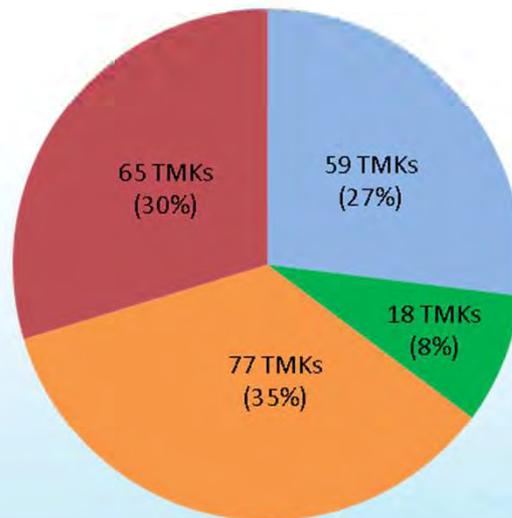
	Section 1	Section 2	Section 3	Section 4
Total Sq Ft Obtained	9,808,840	3,023,851	915,141	228,680
Total Sq Ft Required	9,808,840	3,027,319	1,007,392	841,641
% Progress	100.00%	99.89%	90.84%	27.17%

Parcel Site Access Status by Land Area and Parcels

as of 7/6/2016



Square Footage

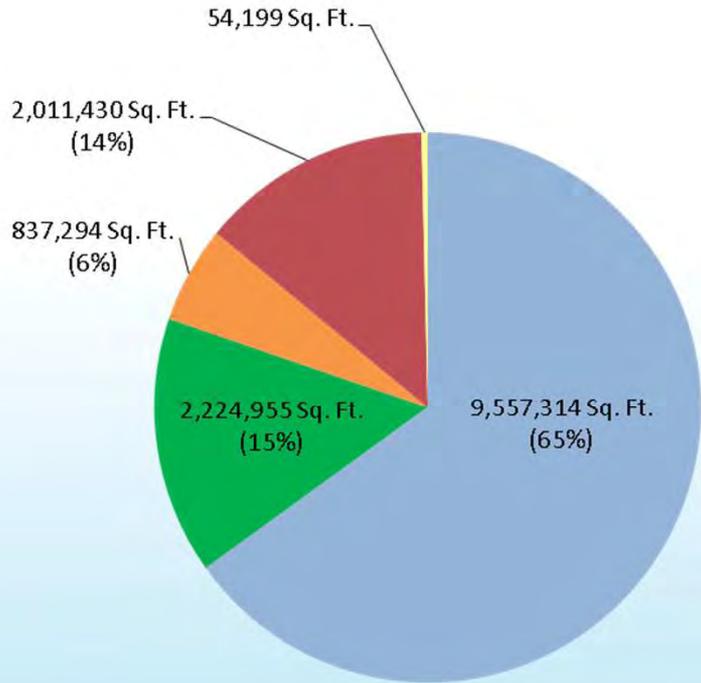


Tax Map Key

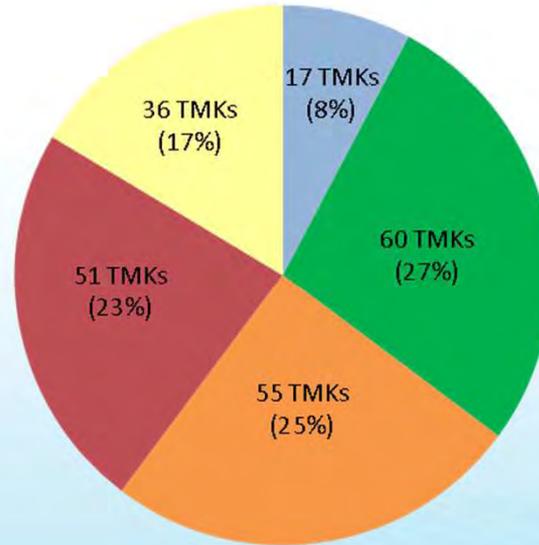
- Gov't Site Access Obtained
- Gov't Site Access not Obtained
- Private Site Access Obtained
- Private Site Access not Obtained

Acquisition Status by Land Area and Parcels

as of 7/6/2016



Square Footage



Tax Map Key

- Gov't Acquisitions Completed
- Gov't to be Acquired
- Private Acquisitions Completed
- Private to be Acquired
- In Escrow

City Center Guideway and Station (Section 4) Parcels on Hold

City Center Guideway and Station parcels on hold	39 Tax Map Keys
---	-----------------

*** At the direction of the HART Board in executive session at its regular June 16, 2016 HART board meeting, the Right-of-Way Section is temporarily suspending certain acquisition transactions beyond the planned Middle Street Station, including any new eminent domain actions and negotiations that have not resulted in a signed agreement amongst the parties.

Recent Accomplishments

- Acquisition for owner of 13 parcels - 12 in escrow and 1 escrow closed
- 5 Land Court Subdivisions Maps approved
- Civic Center Station site acquired
- Navy Pearl Harbor Station site acquired
- 2 HECO utility relocation right-of-entry executed
- 8 Possession and Use Agreement executed
- USPS appraisal completed

Right-of-Way Cost Estimate Update

as of 7/6/2016

	Baseline Budget	Expended	Remaining Budget Balance	Estimate to Completion	Forecast Variance
Acquisition	\$201.70	\$91.50	\$110.20	\$97.10	\$13.10
Relocation	\$20.50	\$14.20	\$6.30	\$12.30	(\$6.00)
Total (Million)	\$222.20	\$105.70	\$116.50	\$109.40	\$7.10

Notes:

- ❖ Administrative overhead costs aggregated with the Acquisition and Relocation numbers
- ❖ Estimate to completion based on offers, appraisals or assessed values

Right-of-Way Risks to Budget

- **Volatility of Real Estate Market, especially in the Kakaako - Ala Moana area**
- **Conversions from partial acquisition to full acquisition**
- **Unanticipated relocation costs for complex relocations, particularly unexpected full takes**
- **Uncertainty around project design and completion**

Private Property Acquisition Summary as of 7/6/2016

No	TMK	Take	Address	Recordation Date	Total Acquisition (\$)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Lp	7-Mar-14	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Lp	28-Mar-14	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Dr	21-Mar-14	3,042,274	3,930,328		888,055
4	1-1-016-015	Full	515 Lagoon Dr	3-Jun-13	5,651,508	5,067,659		1,516,151
5	1-1-016-016	Full	2613 Waiwai Lp	5-Jan-16	6,062,548	472,448	2	-5,890,100
6	1-2-003-016	Full	1819 Dillingham Blvd	21-Apr-14	1,106,416	1,741,689		635,273
7	1-2-003-017	Partial	1815 Dillingham Blvd	11-May-15	151,758	111,258		-40,500
8	1-2-003-018	Partial	1803 Dillingham Blvd	14-Aug-15	142,407	261,258		118,851
9	1-2-003-020	Partial	1727 Dillingham Blvd	7-Dec-15	220,540	364,465		143,925
10	1-2-003-082	Full	1825 Dillingham Blvd	31-Jul-14	984,299	1,596,625		612,326
11	1-2-003-101	Partial	1701 Dillingham Blvd	16-Nov-15	458,234	463,178		4,944
12	1-2-003-106	Partial	1811 Dillingham Blvd	28-Jun-16	107,420	260,629		153,209
13	1-2-009-001	Full	1901 Dillingham Blvd	16-Aug-12	2,805,135	2,814,000		8,865
14	1-2-009-005	Partial	1973 Dillingham Blvd	27-May-16	137,571	261,258		123,687
15	1-2-009-006	Partial	2009 Dillingham Blvd	27-May-16	137,572	261,258		123,686
16	1-2-009-016	Partial	1965 Dillingham Blvd	27-May-16	137,572	1,442,776	5	1,305,204
17	1-2-009-100	Full	1953 Dillingham Blvd	16-Dec-14	2,257,359	436,620	2	-1,820,739
18	1-2-009-101		Subdivided TMK 1-2-009-017 into 100 and 101					
19	1-2-009-018	Full	1927 Dillingham Blvd	18-Nov-14	804,686	261,258	2	-543,428
20	1-2-010-068	Full	1900 Dillingham Blvd	4-Dec-12	1,831,279	2,529,000		697,721
21	1-5-007-021	Full	545 Kaaahi St	11-Oct-14	2,285,004	2,819,500		534,496
22	1-5-007-023	Full	533 Kaaahi St	23-Apr-10	2,850,000	2,850,000	1	0
23	1-5-028-073	Partial	1617 Dillingham Blvd	13-Oct-15	258,439	179,373		-79,066
24	1-7-002-026	Full	902 Kekaulike St	1-Nov-12	5,219,351	4,927,000	2	-292,351
25	2-1-030-050	Easement	573 Halekuiwila St	25-Feb-16	46,930	0	4	-46,930
26	2-1-030-053	Partial	555 South St	7-Apr-16	3,715,787	3,166,007		-549,780
27	2-1-031-002	Easement	598 Halekuiwila St	18-Dec-15	102,406	179,517	3	77,111
28	2-3-004-048	Full	1156 Waimanu St	21-Mar-12	1,730,578	1,730,578		0
29	2-3-004-069	Full	1168 Waimanu St	10-Feb-12	2,660,398	2,668,317		-2,081
30	2-3-007-033	Full	1169 Kona St	13-Oct-14	5,825,106	10,102,669		4,277,563
31	2-3-007-036	Full	1174 Waimanu St	8-Oct-14	1,407,845	1,951,386		543,541
32	2-3-007-039	Full	1163 Kona St	1-Dec-15	3,010,960	2,644,402		-366,558
33	2-3-007-044	Full	1201 Kona St	3-Oct-14	1,357,540	1,751,700		394,160
34	2-3-007-054	Full	1246 Kona St	15-May-15	1,105,634	1,439,263		333,629
35	9-4-017-011	Full	94-818 Moloalo St	4-Aug-11	870,000	870,000	1	0
36	9-4-019-050	Full	94-819 Farrington Hwy	1-Aug-12	1,004,277	1,005,000		723
37	9-4-047-008	Partial	94-144 Farrington Hwy	13-Mar-15	898,742	743,278		-155,464
38	9-4-048-046	Full	94-119 Farrington Hwy	25-Jul-11	3,159,142	3,159,142	1	0
39	9-4-048-047	Full	94-136 Leonui St	25-Jul-11	2,749,142	2,749,142	1	0
40	9-6-003-012	Full	96-171 Kamehameha Hwy	29-Jun-11	287,030	287,030	1	0
41	9-6-003-013	Full	96-165/169 Kamehameha Hwy	7-Sep-11	455,588	455,588	1	0
42	9-6-003-014	Full	96-157 Kamehameha Hwy	27-Jun-11	1,216,787	1,216,787	1	0
43	9-6-003-015	Full	96-159 Kamehameha Hwy	10-Aug-11	53,304	53,304	1	0
44	9-6-003-016	Full	96-149A Kamehameha Hwy	10-Aug-11	22,304	22,304	1	0
45	9-6-003-017	Full	96-149 Kamehameha Hwy	15-Sep-11	559,914	559,914	1	0
46	9-6-003-018	Full	96-137 Kamehameha Hwy	25-Jan-12	1,017,915	1,017,915	1	0
47	9-6-004-002	Full	96-93 Kamehameha Hwy	5-May-11	790,000	790,000	1	0
48	9-6-004-017	Full	Kamehameha Hwy	29-Jun-11	90,000	90,000	1	0
49	9-6-004-023	Partial	Waihona St	4-Aug-15	24,476	157,965		133,489
50	9-7-022-021	Partial	905 Kamehameha Hwy	27-Jun-16	142,214	249,961		107,747
51	9-7-023-008	Partial	945 Kamehameha Hwy	28-May-15	300,000	151,344		-148,656
52	9-7-024-034	Easement	1000 Kamehameha Hwy	19-Jan-16	42,837	679,106	3	636,269
53	9-8-009-017	Full	98-077 Kamehameha Hwy	14-Jun-13	2,509,030	3,512,500		1,003,470
54	9-8-010-002	Full	98-080 Kamehameha Hwy	1-May-12	6,027,021	6,027,021	1	0
55	9-9-003-068	Full	99-140 Kohomua St	13-Sep-11	993,783	993,783	1	0
					87,570,295	94,288,922		6,718,627

Notes:

- 1 Baseline assumes zero variance (budget = actual) during FFGA approval process.
- 2 Cost exceeded budgeted amount due to conversion from partial to full acquisition. Bold print reflects most recent acquisition.
- 3 Partial to Easement acquisition.
- 4 Post Record of Decision (ROD) addition.
- 5 Budgeted for full acquisition, settlement resulted in a partial take.

Private Property Acquisition Cost (Full & Partial Take)

as of 7/6/2016



Mahalo!



Comparison

HART Board (June 16, 2016)

- Before Middle Street Station
 - Process all transactions
- Beyond Middle Street Station
 - No new eminent domain actions filed in court
 - Continue only with
 - ✓ Transactions that have been agreed to with landowner in writing; and Where landowner is amenable to proceeding
 - ✓ Any eminent domain matters already filed in court

Council Resolution 16-169

- Council Urges Board
 - Suspend all eminent domain
 - Suspend real property acquisitions
 - Suspend taking possession
- Council Will
 - Not approve any further real property acquisitions
 - Object to all proposed acquisitions
- Does not negate or reverse any prior condemnation authorizations

Challenges

- Some landowners want to complete transactions, and HART would do so, but need signed agreements
- Transactions take a long time to complete, especially complex transactions
- Stopping negotiations impedes maintaining relationships with landowners
- Recovery options may be limited
- Day-for-day delays when construction starts again
- Negotiations for 39 TMKs in City Center on hold