



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
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Donald G. Horner
VICE CHAIR

George I. Atta
Michael D. Formby
Ford N. Fuchigami
Colleen Hanabusa
William "Buzz" Hong
Damien T.K. Kim
Terrence M. Lee

Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street
Honolulu, Hawaii 96813
(meeting room entrance on Richards Street)
Thursday, July 30, 2015 10:00 am

Agenda

- I. Call to Order by Chair
- II. Public Testimony on All Agenda Items
- III. Approval of the Minutes of the June 25, 2015 Meeting of the Board of Directors
- IV. Swearing in of New Board Members
- V. Rail Car Update
- VI. HART Board Annual Report
- VII. Full Funding Grant Agreement Financial Plan and Budget Refresh
- VIII. Construction and Traffic Update
- IX. June Monthly Progress Report
- X. June Project Management Oversight Contractor Report
- XI. Process for Selection of Ninth Voting Board Member
- XII. Fare Policy Permitted Interaction Group Membership
- XIII. Right of Way Update
- XIV. Executive Session
Pursuant to Hawaii Revised Statutes Section 92-4 and Subsection 92-5(a)(4), the Board may enter into Executive Session to consult with its attorneys on questions and issues on a matter pertaining to the Board's powers, duties, privileges, immunities and liabilities.
- XV. Eminent Domain – Authorization of Acquisition
 - A. Resolution 2015-39 Authorizing the Acquisition of Easement Over, On, and Across the Real Property Identified as Tax Map Key 9-9-003-026 (Portion) by Eminent Domain
 - B. Resolution 2015-40 Authorizing the Acquisition of Easements Over, On, and Across the Real Property Identified as Tax Map Key 1-1-016-017 (Portion) by Eminent Domain
 - C. Resolution 2015-41 Authorizing the Acquisition of Easement Over, On, and Across the Real Property Identified as Tax Map Key 1-1-016-016 (Portion) by Eminent Domain

- D. Resolution 2015-42 Authorizing the Acquisition of Easement Over, On, and Across the Real Property Identified as Tax Map Key 1-1-016-012 (Portion) by Eminent Domain
- E. Resolution 2015-43 Authorizing the Acquisition of Easement Over, On, and Across the Real Property Identified as Tax Map Key 1-1-016-018 (Portion) by Eminent Domain
- XVI. Eminent Domain – Approving Notification to the City Council
 - A. Resolution 2015-47 Approving Notification to the City Council of Intention to Acquire Easements Over, On, and Across the Real Property Identified as Tax Map Key 1-1-016-009 (Portion) by Eminent Domain and Publication of a Resolution Authorizing Acquisition of Said Easements by Eminent Domain
 - B. Resolution No. 2015-48 Approving Notification to the City Council of Intention to Acquire Both a Fee Simple Interest and a Temporary Construction Easement (TCE) in the Real Property Identified as Tax Map Keys 1-2-009-011 and 1-2-009-098 (Portions) by Eminent Domain and Publication of a Resolution Authorizing Acquisition of Said Fee Simple Interest and TCE by Eminent Domain
 - C. Resolution 2015-49 Approving Notification to the City Council of Intention to Acquire Easements Over, On, and Across the Real Property Identified as Tax Map Key 1-5-007-016 (Portion) by Eminent Domain and Publication of a Resolution Authorizing Acquisition of Said Easements by Eminent Domain
 - D. Resolution 2015-50 Approving Notification to the City Council of Intention to Acquire a Fee Simple Interest in the Real Property Identified as Tax Map Key 2-1-014-006 (Portion) by Eminent Domain and Publication of a Resolution Authorizing Acquisition of Said Property by Eminent Domain
- XVII. Executive Director & CEO’s Report
- XVIII. Board Chair and Vice Chair Elections and Committee Leadership Designations
- XIX. Executive Session

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

Note: Persons wishing to testify on items listed on the agenda are requested to register by completing a speaker registration form at the meeting or online on the HART section of the www.honolulustransit.org website. Each speaker is limited to a **two-minute** presentation. Persons who have not registered to speak in advance should raise their hands at the time designated for public testimony and they will be given an opportunity to speak following oral testimonies of the registered speakers.

If you require special assistance, auxiliary aid and/or service to participate in this event (i.e. sign language interpreter; interpreter for language other than English, or wheelchair accessibility), please contact Cindy Matsushita at 768-6258 or email your request to cmatsushita@honolulu.gov at least three business days prior to the event.

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Construction and Traffic Update July 30th, 2015

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Project Map

20 Miles – 21 Stations



Rail Operations Center Design-Build



Physical Construction Completion 74%
Contract Billed to Date 75%
Contract Billing Planned Per Schedule 76%

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

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

Operations Services Building (OSB)



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Maintenance of Way (MOW) Building



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Wheel Truing Building (WTB)



Train Wash Facility (TWF)



Rail Operations Center Trackwork



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West Oahu Farrington HWY Guideway

Construction Completion 66%

Contract Billed to Date 64.4%

Contract Billing Planned Per Schedule 75.7%

- *WOFH construction currently tracking 4 months behind the planned Substantial Completion date.*

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



Balanced Cantilever Work



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KHG Design-Build



Physical Construction Completion	39%
Contract Billed to Date	35.7%
Contract Billing Planned Per Schedule	75.8%

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



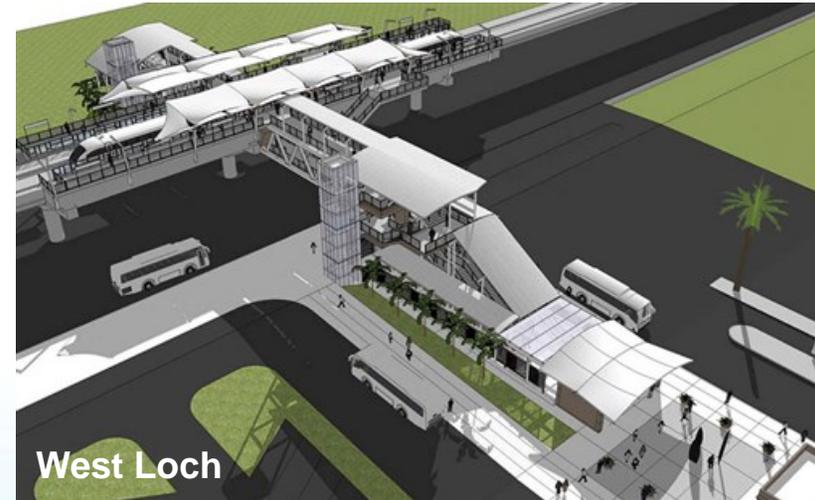
Farrington HWY Stations

Construction Completion 0%

Contract Billed to Date 0%

Contract Billing Planned Per Schedule 0%

- *Contract awarded to Hawaiian Dredging*
- *Kickoff Preconstruction Meeting held on 7/15/2015*
- *Notice to Proceed (NTP) forthcoming*



H2R2 Ramp

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

- *Contract awarded to Royal Contracting*
- *Kickoff and Preconstruction Meeting scheduled*
- *Notice to Proceed (NTP) Issued*



Pearl Highlands Station

West Oahu Stations

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

- *Contract awarded to Nan Inc.*
- *Kickoff Preconstruction Meeting to be scheduled*
- *Notice to Proceed (NTP) forthcoming*



Moving Forward: The Next 10 Miles



Backfilling cushion material over pipe in trench.



Ductline work on Kamehameha Hwy.

Airport Advanced Utilities

Physical Construction Completion 16.78%

Contract Billed to Date 8.82%

- Airport Section Utility Construction currently is tracking 6 months behind the planned Substantial Completion date due to Navy right-of-entry issues.



Site has been turned over to HDOT Airport.

Airport 7 Piers

Physical Construction Completion 100%

Contract Billed to Date 84.0%

- Airport 7-Piers Contract is currently being closed out.

Traffic Update



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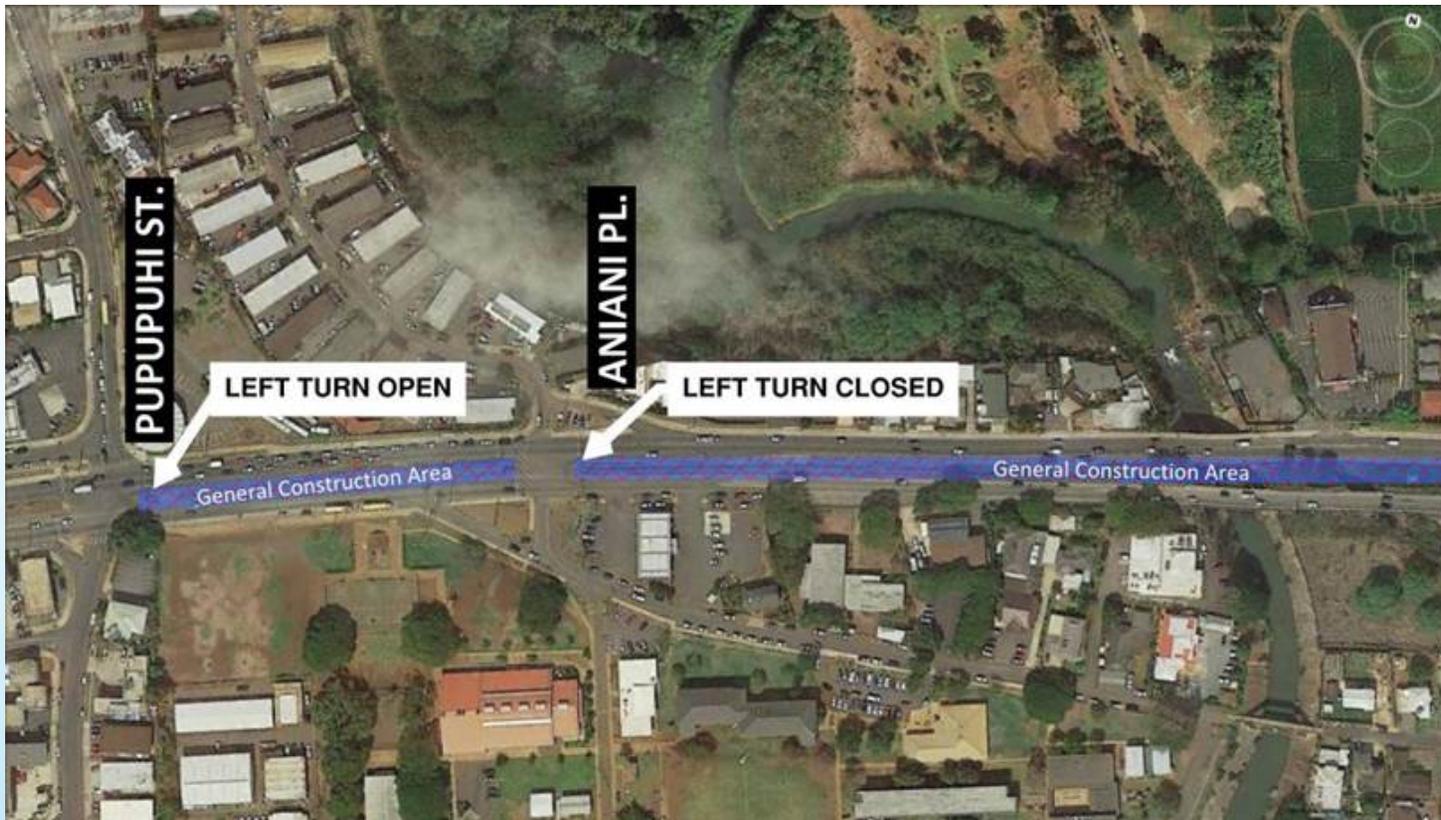
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Farrington Highway in Waipahu



Farrington Highway in Waipahu



Farrington Highway in Waipahu



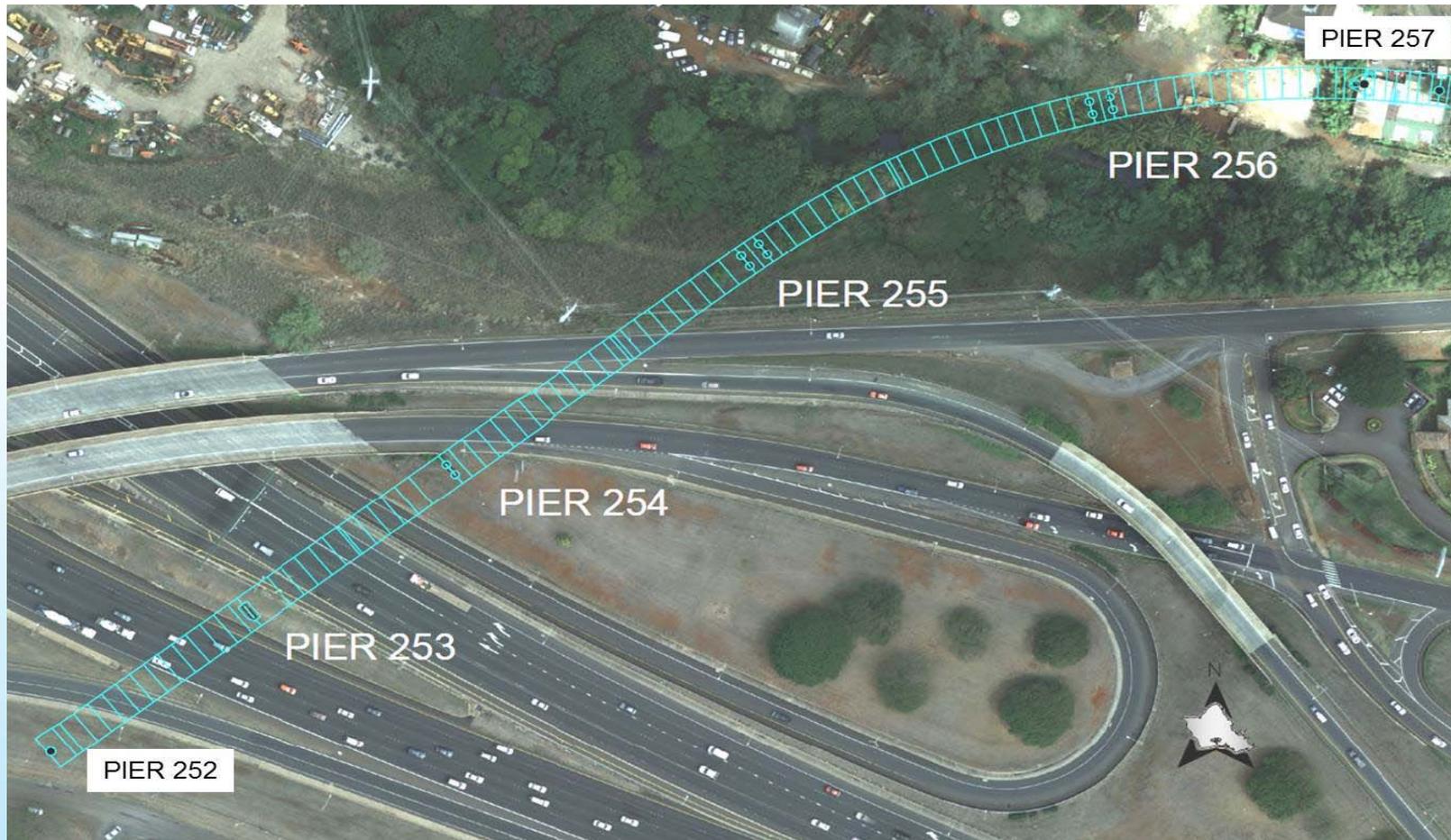
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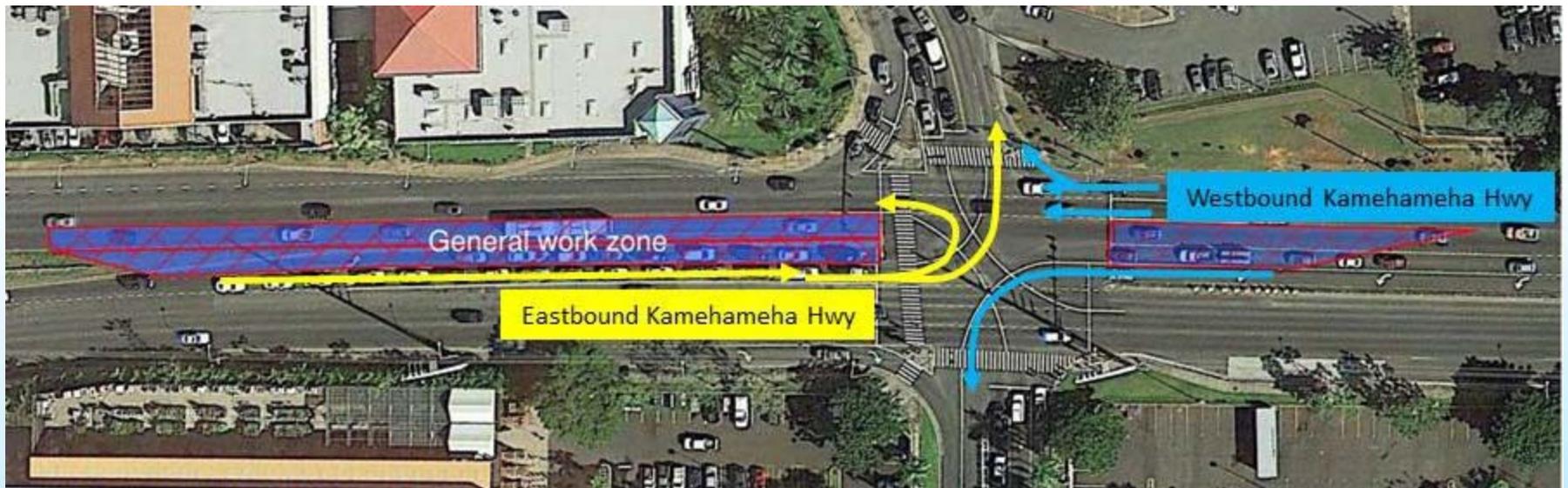
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Balanced Cantilever Work



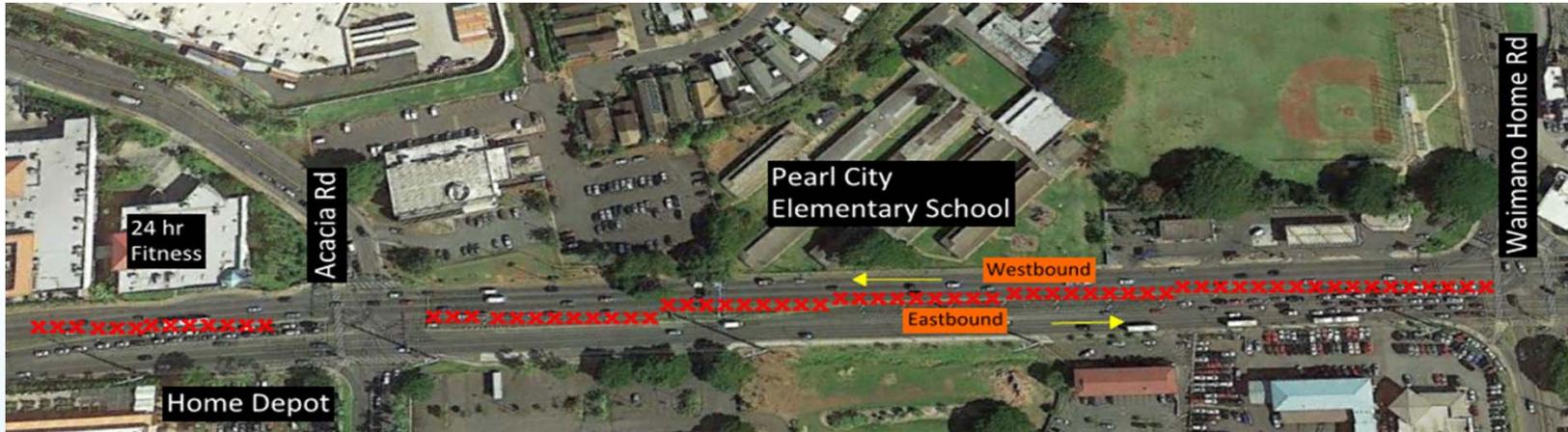
Kamehameha Highway in Pearl City



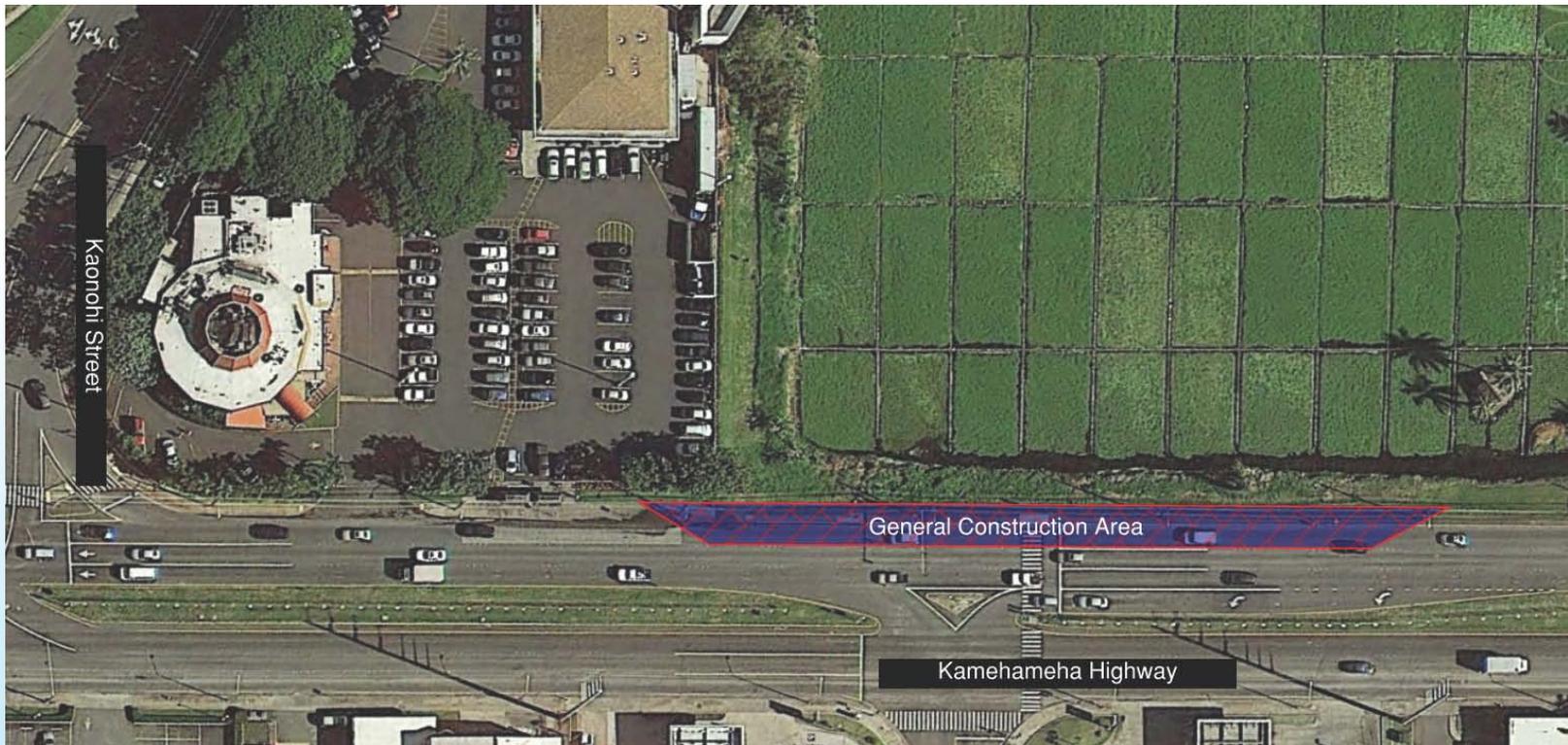
Kamehameha Highway in Pearl City



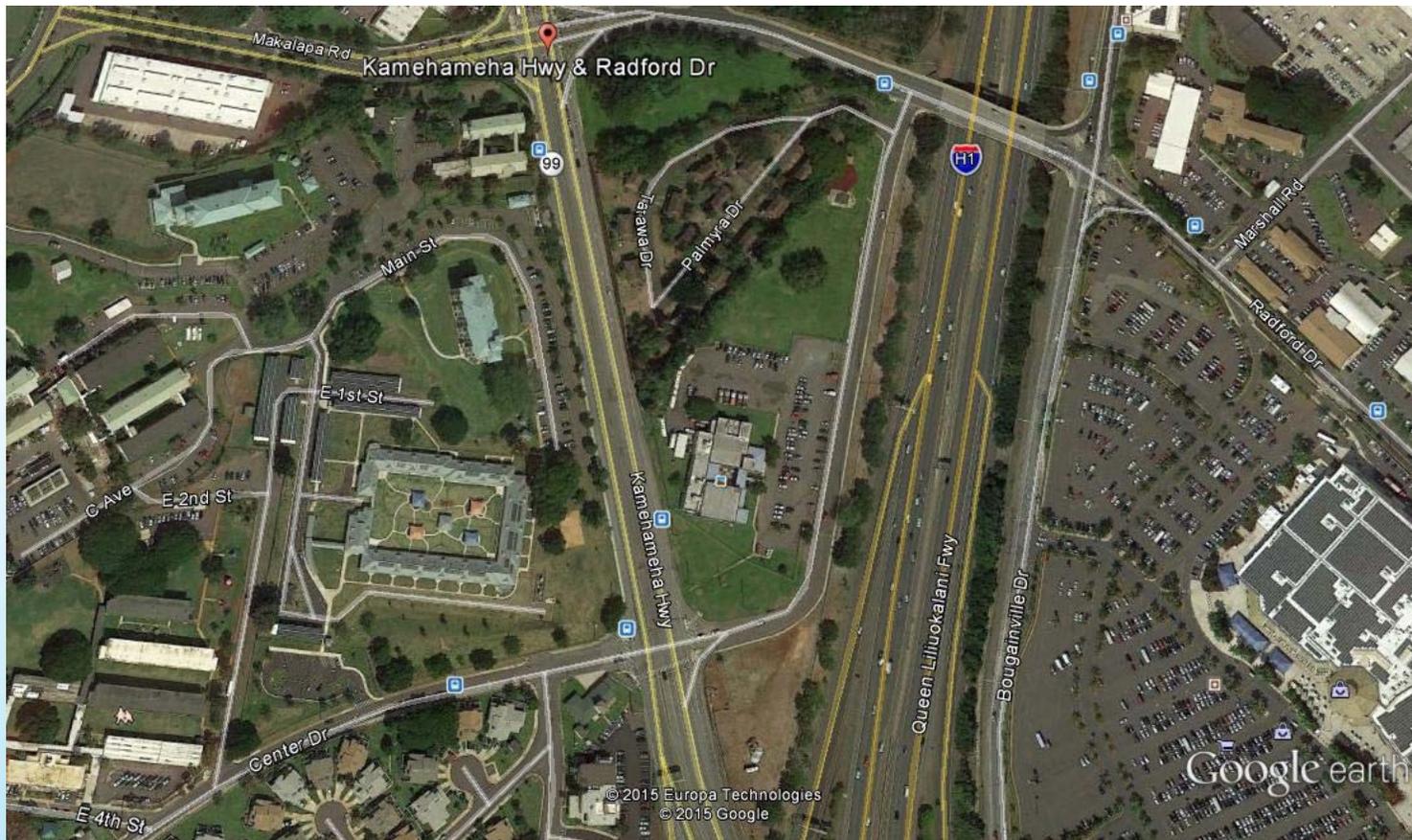
Kamehameha Highway in Pearl City



Kamehameha Highway in Aiea



Kamehameha Highway near Pearl Harbor



Mahalo!



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HONOLULU RAIL TRANSIT PROJECT



June 2015 MONTHLY PROGRESS REPORT

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www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

Left: West O'ahu Farrington Highway Guideway along Kualakai Parkway looking Diamond Head.

Upper right: West O'ahu Farrington Highway Guideway along Farrington Highway looking Waianae.

Lower right: Rail Operations Center (aka Maintenance and Storage Facility) site.

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LIST OF ACRONYMS

AB	AnsaldoBreda	DVT	Design Verification Test
ACS	Access Control System	ECP	Environmental Compliance Plan
AFE	Authorized for Expenditure	E/E	Elevator/Escalator
AGS	Airport Guideway and Stations	EMC	Electromagnetic Compatibility
AHJV	Ansaldo Honolulu Joint Venture	EMF	Electromagnetic Forces
AIS	Archaeological Inventory Survey	EMI	Electromagnetic Interference
APTA	American Public Transportation Association	EMP	Environmental Management Plan
ARRA	American Recovery and Reinvestment Act	EOR	Engineer of Record
ASG	Airport Station Group	EOS	Electrically Operated Switches
ASU	Airport Section Utilities	ESA	Engineering Services Agreement
ATC	Automated Train Control	FAA	Federal Aviation Administration
ATO	Automated Train Operation	FAI	First Article Inspections
AVA	Anil Verma Associates, Inc.	FAT	Factory Acceptance Tests
BA	Buy America	FD	Final Design
BAC	Buy America Compliance	FDC	Field Design Change
BACM	Buy America Compliance Matrix	FEIS	Final Environmental Impact Statement
BCS	Balanced Cantilever System	FFC	Fixed Facility Contractors
BFS	Budget and Fiscal Services	FFGA	Full Funding Grant Agreement
BLS	Bureau of Labor Statistics	FHSG	Farrington Highway Station Group
BMP	Best Management Practice	FLSWG	Fire Life Safety Working Group
BUE	Bottom-Up Estimate	FTA	Federal Transit Administration
CAR	Corrective Actions	FTE	Full-Time Equivalent
CCGS	City Center Guideway and Stations	FWS	Fish and Wildlife Service
CCO	Contract Change Order	GAT	Great Aleutian Tsunami
CCTV	Closed Circuit Television	GDR	Geotechnical Data Report
CE&I	Construction Engineering and Inspection	GEC	General Engineering Consultant
CEL	Certifiable Elements List	GET	General Excise Tax
CIL	Certifiable Items List	GIS	Geographic Information System
CM	Construction Manager	GSA	General Services Administration
CMP	Corrugated Metal Pipe	GT	General Terms
CMS	Contract Management System	HA	Hazard Analysis
CMU	Concrete Multiple Unit	HABS	Historic American Buildings Survey
COI	Conflict of Interest	HAER	Historic American Engineering Record
CONRAC	Consolidated Rental Car Facility	HALS	Historic American Landscape Survey
COR	Corporation Counsel	HART	Honolulu Authority for Rapid Transportation
CPM	Critical Path Method	HCC	Honolulu Community College
CPP	Contract Packaging Plan	HCDA	Hawai'i Community Development Authority
CSC	Core Systems Contract	HCSO	Hawai'i Capital Special District
CSCC	Construction Specification Conformance Checklists	HDOE	Hawai'i Department of Education
CSL	Cross Hole Sonic Logging	HDOH	Hawai'i Department of Health
CSOC	Core Systems Oversight Consultant	HDOT	Hawai'i Department of Transportation
CSSP	Construction Safety & Security Plan	HDPE	High-density polyethylene
CTS	Communications Transmission System	HECO	Hawaiian Electric Company
CWRM	Commission on Water Resource Management	HFD	Honolulu Fire Department
CZM	Coastal Zone Management	HHF	Historic Hawai'i Foundation
DAGS	Department of Accounting & General Services	HHPRB	Hawai'i Historic Places Review Board
DB	Design-Build	HIE	Hawaii Independent Energy
DBB	Design-Bid-Build	HP	Historic Preservation
DBE	Disadvantaged Business Enterprise	HPC	Historic Preservation Committee
DBEDT	Department of Business, Economic Development and Tourism	HPCA	Historic Preservation Certification Application
DBOM	Design-Build-Operate-Maintain	HPD	Honolulu Police Department
DCAB	Disability and Communication Access Board	HPF	Historic Preservation Fund
DCN	Design Change Notice	HRHP	Hawai'i Register of Historic Places
DDC	Department of Design and Construction	HTRP	Honolulu Rail Transit Project
DES	Department of Environmental Services	HTI	Hawaiian Telcom
DFIM	Design Furnish Install Maintain	HTL	Hazard Tracking Log
DHHL	Department of Hawaiian Homelands	IAMR	Interstate Access Modification Report
DHR	Department of Human Resources	ICCS	Interface Communications Control System
DIT	Department of Information Technology	ICD	Interface Control Documents
DKSG	Dillingham and Kaka'ako Station Group	ICE	Independent Cost Estimate
DLIR	Hawai'i Department of Labor and Industrial Relations	ICM	Interface Control Manual
DLNR	Department of Land and Natural Resources	IDS	Intrusion Detection System
DOE	Department of Education	IJ	Insulation Joint
DOH	Department of Health	INMS	Integrated Network Management System
DOL	Department of Labor	ITP	Inspection and Test Plan
DPM	Deputy Project Managers	ITS	Intelligent Transportation Systems
DPP	Department of Planning and Permitting	JTMS	Joint Traffic Management System
DPR	Department of Parks and Recreation	JU&O	Joint Use & Occupancy
DPS	Department of Public Safety	JUOA	Joint Use and Occupancy Agreement
DS	Downstream	KCDD	Kaka'ako Community Development District
DTS	Department of Transportation Services	KHG	Kamehameha Highway Guideway

KHSG	Kamehameha Highway Station Group	RFMP	Rail Fleet Management Plan
KIWC	Kiewit Infrastructure West Company	RFP	Request for Proposals
KKJV	Kiewit/Kobayashi Joint Venture	RFQ	Request for Qualifications
LCC	Leeward Community College	ROC	Rail Operations Center
LEED	Leadership in Energy and Environmental Design	ROD	Record of Decision
LPR	License Plate Reader	ROE	Right of Entry
LRV	Light Rail Vehicle	ROW	Right-of-Way
MIM	Manufacture-Install-Maintain	RR	Risk Register
MMIS	Maintenance Management Information System	RSD	Revenue Service Date
MMP	Mitigation Monitoring Program	RTM	Requirements Traceability Matrix
MOT	Maintenance of Traffic	RTSA	Regional Transit Stabilization Agreement
MOU	Memorandum of Understanding	S1	Segment 1
MOW	Maintenance of Way	SAIS	Supplemental Archaeological Inventory Survey
MPS	Master Project Schedule	SCADA	Supervisory Control and Data Acquisition
MPSS	Master Project Schedule Summary	SCAP	Stream Channel Alteration Permit
MPV	Multiple Purpose Vehicle	SCC	Standard Cost Category
MS4	Municipal Separate Storm Sewer System	SHPD	State Historic Preservation Division
MSE	Mechanically Stabilized Earth	SIC	Sandwich Isle Communications
MSF	Maintenance and Storage Facility	SLAN	Station Local Area Network
MTM	Modern Track Machineries	SOG	Slab on Grade
NCE	Non-Conformance Evaluation	SOI	Secretary of the Interior
NCR	Non-Conformance Report	SOW	Scope of Work
NDC	Notice of Design Change	SP	Special Provisions
NEPA	National Environmental Policy Act	SQP	Supplemental Quality Plan
NHL	National Historic Landmark	SSC	Safety Security Certification
NOI	Notice of Intent	SSCP	Safety and Security Certification Plan
NPDES	National Pollutant Discharge Elimination System	SSCWG	Safety and Security Certification Working Group
NPS	National Park Service	SSI	Sensitive Security Information
NR	National Register	SSMP	Safety and Security Management Plan
NRHP	National Register of Historic Places	SSRC	Safety and Security Review Committee
NTP	Notice to Proceed	SSSP	Site Safety Security Plan
NTS	Network Time Server	SWPPP	Storm Water Pollution Prevention Plan
O&M	Operations and Maintenance	T&M	Time and Material
OCC	Operational Control Center	TCCR	Train Control and Communications Room
OCIP	Owner-Controlled Insurance Program	TCP	Traffic Control Plan
OIBC	O'ahu Island Burial Council	TES	Traction Electrification System
OIL	Open Items List	TIGER	Transportation Investment Generating Economic Recovery
OSB	Operations and Servicing Building	TOC	The Outdoor Circle
OSHA	Occupational Safety and Health Administration	TOD	Transit-Oriented Development
OTS	O'ahu Transit Services	TPO	Thermoplastic Olefin
OTW	Oceanic Time Warner	TPSS	Traction Power Sub-Station
OTWC	Oceanic Time Warner Cable	TSA	Transportation Security Administration
PA	Programmatic Agreement	TSI	Transportation Safety Institute
PAIS	Programmatic Agreement Implementation Schedule	TVA	Threat and Vulnerability Analysis
PARs	Preventative Actions	TVM	Ticket Vending Machine
PB	Parsons Brinckerhoff, Inc.	TWF	Train Wash Facility
PE	Preliminary Engineering	UCA	Utility Construction Agreement
PGC	Pacific Guardian Center	UFCRA	Utility Facilities Relocation and Cost Reimbursement Agreement
PHA	Preliminary Hazard Analysis	UH	University of Hawai'i
PICM	Project Interface Control Manual	UHWO	University of Hawai'i West O'ahu
PIG	Permitted Interaction Group	UL	Underwriters Laboratories
PIM	Project Interface Manager	UPS	Uninterrupted Power Supply
PLA	Project Labor Agreement	USACE	U.S. Army Corps of Engineers
PM	Project Managers	USDOT	U.S. Department of Transportation
PMC	Project Management Consultant	VE	Value Engineering
PMIM	Project Management and Interface Management	WA	Work Area
PMOC	Project Management Oversight Contractor	WHS	Waipahu High School
PMSC	Program Management Support Consultant	WOFH	West O'ahu/Farrington Highway
PPE	Personal Protective Equipment	WOSG	West O'ahu Station Group
PSG	Platform Screen Gate	WSS	West Side Stations
PV	Passenger Vehicle	WSSG	West Side Station Group
QA	Quality Assurance	WTB	Wheel Truing Building
QAM	Quality Assurance Manager	WYL	West Yard Lead
QAP	Quality Assurance Plan	YCB	Yard Control Bungalow
QC	Quality Control	YOE	Year of Expenditure
QMP	Quality Management Plan		
QMS	Quality Management System		
QTF	Quality Task Force		
RCMP	Risk and Contingency Management Plan		
RE	Resident Engineer		
READ	Real Estate Acquisition Database		
RFC	Request for Change		
RFI	Requests for Information		
RFID	Requests for Interface Data		

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***HIGHLIGHT OF THE MONTH: CIVIC CENTER STATION**
 Serving the Ward, Ward Centers, Makiki, and Outlying Residential Areas



- Station Features:**
- ADA Pedestrian Access
 - Bicycle Parking
 - Elevators, Escalators and Stairs
 - TheBus – Local services through Kaka’ako
 - TheHandi-Van Pick-up/Drop-off
 - Platform Type: Side
 - Planned # of Entrances: 1

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

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH

Project Overview

The Honolulu Authority for Rapid Transportation (HART) marked a project milestone this month – constructing three miles of guideway. The guideway work continues to progress along Farrington Highway and will cross over Fort Weaver Road.

In June, HART awarded the Farrington Highway Station Group contract to Hawaiian Dredging Construction Company. The \$78.9 million contract covers the construction of the West Loch Station, the Waipahu Transit Center Station and the only at grade station at Leeward Community College.

HART also opened bids for the West O’ahu Station Group construction contract. Four companies submitted bids to build the East Kapolei Station, the station at UH West O’ahu and the Ho’opili Station. Nan, Inc’s bid was \$56,088,470. Watts Constructors, LLC submitted a bid of \$66,543,692. Hensel Phelps’ bid was \$67,234,000, and Hawaiian Dredging Construction Company submitted a bid of \$73,400,000. HART staff is now examining all of the bids to ensure the bidders were both responsive and responsible.

As the project proceeds, the number of direct jobs related to the project continues to increase. The number of rail jobs in the first quarter of 2015 grew to 1,427. The quarterly count includes construction contractors, various architectural and engineering firms working for the project, as well as HART staff. Sixty-one percent of those jobs are local hires.



Don Horner

HART Board

Don Horner has been reappointed to the HART Board of Directors, and former Congresswoman Colleen Hanabusa and Terrence Lee have been appointed to join the Board.

Mayor Kirk Caldwell reappointed Horner for a new five year term, which will begin in July. Horner, the retired chairman and CEO of First Hawaiian Bank, currently serves as the Vice-Chair of the HART Board and has been a member for five years.



Colleen Hanabusa



Terrence Lee
Cost:

In June, Mayor Caldwell also appointed Congresswoman Hanabusa, an attorney, to serve on the HART Board of Directors. Congresswoman Hanabusa will replace Carrie Okinaga, who stepped down to serve as University of Hawai’i Vice President for Legal Affairs and General Counsel.

The Honolulu City Council appointed Terrence Lee, a real estate attorney, to replace Keslie Hui on the HART Board. Lee will join the Board, effective July 1. Hui served on the HART Board since 2011.

HART thanks outgoing members, Okinaga, Hui and Robert “Bobby” Bunda for their years of service on the Board of Directors.



Keslie Hui

Project Costs Summary Through May 29, 2015		
	Current Budget (\$M)	Incurred To Date (\$M)
Project Budget	\$4,438.8	\$1,538.5
Project Contingency	\$509.8	\$0.4
Finance Charges*	\$173.1	\$0.0
TOTAL	\$5,121.7	\$1,538.9
* \$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 29, 2015				
	Actual		Early Plan	Late Plan
Overall Project Progress	35.3%		56.8%	47.7%
Overall Construction Progress	26.7%		49.5%	40.0%
Overall Design Progress	85.4%		97.8%	94.5%
Overall Utilities Progress	29.3%		57.8%	38.6%

Overview:**Core Systems Contract (CSC)**

The CSC contractor is continuing to progress through Interim Design into Final Design. Qualification and design verification tests are ongoing, completing Automated Train Control (ATC)/TEST # 1, Maintenance Management Information System (MMIS), Traction Electrification System (TES) and currently undergoing UPS Design Verifications test. Construction interface with KKJV is ongoing, with pre activity meetings with HART and AHJV to start work on the Yard Control Bungalow. In addition, AHJV is preparing to deliver the MSF Traction Power Substation (TPSS) to the site in July. Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities are ongoing including carshell design close out meetings and pre-first article inspection discussions in Reggio Calabria, Italy. An audit of AHJV's Passenger Vehicle Final Assembly facility and its readiness for production was conducted by HART/CSOC in Pittsburg, CA. Carshell assembly continues to progress at the Reggio Calabria, Italy facility with the first carshell moving to painting during the third week of June. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contract is on schedule to meet the requirements of the Farrington Highway Station Group contract and the West O'ahu Station Group contract. The manufacturing and installation of the escalators and elevators is dependent on the award and construction of the individual stations. The release for manufacturing dates is in concert with the actual bid and award date for the various stations. The FHSG contract has been awarded, however the NTP has not yet been issued. The elevator and escalators for these three stations will be released once the contractor's schedule has been submitted and approved. The WOSG bids have been received, however a contract award has not yet been made. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

HART and Kiewit Infrastructure West Company (KIWC) continue to work together to ensure that quality and safety are the highest priorities. HART continues to monitor KIWC production rates as it relates to potential schedule impacts. KIWC submitted a revised baseline schedule in December of 2014 in which production is measured against. The schedule reflects a four month delay to the contractual substantial completion date specific to the LCC portables, parking lot and access structure operations. KIWC is now representing an additional 2 months is needed to complete work at LCC, which does not affect guideway completion for functional track. HART is reviewing this situation, and KIWC and HART continue to work together to mitigate the impacts to the critical path activities. At the time that the LCC Construction Right of Entry Agreement with the University of Hawai'i (UH) is received, it is anticipated that the Contract Change Order needed to update the substantial completion date and associated baseline acceptance will be achieved. In July, the closure segment between Piers 253 and 254 is expected to be complete, thus fully completing the Balanced Cantilever System (BCS) span over H-1 westbound. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

Painting of building exterior has commenced for the MOW and the OSB. De-stressing of the storage tracks has commenced. Stem wall and foundation construction as well as underground electrical installation are on-going for the Train Wash Facility. Cable trough installation, utilities, and track are progressing in the yard with the installation of pre-curved rail at the west side of the maintenance tracks and Insulation Joint (IJ) installation at the storage tracks. Roofing, siding, interior partitions, and utility service rough-in work is on-going for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations. Overall, this contract is progressing per plan with expected completion in April 2016. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Construction of the drilled shafts will be moving to the balanced cantilever area in order to maintain progress while HECO clearance issues are resolved. Discussions with HECO are being held at an elevated level to resolve concerns about horizontal/vertical clearances and schedule certainty. Elevated discussions are also ongoing to clarify the scope and funding source of the HDOT betterments. The KHG team continues to explore mitigation measures to a reduced construction work window that would balance MOT and noise impacts to the community. The contract is seven months behind schedule. (See Section 4.3.A for details)

Airport Section Utilities Construction Contract

The Airport Section Utilities Construction contract is currently behind schedule, due to previous Navy right of entry issues. ITS system and various duct bank installations are current activities occurring in the field. Water and sewer line relocations have begun in some areas along Kamehameha Highway, but are being monitored for impacts with Navy ROE issues; HART recently was granted verbal access to Navy ROE. (See Section 4.4.B for details)

Airport Seven Piers Construction Contract

The Airport Seven Piers construction work, including final paving and concrete curbs, was completed on April 17. Project Substantial Completion inspection was performed on April 22, 2015; two days ahead of the Contract Substantial Completion. Hawaiian Dredging Construction Company/Condon-Johnson & Associates (HDCC/CJA) completed all punch list items on May 2, 2015 and have demobilized from the work site. Contract Closeout is currently in progress. (See Section 4.4.C for details)

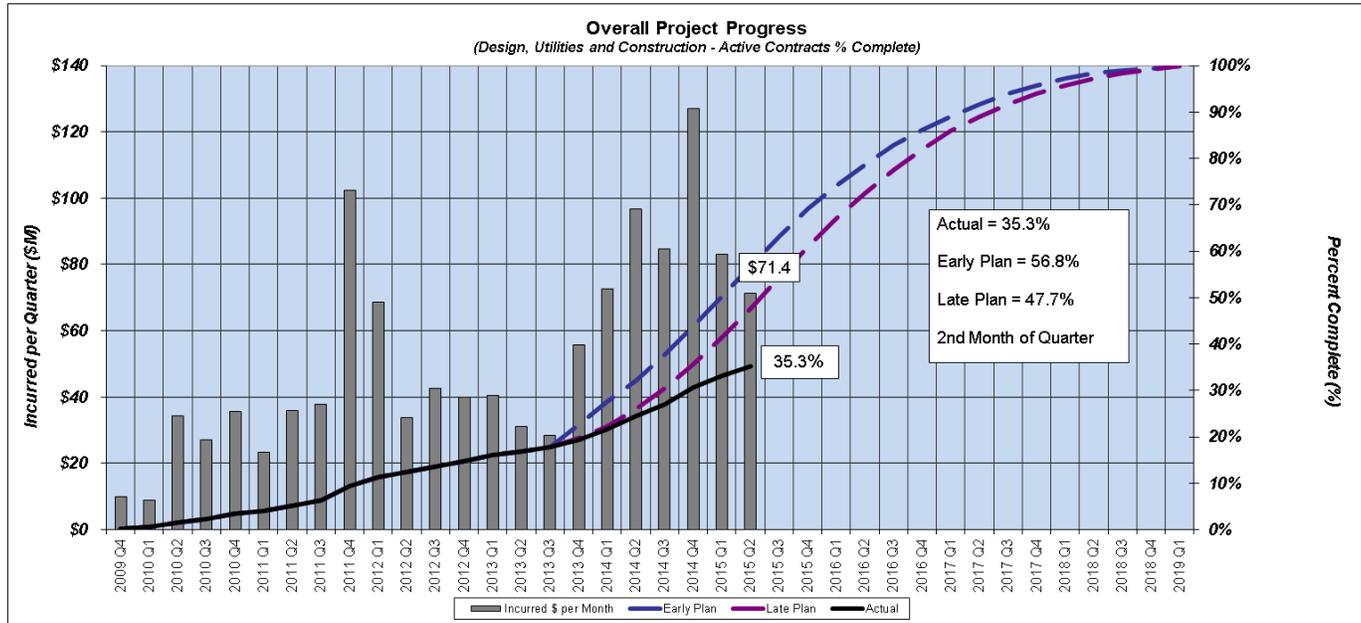
2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of May 29, 2015)

Progress charts reflect early program expectations regarding the award and execution of western stations and eastern guideway work. Both contracts have been rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised.

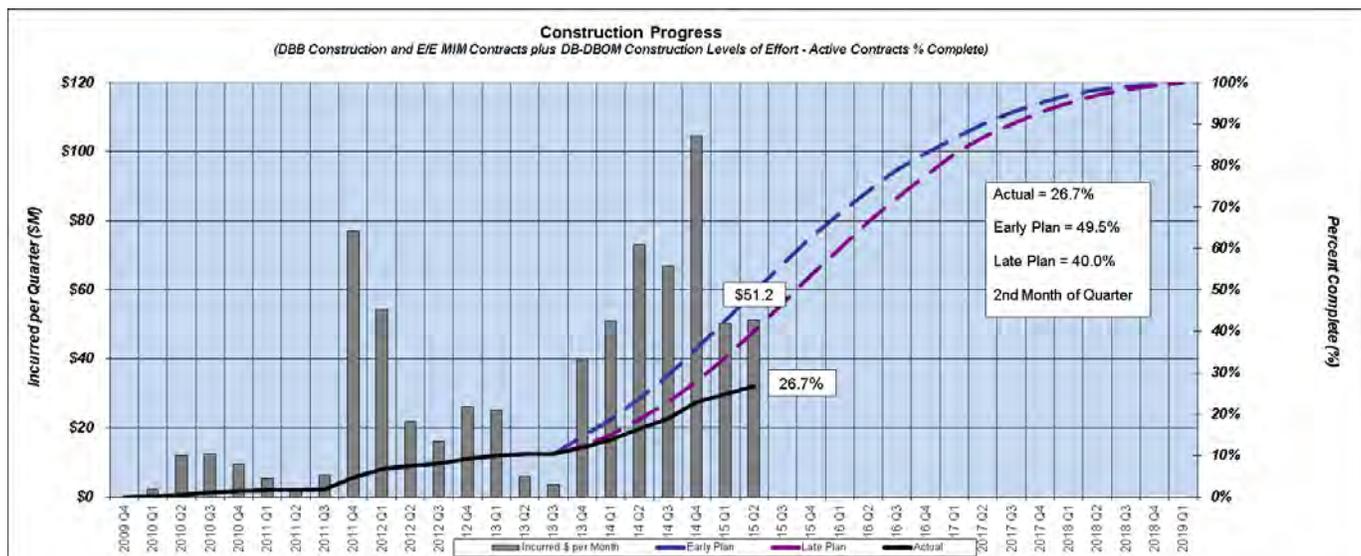
- Note:
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
 - Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
 - Late Plan = Latest dates activities can begin and finish and not have an impact on completion date,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

Figure 1. Overall Project Progress (% Complete)



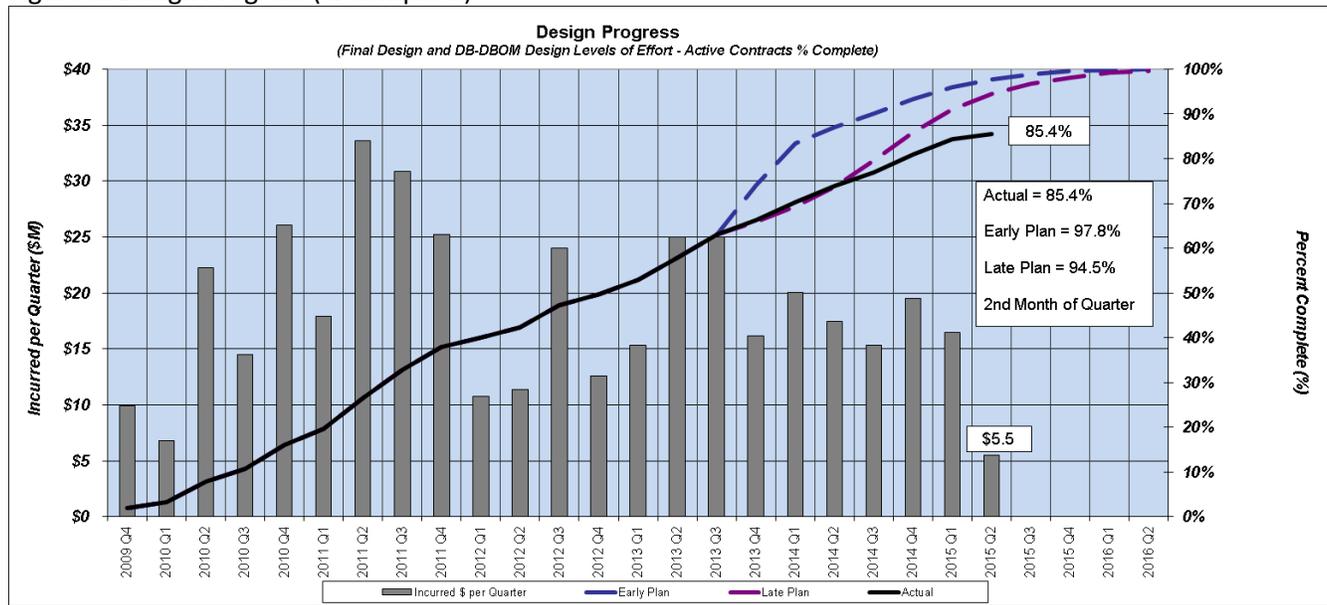
At present “overall” project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM design levels of effort), not including City or non-design consultant labor. Overall Project Progress reflects all project elements as budgeted.

Figure 2. Construction Progress (% Complete)



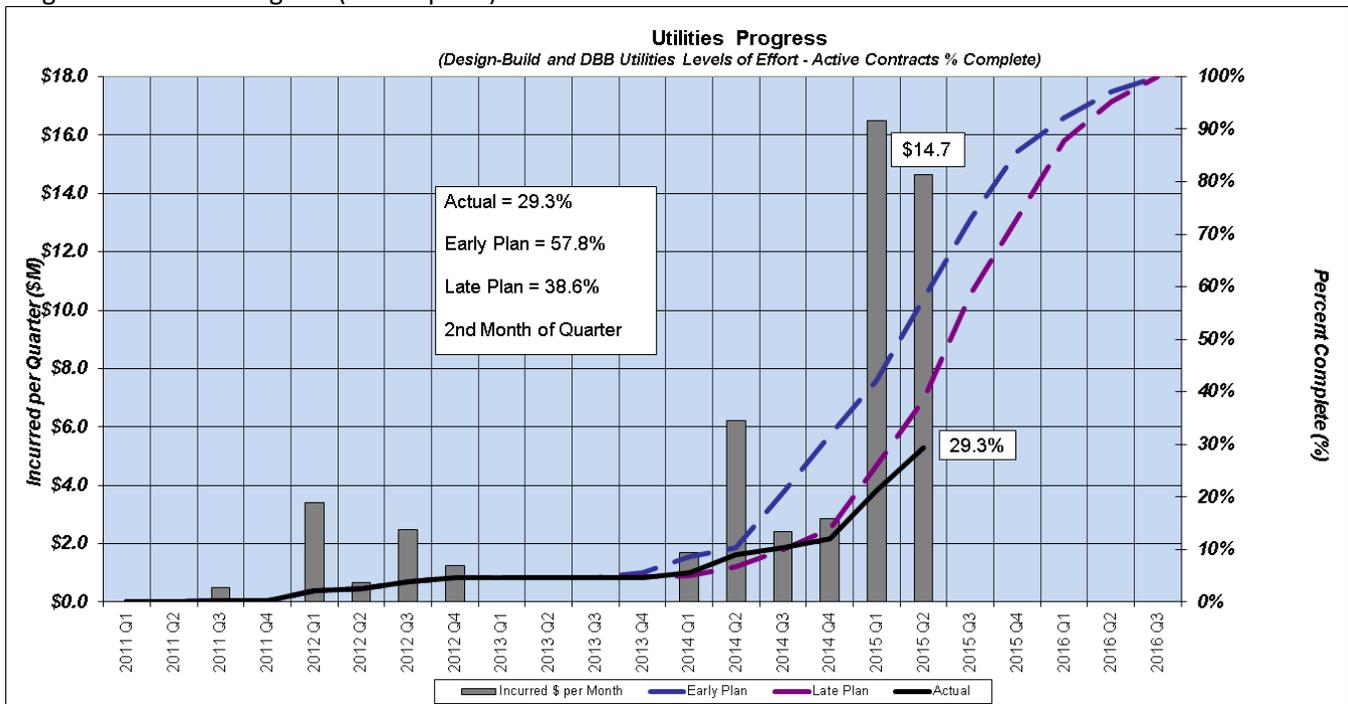
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 3. Design Progress (% Complete)



Overall design progress is based on the weighted average progress of the individual FD contracts and the design levels of effort of the DB and DBOM construction contracts, not including City or non-design consultant labor.

Figure 4. Utilities Progress (% Complete)



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

2.2 Project Budget (data as of May 29, 2015)

- FFGA Project Budget = **\$5,121.7M**
 - Current Project Budget - \$4,438.8M
 - Current Project Contingency - \$509.8M
 - Project Finance Charges - \$173.1M

- Total Incurred Cost = **\$1,538.9M** (34.7% of current project budget)
 - May 2015 Incurred Cost = \$48.5M

*Total Incurred Cost = \$1,538.9M
(previous report = \$1,490.4M)*

2.3 Project Contingency (data as of May 29, 2015)

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

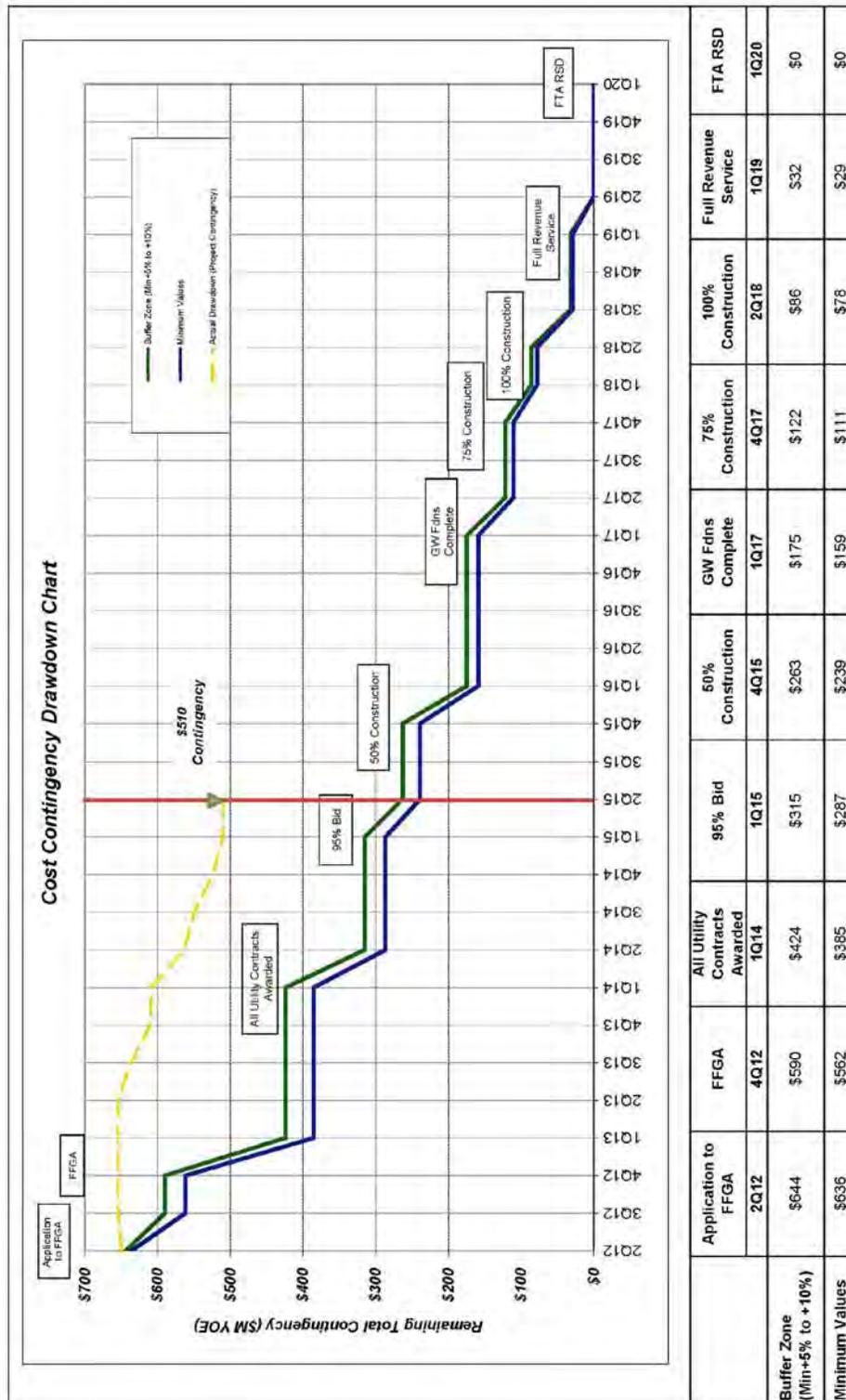
- Current Project Contingency Balance = **\$509.8M**
 - Contingency drawdown to date - \$133.8M (20.8% of baseline project contingency budget)
 - \$0.6M contingency drawdown during May 2015. Please see Appendix B for more details.

*Current Contingency Balance = \$509.8M
(previous report = \$510.4M)*

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 2015 Report	90.01 - 90.03	(\$128)
Contingency drawdown April 2015 Report	90.01 - 90.03	(\$5)
Contingency drawdown May 2015 Report	90.01 - 90.03	(\$.2)
Contingency drawdown June 2015 Report	90.01 - 90.03	(\$0.6)
Contingency drawdown to date	90.01 - 90.03	(\$133.8)
Current FFGA Project Contingency	90.01 - 90.03	\$509.8

Figure 6. Draft Cost Contingency Drawdown Chart



Data as of 5/29/15 - May '15 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 29, 2015)

Figure 7. Planned vs. Received Project Funding

Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue ⁴	0	1,550	401	401
FTA Section 5307 Formula Funds	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	378	3,291	1091	1,469
Total	385	5,356	1,796	2,181

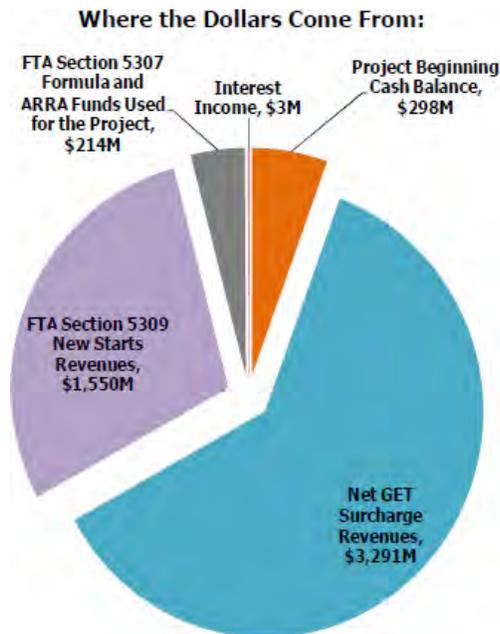
¹ GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

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

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

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

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



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge (data as of May 29, 2015)
 - \$1,091M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$1,122M = Projected Net GET Surcharge Revenue for FYs 2010-4Q 2015, 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 \$31M behind.
 - \$31M shortfall is approximately 0.9% of the total GET surcharge projections per the FFGA Financial Plan of \$3.291B.
 - \$0M = GET surcharge received in May 2015.
- Full Funding Grant Agreement (FFGA)
 - \$25.3M = New Starts drawdown processed in May 2015.
- The §5307 funds for the Project, per the Financial Plan, are \$210M.

Total Cash Received Since PE = \$1,796M
 (previous report = \$1,771M)

GET Received Since PE = \$1,091M
 (previous report = \$1,091M)

GET Received Since 2007 = \$1,469M
 (previous report = \$1,469M)

Figure 9. New Starts Drawdown by Federal Fiscal Year (data date as of May 29, 2015, per the FTA TEAM website)

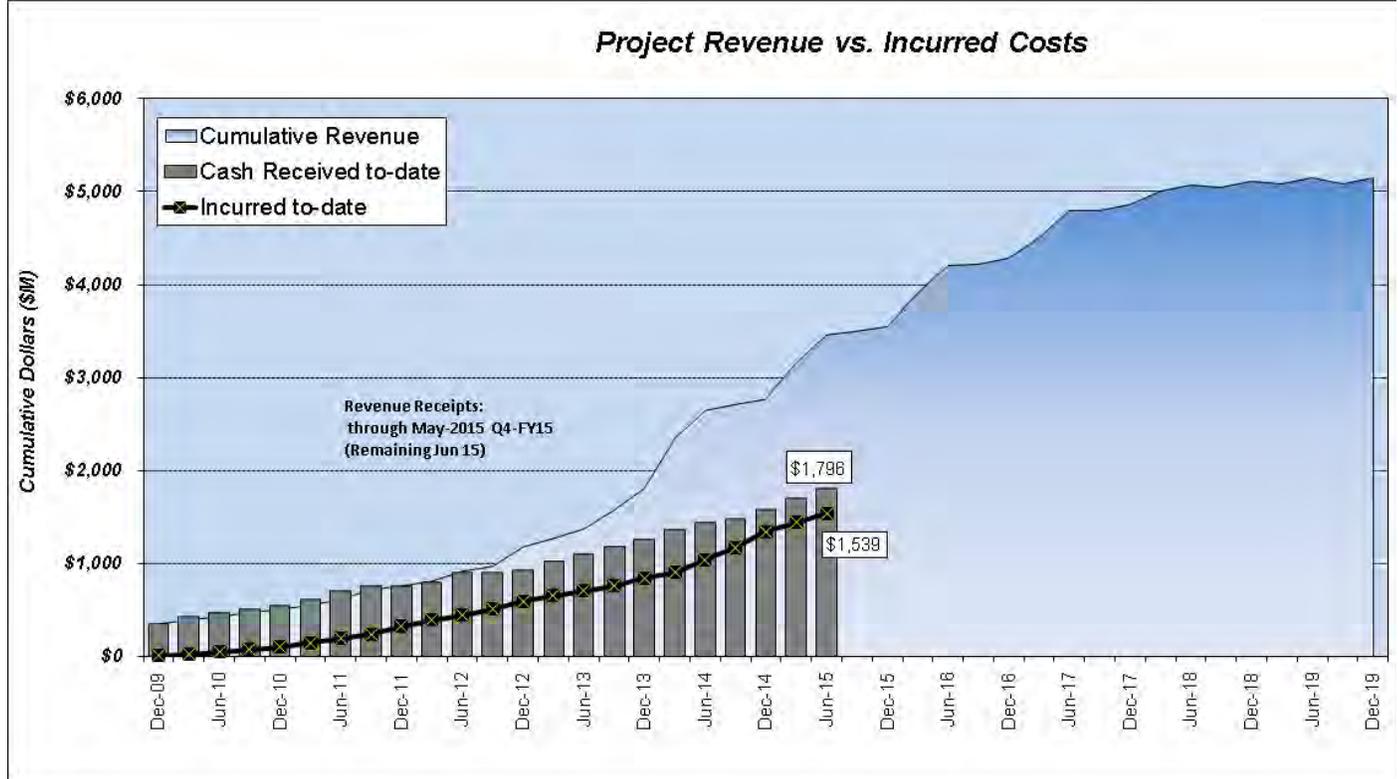
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	\$15,190,000	\$15,190,000	\$0	
2009	\$19,800,000	\$19,800,000	\$0	
2010	\$30,000,000	\$30,000,000	\$0	
2011	\$55,000,000	\$55,000,000	\$0	\$20,607,242
2012	\$200,000,000	\$200,000,000	\$0	\$99,382,758
2013	\$236,277,358	\$81,240,515	\$155,036,843	\$258,280,277
2014	\$250,000,000	\$0	\$250,000,000	\$441,719,724
2015 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2016 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2017 (pending)	\$243,732,642	\$0	\$243,732,642	\$230,010,000
Total	\$1,550,000,000	\$401,230,515	\$1,148,769,485	\$1,550,000,000

2.5 Project Revenue and Costs

(data as of May 29, 2015)

Ending Cash Balance 5/31/15 = \$327.3M
(previous report = \$337.6M)

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 29, 2015

Figure 11. Cash Balance Summary

MAY 31, 2015 CASH BALANCE SUMMARY		
	MAY	YTD Cumulative
Beginning Cash Balance	337,626,716	441,011,319
Expenditures:		
Operating Expenditures	(1,207,231)	(14,237,912)
Capital Expenditures	(34,409,927)	(466,018,089)
Expenditures Total:	(35,617,158)	(480,256,001)
Receipts:		
GET Surcharge	0	220,793,293
FTA Drawdown	25,304,005	145,270,489
Interest	13,574	212,678
Other (rental, refunds, copy fees, etc.)	17,619	312,979
Receipts Total:	25,335,198	366,589,438
Ending Cash Balance 05/31/15	327,344,756	327,344,756

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

3 SCHEDULE

(data as of May 29, 2015)

OVERVIEW

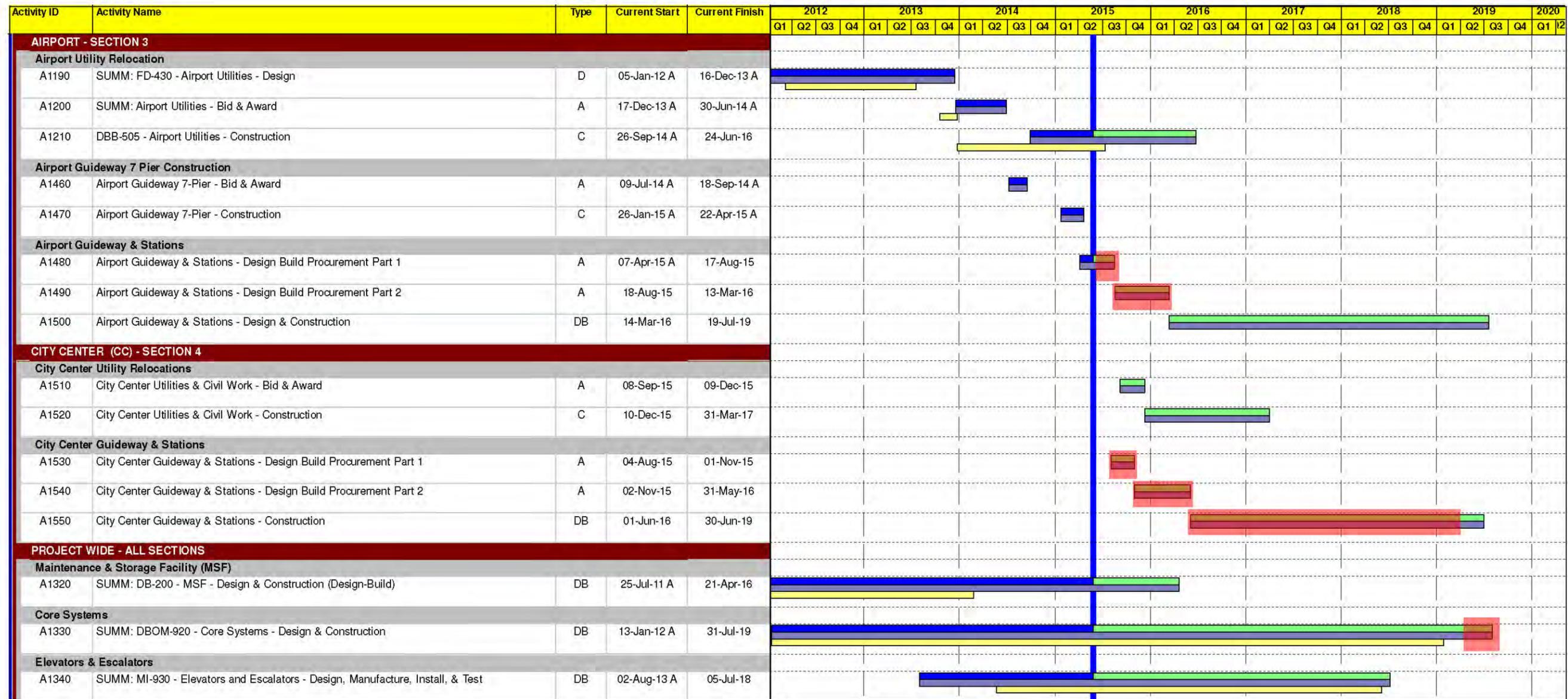
- In its recent evaluation of the Master Project Schedule, HART has determined that recent events impacted HART's internal March 2019 Full Opening target date, namely:
 1. Procurement protests to recent contract awards affecting contract prosecution on Interim Opening, as well as Full Opening.
 2. The implementation of a new Design/Build procurement strategy required time to re-issue bid packages.

The protest on the award of the Farrington Highway Station Group delayed construction of stations needed for the Interim and Full Opening by three months. In addition, the new procurement strategy which is aimed at increasing contractor participation and assisting in HART's efforts to lower costs required refining and repackaging all remaining construction contracts. That engineering design and contract packaging effort has affected the Full Opening an additional six months, thus pushing the internal RSD date from our target March 2019 to December 2019. As the Master Project Schedule Summary on page 19 reflects data as of May 2015, this change will not be included until the July 2015 Monthly Report which will be showing the June 2015 data.

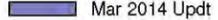
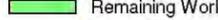
- H2R2 Ramp (DBB-385) and FHSG (DBB-271) contractor schedules will be added to this report as soon as baseline schedules are accepted by HART. Until accepted contractor schedules become available, placeholder schedules spanning the contract dates will be displayed in the contract sections of this report.
- 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 and KHG guideway construction contractor progress is behind approved planned schedules.
- Right-of-way acquisition, third-party interface and utility relocations continue to be areas of concern for program completion.



 Program Critical Path

-  FFGA Baseline
-  Mar 2014 Updt
-  Remaining Work
-  Actual Work
-  FFGA Baseline Milestone
-  Mar 2014 Updt Milestone
-  Milestone

Printed: 10-Jun-15 16:08

Honolulu Rail Transit Project
May 2015 Update
 As of: 29-May-15

Page 2 of 2

MPS Summary
Design & Construction Contracts

4 CONTRACT STATUS

Core Systems Contract (Section 4.1.A)

OVERVIEW

- Vehicle Aluminum Carshell Manufacturing is moving forward in Reggio Calabria, Italy.
- Progressing with sub-system testing and design verification activities.
- Pre activity meetings to start Yard Control Bungalow work.

KEY ISSUES

- The AM radio tower near the Middle Street Station is likely to cause Electromagnetic Interference (EMI) due to the proximity of the radio tower to the guideway and station. HART is evaluating alternatives to mitigate EMI: either by shielding the guideway or relocating the existing AM antenna to a new location. HART has identified a location to relocate the AM antenna that appears to be acceptable to all parties.
- HART has provided two notices of revised access to the stations and guideway; HART and AHJV continue to evaluate the cost and schedule impacts associated with both delays. This issue is being addressed in RFCR # 18.

Fare Collection System (Section 4.1.C)

OVERVIEW

- An exemption from the requirement for three bids for the Fare Systems Technical Consultant RFP was posted on June 15 for 7 days. The two RFQ bids received will be reviewed and scored in the first week of July.
- A revised MOU and a Cooperative Procurement Agreement are under review by HART, DTS, DIT, BFS and COR.
- The Fare Collection System RFP draft continues to be under review by HART procurement.

KEY ISSUES

- Reaching agreement and sign off on the capital cost sharing MOU and Cooperative Procurement Agreement as soon as possible.
- Releasing the RFP as soon as possible.

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

OVERVIEW

- Leeward Community College (LCC) Portables and Parking Lot Change Order – Change Order 063, Procurement of LCC Portables/Parking Lot has been executed to allow KIWC to procure four (4) portable buildings for LCC. The procurement of the buildings are long lead time items which have been on the project's critical path. Once the buildings are installed in their new location, and old trailers are removed, work can begin at the LCC Station area.
- Balanced Cantilever System (BCS) Form Advancement – BCS construction is progressing. Pier tables and segments for Piers 253 through 256 are in various levels of completion and segment casting and stressing is proceeding in both eastward and westward directions from Piers 253 and 254. The closure segment between Piers 253 and 254 will be completed shortly to complete the span over H-1 westbound.
- Span by Span Advancement – Work on the right side single spans around East Kapolei Station is progressing quickly. Left side single spans will follow, thus completing all the spans in the western area of the alignment. Spans will be erected over the Fort Weaver Overpass/Kunia Road as well as the area around the Pearl Highlands Station in the near future.

KEY ISSUES

- Span 17 and Span 105 Damage and Repair (for additional detail, see 4.2.A Key Quality Issues)
- Drilled Shaft Repairs (for additional detail, see 4.2.A Key Quality Issues)
- Dust Complaints at MSE Wall 251 and Ho'opili Stock Pile (for additional detail, see 4.2.A Key Issues)

Maintenance and Storage Facility (Section 4.2.D)OVERVIEW

- Painting of building exterior has commenced for the MOW and the OSB. De-stressing of the storage tracks has commenced. Stem wall and foundation construction and underground electrical are on-going for the Train Wash Facility. Cable trough installation, utilities and track are progressing in the yard with the installation of pre-curved rail at the west side of the maintenance tracks and Insulation Joint (IJ) installation at the storage tracks. Roofing, siding, interior partitions, and utility service rough-in work is on-going for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations. The Yard Control Bungalow (YCB), Traction Power Substation (TPSS), and WTB are ready for the Core Systems Contractor to commence their work.

KEY ISSUES

- HECO interface with installation of incoming power will be required to support commissioning of building systems and train maintenance including bridge cranes and the wheel lathe. A Memorandum of Understanding was executed by HART. Preparatory work for HECO to install cables has been completed including protective installations and the main switchgear for the OSB and the MOW.
- Coordination with the abutting WOFH main line contract for completion of site access in the east and west yards including rail, vehicular access and utility interconnection.

Kamehameha Highway Guideway (Section 4.3.A)OVERVIEW

- Construction of the drilled shafts will be moving to the balanced cantilever area in order to maintain progress while HECO clearance issues are resolved. Discussions with HECO are being held at an elevated level to resolve concerns about horizontal/vertical clearances and schedule certainty.
- Elevated discussions are also ongoing to clarify the scope and funding source of the HDOT betterments.
- HART continues to explore mitigation measures that would balance MOT and noise impacts to the community. The HART KHG team continues to respond to complaints and document contractor compliance.

KEY ISSUES

- Mitigation measures for noise and traffic impacts continue to be explored, but mitigation for one tends to adversely impact the other. HART will continue to work with the community to try to minimize impacts.
- HDOT has provided a letter of concurrence for 8 betterments. Incorporation of these betterments is dependent on HART and HDOT entering into separate, written agreements that will specify, among other things, the funding and payment mechanisms for each betterment.
- Resolution of the HECO clearance issues continues to impact the project schedule.

Airport Utilities (Section 4.4.B)OVERVIEW

- Utility relocations along Kamehameha Highway continue for DBB-505 with the installation of the sewer, water, and telecom lines along Kamehameha Highway. License Plate Reader (LPR) camera installations are nearing completion. Conduit installation for lighting relocation has been completed at Keehi Lagoon Park.
- Received verbal concurrence for Navy right of entry (ROE) into Navy property and to work on existing Navy utilities located in HDOT ROW, on June 15, 2015. Formal written notification to follow.

KEY ISSUES

- Noise variance permit for night work is pending DOH approval.

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

- Project Substantial Completion inspection was performed on April 22.
- Demobilized M-888 Mobile Crane and other equipment from the site prior to April 24, 2015.
- Punch list items were complete by May 2, 2015.
- Contract Closeout is currently in progress.

KEY ISSUES

- HART is processing cost estimates submitted by HDCC/CJA JV for:
 - Change proposal for temporary fill at Piers 551R and 550.
 - Double handling of drilled spoils.
 - Additional concrete core samples at Pier 551R.
- HDCC/CJA JV is to submit the following additional costs RFC:
 - Force Account Sheets for Pier 548 and 550 regarding utility conflicts.
 - Cost Proposal for extra surface work (concrete curbs and paving) at Piers 546, 547, 550, 551R and 552R due to lowering of CMP casings as instructed by RFI 016 response.
- HDCC/CJA JV has the following items to submit for Contract Closeout:
 - Red line of As-Built Drawings.
 - Complete Certified Payrolls data to LCP Tracker.
 - Submit HDCC/CJA JV daily reports into CMS.
 - Provide Release of Liens.
 - Submit final DBE forms.
 - Submit document submittals to closeout BMP and Environmental requirements.
 - Submit final invoice.

Contracts in ProcurementOVERVIEW

- Active Procurements:
 - The West O'ahu Stations Group (WOSG) construction contract was advertised for bids in April 2015. The bid was publicly opened on June 16, 2015. The following four (4) firms submitted bids with the following bid prices: Nan, Inc. (\$56,088,470); Watts Constructors LLC (\$66,543,692); Hensel Phelps (\$67,234,000), and Hawaiian Dredging Construction Company, Inc. (\$73,400,000).
 - Bids for the Farrington Highway Stations Group (FHSG) construction contract were opened in March 2015. The solicitation was protested by Nan, Inc. (Nan) against the apparent low bidder. HART denied the appeal, and Nan appealed HART's denial of protest to the State of Hawai'i Department of Commerce and Consumer Affairs (DCCA), Office of Administrative Hearing. A hearing on the motions was held on May 20, 2015, and HART received a favorable oral ruling dismissing the protest. The DCCA hearings officer issued his written decision on May 28, 2015. A notice of award to Hawaiian Dredging Construction Company, Inc., the low bidder, was issued on June 9, 2015. (Nan filed a second protest on May 26, 2015. HART denied the protest on basis of untimeliness. The FTA was notified of the protest.)
 - The H2R2 Ramp contract was awarded on May 18, 2015 to Royal Contracting Co., Ltd.
 - The Airport Guideway and Stations (AGS) Design-Build contract is in active procurement. Qualifications proposals are due on July 21, 2015.
 - For the Fare Collection Technical Support Request for Qualifications, an "Additional Notice of Request for Qualifications" was issued on May 28, 2015, because the first call for qualifications did not result in the submission of the minimum three (3) offerors. The Statements of Qualifications (SOQ) pursuant to the Additional Notice of Request for Qualifications was due on June 10, 2015. No further SOQs were submitted. HART believes that an exemption from HRS 103D is appropriate for this solicitation. Proper procedures were followed and approvals obtained, as prescribed in the Hawaii Administrative Rules. HART will commence evaluation of the two SOQs that were submitted.
 - The East Construction Engineering and Inspection (CE&I) "II" solicitation is in progress.
- Upcoming Procurements:
 - The Kamehameha Highway Stations Group (KHSG) package is scheduled for advertisement in August 2015.
 - The City Center Guideway and Stations (CCGS) Design-Build package is scheduled for advertisement in third quarter 2015.
 - The scope and timing for a potential City Center Utilities Design-Bid-Build (DBB) package is being determined.

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Contract Start Date: January 2012

Contract Substantial Completion: March 2019

Projected Substantial Completion: July 2019

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



Project Overview: The CSC contractor is continuing to progress through Interim Design into Final Design. Qualification and design verification tests are ongoing, completing ATC/TEST # 1, MMIS, TES and currently undergoing UPS Design Verifications test. Construction interface with KKJV is ongoing, with pre activity meetings with HART and AHJV to start work on the Yard Control Bungalow. In addition, AHJV is preparing to deliver the MSF Traction Power Substation (TPSS) to the site in July. Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities are ongoing including carshell design close out meetings and pre-first article inspection discussions in Reggio Calabria, Italy. An audit of AHJV's Passenger Vehicle Final Assembly facility and its readiness for production was conducted by HART/CSOC in Pittsburg, CA. Carshell assembly continues to progress at the Reggio Calabria, Italy facility with the first carshell moving to painting during the third week of June.

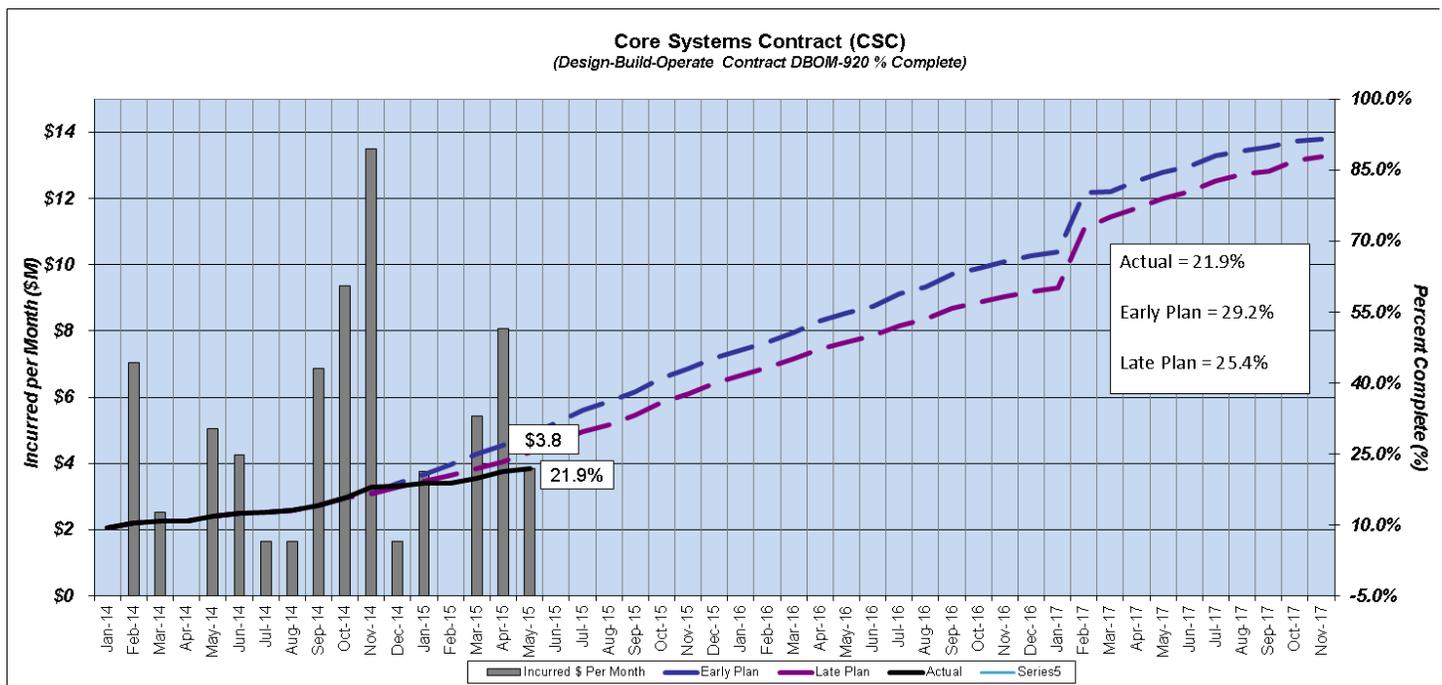
COST INFORMATION:

Original Contract:	\$573,782,793	Incurred-to-Date:	\$130,060,739
Current Contract Value ¹ :	\$595,025,837	Incurred in May:	\$3,846,492

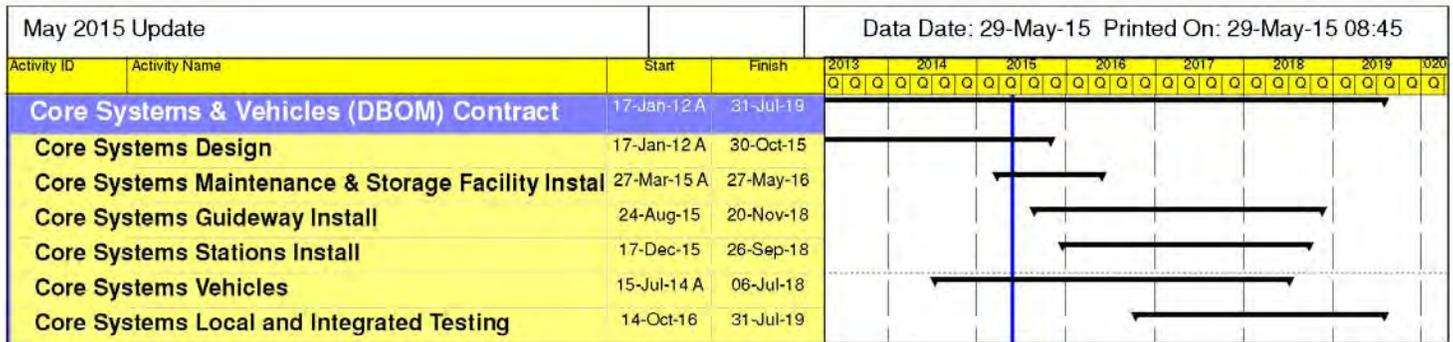
¹Current Contract Value = Original contract value (excluding contingency and \$823.6M O&M budget) + executed Change Orders

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		\$21,243,044



SCHEDULE:



	Interim Design Submitted Documents	Final Design Submitted Documents	Target Completion Date
Passenger Vehicles	93%	7%	4 th Q 2015
Communications	100%	32%	4 th Q 2015
ATC/SCADA	88%	92%	4 th Q 2015
TES	100%	96%	4 th Q 2015
Fire Detection	100%	55%	4 th Q 2015
PSG, UPS, MPV	N/A	72%	4 th Q 2015

CRITICAL PATH SUMMARY:

- Continue to coordinate construction activities with the MSF contractor, CSC installer and On-Call Contractor.
- Work is moving forward on the assembly of the first carshell. Passenger Vehicle crews continue to complete welding activities. First Article Inspection and Pre-Shipment Inspection of the complete carshell is planned for the end of July 2015. HART is closely monitoring preparations at the final assembly facility and current progress in Italy.
- Due to the modified access dates, the equipment installation at Pearl Highlands and Pearlridge stations is now driving the critical path.

WORK PROGRESS:

Activities this Month:

- Project-Wide Percent Complete: 23%
- Passenger Vehicle Percent Complete: 26%

Design:

- ATC/SCADA – Documents Received: 15, Documents Reviewed: 14.
- Communications – Documents Received: 15, Documents Reviewed: 12.
- Traction Power – Documents Received: 21, Documents Reviewed: 24.
- Fire Detection – Documents Received: 2, Documents Reviewed: 2.
- Platform Screen Gates – Documents Received: 0, Reviewed: 2.
- Passenger Vehicles – Documents Received: 14, Documents Reviewed: 15.

Manufacturing:

- Performed manufacturing oversight at the AnsaldoBreda factory in Reggio Calabria, Italy. Work Completed this month: completed final roof assembly –Train # 1, car # 4. Completed underframe assembly – Train # 1, car # 2.
(For additional details, please see the Vehicle Carshell Progress Tracker in Appendix E.)
- Conducted pre-production inspection of the AnsaldoBreda facility in Pittsburg, CA – this facility will be used for the vehicle assembly.

Look Ahead:

Design:

- Acceptance of Passenger Vehicle Carshell final design (Q3 2015) – Only one document left to accept.
- Completion of ATC/SCADA Final Design for Segment 1 (Q3 2015) - Only five documents are left to be accepted.
- Completion of TES Final Design for Segment 1 (July 2015).
- Approval of the Yard Control Bungalow design documents (July 2015).

Manufacturing:

- Passenger Vehicle Manufacturing – Continue carshell assembly of vehicle #1, # 2 and vehicle # 3 in Reggio Calabria, Italy (ongoing).
- Finishing of Final Roof Assembly vehicle # 1 (carshell # 4).
- First carshell to move to final cleaning, painting and calibration.

Activities this Month (continued):

Testing:

- Testing resumed for the AFO-IIC components – Issues with testing equipment have hindered progress. Testing is ongoing.
- Factory Acceptance Tests for MSF TPSS Equipment - Fontana, CA.
- Factory Acceptance Tests for TPSS Temperature Rise - Fontana, CA.
- Pre-Shipping Inspection Test for Wireless Communication System – Plano, TX (June 2015). Pre-Shipping Inspection Test Maintenance Management Information System (MMIS) – Plano, TX. (June 2, 2015).
- Ongoing UPS Prototype tests for Electromagnetic Compatibility (EMC), compliance with Underwriters Laboratories (UL) Standards, and Seismic Tests – China and UPS Design Verification Tests,
- Pre-Shipping Inspection Test for Rail Car Mover – Granite Falls, MN (ongoing).
- Pre-Shipping Inspection Test for Rail Grinder – Granite Falls, MN (ongoing).
- Pre-Shipping Inspection Test for High Reach Lift Truck– Granite Falls, MN (ongoing).
- Pre-Shipping Inspection Test for Fire Detection Systems – Honolulu, HI.

MSF:

- Coordinating work in the yard by KKJV, and coordinating follow up work by AHJV and On-Call Contractor.
- Yard conduit installation: On-Call Contractor preparing for installation of yard conduit extensions. Anticipate layout survey and start of installation the first week of July.
- OSB conduit installation: On-Call Contractor continues installing Public Announcement and Access Control System/Intrusion Detection System (ACS/IDS) conduit at the OSB ground floor, mezzanine levels 1 and 2. Conduits and back boxes for the first floor, mezzanine 1 and mezzanine 2 are almost complete. Installation in shop areas to be finalized once access is coordinated with KKJV.
- MOW conduit installation: On-Call Contractor installing Public Announcement and ACS/IDS conduits at the MOW building. 60% complete.

Look Ahead (continued):

Testing:

- Pre-Shipping Inspection Test for Vehicle ATC System Cab racks – Batesburg, SC (TBD).
- Communication Design Verification OSB System – Italy (July 2015).
- Pre-Shipping Inspection Test for On-Board Systems – Plano, TX (July 2015).
- Pre-Shipping Inspection Test for Fiber Optics – Plano, TX (July 2015).
- Pre-Shipping Inspection Test for Closed Circuit Television (CCTV) – Honolulu, HI (July 2015).
- Pre-Shipping Inspection Test for Intrusion Detection – Honolulu, HI (July 2015).
- Pre-Shipping Inspection Test for Passenger Information System – Plano, TX (August 2015).
- Pre-Shipping Inspection Test for MSF SCADA Hardware – Batesburg, SC (July 15, 2015).
- Pre-Shipping Inspection Test for LCC Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for Waipahu Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for West Loch Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for MSF TCCR Equipment – Batesburg, SC (July 2015).
- Pre-Shipping Inspection Test for LCC Station TCCR Equipment – Batesburg, SC (October 2015).
- Pre-Shipping Inspection Test for ATS/SCADA software – Pittsburg, PA (July 2015).
- Design Verifications for Platform Screen Gates – Farmington, CT (August 2015).

KEY ISSUES:

- Finalize options for shielding of communications equipment from Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station. HART is evaluating alternatives to mitigate EMI.
- HART is closely monitoring Passenger Vehicle production in Italy and working with AnsaldoBreda (AB) to prepare for final assembly start-up in Pittsburg, CA.
- HART has provided two notices of revised access to the stations and guideway. HART and AHJV continue to evaluate the cost and schedule impacts associated with both delays. This issue is being addressed in RFCR # 18.
- 4-Car Train – Drafted Negotiations Strategy Memo.
- AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. Drafted Negotiations Strategy Memo.

QUALITY MANAGEMENT:

- Testing and Oversight Activities:

Design Verifications & System Testing		
Subsystem	Test Completed	Date Completed
TES	Pre-shipping Inspection Test MSF TPSS Equipment	June 3, 2015
TES	Pre-shipping Inspection Test TPSS Temperature Rise	June 3, 2015
Communications	Pre-shipping Inspection Test Wireless Communication Systems	June 4, 2015
Communications	Pre-shipping Inspection Test Maintenance Management Information System (MMIS)	June 4, 2015
Fire Detection	Pre-shipping Inspection Test MSF Fire Detection Equipment	May 21, 2015
Maintenance of Way	Pre-shipping Inspection Rail Car Mover	Ongoing
Maintenance of Way	Pre-shipping Inspection Rail Grinder	Ongoing
Maintenance of Way	Pre-shipping Inspection High Reach Lift Truck	Ongoing
UPS	Prototype, Design Verification, UL Certification, Seismic tests	Ongoing

Passenger Vehicle - Oversight		
Facility	Activity	Date Completed
Reggio Calabria, Italy	On-site inspector in place to oversee and report on AnsaldoBreda PV Carshell manufacturing activities	Ongoing
Pittsburg, CA	Vehicle Final Assembly	Not Started

CSC NCR Log			
	TOTAL	CLOSED	OPEN
AHJV	15	15	0
ASTS	2	2	0
AB	94	73	21
TOTAL	111	90	21

- AnsaldoBreda had previously generated NCRs for each aluminum carshell element with manufacturing issues found during carshell production, primarily at the subassembly supplier (CMC). Corrective actions have been taken for future production, and adjustments are being made to current assembled parts.

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

Contract No.: MI-930
Contractor: Schindler Elevator Corporation
Contract Start Date: August 2013
Contract Substantial Completion: May 2018
Projected Substantial Completion: The May 2018 completion date will change to a later date predicated on the award of the DB contracts for the east portion of the guideway. The Airport Guideway and Stations has been advertised.



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

Project Overview: Elevator and Escalator equipment design was completed in January 2015. The release to begin manufacturing of the FHSg equipment will be scheduled once an approved construction schedule with the successful contractor has been completed. The West O’ahu Station Group contract bids have been received, however a contract award has not yet been issued. The Notice to Proceed is still scheduled to be issued in mid-July. The Kamehameha Station Group will be advertised in August 2015 with an anticipated NTP being issued in December 2015.

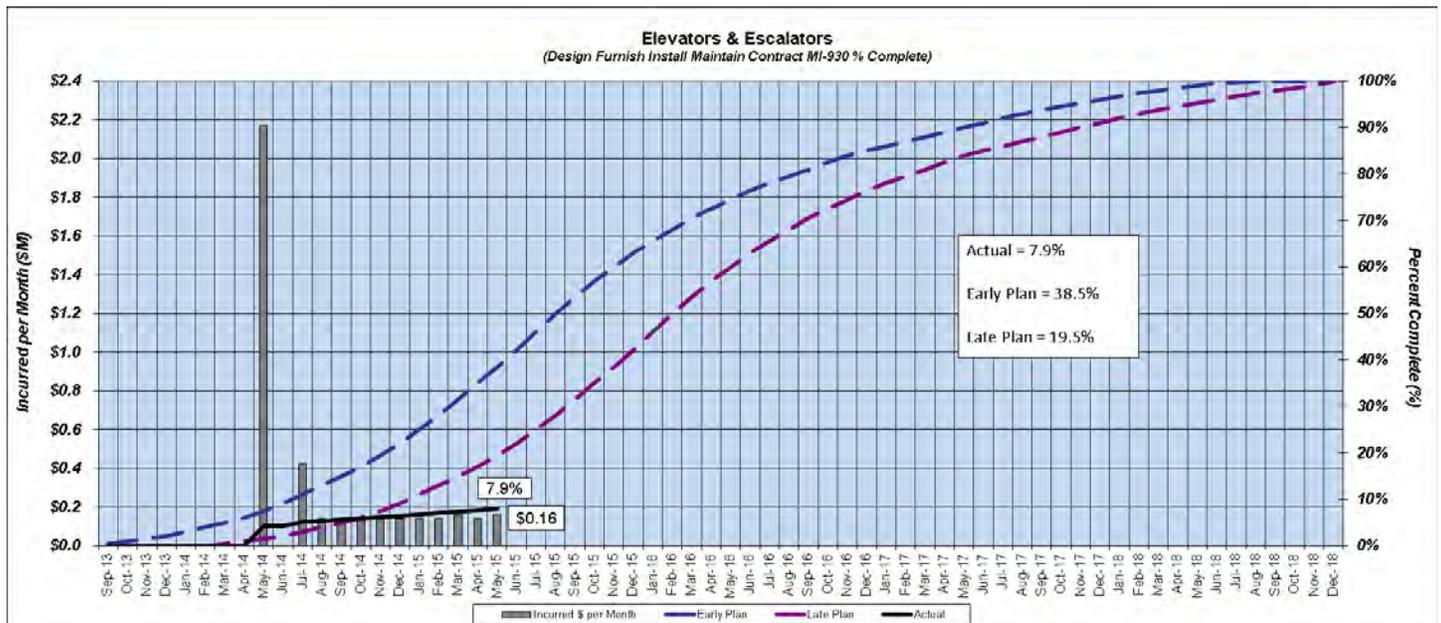
COST INFORMATION:

<u>Original Contract:</u>	<u>\$50,982,714</u>	<u>Incurred-to-Date:</u>	<u>\$4,043,013</u>
<u>Current Contract Value¹:</u>	<u>\$50,982,714</u>	<u>Incurred in May:</u>	<u>\$163,715</u>

¹Current Contract Value = Original contract value (not including contingency) 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



C. Fare Collection System

Contract No.: TBD

Contractor: TBD

Contract Start Date: TBD

Contract Substantial Completion: TBD

Projected Substantial Completion: TBD

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

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

Project Overview: The technical specification for the project is complete and the remaining RFP package is 80% complete. Schedule delays continue at this time due to last minute changes by COR and City procurement. A new MOU with DTS, BFS and DIT has been drafted and is under review. Anticipated new release date for the RFP is July 6, 2015. An MOU with DTS and DIT for future operations and maintenance is still required and will be negotiated in fall 2015.

COST INFORMATION: TBD

SCHEDULE:

- Anticipated RFP release is July 6, 2015 with RFP award anticipated for November 2015. System design anticipated for spring 2016.
- Manufacture in fall 2016.
- System testing for the back office functions and the bus anticipated in spring 2017.
- Anticipated system pilot launch on TheBus in June 2017 with full roll out on TheBus (including all central systems) for fall 2017.
- Interim roll out on rail in late 2018.
- Full roll out on rail in late 2019.

CRITICAL PATH ISSUES:

- Confirming cooperative procurement terms with the City.

WORK PROGRESS:

Activities this Month:

- Negotiating and drafting new RFP terms to incorporate the City’s requirement for cooperative procurement.
- Work with Permitted Interaction Group (PIG) to review new MOU terms.

Look Ahead:

- Issue Fare System RFP.
- Begin drafting MOU for cost sharing operations with DTS and BFS.
- Support City with establishment of a fare policy PIG.

KEY ISSUES:

- Reaching agreement and sign off on the capital cost sharing MOU and Cooperative Procurement Agreement as soon as possible.
- Releasing the RFP as soon as possible.

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

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

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: December 2009

Contract Substantial Completion: July 2016

Projected Substantial Completion: October 2016



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

Project Overview: For the June 2015 Report, progress for utilities, shaft, column, segment casting, and span stressing have been updated. The right side of the Single Track Guideway continues to get erected in the East Kapolei Station vicinity. Span by Span operations are heading eastward towards West Loch Station and over the Fort Weaver Overpass/Kunia Road. Dust control action items are being addressed at MSE Wall 251 by Waipahu High School and the Ho’opili Stock Pile in Aloun Farms. The Project’s Key Quality Issues continue to focus on drilled shafts and segment repairs, in addition to the repairs of Span 17 and Span 105.

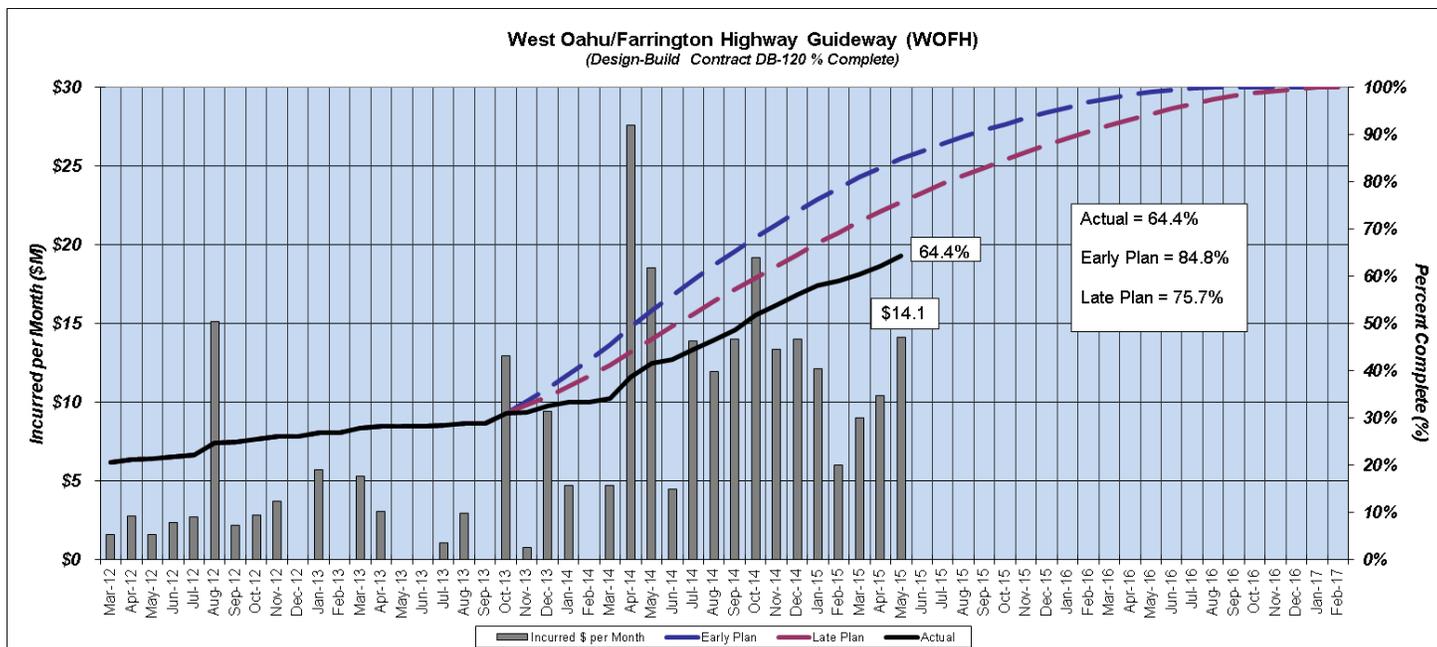
COST INFORMATION:

Original Contract:	\$482,924,000	Incurred-to-Date:	\$401,695,380
Current Contract Value ¹ :	\$623,606,472	Incurred in May:	\$14,106,789

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

DBE Participation	
Actual DBE Participation:	\$5,339,330
DBE % Attained:	1.11%

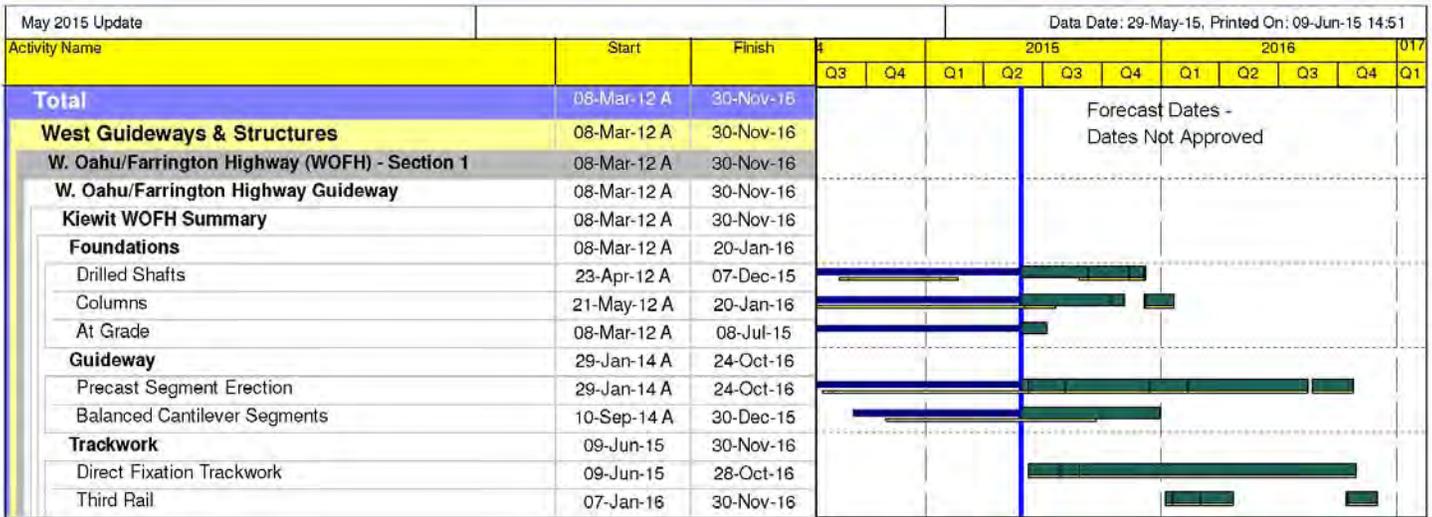
May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$140,682,472



In June, KIWC submitted Pay Application #66 for May 2015, but the payment was rejected since retention was not applied. KIWC has resubmitted Pay Application #66 and the payment is in review.

SCHEDULE:

- Progress is lagging from the approved planned schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART reviewed a revised schedule and requested a resubmittal via the Change Order process.



CRITICAL PATH ISSUES:

- A change order for the procurement and delivery of portables at LCC was executed. The lead time for these modular buildings will have an impact to the overall schedule. KIWC has notified HART that a 6 month time extension beyond substantial completion is needed to complete work at LCC. HART is currently reviewing this situation and is working with the contractor to mitigate a potential delay by only extending the time needed to complete LCC work, which does not affect guideway completion for functional track.
- Production rates for span erection continue to reside at or near critical path.
- Work in the Balanced Cantilever System area has slipped from the October 2014 schedule and is at or nearing critical path with minimal total float days available.

WORK PROGRESS:

WOFH Status as of 6/12/15

Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date*	Total Qty	% Complete
Water Line	8,528	9,348	91.2%	Shafts	218	210	266	82%
Sewer Line	550	570	96.5%	Columns	168	157	266	63.2%
Fuel Line	340	340	100%	Segment Casting	2,882	3,163	3,163	91.1%
Gas line	1,498	1,591	94.2%	Spans Stressed	126	128	266	47.4%
Drainage Line	3,325	5,166	64.4%	* The planned values are based on KIWC's Pending October Schedule Revision dated Dec. 5, 2014.				
Elec/Telecom	15,379	21,374	72.0%					
Street Lights	6,035	8,357	72.2%					
Traffic Sig/ITS Duct bank	8,009	10,802	74.1%					
System Sites	-	7,046	0%					
ITS Systems Devices	821	4,121	19.9%					

Activities this Month:

Earned Value: 66.9% [(Total Achieved to May 2015 (\$401 million) + Projected June 2015 Period (\$16 million))/Total Contract Including Executed Change Orders (\$623 million)]. Planned Value: 77.6%

Shaft/Column

- Performed drilled shaft construction, drilling, and placing of concrete for a total of 7 drill shafts. Set rebar and placed concrete for 10 columns.

Guideway Segment Erection

- Eastbound heading segments were erected from Span 131 through Span 139. Westbound heading segments were erected from Span 11R through 4R.

Utility Relocation

- Addressed utility conflicts along the alignment, relocating traffic signals, streetlights, and existing water/sewer lines. HECO relocating power lines. Third-party companies relocating overhead fiber-optic lines. Work is staying ahead of drilled shaft production.

Look Ahead:

Design Progress

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

Shaft/Column

- Continue with drilled shaft and column concrete placement at West Loch Station and further east. Shaft work is proceeding from West Loch Station to Waipahu High School. Shaft work is also proceeding at the Pearl Highlands Station area.

Guideway Segment Erection

- Segment span erection will continue from Span 4R westbound to the end of the alignment and from Span 120 eastbound along Farrington Highway towards West Loch Station.

Activities this Month (continued):

Balanced Cantilever Structure

- Cast 1 new segment upstream from Pier 253. Cast 3 new segments downstream and 2 new segments upstream from Pier 254. The traveler is being assembled at Pier Table 255 upstream. The Pier Table at Pier 256 is being constructed. The column has been poured at Pier 257.

Track Construction

- Track setting and concrete placing for plinths continues by the double crossover by Ho’opili Station. Thermite welding has been completed and concrete plinth construction has begun for the double crossover east of East Kapolei Station.

Precast Yard

- Precast Yard performed daily segment and sound wall casting at a reduced pace, averaging 7 segments per day or 35 segments per week. This reduced pace is to accommodate the storage available at the yard.

KIWC/Third-Party Coordination

- HECO and KIWC continue to resolve conflicts with utility relocations.
- Although horizontal offset requirements with utility companies still remain an issue, design is still proceeding.

Civil Structures

- The MSE Block Wall by Pier 251 continued to progress where Retaining Wall A continues to be the main focus. Retaining Wall B has also begun.

Look Ahead (continued):

Utility Relocation

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

Balanced Cantilever Structure

- KIWC will continue to cast upstream and downstream segments for the balanced cantilever at Piers 253 and 254. The closure segment between Piers 253 and 254 will be completed. The traveler at Pier 254 to be transferred to Pier Table 255 downstream. Work will continue on Pier Table 256.

Track Construction

- Welding operations will return in October 2015 east of West Loch Station. Rail will be stockpiled on the guideway when complete. Plinth work will continue east of East Kapolei Station.

Precast Yard

- Production of segment casting and sound walls will continue at a rate of 7 segments per day. At this rate, completion of all project segments is expected to be complete by August 2015.

KIWC/Third-Party Coordination

- Continue to resolve conflict construction and traffic issues with third-parties.

Civil Structures

- MSE Block Walls A and B will continue to progress by Pier 251.

KEY ISSUES:

- **Design Completion Schedule** – The Project’s design schedule continues to be tracked closely by HART. Comment Disposition and Over-the-Shoulder Meetings also continue to occur. As of mid-June, 111 of 130 design submittals have been submitted. HART will continue to facilitate the third-party review process and will track against KIWC’s design schedule.
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – In order for KIWC to begin work at the LCC Station area, four (4) portable buildings need to be relocated to another location within the campus. Change Order 063, Procurement of LCC Portables, was executed. KIWC has a pre-construction Right of Entry (ROE) and borings have been completed. A grading permit will be needed prior to the granting of a full construction ROE. KIWC has developed grading plans which were submitted to the Honolulu Department of Planning and Permitting (DPP) and HART for review in June. Full construction ROE will be granted by the University of Hawai’i after the grading plans are approved.
- **Construction Production/Baseline Schedule** – Meeting the project’s schedule will continue to be a challenge for the project. A re-sequenced October 2014 baseline schedule was submitted to HART in December 2014 showing more realistic construction durations. The schedule is being used to track progress against schedule of milestones. HART and KIWC continue to meet to discuss further refinements to durations and activities within the schedule.
- **HDOT Traffic Signal Betterments** – HDOT has requested various betterments beyond KIWC’s base scope of work. KIWC has presented a list of contract work versus betterments. HART has reviewed these items and agreed to the final scope of work. In June, both HART and KIWC continued to develop pricing by intersection. Priority of intersections will also be indicated.
- **Dust Complaints at MSE Wall 251 and Ho’opili Stock Pile** – The Hawai’i Department of Health (HDOH) Clean Air Branch visited the project site on May 19, 2015 at the MSE Wall by Pier 251 work area adjacent to Waipahu High School, and on May 22, 2015 at the Ho’opili Stock Pile within the Aloun Farms area. Fugitive dust from the jobsite was found in surrounding locations due to inadequate dust control measures. A meeting with Waipahu High School was held on June 4, 2015, to discuss the issues. Action items were developed and are being implemented.
- **Span by Span Operations over Fort Weaver Overpass/Kunia Road** – Span erection and stressing operations are proceeding eastward towards West Loch Station at a steady pace. Erection operations over the Fort Weaver Overpass/Kunia Road area began on June 25. HDOT is in the process of approving the Full Lane Closure Traffic Control Plan which would route traffic outside of the work areas as well as a Lane Closure Variance which would allow for work in the area during the evenings. Span by Span operations over this area are expected to be complete in the first few weeks of July.

KEY QUALITY ISSUES:

- **Span 17 Damage and Repair** - During the erection process of Span 17, segments 17-1, 17-2, 17-11, and 17-12 were damaged due to unbalanced support from the temporary bearings. NCR 00314 was opened to address this issue. KIWC continues to evaluate the extent of the damage. A root cause analysis and repair procedure alternatives were submitted to HART for review in June. Repair at Span 17 is not on the critical path and KIWC continues to proceed with Span by Span operations westbound.
- **Span 105 Damage and Repair** – While setting Span 105 into its final horizontal and vertical position, the span shifted while on the jacks. Span 105 made contact with nearby Spans 104 and 106. NCR 00336 was opened while damage to Spans 104, 105, and 106 are being evaluated. In June, KIWC repositioned Span 105 back into its rough position while the repair analysis to 106 and the adjacent segments is ongoing. KIWC continues rough setting of spans and final alignment operations.
- **Drill Shaft Quality** – HART received eight additional drill shaft Crosshole Sonic Logging (CSL) Reports in June 2015. Seven of the drilled shafts were found to have velocity reductions outside of the acceptable design criteria limits and one of the shafts had no issues. Of the 242 drilled shafts that have been tested to date, HART has requested that KIWC provide additional testing and/or modifications to 64 shafts to ensure that the shafts meet Project Specifications. KIWC continues to have weekly Drill Shaft Quality Meetings with HART to discuss testing results, quality, the concrete mix, and methods for repair.
- **Drill Shaft Repairs** – Of the 64 drill shafts that are being reviewed in detail, seven new NCRs have been opened and submitted to HART this month. HART will not close an NCR until KIWC completes another CSL test and demonstrates soundness of the concrete shaft as well as when all HART comments are responded to. The next major drill shaft repair is expected to be at Pier 235 where a micropile repair procedure will be utilized.

- **Pre-Cast Segment Progress/Quality** – The Casting Yard has scaled back in production to allow time for span erection efforts to catch up. Production is now averaging 35 segments per week and is currently about 90% complete with segment production for the overall project. 2,882 segments have been cast to date. Although 120 of the total 383 NCRs (31.3%) have been related to segmental issues like damaged shear keys, concrete voids, and spalls, proper correction procedures have already been developed and are being implemented.
- **Closing Out NCRs** – NCRs are being promptly corrected, validated, and closed out during this period. Both KIWC and HART have been working together to complete all the needed processes for timely validation. A total of 33 NCRs have been closed since last month. Of the 33, nine were related to pre-cast segment issues, 14 were related to drill shaft issues, five Balanced Cantilever System (BCS) cracking/tensioning issues, one out of tolerance rebar issue, one MSE Wall issue, and three related to spalling, column drainage orientation, and unintended gaps in a span.
- **Track Welding and Track Construction Operations** – KIWC continues to also complete the concrete plinth trackwork heading by the double crossover west of Ho’opili Station (the first of five crossovers for the project). Track thermite welding and concrete plinth rebar installation operations have begun on another double crossover east of the East Kapolei Station. The plinths are expected to be poured in July.
- **Balanced Cantilever System (BCS) Form Advancement** – KIWC continues to make great strides in the BCS construction. In June, KIWC tensioned all five downstream segments from Pier 254. The closure segment between Pier 253 and Pier 254 is expected to be complete in July thus fully completing the BCS span over H-1 westbound. Travelers were installed on Pier Table 255 by the end of June. On average, three segments are cast and stressed per week. As of mid-June, 22 of 84 BCS segments have been stressed (26.2%).
- **Base Grouting** – Base grouting work at the base of select drill shafts began. The grout ties the drilled shaft to the rock socket which allows for a more stable structural support system. As of mid-June, 31 of 62 shafts (50%) have been grouted to date. Base grouting reports continue to be submitted to HART in a timely manner.
- **Span by Span Advancement** – Work at the area around East Kapolei Station on the single spans has been progressing at a feverous pace. Single spans on the right side of the alignment were all stressed by the end of the month, which completed all the right spans at the beginning of the alignment. Span by Span operations will continue on the left side single spans in the beginning of July. At the far eastern part of the project, segments will begin to get erected as the truss proceeds eastward from the BCS segments to the end of the alignment.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
383	310	73

PROJECT PICTURES:



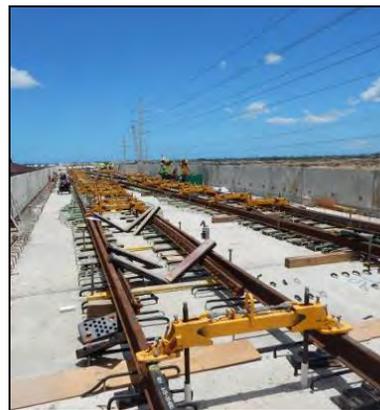
Segment erection at Span 138 heading eastbound, Work Area 2.



Backfilling at MSE Wall by Pier 251, Work Area 4.



BCS Segment 254-5D preparing to get poured, Work Area 6.



Preparing to pour double crossover concrete plinths east of East Kapolei Station, Work Area 1.

B. West O’ahu Station Group (WOSG)

Contract No.: FD-140

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

Contract Start Date: June 2012

Construction Docs Bid-Ready: April 2015 (in active procurement)

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



Project Overview: The WOSG construction contract bid opening was held on June 16, 2015. HART will be evaluating the bid proposals and anticipates a contract award in the coming weeks.

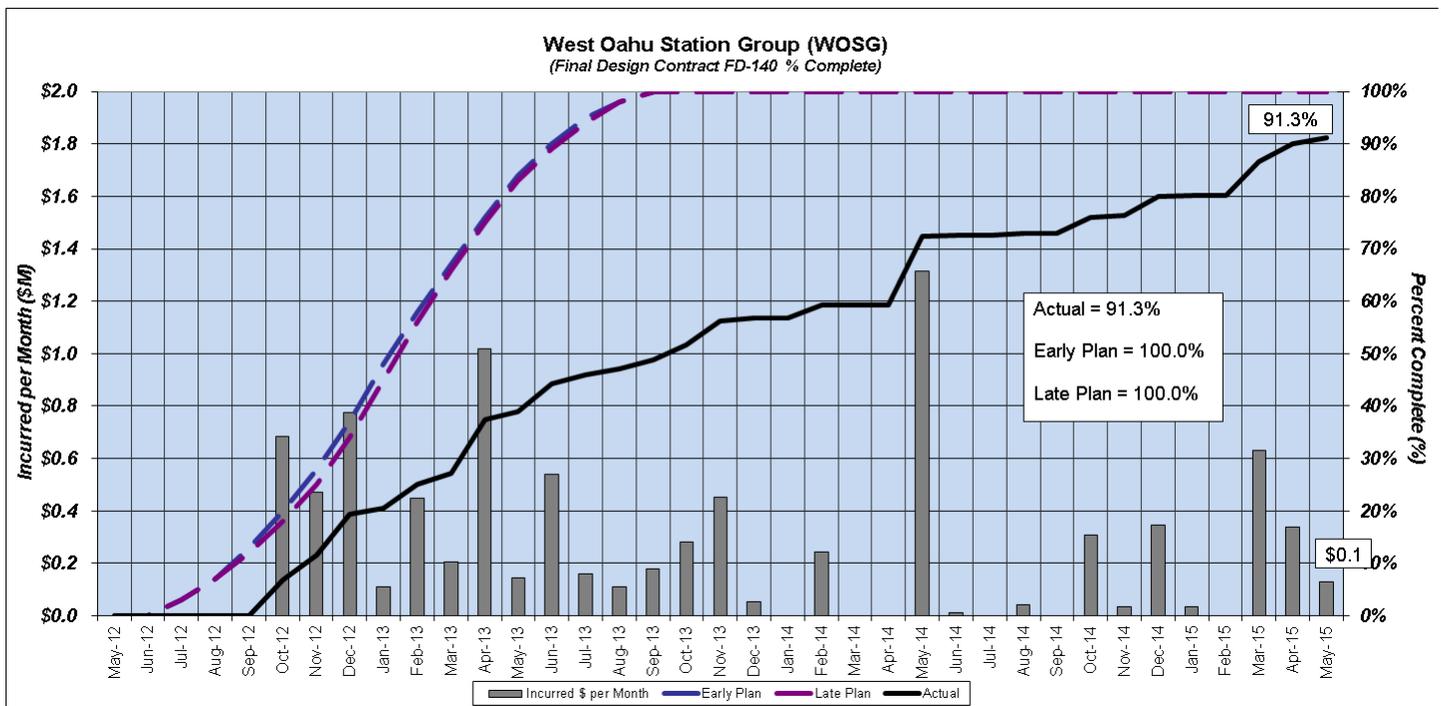
COST INFORMATION:

<u>Original Contract:</u>	<u>\$7,789,000</u>	<u>Incurred-to-Date:</u>	<u>\$9,052,950</u>
<u>Current Contract Value¹:</u>	<u>\$10,014,305</u>	<u>Incurred in May:</u>	<u>\$129,068</u>

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

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

May Change Orders/Amendment		
Change No./Amend	Description	Amount (\$)
00016	PSG/Rev to Canopy Design/Power to Ho’opili Sta/Scour Countermeasures at EK & UHWO	\$132,000
Cumulative to Date		\$2,777,305



The design phase of the WOSG contract is substantially complete. The role of the design consultant is transitioning to engineering support services during construction.

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 26-Jun-15														
Activity Name	Start	Finish	2015				2016				2017						
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
W. Oahu/Farrington Highway (WC)	28-May-13 A	28-Sep-17															
W. Oahu Station Group	28-May-13 A	28-Sep-17															
Design - W. Oahu Station Group	28-May-13 A	28-Sep-17															
Design - W. Oahu Station Group	28-May-13 A	28-Sep-17															
Design - Bid Support	28-May-13 A	26-Jun-15															
Design - Construction Support	29-Jun-15	28-Sep-17															
Construction - W. Oahu Station Group	15-Jul-15	28-Sep-17															
East Kapolei Station	14-Jan-16	28-Sep-17															
UH West Oahu Station	01-Oct-15	31-Jul-17															
Ho'opili Station	15-Jul-15	28-Feb-17															

CRITICAL PATH ISSUES:

- HART is overseeing the final resolution of minor interface items outstanding between WOSG and the CSC, WOFH and EE contracts.
- The design consultant is completing designs of power service connections for UH West O’ahu and Ho’opili Stations.
- Due to unforeseen complications with a planned water service connection, the design consultant is completing the design of two water storage tanks for fire protection and potable water supply.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 93%.
- Interfaced design with CSC, WOFH and EE contracts.
- Coordinated with private developer, utility companies and third party agencies to establish utility services for UH West O’ahu and Ho’opili Stations.

Look Ahead:

- Document design interface agreements with CSC, WOFH and EE contracts.
- Finalize third-party agreements and approvals.

KEY ISSUES:

- Coordinating with HDOT to resolve policy level design review comments.

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240

Contractors:

URS Corporation

Start Date: Sept. 27, 2013

End Date: June 2017

HDR Engineering, Inc.

Start Date: Jan. 12, 2011

End Date: April 5, 2013

Construction Docs Bid-Ready: December 2014 (in active procurement)



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

Project Overview: Design for this contract is complete. The associated construction contract was awarded to Hawaiian Dredging on June 9, 2015.

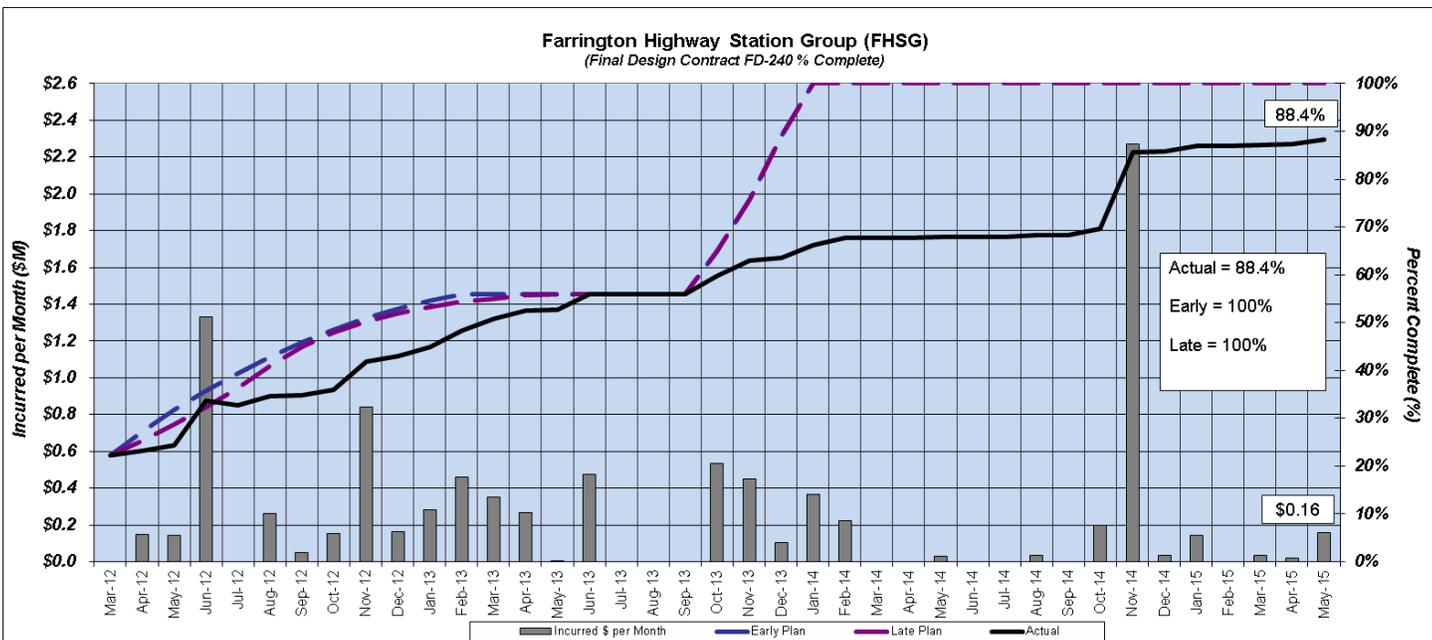
COST INFORMATION:

Original Contract:	\$9,300,696	Incurred-to-Date:	\$12,546,293
Current Contract Value ¹ :	\$14,198,045	Incurred in May:	\$158,729

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

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

May Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
00009	West Loch Generator	\$7,000
Cumulative to Date		\$5,017,093



The design phase of the FHSG contract is complete. The role of the design consultant has transitioned from design to engineering support services during construction.

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 26-Jun-15														
Activity Name	Start	Finish	2015				2016				2017						
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4			
W. Oahu/Farrington Highway (WOFH) - Section 1	28-Jan-13 A	31-Jul-17															
Farrington Highway Station Group	28-Jan-13 A	31-Jul-17															
Design - Farrington Highway Station Group	28-Jan-13 A	31-Jul-17															
Design - Bid Support	28-Jan-13 A	30-Jun-15															
Design - Construction Support	01-Jul-15	31-Jul-17															
Construction - Farrington Highway Station Group	01-Jul-15	31-Jul-17															
West Loch Station	01-Jul-15	31-Mar-17															
Walpahu Transit Station	01-Aug-15	31-Jul-17															
Leeward Community College Station	01-Dec-15	30-Jun-17															

CRITICAL PATH ISSUES:

- HART is facilitating the finalization of interface agreements between the FHSG, CSC, WOFH and EE contracts.
- HART is coordinating and forecasting construction access milestones between interfacing contracts.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 84%. This value appears low relative to other station groups due to the proportionally larger value of its construction services budget. However, the design scope of this contract is complete.
- Finalizing approvals from third parties.

Look Ahead:

- Obtain remaining HART-provided construction rights of entry.
- Document design interface agreements.
- Execute construction contract and issue construction Notice to Proceed.

KEY ISSUES:

- Tracking completion of designs that interface with FHSG prior to construction.
- Tracking construction access handoff dates with WOFH contractor.

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Contract Start Date: July 2011

Contract Substantial Completion: April 2016

Projected Substantial Completion: April 2016



Project Description: The MSF contract consists of the Operations and Servicing Building, Maintenance of Way, Train Wash Facility and Wheel Truing Building. In addition to the four (4) facility buildings, MSF includes rail procurement, special trackwork, ties, third rail and other track material for the four guideway segments on the project.

Project Overview: MSF substantial completion was extended 6 calendar days due to weather delays that impacted critical construction activities. A no cost change order for the six calendar days has been executed.

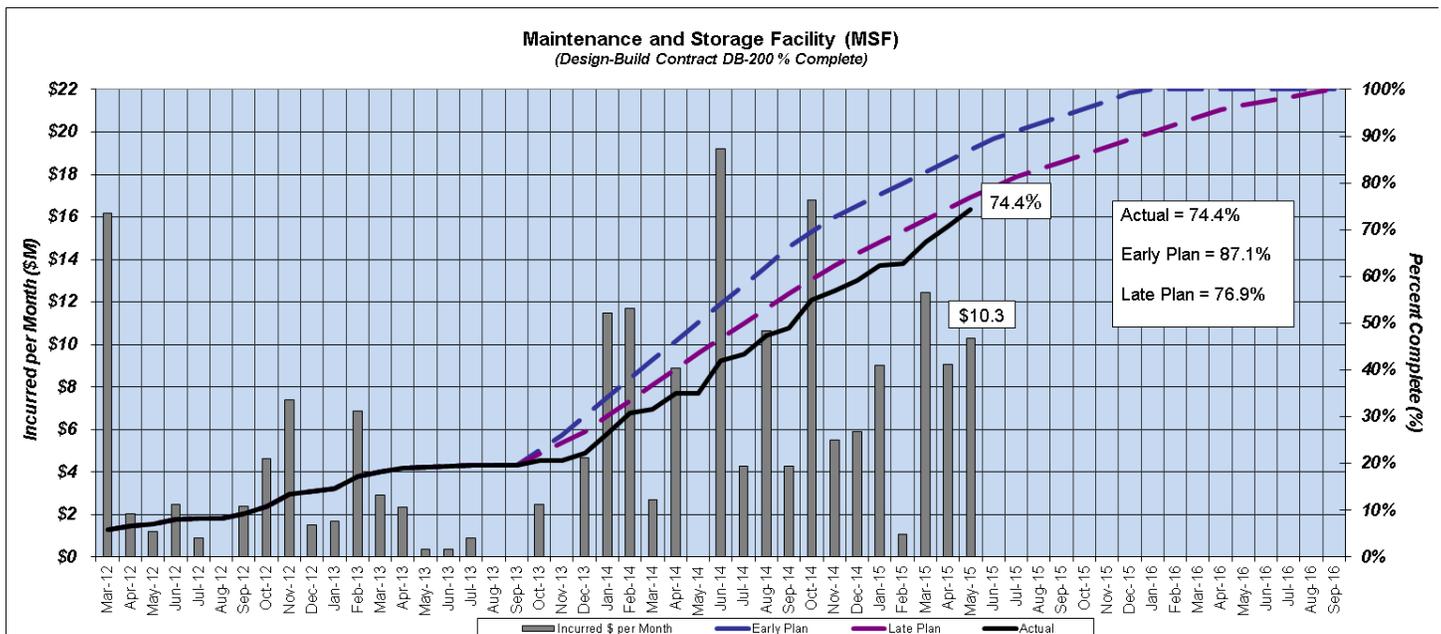
COST INFORMATION:

<u>Original Contract:</u>	<u>\$195,258,000</u>	<u>Incurred-to-Date:</u>	<u>\$204,477,328</u>
<u>Current Contract Value¹:</u>	<u>\$274,808,008</u>	<u>Incurred in May:</u>	<u>\$10,294,102</u>

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

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$79,550,008



SCHEDULE:

- The MSF substantial completion was extended by change order from April 15, 2016 to April 21, 2016.

May 2015 Update			Data Date: 29-May-15, Printed On: 05-Jun-15 18:05							
Activity Name	Start	Finish	2015				2016			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	29-Aug-11 A	21-Apr-16								
Maintenance & Storage Facility (MSF)	29-Aug-11 A	21-Apr-16								
Design	29-Aug-11 A	27-Jan-15 A								
Design & Engineering	29-Aug-11 A	27-Jan-15 A								
Construction	26-Jul-12 A	21-Apr-16								
Site Civil/Utilities	26-Jul-12 A	12-Feb-16								12-Feb-16
Operations & Servicing Building	27-Nov-13 A	03-Feb-16								03-Feb-16
Maintenance of Way Building	12-May-14 A	22-Dec-15								22-Dec-15
Wheel Truing Building	18-Jul-14 A	28-Oct-15								28-Oct-15
Yard Trackwork	17-Feb-15 A	29-Feb-16								29-Feb-16
Train Wash Facility	23-Mar-15 A	24-Feb-16								24-Feb-16
Third Rail	03-Jun-15	12-Feb-16								12-Feb-16
Project Facility Commissioning, Closeout & Turnover	08-Oct-15	21-Apr-16								21-Apr-16

CRITICAL PATH ISSUES:

- MSF contract substantial completion date was extended 6 calendar days by change order. This delay is due to inclement weather beyond the norm that impacted construction operations in the fourth quarter of 2014.
- Scheduling work related to test track and functional track to support program opening dates.
- Coordination with abutting WOFH main line contract for completion of track work in west yard, and utilities and site access in the east yard.

MSF Construction Status as of 6/30/15	
Element	% Complete
OSB	68%
MOW Building	68%
WTB	80%
Rail Procurement	98%

WORK PROGRESS:

Activities this Month:

Earned Value: 75% [(Total Achieved to May 2015 (\$194.2 million) + Projected June 2015 Period (\$13.4 million))/Total Contract Including Executed Change Orders (\$275 million)]. Planned Value: 80%

Yard/Utilities

- Installing conduit for systems, communications, train control, traction power, site electrical and exterior lighting.
- Installing pre-curved rail west of M-Tracks.
- Installing IJ's for storage tracks S1-7.
- Installation of contact rail at storage tracks is ongoing.

Operations and Servicing Building (OSB)

- Installing mechanical/electrical/plumbing.
- Installing service and emergency lighting.
- Installing drywall and interior and exterior building finishes.
- Installing control room raised access flooring.

Maintenance of Way (MOW)

- Installing drywall and interior and exterior building finishes.
- Installing membrane and standing seam metal roofing.
- Installing mechanical/electrical/plumbing systems.
- Installed permanent access stairs.

Look Ahead:

Yard

- Continue Storage and Maintenance track work.
- Extend Signal and Control Raceway to Wayside devices.

Utilities

- Set and connect emergency generators with fuel storage system.

MOW

- Complete power distribution.
- Interior finishes/HVAC.

Train Wash

- Building structure, Slab on Grade, CMU Wall, utilities.

OSB

- Complete embedded slab utilities, drainage, shop traction power, convenience power and building systems.
- Pour Slab on Grade.

Activities this Month (continued):

Wheel Truing Building (WTB)

- Installing mechanical/electrical/plumbing.
- Completed installation of light fixtures, stairs, guardrails and fire protection.

TPSS

- Completed TPSS slab placement.

Rail Procurement and Installation

- Receiving materials and installing turnouts is ongoing.
- Distributing rail materials to WOFH is ongoing.
- Installation of pre-curved rail is ongoing.

Administration

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

Look Ahead (continued):

- Complete interior partitions.
- Building close in, metal wall panels, glazing, doors.
- Interior finishes/HVAC.

WTB

- Mandoors, wheel lathe, interior partitions, power distribution, interior finishes.
- Release Building Systems raceway to CSC.

KEY ISSUES:

- **Interface Management with Core Systems Contractor** – predominant areas of concern include a general revision to the location of rail control system insulated joints and track devices; building internal requirements for access control, intrusion detection and fire detection and alarm system device locations; and resolution of traction power duct bank terminations at electrically operated traction power switches. Details and resolution are being worked out through the Request for Interface Data process.
- **Joint Occupancy with Core Systems Contractor** – weekly meetings are held and details are being worked out for systematic release of areas and infrastructure whereby the Core Systems Contractor can commence work.
- **HECO Interface** – installation of incoming power will be required to support commissioning of building systems and train maintenance including bridge cranes and the wheel lathe.
- **Coordination with the abutting main line contract** – for completion of site access in the east and west yards including rail, vehicular access and utility interconnection.
- **Train Car Delivery and Assembly** – Rail, access and building completion in support of train car delivery and assembling, including site access and internal movement of assembled rail cars.

KEY QUALITY ISSUES:

- NCR 26 was issued to Swanson Steel for wedge anchors not fully embedded for Stairway No. 4.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
26	25	1

PROJECT PICTURES:



Setting concrete ties for storage tracks.



Placing fiberglass bar joints for the insulated joints.



Install skylight in the MOW storage roof.



Setting anchor bolts for TWF column pedestals.



OSB drywall installation.



WTB interior.

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: May 2017

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



Project Overview: Construction of the drilled shafts will be moving to the balanced cantilever area in order to maintain progress while HECO clearance issues are resolved. Discussions with HECO are being held at an elevated level to resolve concerns about horizontal/vertical clearances and schedule certainty. Elevated discussions are also ongoing to clarify the scope and funding source of the HDOT betterments. The KHG team continues to explore mitigation measures that would balance MOT and noise impacts to the community.

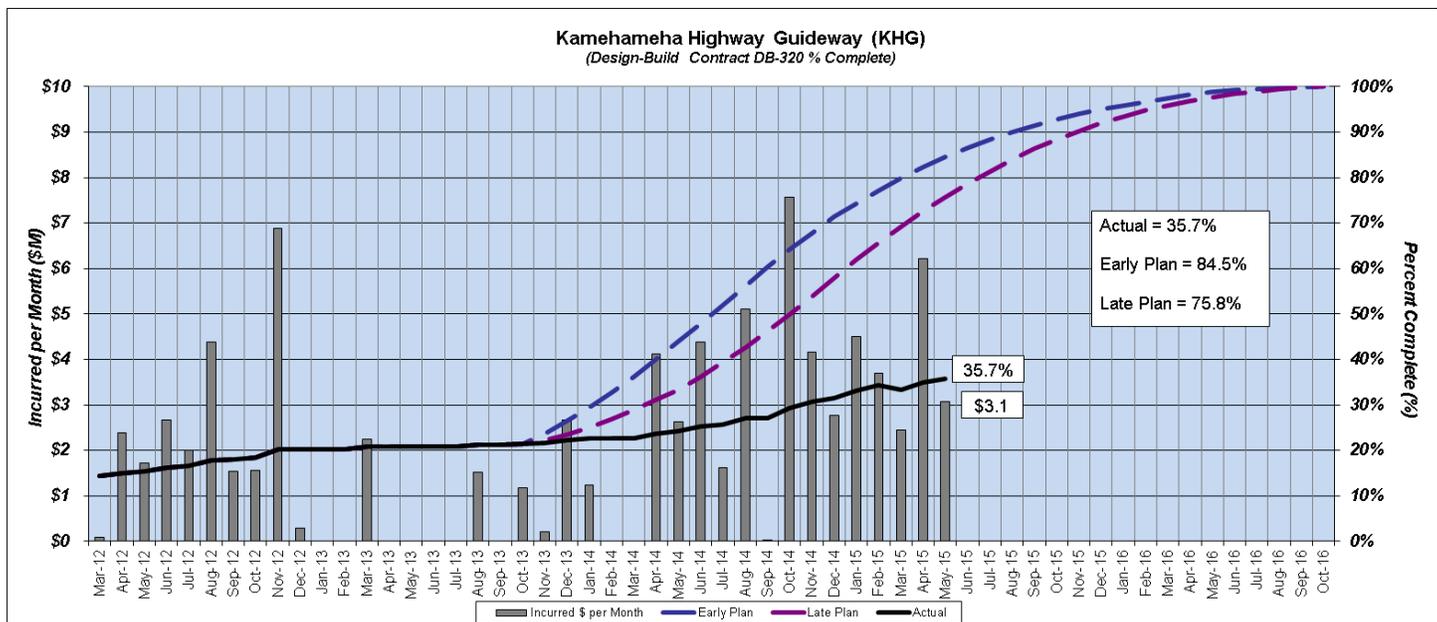
COST INFORMATION:

<u>Original Contract:</u>	<u>\$372,150,000</u>	<u>Incurred-to-Date:</u>	<u>\$142,197,251</u>
<u>Current Contract Value¹:</u>	<u>\$388,636,363</u>	<u>Incurred in May:</u>	<u>\$3,079,962</u>

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

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

May Change Orders		
Change No.	Description	Amount (\$)
00016	Delay to Method Shaft 6	\$121,000
Cumulative to Date		\$16,486,363



- Progress payment 46 (May 2015) has been submitted for review.

SCHEDULE:

- The accepted re-baselined schedule dated Oct. 28, 2013 is no longer valid, and KIWC submitted a schedule revision on Dec. 5, 2014 with a data date of October 2014. This schedule showed a revised Substantial Completion date of April 4, 2017, and HART has requested re-submittal via the change order process. KIWC is expected to submit the RFCC in July.
- Schedule has continued to slip due to lack of Design-Builder’s coordination and construction of utility relocation work.

May 2015 Update		Data Date: 29-May-15, Printed On: 09-Jun-15 14:48												
Activity Name	Start	Finish	2015			2016				2017				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Total	26-Dec-14 A	24-Jul-17	Forecast Dates - Dates Not Approved											
West Guideways & Structures	26-Dec-14 A	24-Jul-17												
Kamehameha Highway (KH) - Section 2	26-Dec-14 A	24-Jul-17												
Kamehameha Highway Guideway	26-Dec-14 A	24-Jul-17												
Kiewit KHG Summary	26-Dec-14 A	24-Jul-17												
Foundations	26-Dec-14 A	30-Nov-16												
Drilled Shafts	26-Dec-14 A	29-Sep-16	[Gantt bar]											
Columns	05-Feb-15 A	30-Nov-16	[Gantt bar]											
Guideway	01-May-15 A	15-Feb-17												
Precast Segment Erection	01-May-15 A	15-Feb-17	[Gantt bar]											
Cast BC Segments	06-Jul-15	21-Sep-16	[Gantt bar]											
Trackwork	28-Oct-15	11-Apr-17												
Direct Fixation Trackwork	28-Oct-15	24-Mar-17	[Gantt bar]											
Third Rail	12-Nov-15	11-Apr-17	[Gantt bar]											
KHG Project Finish Work, Demob, Punchlist	06-May-16	24-Jul-17	[Gantt bar]											

CRITICAL PATH ISSUES:

- Due to delays in the Design-Builder’s design, coordination and construction of utility relocations, drilling of shafts will need to be re-sequenced to mitigate the impact.
- HECO schedule uncertainty continues to impact the construction schedule for the project, though the effects have been partially mitigated by resequencing the work.

WORK PROGRESS:

KHG Construction Status as of 6/19/15								
Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date*	Total Qty**	% Complete
Water Line	3,953	4,362	91%	Shafts	44	25	186	24%
Gas Line	10,900	12,641	86%	Columns	0	9	169	0%
Sewer Line	429	492	87%	Segment Casting	1	270	2,075	0%
Drainage	580	2,081	28%	Segment Erection	0	0	2,075	0%
Elec/Telecom	12,163	19,455	63%	Spans Stressed	0	0	156	0%
Signals/ITS/Lights	11,941	18,486	65%	* The planned values are based on KHG’s pending October schedule revision dated Dec. 5, 2014. **Total Quantity based on KIWC interim plans. Final design has not been completed.				

Activities this Month:

Earned Value: 37.6% [(Total achieved to May 2015 (\$135.3 million) + June projection (\$11 million))/Total contract including executed Change Orders (\$389 million)]. Planned Value: 78.7%

Shaft/Column/Segments

- 44 of 186 shafts have been installed.
- KHG first segment cast (414R-2).

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. To date, 36 of 49 drawing packages have been issued for construction.

Utility Relocation

- Acquisition of ROE for utility relocations is being pursued by HART and KIWC jointly, and meetings with property owners will continue. Some locations were mitigated during design review.

Activities this Month (continued):

Utility Relocation Progress

- Water line relocation completed in Phase 10.
- 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.
- Reinforced Concrete Jacket installation in Phase 5.
- Fuel line relocation in Phase 6.

Traffic Signals

- Traffic signal installation is ongoing at the intersections of Pali Momi and Kanuku.

Roadway Widening

- Roadway widening activities are ongoing in Phases 6, 9 and 11.

Look Ahead (continued):

- Fuel line relocations in Phases 6, 7 and 12.
- Pile driving for street lights to begin at Pali Momi intersection.

Guideway Structure

- Construction of shafts will begin for the balanced cantilever, starting on the west side of H-1 moving westbound.
- Column construction is expected to start in July, from the west end proceeding eastward.

Roadway Widening

- Roadway widening will continue throughout the alignment.
- There has been no update to the status of HDOT funding acquisition for betterment work.

KEY ISSUES:

- Mitigation measures for noise and traffic impacts continue to be explored, but mitigation for one tends to adversely impact the other. HART will continue to work with the community to try to minimize impacts.
- HDOT has provided a letter of concurrence for 8 betterments. Incorporation of these betterments is dependent on HART and HDOT entering into separate, written agreements that will specify, among other things, the funding and payment mechanisms for each betterment.
- Resolution of the HECO clearance issues continues to impact the project schedule.

KEY QUALITY ISSUES:

- **Project specifications** – Current shaft construction is proceeding with only minor quality issues. Methodology for the process of implementing design changes after plans have been issued for construction is being discussed at a programmatic level.

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
70	43	27

PROJECT PICTURES:



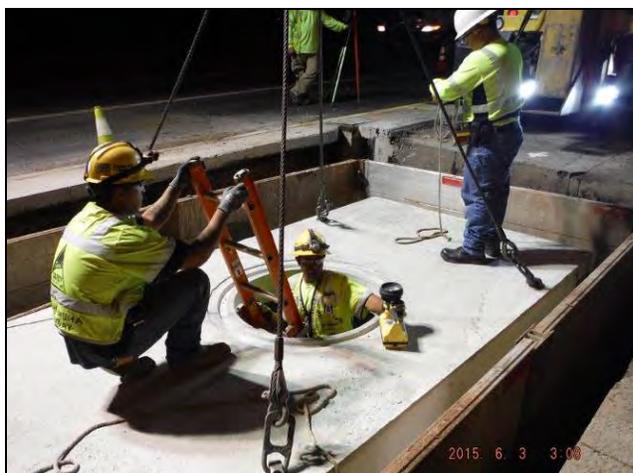
Delivering shaft reinforcing, Phase 1.



Removal of gas line, Phase 4.



Widening paving, Phase 10.



Vault installation, Phase 13.



Remediation of Kohomua septic tank, Phase 13.



Casting of segment 414R-2.

B. Ramp H2R2

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



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.

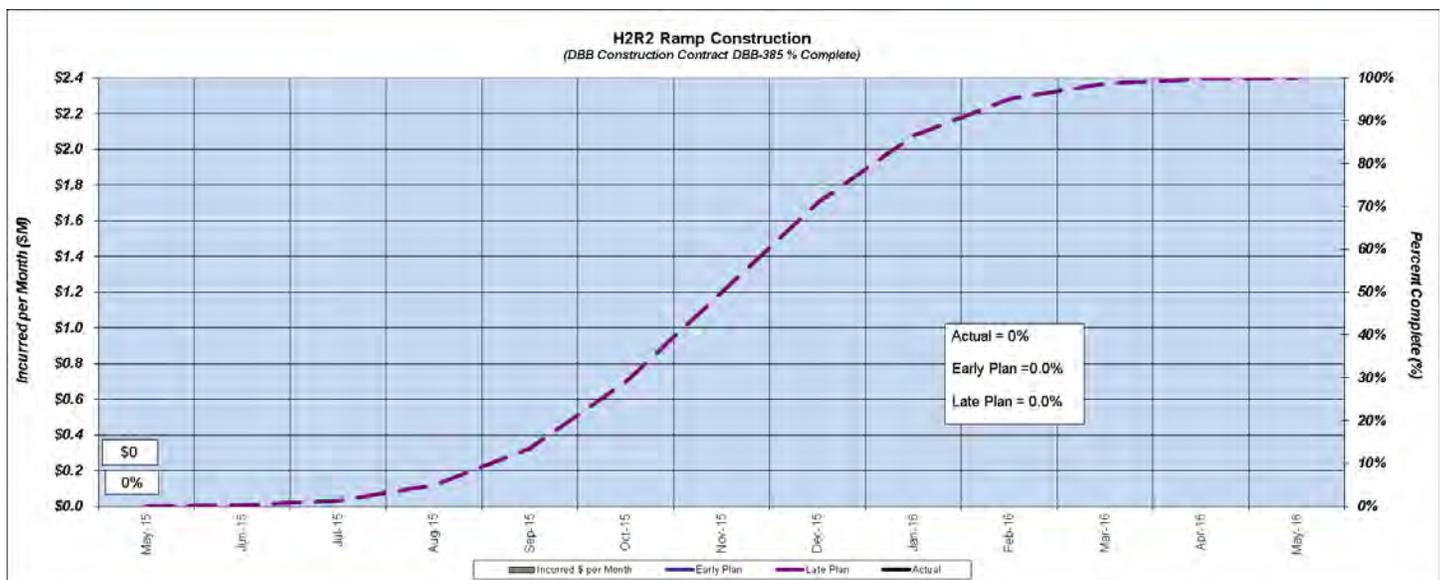
COST INFORMATION:

Original Contract:	\$5,703,646	Incurred-to-Date:	\$0
Current Contract Value ¹ :	\$5,203,646	Incurred in May:	\$0

¹Current Contract Value = Original contract value (not including contingency) + 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 2015 Update			Data Date: 29-May-15, Printed On: 10-Jun-15																	
Activity Name	Start	Finish	2015				2016				2017				2018				2019	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Kamehameha Highway (KH) - Section 2	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		

CRITICAL PATH ISSUES:

- DPP final review and sign-off on Final Design Documents.
- A Contractor Schedule and Organization Chart are required.
- Contractor to submit for Permits.

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; Planned Value: 0%

- Contractor to comply with requirements of the General Conditions.
- Pre-construction meeting complete.
- Submit all required Forms, Reports and Certifications.
- Purchase and establish CMS software.

Look Ahead:

- CMS training.
- Establish submittal and documentation procedures.
- Site mobilization plan.

KEY ISSUES:

- Contractor to establish construction team.

C. Kamehameha Highway Station Group (KHSG)

Contract No.: FD-340

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

H2R2 Highway Ramp: January 2015 (in construction)

Kamehameha Highway Stations: August 2015

Project Description: The Kamehameha Highway Stations Group FD Contract (KHSG) consists of architectural and engineering services for the design of three (3) transit stations serving the Kamehameha Highway Guideway. The three (3) stations comprising the KHSG contract are the Pearl Highlands Station, the Pearlridge Station, and the Aloha Stadium Station. The Pearl Highlands Station also includes two highway ramps.

Project Overview: The KHSG design has incorporated value engineering changes in preparation for a construction solicitation in August 2015. In addition, the H2R2 Ramp was broken out and expedited under a separate Design-Bid-Build contract awarded in June 2015.

COST INFORMATION:

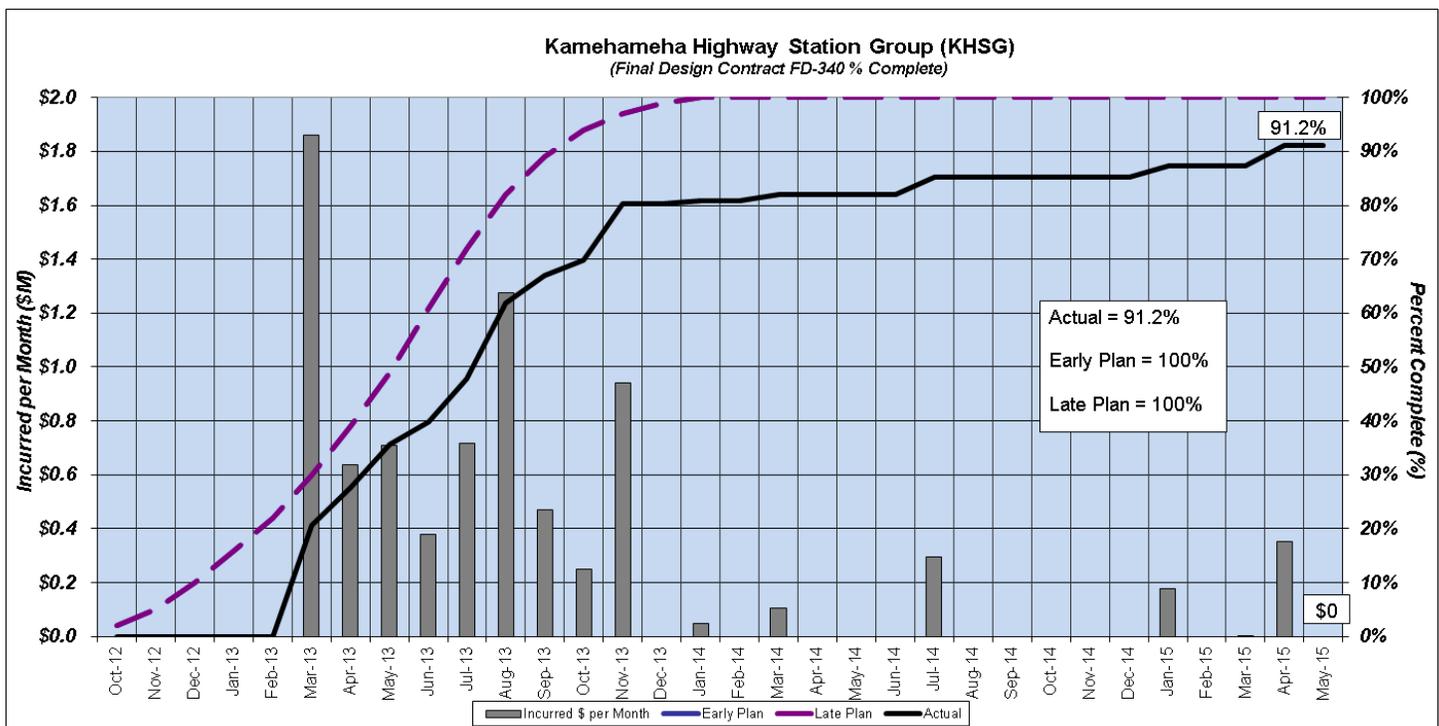
Original Contract: \$8,702,592	Incurred-to-Date: \$8,219,319
Current Contract Value ¹ : \$9,011,768	Incurred in May: \$0

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



DBE Participation	
Actual DBE Participation:	\$3,303,778
DBE % Attained:	37.96%

May Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
Cumulative to Date		\$352,176



The closeout of the KHSG contract is currently 12 months behind its original schedule due to design interfaces with other HART contracts, ongoing value engineering efforts, and a reorganization of the KHSG package from its previous inclusion in the canceled West Side Stations Group solicitation. The schedule for the KHSG design has been extended to accommodate these additional efforts, which are now nearly complete.

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 23-Jun-15															
Activity Name	Start	Finish	2015				2016				2017				2018			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Kamehameha Highway (KH) - Section 2	18-May-14 A	29-Jun-18																
Kamehameha Highway Station Group	16-May-14 A	29-Jun-18																
Design - Kamehameha Highway Station Group	16-May-14 A	29-Jun-18																
Design - Bid Support	16-May-14 A	18-Aug-15																
Design - Construction Support	19-Aug-15	29-Jun-18																
Construction - Kamehameha Highway Station Group	01-Dec-15	29-Jun-18																
Pearl Highlands - Station	04-Apr-16	29-Jun-18																
Pearl Ridge Station	01-Jul-16	29-Jun-18																
Aloha Stadium Station	01-Dec-15	29-Sep-17																

CRITICAL PATH ISSUES:

- HART is proactively facilitating the documentation of design interface agreements between the KHSG and CSC, WOFH, KHG and EE contracts to ensure consistency and integration of these designs.
- HART is overseeing the KHSG final design consultant’s resolution of comments received from third parties.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 95%.
- Interfaced design with the CSC, WOFH, KHG and EE contracts.
- Technical peer and third party reviews were completed and comments returned to the designer of record.
- H2R2 construction contract awarded.
- Initiated preparation of independent cost estimate.

Look Ahead:

- Document remaining design interface agreements.
- Obtain third-party final approvals on remaining construction documents.
- Prepare construction bid package for August 2015 advertisement.

KEY ISSUES:

- Finalizing bid documents prior to construction advertisement.

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

A. Airport Section Guideway and Utilities



Contract No.: FD-430

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

Contract Start Date: January 2012

Construction Docs Bid-Ready:

- Guideway, Stations and Utilities (DB)
 - RFP Part 1 for DB (Qualifications): Issued April 2015
 - RFP Part 2 for DB (Proposals): To be issued August 18, 2015

Currently in Construction:

- Airport Section Utilities (DBB-505 - Nan Inc.):
 - Construction NTP issued July 2014

Construction Completed:

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

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). Therefore, the remainder of this section focuses solely on the portion of design yet to be completed and advertised for construction, which includes the stations.

Project Overview: This section of the guideway has been combined into a single Airport Guideway and Stations (AGS) Design-Build package. The AGS package is in active procurement.

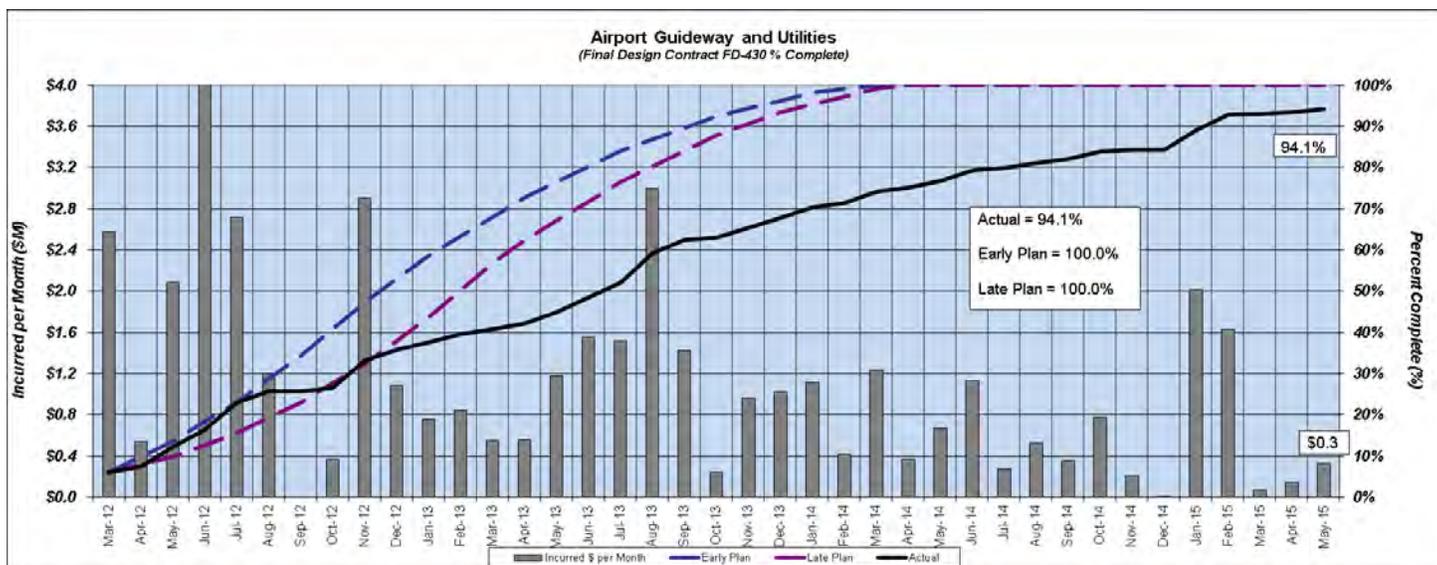
COST INFORMATION:

<u>Original Contract:</u> \$38,840,960	<u>Incurred-to-Date:</u> \$40,098,433
<u>Current Contract Value¹:</u> \$42,610,832	<u>Incurred in May:</u> \$326,804

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

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

May Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
Cumulative to Date		\$3,769,872



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

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 10-Jun-15																				
Activity Name	Start	Finish	2015				2016				2017				2018				2019				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Airport Section Guideway and Utilities Design	08-Nov-11 A	19-Jul-19																					
Airport Programmatic	01-May-12 A	14-Feb-14 A																					
Airport Permits	09-Nov-11 A	09-May-16																					
Design - Airport Guideway & Utilities	05-Jan-12 A	29-May-15																					
Construction - Airport Guideway	07-Apr-16	19-Jul-19																					

CRITICAL PATH ISSUES:

- Request for Proposal Part 2 (RFP2) documents are currently scheduled to be released on August 18, 2015.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 97.3%.
- Expediting right-of-way acquisitions.

Look Ahead:

- Issue RFP2 documents.

KEY ISSUES:

- Acquiring rights-of-way and critical temporary construction easements.
- Continue to coordinate with the U.S. Navy for right of entry and construction agreements.

B. Airport Section Utilities Construction

Contract No.: DBB-505

Contractor: Nan, Inc.

Contract Start Date: July 2014

Contract Substantial Completion: February 2016

Projected Substantial Completion: April 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. ITS installation work along Kamehameha and Nimitz Highways is ongoing and nearing completion. Utility work is being impacted due to lack of Navy ROE, which recently has been made available. Meanwhile, Nan, Inc. continues to develop and submit outstanding submittals.

COST INFORMATION:

<u>Original Contract:</u>	<u>\$28,413,974</u>	<u>Incurred-to-Date:</u>	<u>\$3,436,102</u>
<u>Current Contract Value¹:</u>	<u>\$28,413,974</u>	<u>Incurred in May:</u>	<u>\$2,156,716</u>

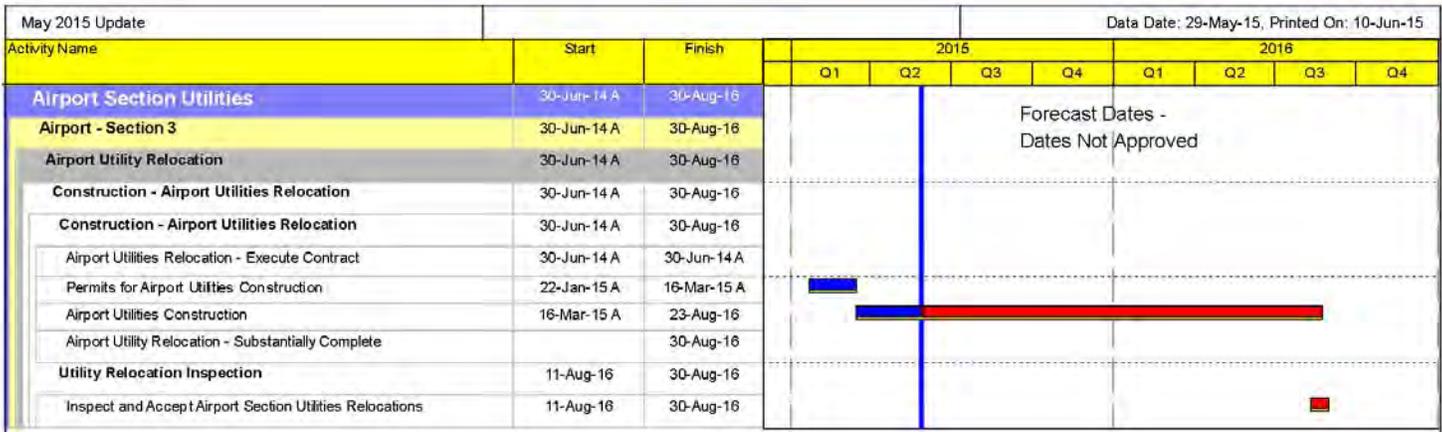
¹Current Contract Value = Original contract value (not including contingency) + executed Change Orders

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

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



SCHEDULE:



CRITICAL PATH ISSUES:

- Noise variance (see key issues for details).

WORK PROGRESS:

Activities this Month:

Earned Value: 8.82%; Planned Value: 16.78%

- Nan, Inc. has submitted a baseline construction schedule, which has been approved. They are working on a revised baseline schedule based on deductive RFCRs that have been issued.
- Inspection and Testing Plan (ITP) has been submitted by Nan and returned by HART with comments.
- Nan, Inc. is finalizing the installation of license plate reader (LPR) cameras and is in the process of coordinating to bring them online.
- Nan, Inc. has commenced installation of an 18-inch sewer line, 24-inch water line, and a telecom line along Kamehameha Highway.

Look Ahead:

- Continue working on Kamehameha Highway utility work.
- Nan has applied for permission to do utility relocation work along Aolele Street within the HDOT-Airport’s jurisdiction.
- With the recent verbal consent to work on Navy ROE, Nan plans to begin work on the waterline connection.

KEY ISSUES:

- Nan has submitted a construction delay claim due to the delay in access to Navy right of entry to perform work.
- Nan, Inc. is presently 5 months behind schedule; due to the delay in access to Navy facilities.
- Noise variance to perform night work is pending DOH approval.

KEY QUALITY ISSUES:

- **Sewer Manhole (NCR #2)** – pre-cast risers for sewer sustained damages during handling and has been repaired. This NCR is now closed.
- **BMP Installations (NCR #3)** – BMP were not installed prior to work commencing at a new location. This issue was addressed with subcontractors. This NCR is now closed.
- **Water Manhole Pipe Collars (NCR #4)** – pipe collars were not constructed in accordance with the standard details. Collars were demolished and reconstructed in accordance with standard details. This NCR will be closed.
- **Sewer Manhole to Jacket Connection (NCR #5)** – sewer manhole was precast with the wrong wall thickness making it unable to accommodate rebar tie-in from sewer jacket. Addition of pipe collar was proposed by the contractor and approved by the Engineer of Record. This NCR is now closed.
- **Lane Closures Beyond Allowed Time (NCR #6)** – concrete pour ran late and lanes were opened 2 hours and 40 minutes late.
- **Concrete Sewer Jacket Repair (NCR #7)** – some of the concrete sloughed off when the contractor removed trench shoring. Concrete was chipped out and removed in the affected area and the concrete was re-poured.
- **Lane Closures Beyond Allowed Time #2 (NCR #8)** – paving ran late and lanes were opened 1 hour and 20 minutes late.

Airport Utilities NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
8	4	4

C. Airport Section Guideway Seven Pier Construction

Contract No.: DBB-525

Contractor: HDCC/CJA JV

Contract Start Date: September 2014

Contract Substantial Completion: April 24, 2015

Declared Substantial Completion: April 22, 2015

Project Description: The Airport 7-piers contract consists of seven drilled shaft foundations installed within the Honolulu International Airport Parking lot "J", where the new Interim Car Rental Facility (CONRAC) is also being constructed. The contractor has installed seven foundations for piers 546, 547, 548, 549, 550, 551R and 552R. This work involved close coordination with the HDOT Airport and Kiewit, who is the contractor for CONRAC. In addition to the pier work, existing utility relocations have been included at Piers 546, 548, 549 and 550, under Change Amendment 1.



Project Overview: HDCC/CJA JV substantially completed the project on April 22, 2015. The site, along with maintenance of existing BMPs and traffic control measures were turned over to the HDOT-A. Generated punch list items were completed and accepted as of May 2, 2015, by HDOT-A.

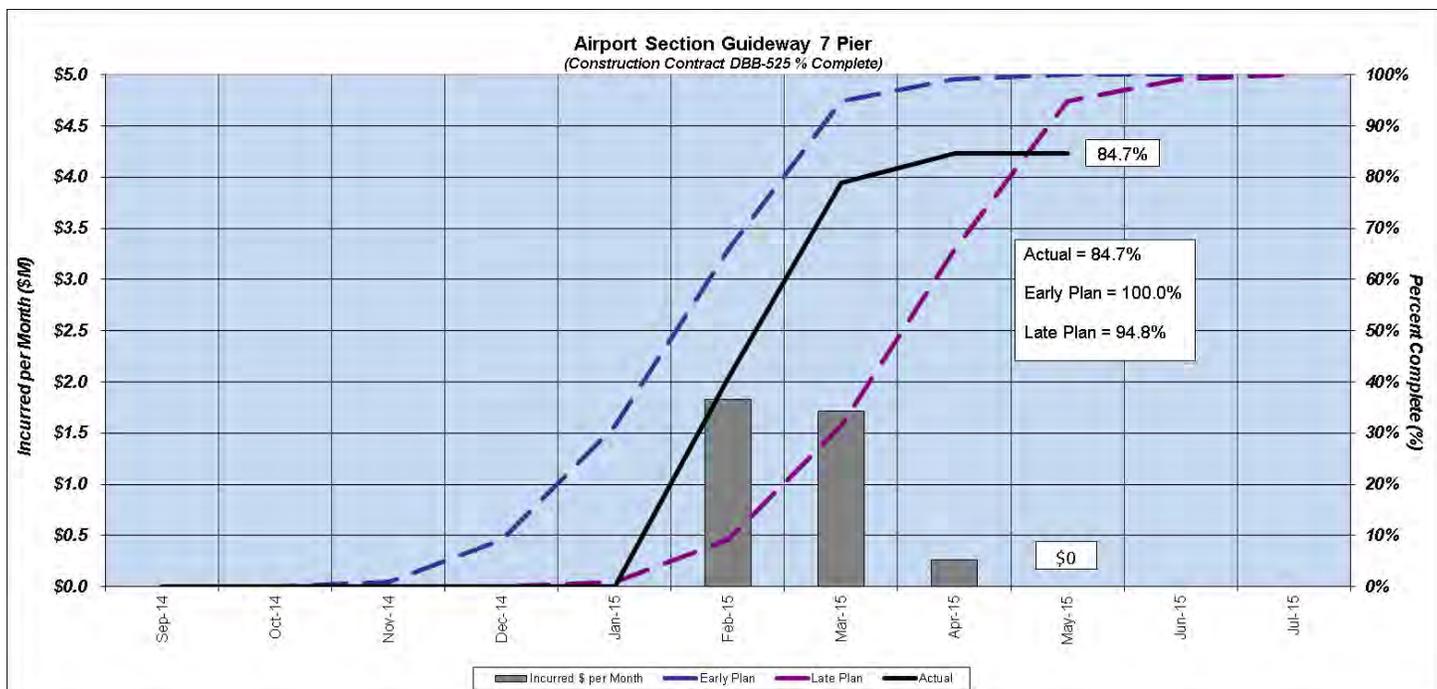
COST INFORMATION:

Original Contract:	\$3,973,000	Incurred-to-Date:	\$3,796,241
Current Contract Value ¹ :	\$4,481,241	Incurred in May:	\$0

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

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$17,378



SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 10-Jun-15 15:17							
Activity Name	Start	Finish	2015			2016				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Total	18-Sep-14 A	30-Apr-15 A								
NTP	18-Sep-14 A									
Mobilization	19-Sep-14 A	28-Jan-15 A								
Drilled Shafts	26-Jan-15 A	20-Apr-15 A	■							
Transition Zone Rebar Cages	09-Feb-15 A	30-Apr-15 A	■							
Pour Foundation Piers	11-Feb-15 A	24-Apr-15 A	■							

CRITICAL PATH ISSUES:

- None - All work has been complete; currently in the processes of closing the contract out.

WORK PROGRESS:

Activities this Month:

Earned Value: 100%; Planned Value: 84.7%

- As-builts are currently being finalized.

Look Ahead:

- Final CMS processing of open RFI's.
- HART is processing HDCC/CJA JV submitted cost estimates for:
 - Change proposal for Temporary Fill at Piers 551R and 550.
 - Double Handling of Drilling Spoils.
 - Additional core sample test to confirm Pier 551R concrete.
- HDCC/CJA JV is to submit the following additional costs RFCCs:
 - Force Account Sheets for Pier 550 Utility conflicts.
 - Force Account Sheets for Pier 548 Utility conflicts.
 - Cost Proposal for extra surface work (concrete curbs and paving) at Piers 552R, 551R, 550, 547 and 546 due to lowering of CMP casings as required by response to RFI 016.
- HDCC/CJA JV has the following items to submit for Contract Closeout:
 - Complete entering Certified Payrolls to LCP Tracker.
 - Complete entry of HDCC/CJA JV daily report into CMS.
 - Provide Release of Liens.
 - Submit final DBE forms.
 - Submit a number of documents to closeout BMP and Environmental issues.
 - Submit final invoice.

KEY ISSUES:

- HDCC/CJA JV to submit Red Line As-Built Drawings; to be included in the Airport Guideway and Stations DB contract.

D. Airport Station Group (ASG)

Contract No.: FD-440

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

- Airport Guideway and Stations DB
 - RFP Part 1 for DB (Qualifications): Issued April 2015
 - RFP Part 2 for DB (Proposals): August 2015



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. This package is in active procurement.

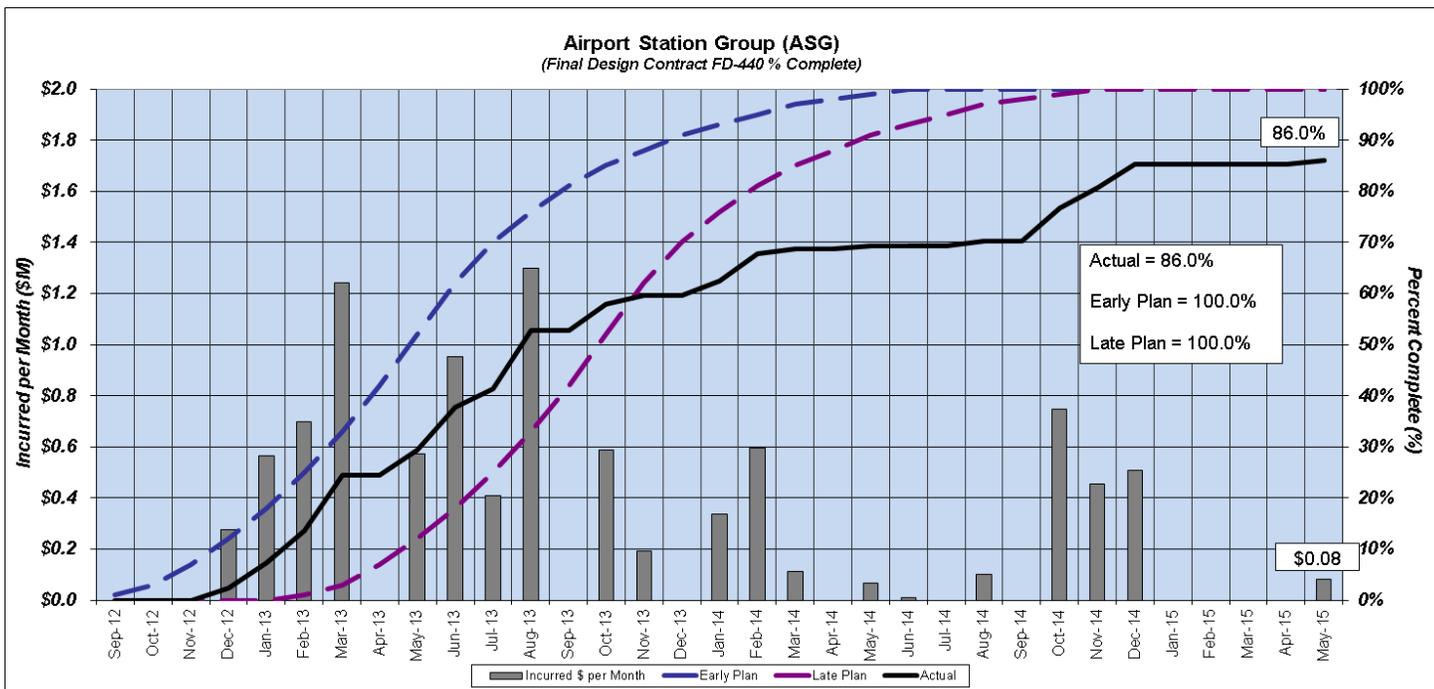
COST INFORMATION:

Original Contract:	\$10,177,365	Incurred-to-Date:	\$9,801,978
Current Contract Value ¹ :	\$11,402,205	Incurred in May:	\$83,236

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

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$1,244,840



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.

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 09-Jun-15																	
Activity Name	Start	Finish	2015				2016				2017				2018				P19	
			1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		Q1
Airport - Section 3	02-May-11 A	17-Apr-18																		
Airport Station Group	02-May-11 A	17-Apr-18																		
Design - Airport Station Group	02-May-11 A	14-Jul-17																		
Construction - Airport Station Group	02-Mar-16	17-Apr-18																		
Pearl Harbor Station	02-Mar-16	05-Jan-18																		
HNL Airport Station	31-May-16	06-Apr-18																		
Lagoon Drive Station	18-Apr-16	23-Feb-18																		
Middle Street Station	15-Jul-16	17-Apr-18																		

CRITICAL PATH ISSUES:

- HART is aggressively pursuing access to remaining properties, including the U.S. Navy.
- HART is coordinating with project stakeholders to identify a potential new location of the AM radio tower currently located near Middle Street Station.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88%.
- Supporting preparation of Airport Guideway and Stations procurement package.

Look Ahead:

- Issue RFP Part 2 package for technical and price proposals.
- Finalize AM antenna relocation plan.

KEY ISSUES:

- Maintain schedule and deliver on all HART responsibilities under the future contract.

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

A. City Center Section Guideway and Utilities

Contract No.: FD-530

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

Contract Start Date: July 2012

Construction Docs Bid-Ready:

- Guideway, Stations and Utilities (DB)
 - RFP Part 1 for DB (Qualifications): August 2015
 - RFP Part 2 for DB (Proposals): November 2015
- Potential Expedited Utilities Package (DBB): TBD



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 will be combined with eight (8) stations into a single City Center Guideway and Stations Design-Build package scheduled to be advertised in late 2015. An expedited package consisting of early utility and roadway work is being seriously considered.

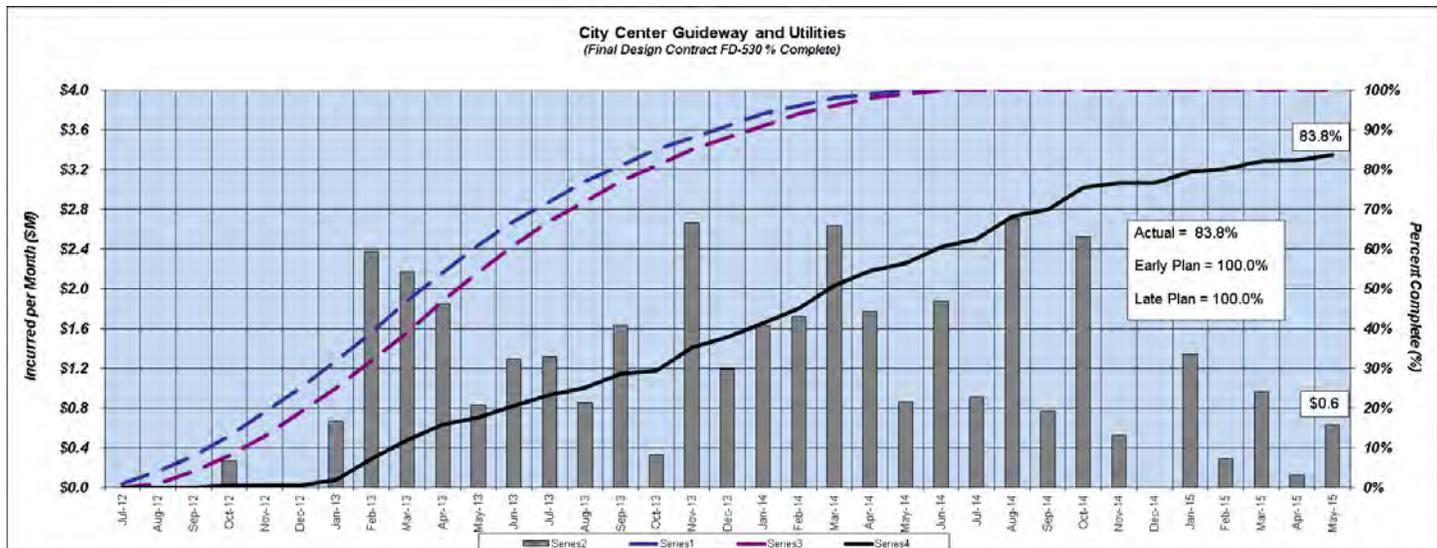
COST INFORMATION:

<u>Original Contract:</u> \$43,948,220	<u>Incurred-to-Date:</u> \$38,685,248
<u>Current Contract Value¹:</u> \$46,183,523	<u>Incurred in May:</u> \$628,196

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

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

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



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

SCHEDULE:

May 2015 Update			Data Date: 29-May-15, Printed On: 10-Jun-15																											
Activity Name	Start	Finish	2014				2015				2016				2017				2018				2019							
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3					
City Center Section Guideway and Utilities Design	19-Aug-11 A	30-Jun-19																												
City Center Programmatic	01-Nov-11 A	05-Oct-15																												
City Center Permits	19-Aug-11 A	08-Dec-16																												
Design - City Center Guideway & Utilities	01-Jul-12 A	29-May-15																												
Construction - City Center Guideway and Utilities	01-Jun-16	30-Jun-19																												

CRITICAL PATH ISSUES:

- HART is evaluating the scope of civil and utility work that can be expedited in a separate DBB package.
- HART is overseeing coordination between final design consultant AECOM and critical third parties.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 90.1%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights of entry.

Look Ahead:

- Obtain third-party approvals of design concepts.
- Determine appropriate scope to include in expedited utilities package.
- Finalize requirements for DB bid package.

KEY ISSUES:

- Coordinating with HECO to establish appropriate clearance requirements for electrical lines.

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:

- Guideway, Stations and Utilities
 - RFP Part 1 for DB (Qualifications): August 2015
 - RFP Part 2 for DB (Proposals): November 2015



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 are being combined with the City Center Guideway into a single City Center Guideway and Stations Design-Build package.

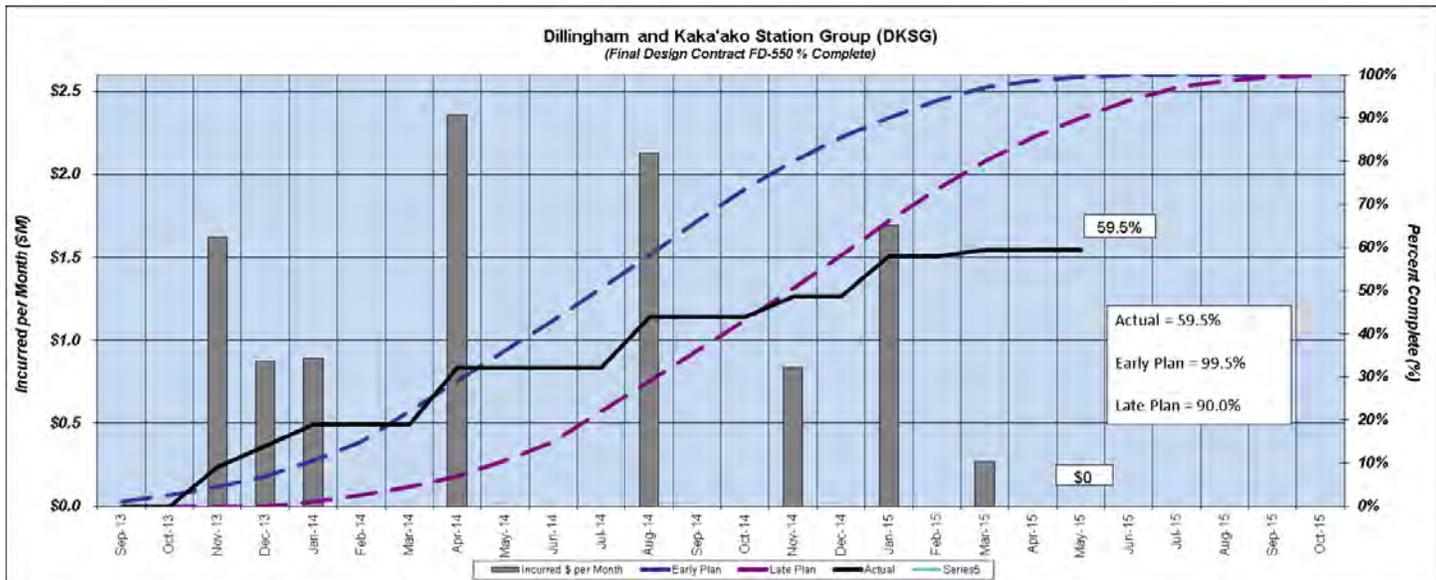
COST INFORMATION:

<u>Original Contract:</u>	<u>\$18,321,918</u>	<u>Incurred-to-Date:</u>	<u>\$10,667,500</u>
<u>Current Contract Value¹:</u>	<u>\$18,974,447</u>	<u>Incurred in May:</u>	<u>\$0</u>

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

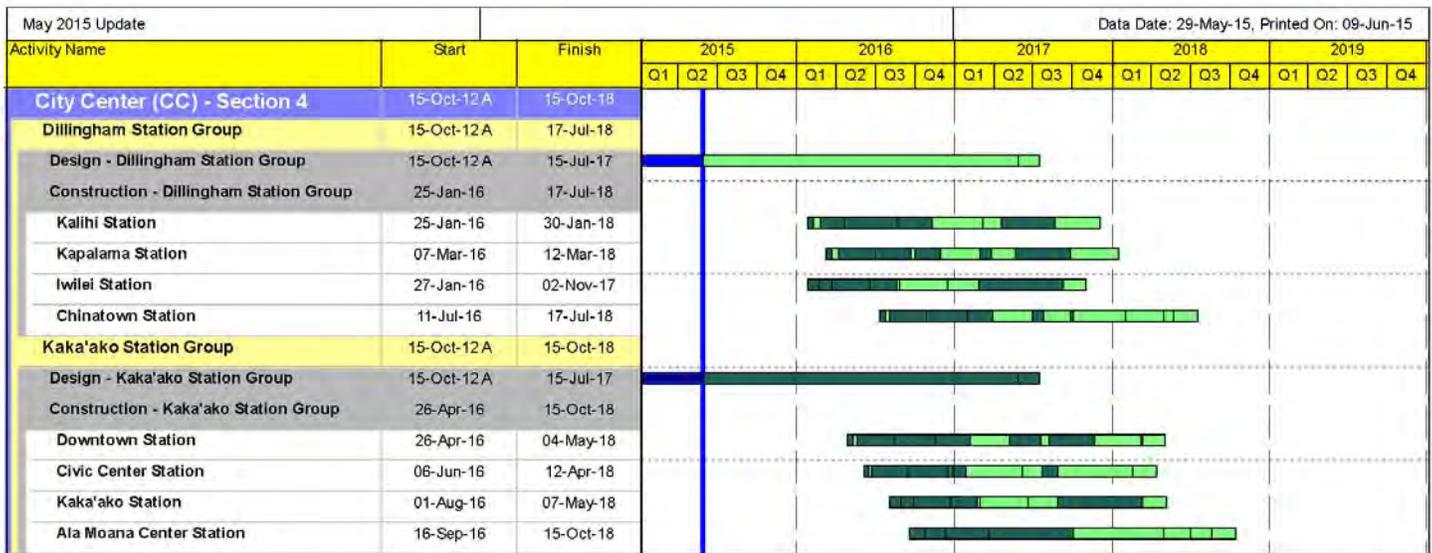
DBE Participation	
Actual DBE Participation:	\$0
DBE % Attained:	0%

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$713,148



HART has closed final design consultant activities. Consultant is preparing to review final design activities to de-scope the contract. Incurred cost is based on reconciliation of Project Management and Interface Management (PMIM) from October 2014 when the contract expired. It is anticipated that the consultant will continue to support the DB packaging that will be initiated in the next 2 months. Ongoing and forecasted efforts are to close project activities itemized below.

SCHEDULE:



CRITICAL PATH ISSUES:

- HART is aggressively pursuing property rights and coordinating station designs with surrounding developments.
- HART is coordinating with the final design consultant to close the activities to initiate the DB bid package.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 68%.
- Ongoing coordination with private developers and other project stakeholders.
- Ongoing ROW discussions with Downtown Station Mauka-PGC.
- Ongoing Civic Center Tri-Party agreement with Stanford Carr and Kamehameha School.

Look Ahead:

- Assess consultant’s cost reduction to de-scope the contract.
- Continue on Downtown Station’s DPP zoning impact and conditions for waiver for the City to review.
- Initiate conversation with Kapalama Makai entrance for TOD participation.
- Support ROW acquisition efforts with design input.
- Prepare for DB bid package in the next 2 months.

KEY ISSUES:

- Evaluating additional cost reduction alternatives for incorporation into DB solicitation package.
- Acquiring rights-of-way and obtaining stakeholder agreements.

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, 2016, with option to renew contract one additional year

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.

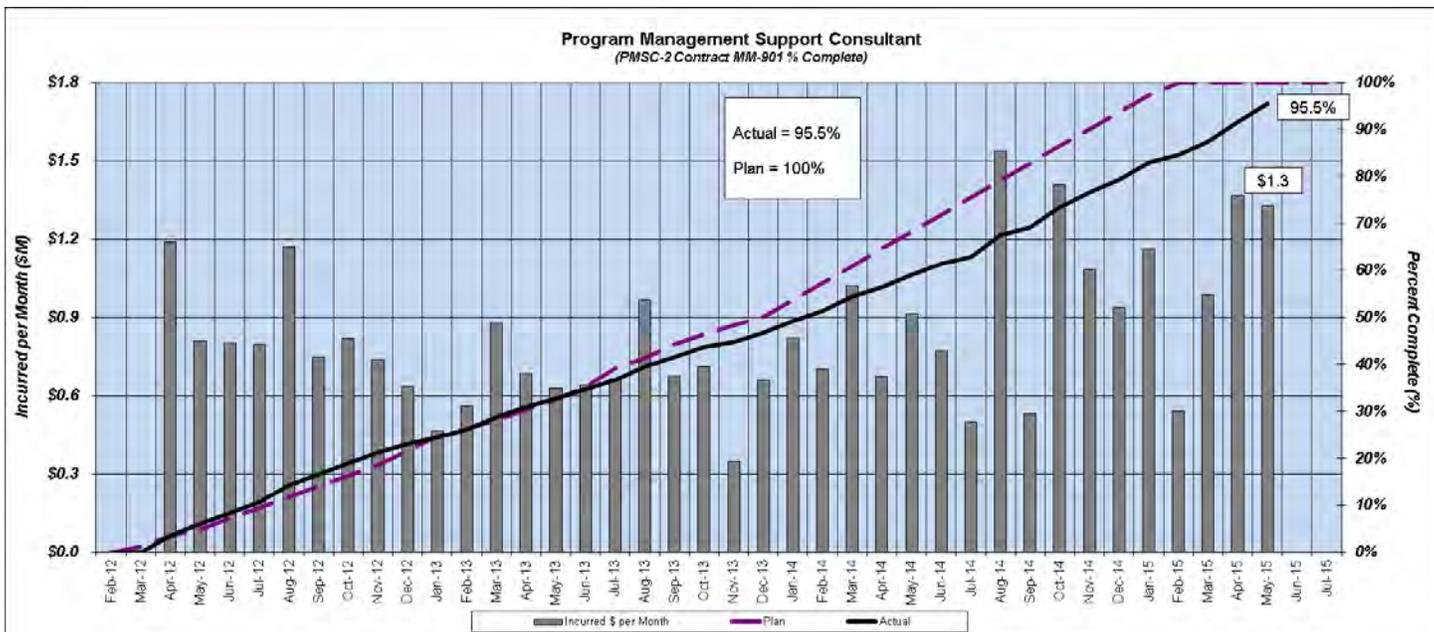
COST INFORMATION:

Original Contract:	\$33,376,897	Incurred-to-Date:	\$31,876,299
Current Contract Value ¹ :	\$33,376,897	Incurred in May:	\$1,327,333

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

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

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



KEY ISSUES:

- No Issues.

B. General Engineering Consultant III (GEC-3)

Contract No.: MM-913

Contractor: CH2M HILL

Contract Start Date: December 2013

Contract Completion: April 5, 2019, with option to extend for up to three (3) additional years

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

Project Overview: The GEC III is supporting HART with procurement packages and with design review, review of independent cost estimates, evaluation of east segment schedules, and preparation of stream crossing and noise permits, tree relocations, and fulfillment of cultural and historic commitments from the environmental process.

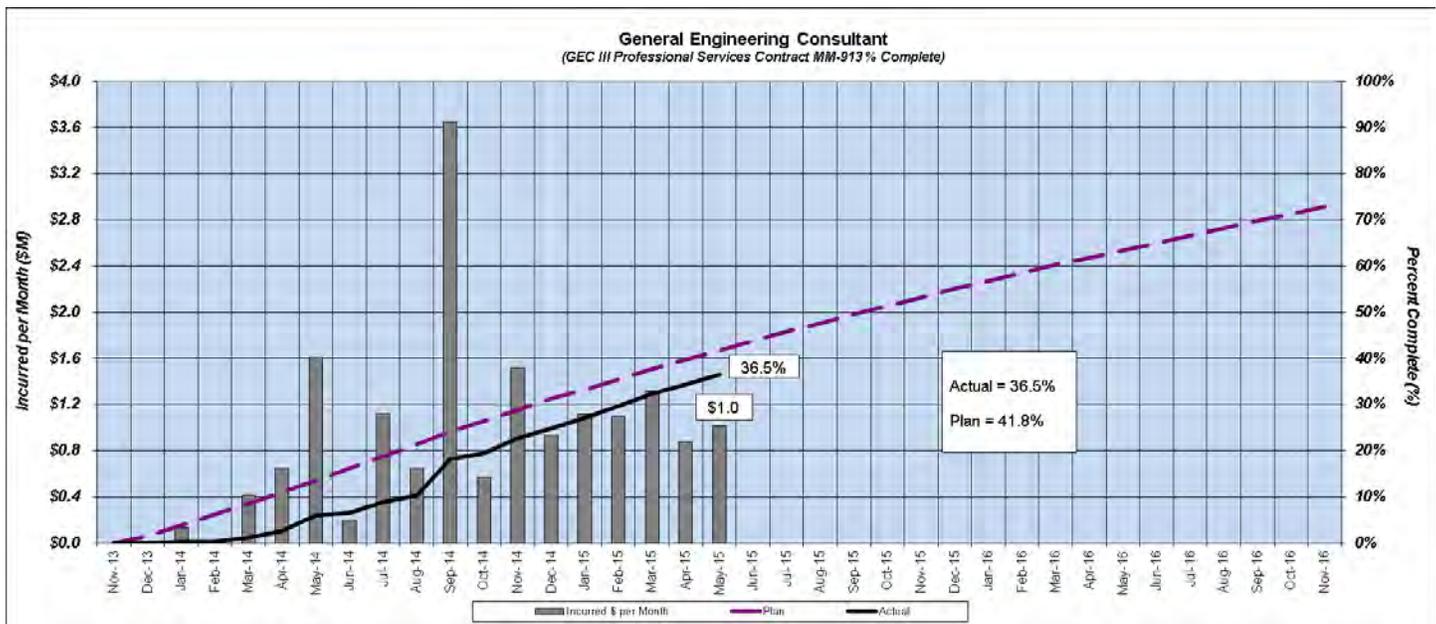
COST INFORMATION:

<u>Original Contract:</u>	<u>\$46,143,277</u>	<u>Incurred-to-Date:</u>	<u>\$16,863,355</u>
<u>Current Contract Value¹:</u>	<u>\$46,143,277</u>	<u>Incurred in May:</u>	<u>\$1,014,507</u>

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

DBE Participation	
Actual DBE Participation:	\$1,138,830
DBE % Attained:	2.47%

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



KEY ISSUES:

- Continue to evaluate results of the schedule analysis for east sections by estimating work sequencing, crew sizing and productivity rates.
- Continue to seek close out of Interface Coordination agreements between MSF and Core Systems.
- Preparing support documentation for stream crossing permits to HART and provide ongoing documentation for cultural and historic properties.
- Provide support to WOSG and Airport Guideway and Stations (AGS) procurements. Replan level of service and support for DB delivery of east section.

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 (H RTP) for the Honolulu Authority for Rapid Transportation (HART).

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

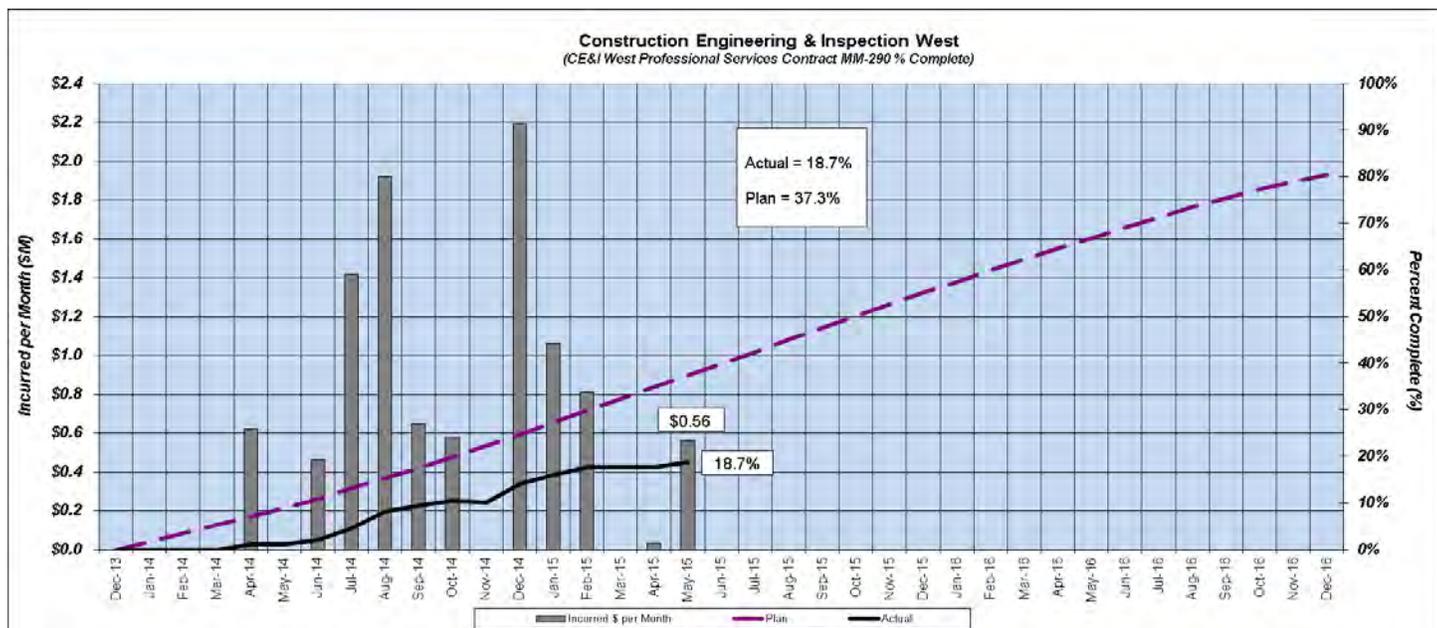
COST INFORMATION:

Original Contract:	\$54,232,480	Incurred-to-Date:	\$10,140,764
Current Contract Value ¹ :	\$54,232,480	Incurred in May:	\$563,685

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

DBE Participation	
Actual DBE Participation:	\$831,108
DBE % Attained:	1.53%

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



KEY ISSUES:

- In the process of procuring a combined field office space to support the staffing requirements for the west section station group’s multiple procurement contracts. A contract amendment will be required to increase the other direct cost reimbursement allowance.
- Recent schedule discussions on guideway contracts need to also be aligned with anticipated West CE&I staffing durations.

D. Construction Engineering & Inspection East Side Sections

Contract No.: MM-595

Contractor: URS Corporation

Contract Start Date: January 2014

Contract Completion: December 2018 (anticipated September 2015, due to conflict of interest)

Projected Substantial Completion: August 2018

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

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

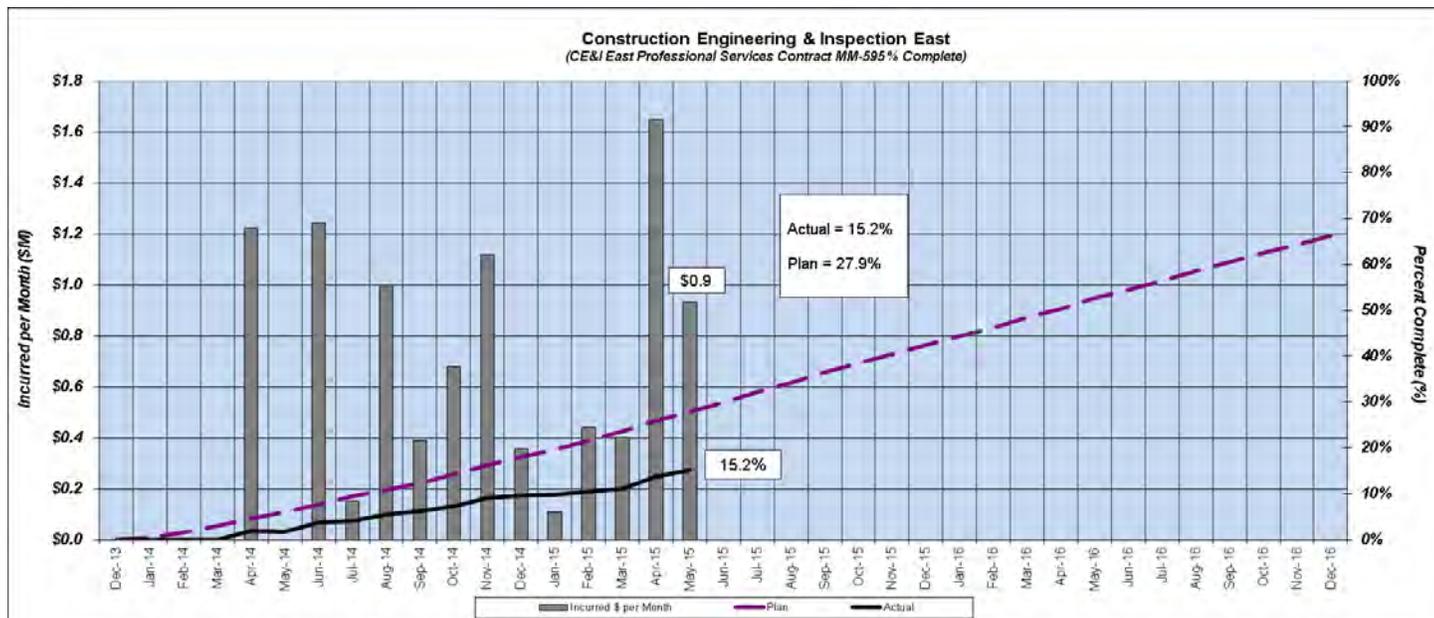
COST INFORMATION:

Original Contract:	\$63,083,417	Incurred-to-Date:	\$9,590,233
Current Contract Value ¹ :	\$63,083,417	Incurred in May:	\$932,164

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

DBE Participation	
Actual DBE Participation:	\$1,042,624
DBE % Attained:	1.65%

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



KEY ISSUES:

- The ROE and ROW on the Navy property within the East Section Corridor appears to have reached a resolution allowing the contractor to resume key activities within the project corridor. While there may be a slight delay for the Airport Section Utilities project, the impacts to the project and contractor have been minimized with the final resolution of this issue.
- The selection for the new CE&I consultant for the East Section is currently in procurement with a scheduled NTP in July 2015. The URS team is prepared to immediately begin a transfer of information, and identify a transition plan to allow for great success by the new CE&I. These activities are expected to occur from NTP through August/September 2015.

E. Core Systems Contract Oversight Consultant

Contract No.: MM-962

Contractor: Lea+Elliott, Inc.

Contract Start Date: February 2014

Contract Completion: August 2019

Projected Substantial Completion: N/A

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

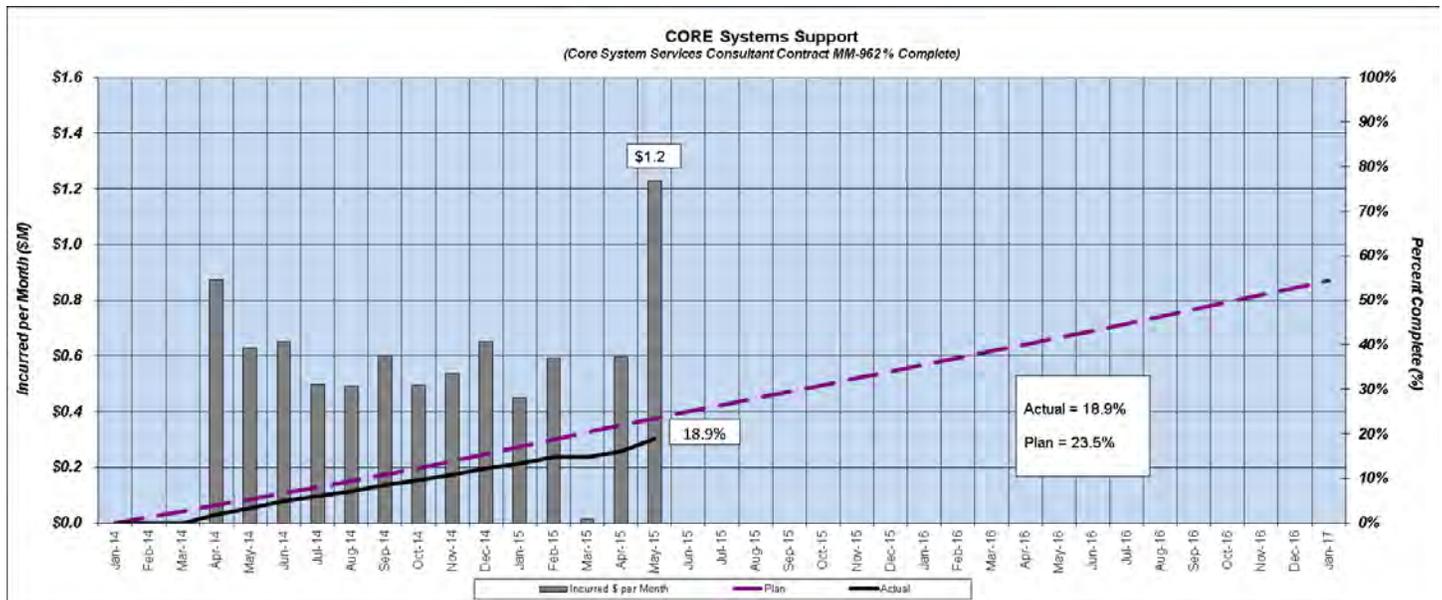
COST INFORMATION:

<u>Original Contract:</u> \$43,988,989	<u>Incurred-to-Date:</u> \$8,309,814
<u>Current Contract Value¹:</u> \$43,988,989	<u>Incurred in May:</u> \$1,227,880

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

DBE Participation	
Actual DBE Participation:	\$190,609
DBE % Attained:	0.43%

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



KEY ISSUES:

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

F. 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.

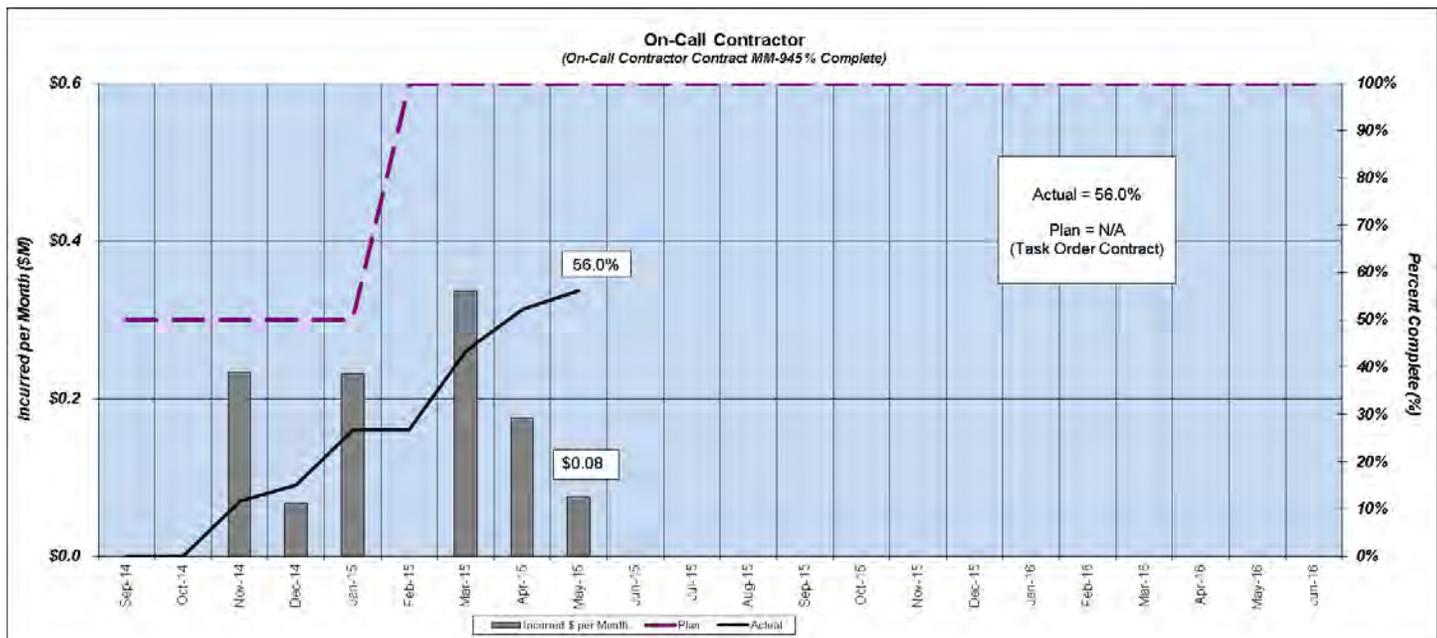
COST INFORMATION:

<u>Original Contract:</u>	<u>\$1,000,000</u>	<u>Incurred-to-Date:</u>	<u>\$1,120,503</u>
<u>Current Contract Value¹:</u>	<u>\$1,999,951</u>	<u>Incurred in May:</u>	<u>\$75,617</u>

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

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

May Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		(\$49)



KEY ISSUES:

- The On-Call Contractor has successfully:
 - demolished twenty four buildings located in the WOFH, KHG and City Center right-of-way
 - relocated/removed more than 70 trees in the Airport right-of-way
 - repaired/protected multiple facilities owned by HART
- The On-Call Contractor is in the process of working with HART’s right-of-way group and owners in providing cost to cure solutions to properties which will need modification in achieving cleared right-of-way in the Airport and City Center sections of the guideway.
- Demolition of HART owned facilities in the Airport and City Center sections of the right-of-way is on hold pending resolution with the State Historic Preservation Division (SHPD) in meeting their requirements. The On-Call has demolished eight structures during this period due to health and safety reasons.

5 OVERALL PROJECT-WIDE ACTIVITIES

Permits (Section 5.1)

OVERVIEW

- HART has increased noise monitoring efforts with Kiewit under collaboration with the Hawai'i Department of Health (HDOH) regarding noise levels along the Kamehameha Highway Guideway (KHG) section currently under construction.

KEY ISSUES

- HART is incorporating additional noise monitoring and mitigation into the Airport Community Noise Variance application and is awaiting review and approval of the Variance from HDOH.
- HART is working with the Navy and HDOH on monitoring and mitigation of known contaminated sites along project construction areas.

Utility Agreements (Section 5.3)

OVERVIEW

- Draft City Center Construction Agreements have been issued to HTI, tw telecom, and Oceanic for review and comment.

KEY ISSUES

- HART continues to address multiple issues with HECO that may affect the design and construction of planned work. HART is continuing to meet with HECO on a weekly basis to resolve the issues. Executive meetings are now being conducted to include HART's Executive Director and CEO, and HECO's President.

Right-of-Way (Section 5.4)

OVERVIEW

- Right-of-Way acquisitions are under budget by \$10.6M, as of June 17, 2015.
- All of the private property site access for the guideway is complete for KHG. ROW is continuing to work with KIWC to obtain the remaining easements for utility relocation.
- ROW is working with the Design department regarding right-of-way requirements for the City Center construction work.
- The Navy has given verbal consent for HART to construct on their property and facilities. The formal notification is expected within weeks, however immediate access has been granted.

KEY ISSUES

- Working to resolve third-party agreements with UH and the Post Office in order to allow construction to proceed without delay.

5.1 Permits

• Permits Submitted and In-Progress

- HART submitted a revised Airport Community Noise Variance to HDOH.
- The Commission on Water Resource Management has rendered a decision accepting HART's reviewing Stream Channel Alteration Permits (SCAP) at Halawa and Moanalua Streams. Kalihi Stream's SCAP will be resubmitted at a later date due to potential design changes.
- HART submitted a request for Jurisdictional Determination to the US Army Corps of Engineering for Aolele Ditch.
- HART requested a determination from the Department of Land and Natural Resources (DLNR) Commission on Water Resource Management (CWRM) that a SCAP will not be required at Aolele Ditch.
- HART submitted a notice of intent to HDOH authorizing Nan, Inc. to apply for a National Pollutant Discharge Elimination System (NPDES) Permit for hydrotesting.
- HART submitted two applications for approval to discharge water during hydrotesting to the Hawai'i State Department of Transportation (HDOT), one requesting discharge of water to drain system inlets along Aolele Street, Aolewa Place and Aolele Ditch, the second requesting discharge to Municipal Separate Storm Sewer System (MS4) inlets along Kamehameha Highway.
- HART is submitting an updated Preconstruction Water Quality Monitoring Report to HDOH Clean Water Branch in relation to our Section 401 Water Quality Certification for Waiawa Stream. This report also addresses Clean Water Branch staff comments.

• Permits and Approvals Granted

- No activity in June.

• Look Ahead

- Upcoming significant permit activity:
 - HART will submit the Clean Water Act Section 404 permit application for Kapalama and Kalihi Streams to the USACE.
 - HART will submit the Clean Water Act Section 401 permit application for Kapalama and Kalihi Streams to HDOH.
 - HART will submit a letter requesting determination of permit required to the USACE for Nuuanu Stream.

5.2 Hawai'i Department of Transportation (HDOT) Agreements

• Activities this month

- Alignment-wide, the HDOT Traffic Management Consultant (contract MM-915) continues to review traffic signals, ITS and construction Maintenance of Traffic (MOT) for HDOT.
- Kiewit is responsible for maintenance of Farrington Highway and Kamehameha Highway as part of the Master Agreement.
- The HDOT Design Coordination Consultant for the WOFH section (contract MM-920), AECOM Technical Services, Inc. (AECOM), continues to review design submittals for HDOT.
- AECOM, the HDOT Design Consultant for the KHG section (contract MM-921), continues to review design submittals for HDOT.
- SSFM, the HDOT Design Coordination Consultant for the Airport and City Center Guideway sections (contract MM-922), is reviewing guideway design submittals for HDOT.

• Look Ahead

- City Center Joint Use and Occupancy expected to be executed late-2015.

5.3 Utility Agreements

Figure 13. Utility Agreements Status

Utility Agreements Status Matrix									
Utility Owner	Status	WOFH		KHG		Airport		City Center	
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA	
AT&T	Executed	5/11/11	12/20/11			Draft sent back to AT&T for review (will include KHG & City Center)	Agreement Executed		
	NTP	5/12/11	12/21/11	5/18/12					
Chevron	Executed	12/4/09		11/4/11					
	NTP	12/22/09		11/15/11					
Hawaiian Telcom	Executed	5/20/10	11/17/14	5/10/12	Executed 12/31/14	5/28/15	HTI agreement executed 9/27/13	Draft sent to HTI	
	NTP	6/14/10							
HECO	Executed	By Agreement with PB	4/20/12 (to be vacated once Design and Construction Services Agreements Executed)	7/12/12 (Agreement to be vacated once Design and Construction Services Agreements are Executed)			Airport Bridging Agreement (superseded by Design Services Agreement) City Center Bridging Agreement (superseded by Design Services Agreement)		
	NTP								
		Pre-Construction		Pre-Construction		Pre-Construction			
	Executed	10/30/13		10/4/13		n/a			
	Expired	11/29/13		11/29/13		n/a			
		Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services
	Executed	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
	NTP	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
Oceanic Time Warner Cable	Executed	12/8/09	12/21/11	1/9/12	6/2/14	Executed 12/19/14	4/4/2013	Draft sent to Oceanic	
	NTP	12/22/09							
Pacific Lightnet/Wavecom	Executed	4/28/10	3/12/12	2/15/12					
	NTP	4/29/10	3/13/12	2/16/12					
Sandwich Isle Communications	Executed	5/20/10		4/20/12			Submitted draft to SIC		
	NTP	6/8/10							
Hawai'iGAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	8/20/14	9/27/13	5/8/15	
	NTP	12/22/09	7/12/11						
tw telecom	Executed	12/2/09		2/14/12	No Scope – Oceanic to relocate for tw telecom for KHG		10/11/12	Draft sent to tw telecom	
	NTP	12/22/09		2/16/12					
Tesoro	Executed			2/15/12	Agreement executed 9/12/13		Agreement executed 9/3/13		
	NTP			2/16/12					

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

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.

HECO

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

5.4 Right-of-Way (data as of June 17, 2015)

BUDGET

- o Currently, the ROW budget continues to show a favorable trend. \$72.6 was spent to acquire 38 properties. The budgeted amount for the 38 parcels was \$83.2M, resulting in a budget underrun of \$10.6M for acquisitions.
- o \$5.5M has been expended to date for relocations.

ACQUISITIONS

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

	No. of Parcels Impacted	Current No. of Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted For Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition											
W.Oahu\Farrington	16	16		14	14	13	1	4	16	10	16
Kamehameha	3	3		3	3	3			3	1	3
Airport	5	5	1	4	5	5			4	3	4
City Center	23	22		20	20	17			16	14	13
TOTAL	47	46	1	41	42	38	1	4	39	28	36
Partial Acquisition											
W.Oahu\Farrington	11	3		2	2	2		2	2		2
Kamehameha	19	4		3	3	1	1	1	1		3
Airport	9	9		3	3			1	1		1
City Center	90	78	12	53	40	7			1		2
TOTAL	129	94	12	61	48	10	1	4	5		8
Easement											
W.Oahu\Farrington	18	16	5	1	1			10	8		8
Kamehameha	6	6	1					9	5		5
Airport	44	28		9	7			16	16		16
City Center	44	34	9	15	3			1	1		1
TOTAL	112	84	15	25	11			36	30		30
GRAND TOTAL	288	224	28	127	101	48	2	44	74	28	74

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

WEST O’AHU/FARRINGTON

- Issues:
 - o HART has acquired site control for nearly all needed property for the WOFH section, for both the guideway and the stations.
 - o HART is working with Leeward Community College and the UH West O’ahu campus to secure construction right of entry for the WOFH guideway.

KAMEHAMEHA

- Issue:
 - o All private property site access for the guideway is complete for Kamehameha. ROW is expediting the right-of-entries for the relocated utility easements.

AIRPORT

- Issues:
 - o In past months, the right of way needed from the U.S. Navy has been a significant issue for the HART ROW team. HART and the Navy worked in collaboration to achieve a construction right of entry, which the Navy granted to HART verbally on June 12, 2015. The formal agreement is currently routing with HART for signature. This is a significant milestone that allows HART’s contractors to commence work. HART will continue to work closely with the Navy regarding the full execution of all applicable easement or deed documents.

- Negotiations are continuing with the Post Office.
- Negotiations continue with all private property owners in the Airport Section. In order to support the upcoming procurement for the Airport Guideway and Station Design Build contract, five cases were forwarded by staff to the HART Board of Directors on May 21, 2015 for condemnation. The HART Board approved the resolutions, which allows staff to forward the matter for consideration by the Honolulu City Council. Thereafter, HART anticipates bringing the matter on the five cases back to the HART board on July 16. HART continues to negotiate with each property owner in an attempt to reach mutual agreement.
- Look Ahead:
 - Complete Post Office acquisition and Airport agreements.
 - Continue to evaluate the necessity for advancing recommendations for condemnation in order to achieve the Project’s schedule.

CITY CENTER

- Issues:
 - HART continues efforts to acquire ROW parcels. Prioritization is being given to the Dillingham section and resolving remaining full acquisitions.
 - As indicated in the table, there are a number of appraisals and offers in progress.
 - HART continues to track parcels for potential eminent domain processing.
- Look Ahead:
 - Continue to track the acquisitions in relation to construction schedules for City Center.
 - A request will be presented to the HART Board on June 25, 2015, for eminent domain for some of the City Center parcels. Other parcels may be presented to the HART Board in July or August for eminent domain, to ensure that the construction schedule is maintained.

RELOCATIONS

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

Section	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
W.Oahu\Farrington	18	6	1	25	12	12	8	25
Kamehameha		4		4	4	3	3	4
Airport		13		13	5	9		7
City Center	16	67		83	31	46	23	48
Grand Total:	34	90	1	125	52	70	34	84

WEST O’AHU/FARRINGTON

- Look Ahead:
 - Oversight of the remediation process for TMK 9-6-004-006 is ongoing. HART anticipates preliminary information in late July.

AIRPORT

- Look Ahead:
 - Relocation of several TMKs by October is expected.

CITY CENTER

- Look Ahead:
 - Continue to complete relocations for remaining TMKs.

THIRD-PARTY AGREEMENTS

Figure 16. Third-Party Agreement Status

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
University of Hawai'i (UH) Master Agreement	Pending	July 2015	WOFH, KHG, City Center	Final negotiations are ongoing. Will secure Right of Construction as not to delay the project.
UH -West O'ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH	
UH - West O'ahu (UHWO) Construction Right of Entry for Station	Pending	August 2015	WOFH	In negotiations. Concerted effort is being made to finalize.
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry for Guideway	Pending	July 2015	WOFH	In negotiations. Concerted effort is being made to finalize.
Leeward Community College (LCC) Construction Right of Entry for Station	Pending	August 2015	WOFH	In negotiations. Concerted effort is being made to finalize.
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG	
UH Urban Garden Construction Right of Entry	Executed		KHG	Consent to construct in place.
UH Urban Garden Kiewit Construction Right of Entry	Executed		KHG	
D.R. Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed.
D.R. Horton Final Easement Agreement	Pending	December 2015	WOFH	Document in process.
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed		City Center	
Honolulu Community College (HCC) Construction Right of Entry for Station	Pending	September 2015	City Center	In negotiations. Concerted effort is being made to finalize.
Department of Land and Natural Resources (DLNR) Right of Entry (Kapolei)	Executed		WOFH	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Easement (Kapolei)	Pending	August 2015	WOFH	Easement documents in process.
City Dept. of Parks & Recreation (DPP) (MSF drainage)	Executed		WOFH	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Right of Entry	Executed		Airport	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Easement	Pending	August 2015	Airport	Process Easement Agreement.
Department of Education Master Agreement and Consent to Construct (Waipahu H.S.)	Executed		WOFH	Consent to construct in place. Jurisdictional Transfer in process.
Aloha Stadium / Department of Accounting & General Services (DAGS) MOU	Executed		KHG	
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry	Executed		KHG	Limited ROE granted for staging for Kiewit for KHG Contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry	Executed		KHG	Construction ROE in place.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	August 2015	KHG	Easement in process.
DHHL Master Agreement	Executed		WOFH, MSF	
DHHL License	Executed		WOFH, MSF	Consent to construct in place.
HDOT Master Agreement	Executed		WOFH	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH	Consent to construct in place.
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		KHG	Consent to construct in place.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport Division parcels	Executed		Airport	Consent to construct in place.
HDOT Easement Agreement for Airport Division parcels	Pending	August 2015	Airport	Process Easement Agreement.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport leased/revenue parcels	Pending	October 2015	Airport	Sub-agreement in process.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Pending	October 2015	City Center	Sub-agreement in process.
HDOT SOA MOU	Executed		Program	
OCCC/Hawai'i Department of Public Safety Agreement Dillingham Blvd.	Pending	August 2015	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	August 2015	City Center	Coordination is on-going.
Department of Accounting & General Services (DAGS)/HHFDC Right of Entry	Pending	August 2015	City Center	Processing.
Department of Accounting & General Services (DAGS)/HHFDC Easement	Pending	August 2015	City Center	Process Easement Agreement.
City Dept. of Transportation Services (DTS) (Middle St.)	Pending	August 2015	Airport	Joint Use MOU in process. Pending design.
U.S. Navy Licenses (17 Easements)	Executed		WOFH, KHG, Airport	Verbal consent to construct received. Formal notification is expected in weeks, however, immediate access is granted.
U.S. Navy (17 easements)	Pending	September 2015	WOFH, KHG, Airport	Land court documents processed and awaiting recordation and filing.
U.S. Navy Pearl Harbor Station	Adopted		Airport	Congressional approval received and immediate access is granted.
U.S. Post Office Honolulu Processing Center	Pending	July 2015	Airport	In negotiations.
City Dept. of Transportation Services (DTS) (Middle St./Kamehameha Hwy)	Pending	August 2015	Airport	Joint Use MOU in process.
City Dept. of Facility Maintenance (DFM) (Kamehameha Hwy/Makalapa Manor)	Executed		Airport	
City Dept. of Facility Maintenance (DFM) (N. Nimitz & Awa St.)	Pending	August 2015	City Center	Joint Use MOU in process.
City Dept. of Facility Maintenance (DFM) (Kohou St.)	Pending	August 2015	City Center	Joint Use MOU in process.
Federal Court House/GSA	Pending	August 2015	City Center	Draft agreement is under review and discussions are on-going.

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

Safety and Security (Section 6.1)

OVERVIEW

- **S&S Certification Program**
 - **Certification Documents:** see chart in Section 6.1
 - **Design Criteria Conformance Checklists (DCCC) Development and Design Verification:**
 - DCCC verification percentages for contracts under construction/production, with the exception of the Passenger Vehicle, are > 90% level.
 - FHSG DCCC design verification for the Waipahu Station was approved by the SSRC on 6/17/2015.
 - Vehicle DCCC verification is underway.
 - **Civil - Construction Specification Conformance Checklist (CSCC) Development/Verification:**
 - The CSCC verification percentages continue to increase for all contracts under construction.
 - The SSRC approved the Airport Utilities Relocation base CSCC on 6/17/2015.
 - Draft base CSCCs for FHSG, WOSG and KHSG are developed and under internal review.
 - **Core Systems - Specification/Testing Conformance Checklists (STCC) Development/Verification:**
 - Three (3) DRAFT base STCCs for vehicle/car certification checklists that are under internal review:
 - 1) General requirements - Applies to all Vehicles
 - 2) Car Type - Interim Certification for Dynamic Testing
 - 3) Vehicle/Car/Train - Certification for Pre-Revenue Service
 - Integrated Testing, TES, and MOW Vehicles draft base STCCs are under development and internal review.
 - **PHAs:** Final MSF, Alignment, Track, and Station PHA updates are under internal review.
 - **TVA:** Update is on hold pending DB Airport Guideway/Stations and DB City Center Guideway/Stations redesign completion.
 - **Open Items List (OIL):** DRAFT procedures to address and close items on the OIL are being processed through the FLSWG, SSCWG, and SSRC for approval.
 - **Hazard Tracking Log (HTL):** Revisions to the HTL continue and DRAFT procedures to address and close identified hazards with Project Managers are under development and review through the FLSWG, SSCWG, and SSRC for final approval.
 - **Interim Certification Requirements:** HART Safety Interim Certification Guidance Document was updated to reflect vehicle/car/train interim certification requirements for dynamic testing.
 - **Key S&S Certification related meetings held in June 2015:**
 - Fire Life Safety Working Group (FLSWG) meeting, June 9, 2015
 - Safety and Security Review Committee (SSRC) meeting, June 17, 2015
 - CSC Vehicle/car certification sub-committee meeting, June 18, 2015
 - Bi-weekly and/or monthly project coordination meetings with Core Systems, MSF, WOFH and KHG
 - HART Safety and Security weekly meeting with HDOT
 - HART Safety and Security bi-weekly meeting with AHJV
- **Construction Safety and Security:** Track allocation plans and procedures.

KEY ISSUES

- Revisions to the DCCC design verification efforts for the Core Systems Contract are needed to accommodate a more informal/flexible process to facilitate and expedite the HART Safety and Security verification process.
- Certification training is needed as new contracts are awarded to assure the certification program is fully understood and implemented per the project SSCP.
- The vehicle SSHA, O&SHA, and FHA are critical safety analyses that need to be completed as soon as possible as the first vehicle is currently in production.
- HECO-Power for testing and verification needs to be complete prior to AHJV vehicle arrival in early 2016.

Quality Management (Section 6.2)OVERVIEW

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
- There are two (2) major NCRs left on the DB Guideway Contracts (WOFH and KHG) that need to be addressed and corrected to prevent recurrence and mitigate impact on the overall progress of the project. These NCRs are discussed in more detail on the Key Issues of Section 6.2.
- Performed QA surveillance of the re-alignment and positioning of Span 105, which was completed on June 12, 2015.
- Major improvements occurred on the manufacturing and closing of NCRs for Pre-Cast Segments during this reporting period.
- Performed QA audit of KHSG Final Design Contract (Anil Verma) on June 3, 2015.

KEY ISSUES

- QA audit of Core Systems DBOM Contract (AHJV) on July 6-7, 2015.
- Closeout of Buy America Audit of MSF.
- Pre-shipment and Inspection & Testing (I&T) of building materials and equipment for the MSF and Owner's (HART) Supplied Materials.
- QA review of procurement document package for the Airport Guideway and Stations DB RFP.
- Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 remediation and Drilled Shafts [Crosshole Sonic Logging Reports] quality and repairs.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Installation and welding of rails and turnouts on top of the WOFH Guideway.
- Construction of WOFH Balanced Cantilever Segmental Span across H-1.
- Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy. First Article Inspection (FAI) of the Carbody #1 at Reggio Calabria.
- Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.
- Close-out audit of A-7 contract to include review of "Lifetime" Quality Records including NCRs, if any, and As-built Drawings.

Buy America Compliance (Section 6.3)OVERVIEW and KEY ISSUES

- A final report for the Buy America interim audit was submitted. The interim audit report shows compliance with Buy America.

Disadvantaged Business Enterprise (Section 6.4)OVERVIEW

- \$25,154,007 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 6/30/15.

Planning and Environment (Section 6.5)OVERVIEW

- HART's Planning and Environmental team has coordinated extensively in May with the FTA and Programmatic Agreement (PA) Signatory and Consulting Parties to anticipate and resolve issues with the near-term and future implementation of PA stipulations.

KEY ISSUES

- HART is coordinating closely with the Navy to support the right-of-way efforts.

Risk Management (Section 6.6)

OVERVIEW

- There are a total of 160 risks in the June 2015 risk register. There was 1 risk deleted and 1 new risk added for the month. Reviews were conducted for Core Systems, Maintenance and Storage Facility, Right-of-Way, Kamehameha Highway Stations, Pearl Highlands Parking Garage and H2R2 Ramp.
 - The risk deletion was for the FHSG Procurement Delay. A delay of six months was realized. Impacts to cost and schedule of other contracts are being evaluated.
 - The risk addition was related to the contractor readiness to perform the H2R2 Ramp. There are work plans and extensive fill surcharge required with long duration of inactivity.

KEY ISSUES

- Risks associated with the market, right-of-way, utilities and third parties remain at the top of the list of concerns.
- The construction market represents a particularly challenging situation for HART. On behalf of HART, the Mayor has been seeking additional GET funding at the legislature through an extension to cover potential capital cost overruns.
 - Construction escalation is expected to continue to be high for 2015 and 2016, as growth in island permitted work continues at a faster rate than completion of construction work.
 - HART construction contracts are a major contributor of the construction market and may contribute as much as 25% of the total construction volume (private and public) in 2015 and 2016.
- Third party actions are taking longer than expected to resolve, exposing HART's contractors to potential delay in the performance of their work unless there are work around alternatives available to minimize risk impacts to cost or schedule.
 - HECO and University of Hawai'i issues remain critical. The Navy property has cleared with property access rights granted in June.

Community Outreach (Section 6.7)

OVERVIEW

- HART's construction outreach team focuses on assisting businesses along the alignment during construction, working with a growing number of businesses in its Business Outreach Program.
- HART Executive Director and CEO Dan Grabauskas was joined by HART Board Chairman Ivan Lui-Kwan, Honolulu Mayor Kirk Caldwell and City Councilmember Joey Manahan at a news conference to highlight the completion of three miles of guideway.

KEY ISSUES

- HART's public outreach team, through its Business Alliance Program, held meetings in Waipahu and Pearl City specifically designed for businesses affected by construction along the alignment. The HART Business Alliance meetings are held regularly in addition to monthly business and community meetings.
- HART had its contractor address dust complaints in work zones using water trucks, dust fencing and overall clean-up efforts in Waipahu and Halawa.

Staffing (Section 6.8)

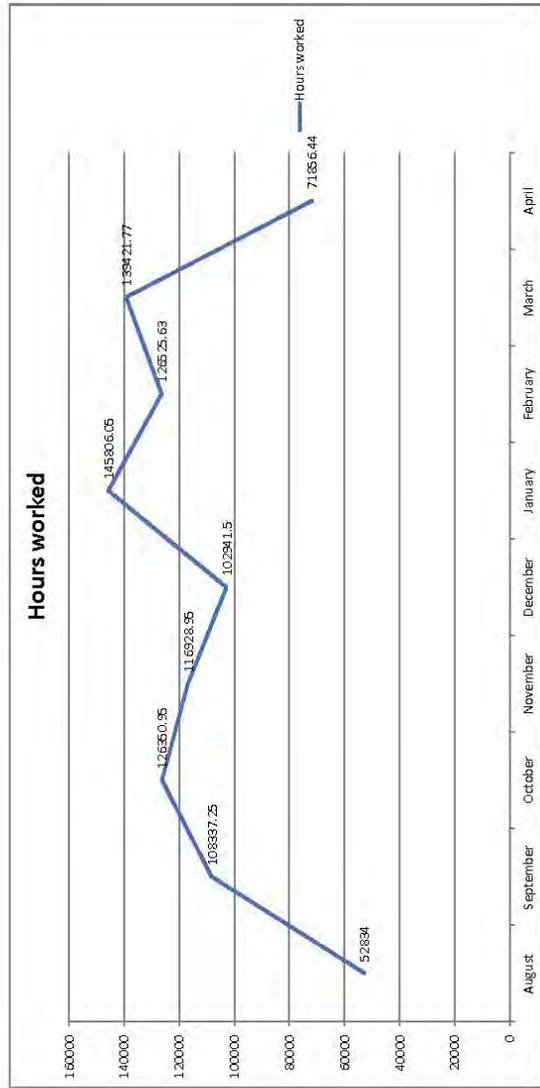
OVERVIEW

- The Director of Design and Construction, formerly an HDR employee, has been replaced with a City employee, beginning July 7. All key positions are filled.
- The Budget Analyst position in Budget and Finance has been filled with a City employee.
- The Planner V (Land Use) position in the Planning Division has been filled with a City Civil Service employee.
- The Planner VI (Permits/Hazmat) selection has been made. Tentative start date on July 16, 2015; City employee.
- Secretary I in Right-of-Way has been filled; City employee.
- HART prioritizes filling all vacancies with City employees and supplements the City staff with consultants when required and appropriate.

KEY ISSUES

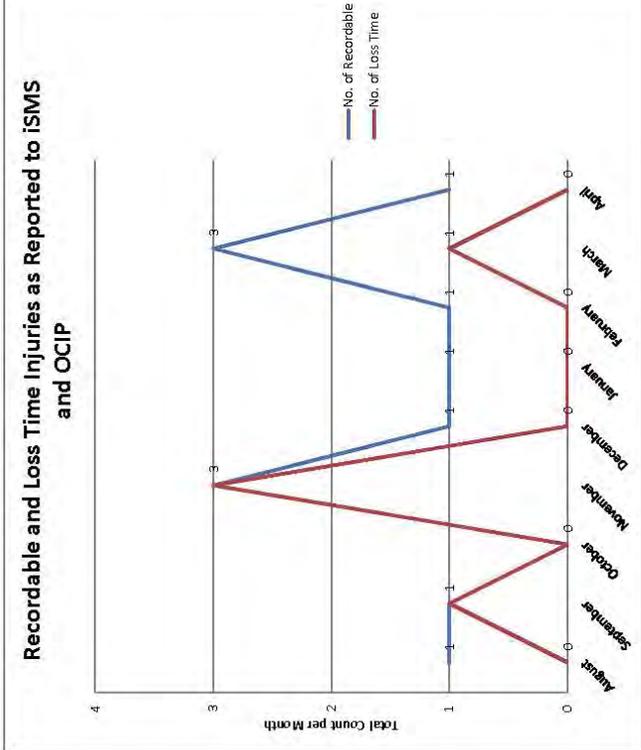
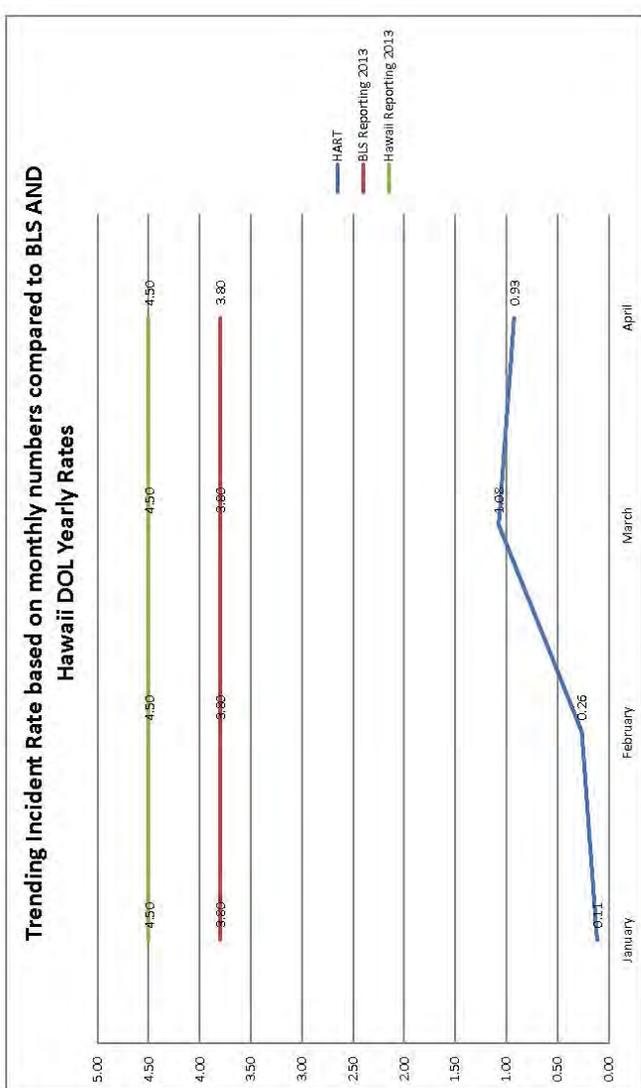
- The latest organization chart is dated Jan. 14, 2015. An updated version is under development.

6.1 Safety and Security



	2014			2015		
	Hours worked	No. of Recordable	No. of Loss Time	Hours worked	No. of Recordable	No. of Loss Time
January				145,806.05	1	0
February				126,256.63	1	0
March				139,421.77	3	1
April				71,856.44	1	0
May						
June						
July						
August	52,834	1	0			
September	108,337.25	1	1			
October	126,350.95	0	0			
November	116,928.95	3	3			
December	102,941.5	1	0			
Total	507,392.65	6	4	483,609.89	6	1

Work Hours for WOFH, KHG, MSF, Air Port, CORE System as reported to OCIP and certified.



Project-Wide Incident Activity					
Event Type	Total Number of Events since 1/1/2007	Total Number of Events for June 2015	Loss Type	Date	Event Description
Environment	12	0			
Loss or Damage	19	0			
*Reportable Occupational Injury/Illness	0	0			
Security	50	2	Theft Theft	a) 6/1/2015 b) 6/23/2015	a) MSF - Burglary of a tool box on a truck. b) KHG - A generator was stolen from the American Electric connex, sometime the morning of June 23, 2015.
**Loss Time Occupational Injury/Illness	6	0			
Road/Vehicle - Driving	69	6	Minor Damage Minor Damage Minor Damage Minor Damage Minor Damage	a) 6/4/2015 b) 6/8/2015 c) 6/9/2015 d) 6/12/2015 e) 6/17/2015 f) 6/29/2015	a) KHG - Employee backed a trailer into K-Rail, denting the bumper. b) WOFH - Employee took an alternate route in a truck hauling a tall load. The load hit an overpass sign and knocked part of it down, later the damaged sign was ran into by a passing motorist. c) KHG - Citizen ran into crash attenuator mounted on K-Rail, due to sun in his eyes. d) MSF - Employee backed sweeper truck into guard rail, bending the bumper. e) KHG - Dump truck struck overhead traffic light. f) KHG - Employee was driving a loader and rolled forward into a DTS traffic pole causing damage to the pole.
Service Strike	48	4	Minor Damage Minor Damage Minor Damage	a) 6/4/2015 b) 6/15/2015 c) 6/17/2015 d) 6/17/2015	a) Airport - While chipping at concrete jacket leading to utility manhole to expose conduit, a suspected asbestos pipe/conduit was revealed and cracked in the process. b) KHG - Employee struck street light with top of excavator boom. c) Airport - While excavating for a new water line, the existing drain line was exposed. Cleaning around the drain line resulted in collar being nicked by excavator bucket. d) WOFH - Employee struck 2 inch water line.
*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees. **Loss Time Injury: Time away from work due to injury.					

Key HART S&S Certification Documents Status			
Documents	Revision #	Date Approved	Comments
Safety and Security Management Plan (SSMP)	Rev 5	02/25/2015	Pending PMP update/approval
Safety and Security Certification Plan (SSCP)	Rev 4	02/25/2015	Pending PMP update/approval
WOFH SSCP	Rev 0	10/22/2014	No future updates: HART SSCP in affect
Construction Safety & Security Plan (CSSP)	Rev 2	10/22/2014	Pending signatures
Security Sensitive Information (SSI) Plan	Rev 0		Pending SSCWG/SSRC approval
Project Preliminary Hazard Analysis (PHAs)	Rev 1	6/6/2014	Rev 2 - Finalizing PHAs is on-going
- MSF – Yard and Shop	Rev 2	-	3/30/2015 A – Update completed – under internal review
- Alignment	Rev 2	-	3/30/2015 A – Update completed – under internal review
- Tracks	Rev 2	-	3/30/2015 A – Update completed – under internal review
- Stations	Rev 2	-	6/22/2015 A – Update completed – under internal review
- Traction Power	On hold	-	Pending approval of TES SSHA and O&SHA
- Train Control	On hold	-	Pending approval of all ATC related SSHA and O&SHA
- Vehicles	On hold	-	Pending approval of all PV related SSHA and O&SHA
- Communications	On hold	-	Pending approval of Comm SSHA and O&SHA
Core Systems Contract (CSC) PHAs (DBOM)	Rev C	-	Received 12/15/14 – CSC updating
- Central ATC O&SHA	Rev C	-	Received 5/4/2015 – CSC updating
- Wayside ATC SSHA	Rev B	-	Received 11/14/2014 – CSC updating
- Wayside ATC O&SHA	Rev D	-	Received 6/23/2015 – under review
- Wayside/ATC SHA	Rev C	-	Received 1/6/2015 – CSC updating
- SCADA O&SHA	Rev D	-	Received 6/23/2015 – under review
- SCADA SSHA	Rev C	-	Received 3/10/2015 – CSC updating
- Vehicle Fire Hazard Analysis (FHA)	Rev B	-	Received 5/1/2015 – under review
- Vehicle SSHA	Rev A	-	Under development – high priority
- Vehicle O&SHA	Rev A	-	Under development – high priority
- Vehicle/ATC SSHA	Rev D	-	Received 6/23/2015 – under review
- Vehicle/ATC O&SHA	Rev D	-	Received 6/9/2015 – under review
- TES SSHA	Rev A	-	Received 11/17/2014 – CSC updating
- TES O&SHA	Rev A	-	Received 5/22/2015 – CSC R&R
- PSGS O&SHA	Rev A	-	Received 12/8/2014 – CSC updating
- PSGS SSHA	Rev A	-	Received 02/2/2015 – CSC updating
- UPS O&SHA	Rev A	-	Received 5/12/2015 – CSC updating
- Communications SSHA	Rev A	-	Under development
- Communications O&SHA	Rev A	-	Under development
- FDAS SSHA	Rev A	-	Under development
- FDAS O&SHA	Rev A	-	Under development
- MOW Support Vehicles O&SHA	Rev A	-	Under development
Threat and Vulnerability Assessments (TVAs)			
- Project TVA	Rev 1	1/16/2015	Update once all station designs are complete

S & S Design Criteria Conformance Checklist (DCCC)			
Design Verification Status			
Contracts: DC Conformance Checklists (CEL/CILs)	% Verified	+ / - % Change	Comments:
Under Construction/Procurement/Production			
FD-430, Airport Utilities	100%	-	SSRC approved DCCC design verification – 6/25/2014
FD-430, 7 – Shafts	100%	+ 10%	SSRC approved DCCC design verification - 6/17/2015
DB-200, MSF	99%	-	SSRC approved DCCC verification - 1/28/2015
DB-120, WOFH Guideway 38 total – Sub CEL/CIL Packages	99%	-	32 - Sub CELs/CILs, SSRC approved DCCC verification - 1/28/2015, 02/25/2015, 03/25/2015, 4/29/2015, 5/27/2015, and 6/17/2015
DB-320, KHG Guideway 40 total – Sub CEL/CIL Packages	97%	+ 1%	32 – Sub CELs/CILs, SSRC approved DCCC verification - 1/28/2015, 02/25/2015, 3/25/2015, 4/29/2015, 5/27/2015, and 6/17/2015
FD H2R2 Ramps	96%	-	1 – Open Item pending
FD-240, Farrington Hwy Station Group	94%	+ 64%	Waipahu Station - SSRC approved DCCC design verification – 6/17/2015
DBOM-920, Passenger Vehicles	-	-	Verification efforts are under way
Under Design or in Pre-bidding Status			
FD-140, West O’ahu Station Group	46%	-	Designer DCCC update underway
FD-340, Kamehameha Highway Station Grp	98%	-	3 - station DCCC verification SSRC approved - 4/29/2015, 5/27/2015
DB-xxx, Airport Guideway & Stations Grp	38%	-	On Hold - contract change underway
DB-xxx, City Center Guideway & Stations Grp	-	-	On Hold - contract change underway
FD-530, City Center Utilities	-	-	On Hold – contract change underway
DBOM-920, Core Systems			
- Traction Electrification System (TES)	-	-	Designer input underway
- Traction Power Generator Back-up System	-	-	TBD
- Communication System	-	-	Designer input underway
- Fire Detection Alarm System (FDAS)	-	-	Designer input underway
- Train Control System (TCS)	-	-	Designer input underway
- SCADA	-	-	Designer input underway
- Platform Screen Gate System (PSGS)	-	-	Designer input underway
- MOW Vehicles	-	-	Base DCCC not yet SSRC approved
- Yard Systems Bungalows	64%	-	SSRC approved base DCCC - 5/27/2015
MI-930, Elevators & Escalators	-	-	Draft base DCCC under review
Transit ART Program	-	-	TBD
DB-275, Pearl Highlands PS/Bus Transit Center	-	-	TBD
FD-600, West O’ahu Park & Ride	-	-	TBD

S & S Construction Specification Conformance Checklists (CSCC) - Civil Contracts			
Specification/Testing Conformance Checklists (STCC) - Systems Contracts			
Construction - Installation - Testing Verification Status			
Contracts	% Verified	+ / - % Change	Comments
Contracts Under Construction - Procurement - Production - CSCC/STCC			
FD-430, Airport Section, 7 - Drilled Shafts	98%	-	1-remaining open item – As-built drawings
DB-200, MSF	27%	+1%	Verification underway
DB-120, WOFH Guideway	32%	+4%	Verification underway
DB-320, KHG Guideway	4%	-	Verification underway
DBB-505, Airport Utilities	7%	+7%	Base CSCC approval ready for July SSRC
DBB-385, H2R2 Ramps	-	-	SSRC approved base CSCC, 5-27-2015
DBB-271, Farrington Hwy Station Group	-	-	Base CSCC approval ready for July SSRC
DBOM-920, Passenger Vehicles/Cars (STCC)	-	-	3 – Draft Base STCCs under review with CSC
- General Requirements – Applies all Vehicles	-	-	STCC under review with CSC
- Car Type - Interim Cert – Dynamic Testing	-	-	STCC under review with CSC – 80 checklists – 1 per car type
- Vehicle/4-Cars Cert – Pre-revenue Service	-	-	STCC under review with CSC
Civil Contracts Still under Design or in Bidding - Pre-bidding Phases - CSCC			
DBB-171, West O’ahu Station Group	-	-	Draft Base CSCC under PM/CM review – Update needed
DBB-371, Kamehameha Hwy Stations Grp	-	-	Draft Base CSCC under PM/CM review – Update needed
DB-xxx, Airport Guideway & Stations Grp	-	-	Draft Base CSCC in hand – on hold pending re-design
DBB-xxx, City Center Utilities	-	-	Draft Base CSCC in hand – on hold pending re-design
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	Draft Base CSCC in hand – on hold pending re-design
MI-930, Elevators & Escalators	-	-	Draft Base CSCC under review
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	TBD
DBB-600, West O’ahu Park & Ride	-	-	TBD
Transit Art Program	-	-	TBD
Systems Contracts - STCC			
DBOM-920, Core Systems			
- System Integration Testing (SIT)	-	-	Base STCC under review
- Traction Electrification System (TES)	-	-	TBD
- Traction Power Generators Back-up System	-	-	TBD
- Communication Systems	-	-	TBD
- Fire Detection Alarm System (FDAS)	-	-	TBD
- Train Control System (TCS)	-	-	TBD
- Supervisory Control & Data Acquisition (SCADA)	-	-	TBD
- Platform Screen Gate System (PSGS)	-	-	TBD
- MOW Vehicles	-	-	Base CSCC under review
- Yard Systems Bungalows	-	-	TBD
Operational Requirements			
- Operational CEL/CILs	-	-	TBD

6.2 Quality Management

- Overview**

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
- Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP).
- Conducted biweekly Quality Task Force (QTF) meetings with CE&I, contractors and consultants QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; NCRs; Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; quality economics, and Buy America compliance.
- Participated in Pre-Activity Meeting for scheduled construction activities: WOFH (Direct Fixation Plinthless Trackwork); MSF (Overhead Doors, Rail Procurement Inventory and Metal Wall Panels Installation); KHG (Signal Pole Foundation); and CSC (Pre-Shipment and testing [MOW equipment: Car Mover, Grinder, Hi-Reach Truck and UPS Design Verification Test (DVT), UL, EMI and EMC]).
- Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 7

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
CCH-100	Honolulu Authority for Rapid Transportation (HART)	HART	15-009 QA	8/24 - 9/04		
	Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only		15-009 SS	8/24 - 9/04		
CT-HRT-10HO137	West O'ahu/Farrington Highway Guideway Design-Build (WOFH)	KIWC - HI	15-001 QA	2/17 - 2/19	2/17 - 2/18	4/17/15
CT-HRT-11HO195	Kamehameha Highway Guideway Design-Build (KHG)		15-001 BA	2/17 - 2/19	2/17 - 2/18	4/17/15
CH-HRT-10HO449	Maintenance and Storage Facility Design-Build (MSF)	KKJV - HI	15-003 QA	2/25 - 2/26	2/25 - 2/26	4/14/15
			15-003 BA	2/25 - 2/26	2/25 - 2/26	
CT-HRT-11HO195	WOFH-KHG Casting Yard	KIWC - HI	15-011	7/15 - 7/16		
CT-HRT-10HO137	WOFH, KHG, MSF) Audit Surveying and Alignments	KIWC/KKJV - HI	15-013	8/19 - 8/20		
CT-HRT-1200106	Core Systems Contract (CSC) Design-Build-Operate-Maintain	ASTS Italy	TBD	TBD		
		AB Italy	TBD	TBD		
		AB USA	TBD	TBD		
CT-HRT-1200106	Core Systems Contract (CSC)	AHJV - HI	15-010	7/06 - 7/07		
SC-HRT-1200116	West O'ahu Station Group Final Design (WOSG)	AECOM - HI	15-005	3/18 - 3/19	3/18 - 3/19	5/18/15
FD-245	Pearl Highlands Parking Structure/Bus Transit Center Final Design	TBD	TBD	TBD		



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 7

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
SC-HRT-1200111	Kamehameha Highway Station Group Final Design (KHSG) PH, PR, AS	AVA - HI	15-002	6/3 - 6/04	6/3	6/8/15
		AVA - CA				
SC-HRT-1200111	H2R2 Final Design	AVA - HI	15-004	1/28	1/28	2/3
		AVA - CA				
SC-HRT- 1200038	Airport Section Utilities and Guideway Final Design (AUG)	AECOM - HI	TBD	TBD		
SC-HRT- 1300022	Airport Station Group Final Design (ASG)	AECOM - HI				
SC-HRT-1200149	City Center Section Utilities and Guideway Final Design (CCUG)	AECOM - HI	TBD	TBD		
SC-HRT-1400003	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design (DKSG)	PERKINS+WILL - SEA	TBD	TBD		
SC-HRT-1400049	CSC Support Services	L + E	15-016	11/23 - 11/24		
FD-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Final Design	TBD	TBD	TBD		
DBB-275	Pearl Highlands Parking Structure/Bus Transit Center Construction	TBD	TBD	TBD		
DBB-	H2R2 Ramp Construction	Royal Contracting	TBD	TBD		
DBB-	West Oahu Station Group Construction	TBD	TBD	TBD		
DBB-	Farrington Hi-way Station Group Construction	Hawaiian Dredging	TBD	TBD		



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 7

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
DBB-	Kamehameha Hi-way Station Group Construction	TBD	TBD	TBD		
SC-HRT-1200038	Airport Section Utilities Construction	NAN, Inc	15-012	8/05 - 8/06		
CT-HTR-1500080	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	15-006 QA	3/11	3/11 - 3/24	3/31/15
			15-006 BA	3/11	3/11 - 3/24	3/31/15
DB-	Airport Section Guideway and Stations	TBD	TBD	TBD		
DB-	City Center Section Guideway and Stations	TBD	TBD	TBD		
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction	TBD	TBD	TBD		
CT-HRT-1300318	Elevator and Escalator - Manufacture, Install and Maintain	US Schindler - HI	15-015	9/9 - 9/10		
		US Schindler - NJ				
SC-HRT-1400050	West O'ahu, Farrington Highway, and Kamehameha Highway Station Groups "West Side Stations" CE&I	PGH Wong - HI	15-014	9/16 - 9/17		
	Pearl Highlands Parking Structure/Bus Transit Center CE&I		TBD	TBD		
	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I		TBD	TBD		
TBD	CE&I East	TBD	TBD	TBD		
SC-HRT-1400027	General Engineering Consultant III for Final Design and Construction (GEC III)	CH2M Hill	15-007	5/20 - 5/21	5/20 - 5/21	

• Key Issues

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
32 (Audits)	32	0
1 (Construction)	1	0

- Updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees must be performed in order to assure competency and proficiency.

- Resolution of two (2) major NCRs on the DB Contracts (WOFH and KHG) that need to be addressed and corrected to prevent recurrence and to mitigate impact on the overall progress of the project. The following are the major NCRs identified on the DB Contracts:
 - **Drilled Shafts:** To date, there are 27 Open NCRs on WOFH and 17 NCRs on KHG which are related to CSL Reports. The contract requires that deep foundation elements (drilled shafts) integrity must be tested in accordance with ASTM D6760-14 Standard Test Method for Integrity Testing of Deep Foundations by Ultrasonic Crosshole Testing and HART will determine the final acceptance of each shaft based on the Crosshole Sonic Log (CSL) report, which includes: test result, drilled shaft installation information, and analysis for the tested shaft. The evaluation of testing results will be based on the percentage decrease in velocity as correlated to the Concrete Condition Rating Criteria detailed in specification Section 31 63 30 G. If the test results do not meet the allowable requirements, a minimum 2-3-inch diameter cores per shaft will be performed by KIWC to intercept the suspected or defective zones. The disposition and corrective actions will be agreed with KIWC EOR and HART. Closing of NCRs related to the drilled shafts is a prerequisite for the construction of transition zones and the columns. Therefore, it is a QA Hold Point. To date, there are 242 and 44 drilled shafts completed on WOFH and KHG, respectively.
 - **Span 17 – NCR 00314:** The procedure for lowering a heavier and wider span was not followed during the setting of the span to the columns. The result of the error was cracked segments 17-1, 17-2, 17-11 and 17-12. KIWC is currently evaluating the damages, disposition and the proposed corrective actions. KIWC has submitted a Remediation Plan to HART, which is currently being reviewed by the Design and Construction Department and GEC3.
- Timely closeout of contractors, consultants and suppliers open NCRs.
- QA audit of Core Systems DBOM Contract (AHJV) on July 6-7, 2015.
- Closeout of Buy America Audit of MSF.
- Pre-shipment and Inspection & Testing (I&T) of building materials and equipment for the MSF and Owner’s (HART) Supplied Materials.
- QA review of procurement document package for the Airport Guideway and Stations DB RFP.
- Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 remediation and Drilled Shafts [Crosshole Sonic Logging Reports] quality and repairs.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Installation and welding of rails and turnouts on top of the WOFH Guideway.
- Construction of WOFH Balanced Cantilever Segmental Span across H-1.
- Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy. First Article Inspection (FAI) of the Carbody #1 at Reggio Calabria.
- Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.
- Close-out audit of A-7 contract to include review of “Lifetime” Quality Records including NCRs, if any, and As-built Drawings.

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

- **Buy America: MSF Contract**
 - KKJV/KONE will replace the 60# Crane Rails (56 pieces x 30’ @ 17 Tons) for the Bridge Cranes, which were Made in China, with Crane Rails Made in USA.
 - KKJV/KONE will remove and replace the noncompliant 2-Ton Jib Crane installed in the Wheel Truing Building (WTB), with compliant materials manufactured in the USA.
- **Look Ahead**
 - Will provide updates on any new construction agreements HART enters into with a utility company.
 - Cargo Preference: Will provide updates and written assurances from AHJV that it will satisfy the Cargo Preference requirements set forth in the contract; AHJV will use privately-owned United States Flag commercial vessels to ship equipment, material or commodities for the Project.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**

- \$25,154,007 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 6/30/15
 - 6.21% = DBE utilization on total disbursed FTA funds received to date (\$25,154,007 divided by \$405,230,515)
 - 1.43% = DBE utilization to date on total Project FTA funds (\$25,154,007 divided by \$1,763,903,901)

Total DBE Participation = \$25.2M
(previous report = \$24.6M)

Figure 17. DBE Participation this Month

DBE Participation in June		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-1400061 MM-964	\$51,586
ADS System Safety Consulting	SC-HRT-1400061 MM-964	\$88,599
LKG-CMC	SC-HRT-1400051 MM-595	\$14,635
FIC LLC	SC-HRT-1400051 MM-595	\$78,265
Ki Concepts	SC-HRT-1200077 MM-922/923	\$1,530
The Solis Group	SC-HRT-1400027 MM-913	\$40,064
PSC Consultants	SC-HRT-1400050 MM-290	\$75,748
Element Environmental	SC-HRT-1400050 MM-290	\$175,468
Bow Construction	SC-HRT-1400050 MM-290	\$1,159
TOTAL FOR THE MONTH		\$527,054

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 participated in the Kāko’o Meeting with Programmatic Agreement Signatory and Consulting Parties on June 25, 2015.
 - HART’s Programmatic Agreement (PA) team met with SHPD on June 2, 2015, as part of ongoing consultation with the division.
- Planning, Environmental, and Cultural Activities:
 - HART coordinated with the State Historic Preservation Division (SHPD) to seek concurrence on all Hawai’i Revised Statutes Chapter 6E-related issues pertaining to historic preservation and anticipates receipt of SHPD’s letter of concurrence by July. This letter is required in order for construction activities to commence in the City Center portion of HART’s project.
 - HART is in the process of finalizing the Project’s voluntary cultural monitoring plan.
 - HART has revised and resubmitted the Post-ROD documentation for the Middle Street Station and Emergency Backup Generators to the FTA for review and is awaiting comments for finalization.
 - HART continues to coordinate with the City and County of Honolulu, Hawai’i Community Development Authority, and other State agencies and legislators on transit-oriented development.

- HART continues to work with the City Department of Parks and Recreation and community stakeholders to relocate trees which are affected by rail project construction. Revision 1 of the Mitigation Monitoring Program (MMP) was completed and is under review. The revised MMP will be distributed to existing contractors and included in upcoming bid documents, upon final approval.
 - HART attended the Chinatown Action Summit on Saturday, June 27, to provide information on HART's Historic Preservation Fund as it pertains to Chinatown.
 - HART partnered with Historic Hawai'i Foundation (HHF) to present a workshop on graffiti prevention and abatement in Chinatown as a part of HHF's Sustaining Chinatown: Historic Preservation Summer Series on June 30, 2015.
- **Looking Ahead**
 - Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail's interim opening date.
 - Conduct regular monthly HART/SHPD consultation meetings.
 - Attend monthly scheduled Kāko'o Meetings with Programmatic Agreement Signatory and Consulting Parties.
 - Continue resolution of Post-ROD documentation.
 - Continue coordination with DPP and HCDA regarding transit-oriented development.

6.6 Risk Management

The primary strategy of risk management is to maintain a reserved contingency balance throughout the life of the Project that is acceptable to HART and the FTA. 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 assessments are performed to identify, assess, prioritize, manage and mitigate risk exposure, and develop prudent contingency plans. The Project Risk Register (RR) is the depository for all risks identified for the Project. Every month, risks contained in the RR are reviewed to confirm risks are appropriately identified, identify new risks, and close out risks that no longer pose an issue.

Maintaining the RR includes assessing the potential for a risk to happen as well as the cost and schedule impacts should the risk occur in isolation. The cost and time impacts to the Project are assessed based on a "most likely scenario" rather than the maximum or the minimum impact. Not all risks (known and unknown) will occur with the same frequency or probability as estimated in isolation. In addition, risks can be eliminated due to design best practices as well as through the implementation of safe alternative means and methods of construction to avoid the occurrence.

This report includes a listing of the top project wide risks which is an aggregate of the individual contract risks. Key metrics for probability of occurrence and cost and schedule impacts are subject to change as more is learned about the risks. At the same time, HART is implementing mitigation of avoidance, transfer, and acceptance/minimization.

NOTES OF SIGNIFICANCE

- Corrective actions are underway to improve cost estimates and forecasting methods as well as cost containment measures being implemented and evaluated to more accurately reflect budget and market conditions.
- Additional focus is being placed on Hawaiian Electric Co. coordination and issue resolution.
- Airport and City Center contractor laydown areas need to be identified within HART's property holdings.

ADDITIONAL BACKGROUND (Dates indicated as shown are target goals)

The narrative below provides additional background on the mitigation actions being taken to control and contain cost and schedule impacts to the Project. Provided below are the risk category, target date, and specific actions being taken. Based on the effectiveness of the mitigation efforts, more actions may be required to further contain cost and schedule impacts in future months. The major risks covered are: A) Market Conditions, B) Utilities, C) Right-of-Way, and D) Contractor Production.

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

Mitigation Plan:

- Refine list of primary and secondary mitigation measures. **Action:**
 - **Finalize recommendations for primary and secondary mitigation measures and submit to Project Director for Action. – Date: TBD.**
- Identify opportunities within project scope for alternative funding sources. **Actions:**
 - **Reach agreement on possible HDOT betterment projects to funding of utility, widening, ITS and Intersection Improvements. – Date: TBD.**
 - **Research State Law relative to Public Private Partnership funding relative to TOD and parking opportunities. – Date: June 2015.**
- Seek additional GET extension of funding to close the gap for market conditions and delay beyond HART's control. **Actions: Legislature voted to approve GET for five years at 0.5%. Remaining action is with the Governor and City Council for enactment.**
 - **Work with Board, City/County Honolulu and respond to frequently asked questions as needed. – Ongoing.**

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

Mitigation Plan:

- Resources to relocate HECO facilities are not readily available. HART is subject to availability of resources and schedules are frequently set for relocation contractors to be deployed on other islands. This has had an impact on cost and schedule. **Actions:**
 - **Seek commitment from HECO (senior, mid and front line management) to dedicate adequate resources for relocation work, design work to ensure opening. – Date: May 6th meeting held. Executives agree to continue to meet weekly until decisions are made.**
 - **Revise Utility Agreements accordingly. – Date: TBD.**
- Site specific solutions with respect to the 138kV, 46kV and 12kV vertical and horizontal clearance need to be agreed upon by Hawaiian Electric and HART. Affected contracts are KHG, Airport Guideway and City Center Guideway. **Action:**
 - **Secure DB Guideway design, define and evaluate relocation options due to horizontal and vertical conflict resolution needs with HECO. – Date: July 2015.**

C) Right-of-Way – There are a few parcels on the east and west segments that are still under active procurement. Lack of access by the contractor has been partially mitigated through re-sequencing the work.

Mitigation Plan:

- West property transactions have been elevated.

- East Side – there are a number of third-party agreements needed on the Airport Section and private parcels on the City Center Section. The revised Delivery and Procurement Plan takes into account the Right-of-Way Acquisition Plan. Cost to Cure property contacts will take time to work through with owners and tenants for the 16-22 parcels. **Action:**
 - **Implement property acquisition plan. Develop risk mitigation plan should there be parcels that are not likely to be secured by August 2015 with information available to other Departments in advance. – Date: Complete.**

D) Contractor Production – Planned production rates are not being met for a variety of reasons. There is risk exposure to HART in the form of delayed access to third-party properties. The contractor has been asked to submit schedules reflective of its current production rates for review.

Mitigation Plan:

- HART and the Contractor are focused on solving the production issues within their respective responsibilities. HART requested the Contractor to provide a recovery schedule in accordance with contractor provisions. HART has evaluated the schedule and requested the Contractor resubmit the revised recovery schedule to be used as a revised schedule. HART and the Contractor will use contract provisions to guide the process for resolution of contract delays. **Action:**
 - **Provide Recovery Plan and initiate implementation of the plan upon approval. – Date: TBD.**
 - **Contractor is implementing mitigation measures to avoid additional delay such as adding another traveler and additional equipment for column pours.**

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

Figure 18. Risk Matrix

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

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

Figure 19. Top Project Risks

Top Risks June 2015									
Current Risk ID	Contract Package	Risk Description	Probability	Env't Rating	Cost Impact	Time Impact	Jun '15 Risk Rating	May '15 Risk Rating	
111.05	Airport Guideway	Estimates for remaining guideway contracts may be low compared to current market conditions.	90%	5	5	4	22.5	22.5	
111.06	City Center Guideway	Estimates for remaining guideway contracts may be low due to adjustments using pricing from WOFH Bid.	90%	5	5	4	22.5	22.5	
36.06	City Center Guideway	Cost exposure from unexpected utility replacements and/or relocations.	75%	4	5	4	18	18	
65.06	City Center Guideway	The relocation of the 138 kv overhead power lines may require new lines erected to provide redundancy during the 'outage.' (Temporary diversion of the 138kv line may be required if grid capacity is insufficient.)	75%	4	5	4	18	18	
110.06	City Center Guideway	Real Estate market could rebound before purchase of all needed properties, greatly increasing cost of property and delaying construction if legal actions are pursued.	75%	4	5	4	18	18	
6.04	Kamehameha Highway Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	5	3	18	14.6	
6.06	City Center Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule. (Dillingham bottleneck)	75%	4	4	4	18	14	
68.14	Dillingham Kaka'ako Stations	Downtown Station planned to be integrated into Pacific Guardian Center; agreement with owner yet to be proposed. PGC demands could extend negotiations and delay construction or increase construction costs.	75%	4	5	3	18	8	
20.05	West Oahu/Farrington Highway Guideway	Late delivery of/ or acceptance of civils, stations, or systems interface to guideway results in change orders.	90%	5	3	3	15	15	
37.06	City Center Guideway	Additional utility easements may be required for private utility companies.	50%	3	5	5	15	7.5	
16.03	West Oahu/Farrington Highway Guideway	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	75%	4	4	3	14	14	
83.06	City Center Guideway	Delay of utility easement identification for City Center Guideway may result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14	14	
129.13	Airport Station Group	Pearl Harbor Station - Potential delays due to community actions concerning historical Pearl Harbor site.	75%	4	2	5	14	14	

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

Figure 20. Risks Added

Risks Added in June 2015							
Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Risk Rating
185.18	H2R2 Ramp	Construction schedule is tight due to Contractor's schedule for start up planning requirements, surcharge duration and build out.	25%	2	2	2	4

Figure 21. Risks Deleted

Risks Deleted in June 2015					
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating	
				June '15	May '15
145.10	FHSG	Delays associated with procurement process may impact schedule and/or price.	Bid protest delayed start of the project by 6 months. Bid prices came in \$3M high, including project allowances.	10.5	10.5

6.7 Community Outreach

- **Activities this month**

- HART marked a project milestone this month, with three miles of guideway now constructed. HART held a news conference to discuss the work and the upcoming traffic changes, focusing on safety in all of the project’s work zones.
- HART participated in more than 20 presentations, outreach events and media briefings this month, including construction updates and traffic information meetings.

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

- 1,815 presentations and events
- 994 Neighborhood Board meetings

- **Construction Outreach**

- With traffic and the impact on businesses in construction zones a key issue, HART’s outreach team continues to focus on business outreach this month, meeting with business owners and managers in Waipahu, Aiea and Pearl City. HART’s outreach team works with the project’s contractors to maintain access and provide proper signage for businesses during construction. In addition, HART formed a Business Alliance Program that provides regular email updates regarding traffic, construction and business assistance programs, including free social media and marketing workshops and other business development programs. HART’s Business Alliance group, a partnership between businesses and the transit agency designed to provide programs and resources for businesses during construction, held two meetings this month — one in Waipahu and another in Pearl City —to provide traffic and construction updates, to listen to concerns from local businesses, and to work collaboratively on solutions. HART is also working with local businesses on “Shop & Dine on the Line,” an online program offering customers special discounts when visiting shops and restaurants along the alignment that are impacted by construction.
- HART and its contractors also canvass work zones regularly to ensure businesses and residents have updated information on the project’s work and the impact on traffic; feedback from businesses enhances HART’s outreach program. HART’s public outreach team canvassed the Waipahu area to provide information to businesses and residents, as the project’s guideway work entered the Fort Weaver Road area in Waipahu this month.
- HART has also been proactively meeting with businesses in the urban core to discuss future construction work, as well as traffic impacts. In addition to meeting with individual business owners and business groups in the Dillingham and Kaka’ako areas, HART will hold another business and community meeting in urban Honolulu later this summer as part of its business outreach program.

Figure 22. HART’s business outreach program is designed to help businesses through the construction process.



HART’s public outreach team held two meetings this month to provide information and assistance to businesses along the alignment. HART offers programs for businesses during construction, including free social media marketing workshops.

Figure 23. HART marked a milestone this month with the completion of three miles of guideway work.



HART held a news conference this month to highlight the completion of three miles of guideway. The guideway work is progressing along Farrington Highway and will cross over Fort Weaver Road.

- **Community Input**

- HART’s public information team responded to more than 100 inquiries and requests in June that came in via the agency’s website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities, particularly traffic impacts.

- **Look Ahead**

Coming in July:

- HART sponsors two free social media workshops as part of its Business Alliance Program, designed to assist businesses during the construction process.
- In anticipation of work moving into urban Honolulu, HART’s outreach team continues meeting with businesses in urban Honolulu.

6.8 Staffing

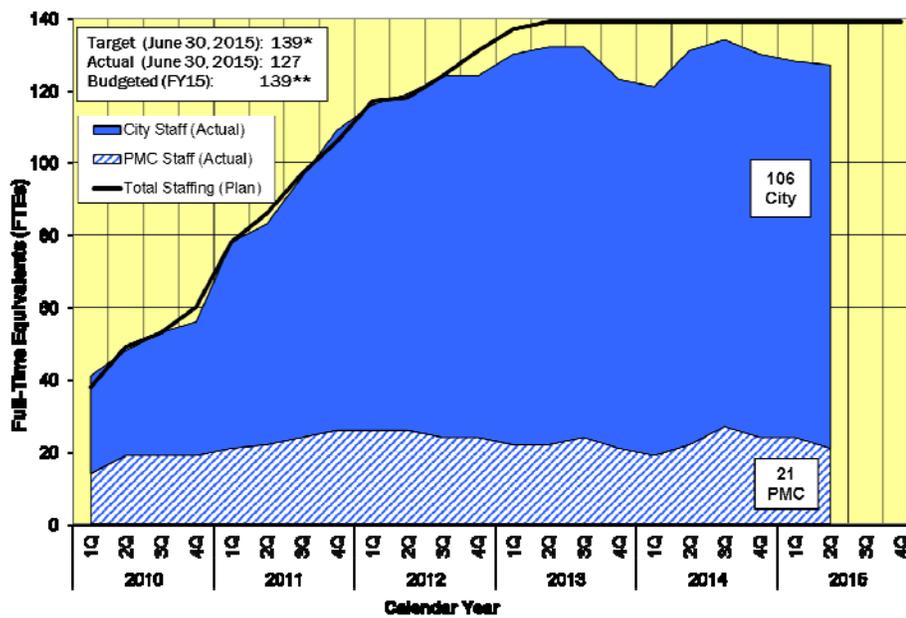
Figure 24. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Executive Management				
Senior Clerk (Receptionist)	Executive Management	Existing (City)	Recruiting via Civil Service	
Design and Construction				
Director of Design & Construction	Design & Construction	Existing (City)	Filled	Jul
Assistant Project Manager	Construction (KHG)	New (City)	Recruiting	
Assistant Project Manager	Construction (WOFH)	New (City)	Recruiting	
Traffic Engineer	Utilities & Traffic Engineering	New (City)	Recruiting	
Budget and Finance				
Budget Analyst	Budget and Finance	New (City)	Filled	Jun
Secretary III	Budget and Finance	Existing (City)	Recruiting/Interviewing	
Procurement				
Deputy Director of Procurement & Contracts	Procurement & Contracts	Existing (City)	Recruiting/Interviewing	
Contracts Officer	Procurement & Contracts	Existing (City)	Selected/Processing	
Planning, Permits & Right-of-Way				
Planner V (Land Use)	Planning	Existing (City)	Filled – Civil Service	Jul
Planner III* (Environmental)	Planning	Existing (City)	Recruiting	
Planner VI* (Permits /Hazmat)	Planning	Existing (City)	Selected/Processing	Jul
Secretary I	Right-of-Way	Existing (City)	Filled	Jul
Administrative Services				
Personnel Clerk	Administrative Services	New (City)	Recruiting via Civil Service	
Public Information				
Information Specialist II	Public Information	Existing (City)	Recruiting	
Project Controls				
Senior Clerk	Project Controls	Existing (City)	Recruiting/Interviewing	

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

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

Figure 25. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 6 (Under Revision)
 ** 139 City positions authorized in FY 2015 HART Operating Budget

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

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

APPENDICES

Appendix A. Action Items

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

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Jul-15		Open – discussions with AHJV on-going.
2	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – Master Agreement is pending signature.
3	Updates resulting from Risk Refresh:					
3a	Update the Contract Packaging Plan	HART	Aug-14	Jul-15		In progress – Draft provided to PMOC, but changes may be incorporated on updated estimate and schedule.
3b	Update Financial Plan	HART	Apr-14	4Q15		In progress
3c	Update Cost Estimates	HART	Apr-14	Jul-15		In progress
3d	Update MPS	HART	Apr-14	Jun-15		In progress
3e	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Aug-15		In progress – HART provided responses to PMOC review comments; conference call may be scheduled to address comments and HART's responses.
4	MPS Workshop	HART/PMOC	Feb-15	TBD		To be scheduled when Update of MPS is available.
5	Update Project Management Plan	HART	Mar-15	Jul-15		
6	Include construction safety statistics in the HART Monthly Report	HART	Apr-15	Jul-15		
7	Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap	FTA/PMOC	Apr-15	Jun-15		
8	Provide confirmation that Ship America requirements will be satisfied	HART	May-15	Jul-15		
9	Provide chronology of issues with HECO offset requirement.	HART	Jun-14	Jul-15		

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:

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

Current Contingency Balance = \$509.8M

Current Known Changes Contingency = \$0M

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.

Known Changes Contingency

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

HART Project Contingency Drawdown with Details

Date as of 06/29/15

Project ID	Project Description	Budget Transfer/Change Description	Contingency Drawdown (\$)	Contingency Code
July '12 (Bottoms-Up Estimate)				
			Beg. Balance:	\$643.6
11	PD-240	Budget Transfer for Contract Award less than the AS&G FID contract budget	\$9,443	80.03 - Contract Allowance
12	PD-430	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	\$2,054,108	80.02 - Allocated Contingency
13	MM-375	Budget Transfer for Contract Award above the MPO DB Contract budget	\$55,773	80.02 - Allocated Contingency
14	DE-323	Budget Transfer for Ins. Cov'g per executed COI No. 004	\$3,965,230	80.02 - Allocated Contingency
15	DE-170	Budget Transfer for Ins. Cov'g per executed COI No. 004	\$5,881,273	80.02 - Allocated Contingency
July '12 - Ending Contingency Balance				
			\$649.4	
August '12				
			Beg. Balance:	\$649.4
11	PD-140	Budget Transfer for Contract Award under W0855 FID contract budget	\$1,869,200	80.02 - Allocated Contingency
12	PD-530	Budget Transfer for Contract Award under CCGU FID contract budget	\$5,917,845	80.02 - Allocated Contingency
13	DE-170	Execute Change Order No. 11 - Procure and Install Portable Buildings	(82,610,000)	80.02 - Allocated Contingency
August '12 - Ending Contingency Balance				
			\$5,065,145	
September '12				
			Beg. Balance:	\$654.5
			\$654.5	
		No Contingency Drawdown	\$0	
September '12 - Ending Contingency Balance				
			\$654.5	
October '12				
			Beg. Balance:	\$654.5
11	DE-170	Execute Change Order No. 31 - Builders Risk Insurance Coverage	(55,731)	80.02 - Allocated Contingency
October '12 - Ending Contingency Balance				
			\$598,819	
November '12				
			Beg. Balance:	\$598.8
11	PD-440	Budget Transfer for Contract Award under AS&G FID contract budget	\$27,784	80.03 - Contract Allowance
12	PD-540	Budget Transfer for Contract Award under AS&G FID contract budget	\$2,483	80.03 - Contract Allowance
13	MM-305	General engineering consultant	(8,120,833)	80.02 - Allocated Contingency
November '12 - Ending Contingency Balance				
			\$309,623	
December '12				
			Beg. Balance:	\$654.7
11	PD-430	Execute Contract Amendment No. 11 - Design & Engineering Cost Estimates	(8716,000)	80.02 - Allocated Contingency
December '12 - Ending Contingency Balance				
			\$276,623	
January '13				
			Beg. Balance:	\$654.4
11	DE-320	Execute Change Order No. 01 - Architect Alternative Analysis	(19,551)	80.02 - Allocated Contingency
January '13 - Ending Contingency Balance				
			\$634.9	
February '13				
			Beg. Balance:	\$654.4
11	DE-170	Execute Change Order No. 29 - Ins. Cov'g Requirements Additional Policy at Weaver Rd	(17,070,170)	80.02 - Allocated Contingency
February '13 - Ending Contingency Balance				
			\$484,230	
March '13				
			Beg. Balance:	\$652.8
11	PD-540	Execute Contract Amendment No. 06 - Waikanae Station Sewer	(14,500)	80.03 - Contract Allowance
12	DE-400	Execute Change Order No. 03 - Ins. Cov'g Requirements for Crosswalk Pedestrians	(434,200)	80.02 - Allocated Contingency
March '13 - Ending Contingency Balance				
			\$487,530	
April '13				
			Beg. Balance:	\$652.3
11	PD-140	Execute Contract Amendment No. 01 - Second elevator provision	(8,731)	80.03 - Contract Allowance
12	DE-170	Budget Transfer to offset Ins. Cov'g Requirement for Change Order No. 28	\$7,879,178	80.02 - Allocated Contingency
13	DE-200	Budget Transfer to offset Ins. Cov'g Requirement for Change Order No. 03	\$454,000	80.02 - Allocated Contingency
14	DE-320	Budget Transfer to align current budget to contract Schedule of Milestones	\$800	80.02 - Allocated Contingency
April '13 - Ending Contingency Balance				
			\$2,023,765	
May '13				
			Beg. Balance:	\$654.3
		No Contingency Drawdown	\$0	
			\$654.3	
May '13 - Ending Contingency Balance				
			\$654.3	
June '13				
			Beg. Balance:	\$654.3
		No Contingency Drawdown	\$0	
			\$654.3	
June '13 - Ending Contingency Balance				
			\$654.3	

HART Project Contingency Drawdown with Details

Date as of 6/30/2015

Project No.	Project Description	Budget Transfer/Drawdown Description	Contingency Drawdown (M)	Continuity Code
July '13				
06-240	Airport Section Guideway, Utilities FI	Executed Contract Amendment No. 10 - Airside Impacts Investigation Services	\$654.3	60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 07 - Archaeological Inventory Survey (AIS) Provisional Sum Part 2		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 08 - Maintenance & Storage Facility Fire Station Machine		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 09 - Yard Layout Revisions		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 10 - Train Control Station		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 11 - Preliminary Design & Supplemental Final Mat		60.02 - Allocated Contingency
July '13 Contingency Drawdown				
			\$649.1	
August '13				
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 39 - Archaeological Inventory Survey (AIS) Provisional Part 2	\$649.1	60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 40 - Kala Chert Station Wood Concrete		60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 41 - Trenching, Culvert, Property Construction Detail Submittal		60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 42 - Preliminary Station Re-Location Design		60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 43 - Archaeological Inventory Survey (AIS) Provisional Part 2		60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 44 - Construction Management		60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Budget Transfer for Contract Award - ESE-116 Contract Budget		60.02 - Allocated Contingency
August '13 Contingency Drawdown				
			\$643.2	
September '13				
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 45 - Provisional Sum Final Joint Use and Occupancy	\$643.2	60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 46 - Aesthetic Culture Design Conflict		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 12 - HNTB Design Escalator		60.02 - Allocated Contingency
FD-240	Fanning Highway Stations Group, FD	Executed Contract Amendment No. 10 - NTP 2 Daily Design Delay from Core Systems Contract & West Oahu Fanning Highway DS Contract		60.03 - Allocated Contingency
September '13 Contingency Drawdown				
			\$637.1	
October '13				
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 13 - Ins. Covg Requirements/ HNTB/Arbets Modification	\$637.1	60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 27 - Air Side Street West W36 at LF Station & Fanning HWY		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 05 - Fanning Street Gates System		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Budget Transfer for Contract Award - ESE-116 Contract Budget		60.02 - Allocated Contingency
October '13 Contingency Drawdown				
			\$615.0	
November '13				
06-120	West Oahu Fanning Highway Guideway, DS	Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013	\$615.0	60.02 - Allocated Contingency
06-120	West Oahu Fanning Highway Guideway, DS	Budget Transfer for Change Order No. 38 for Ins. Covg Requirements		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Change Order No. 015 - Yard Layout Revisions/FP Structural Steel Modification		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Budget Transfer for Change Order No. 015 for Ins. Covg Requirements		60.02 - Allocated Contingency
06-200	Maintenance & Storage Facility DS	Executed Contract Amendment No. 11 - Archaeological Inventory Survey (AIS) Suspension		60.02 - Allocated Contingency
06-240	Fanning Highway Station Group, FI	Budget Transfer for Contract Award for HRS3 FI		60.02 - Unallocated Contingency
November '13 Contingency Drawdown				
			\$610.0	
December '13				
FD-430	Airport Section Guideway, Utilities FI	Executed Contract Amendment No. 05 - Utility Substation scope impact	\$610.0	60.02 - Allocated Contingency
FD-140	West Oahu Station Group, FD	Executed Contract Amendment No. 03 - Design Revision of HECO-apply and fiber optic lines		60.02 - Allocated Contingency
December '13 Contingency Drawdown				
			\$609.8	
January '14				
06-430	Airport Section Guideway, Utilities FI	Executed Contract Amendment No. 06 - Archaeological Inventory Survey (AIS) Suspension	\$609.8	60.02 - Allocated Contingency
06-500	City Center Guideway, Utilities FI	Executed Contract Amendment No. 03 - Soil Resistance Test and Max. Stp. Calculation		60.02 - Allocated Contingency
MM-280	Construction Engineering & Inspection West	Budget Transfer for Contract Award East OSM West contract budget		60.02 - Allocated Contingency
MM-365	Construction Engineering & Inspection East	Budget Transfer for Contract Award East OSM East contract budget		60.02 - Allocated Contingency
January '14 Contingency Drawdown				
			\$608.3	
February '14				
06-430	Airport Section Guideway, Utilities FI	Executed Contract Amendment No. 07 - Repair & Seal Grout Investigation	\$608.3	60.02 - Allocated Contingency
MM-301	Support O&M	Budget Transfer for Contract Award - Archeology & Cultural Monitoring contracts		60.02 - Allocated Contingency
MM-360	Construction Engineering & Inspection West	Budget Transfer for Contract Award - Archeology & Cultural Monitoring & Core Systems Support contracts		60.02 - Allocated Contingency
MM-362	Construction Engineering & Inspection East	Budget Transfer for Contract Award - Archeology & Cultural Monitoring Contract		60.02 - Allocated Contingency
MM-362	Construction Engineering & Inspection East	Budget Transfer for Contract Award - Core Systems Support Contracts		60.02 - Allocated Contingency
February '14 Contingency Drawdown				
			\$608.2	

HART Project Contingency Drawdown with Details

Data as of 05/28/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (A)	Contingency Code
			April '15 Contingency Drawdown	(\$256,652)	
			April '15 - Ending Contingency Balance	\$510.4	
			May '15	\$510.4	
1)	FD-140	West Oahu Stations Group FD	P5G/rev to Canopy Design/Power to Hoopili Star/Scour Countermeasures	(\$132,000)	90.03 - Contract Allowance
2)	FD-240	Farrington Highway Stations Group-2 FD	West Loch Generator	(\$7,000)	90.03 - Contract Allowance
3)	FD-440	Airport Stations Group FD	H/A Obstruction Investigation	(\$20,000)	90.03 - Contract Allowance
4)	DB-320	Kamehameha Highway Guideway DB	Delay to Method Shaft B	(\$121,000)	90.02 - Allocated Contingency
5)	DBOM-920	Core Systems Contract Design Build O/M	Delere Passenger Counters Onbird Time -Willi Provisions on Veh	\$114,181	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	CSB Test H/Bleg Int EX System Design Rev	(\$440,000)	90.02 - Allocated Contingency
			May '15 Contingency Drawdown	(\$616,839)	
			May '15 - Ending Contingency Balance	\$509.8	
			June '15 - Board Approved Changes Only - Pending execution		
	N/A	N/A	No changes brought to the board this period	\$0	
			Subtotal Board Approved Contingency Drawdown	\$0	
			June '15 - Ending Contingency Balance (Pending Execution)	\$509.8	

Appendix C. Project Cost Reports (data as of May 29, 2015)

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

Project Costs by Contract



Costs Reported as of Month Ending: May 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No.	Title	A		B		C-A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current*	AFE**	AFE**	INCURRED	Incurred To Date	PERCENT	PERCENT	
IRT	Project Wide IRT	0	0	0	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/Dtv.CCH	15,348,443	0	0	0	15,348,443	0	0	0	14,325,228	0	0	37%
CCH-101	HART/City Dept of BFS	105,092	0	0	0	105,092	0	0	0	0	0	0	0%
CCH-102	HART/City DDC Land Division	256,201	0	0	0	256,201	0	0	0	173,182	0	0	68%
CCH-107	HART/City Corporation Counsel (CO R)	1,692,366	0	0	0	1,692,366	0	0	0	149,466	0	0	9%
DCH-108	Board of Water Supply (BWS)	328,325	0	0	0	328,325	0	0	0	328,325	0	0	100%
DB-120	West Dahu/Farrington Hwy Guideway	482,324,000	140,682,472	623,006,472	0	623,006,472	0	0	0	401,695,380	0	0	64%
DB-200	Maintenance & Storage Facility DB	185,258,000	79,550,008	274,808,008	0	274,808,008	0	0	0	204,477,328	0	0	74%
DB-320	Kamehameha Hwy Guideway DB	372,150,000	16,486,363	388,636,363	0	388,636,363	0	0	0	142,197,251	0	0	37%
DB-450	Airport Section Guideway and Sta. DB	100,000	0	100,000	0	100,000	0	0	0	0	0	0	0%
DBB-185	SPCD- West Side S/G Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-275	SPCD-Pearl Highlands Pkg. Str. Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-385	H2R2 Ramp	5,203,646	0	5,203,646	0	5,203,646	0	0	0	0	0	0	0%
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.	28,413,974	0	28,413,974	0	28,413,974	0	0	0	3,436,102	0	0	12%
DBB-510	City Center Section Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-520	SPCD-Airport-City Center Guidway Cntr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier Cnstr.	3,973,000	508,241	4,481,241	0	4,481,241	0	0	0	3,796,241	0	0	85%
DBB-580	SPCD-Dillingham/Ki'ako S/G Cntr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-600	Park-and-Ride Lcts Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBO-M-920	Core Systems Design Build D/M	573,782,793	21,243,044	595,025,837	0	595,025,837	0	0	0	130,060,739	0	0	22%
FD-140	West Dahu Station Group FD	7,793,000	2,253,305	10,046,305	0	10,046,305	0	0	0	9,052,950	0	0	90%
FD-240	Farrington Highway Stations Group 2'	3,300,636	4,897,349	14,198,045	0	14,198,045	0	0	0	12,546,293	0	0	88%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	0	0	0	0	0	0	0	0	0	0	0	0%
FD-240	Kamehameha Hwy Station Group FD	8,702,532	309,176	9,011,768	0	9,011,768	0	0	0	8,219,319	0	0	91%
FD-430	Airport Sect. Guideway/Utilities FD	38,840,360	3,769,872	42,610,332	0	42,610,332	0	0	0	40,098,483	0	0	94%
FD-440	Airport Station Group FD	10,177,385	1,224,840	11,402,205	0	11,402,205	0	0	0	9,801,378	0	0	86%
FD-530	City Center Guideway/Utilities FD	43,848,220	2,283,303	46,131,523	0	46,131,523	0	0	0	38,685,248	0	0	84%
FD-550	Dillingham and Ki'ako S/G FD	18,321,918	652,529	18,974,447	0	18,974,447	0	0	0	10,667,500	0	0	56%
FD-600	Park-and-Ride Lcts Final Design	0	0	0	0	0	0	0	0	0	0	0	0%
HRT-200	HART Labor	38,351,342	0	38,351,342	0	38,351,342	0	0	0	38,450,354	0	0	99%
HRT-201	HART DDC Contracts	15,759,154	0	15,759,154	0	15,759,154	0	0	0	15,352,682	0	0	37%
M-300	Project Wide Fare Collection DFI	0	0	0	0	0	0	0	0	0	0	0	0%

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* Current Committed = Original Contract + CCO/Amendment

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

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Costs Reported as of Month Ending: May 2015
Project Monthly Cost Report by Contract - One Line Summary

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Current*	AFE**	INURRED To Date	INURRED To Date	PERCENT %				
MM-830	Elevators & Escalators Install/Maint	SDM	0	50,982,714	0	50,982,714	5,442,108	4,043,013	8%				
MM-280	SPCD-WORH/KHSG CE&I(REPACK/AGED)	CPFF	0	0	0	0	0	0	0%				
MM-280	Construction Engng & Inspection West	CPFF	0	54,232,480	0	54,232,480	16,630,000	10,140,764	19%				
MM-385	SPCD-Pearl Highlands Garage Rmpc CEI	CPFF	0	0	0	0	0	0	0%				
MM-500	SPCD-By MM838 CEI East	CPFF	0	0	0	0	0	0	0%				
MM-525	SPCD-By MM833 CEI East	CPFF	0	0	0	0	0	0	0%				
MM-530	SPCD-By MM833 CEI East	CPFF	0	0	0	0	0	0	0%				
MM-595	Construction Engng & Inspection East	CPFF	0	63,083,417	0	63,083,417	15,237,000	9,380,233	15%				
MM-600	SPCD-UHWO Pkg-Hoopli 3In Fish CEI	CPFF	0	0	0	0	0	0	0%				
MM-300	Program Mgt Support Constl (PM SC-1)	CPFF	0	36,727,182	0	36,727,182	20,700,000	0	0%				
MM-301	Program Mgt Support Constl (PM SC-2)	CPFF	0	33,376,887	0	33,376,887	26,680,730	31,876,289	96%				
MM-305	MM-305 Gen Engng Constl EIS/PE	CPFF	0	78,564,942	0	78,564,942	78,564,942	74,157,822	94%				
MM-310	MM-310 Gen Engng Constl FD-Construct	CPFF	0	150,000,000	0	150,000,000	150,000,000	149,402,914	100%				
MM-313	MM-313 Gen Engng Recomplete	CPFF	0	46,143,277	0	46,143,277	13,078,208	16,383,355	37%				
MM-315	HDDT Traffic Mgmt. Consult.	TSM	1,400,000	1,400,000	0	3,000,000	4,000,000	2,340,375	78%				
MM-320	HDDT Coordination Constl W/OFH	TSM	3,000,000	7,500,000	0	10,500,000	10,000,000	6,210,297	59%				
MM-321	HDDT Coordination Constl KHG	TSM	10,000,000	-1,400,000	0	8,600,000	5,000,000	3,284,877	38%				
MM-322	HDDT Coord. Constl Airport	TSM	12,000,000	-5,600,000	0	6,400,000	3,000,000	2,034,207	32%				
MM-323	HDDT Coordination Constl City Center	TSM	0	0	0	0	0	0	0%				
MM-325	HDDT Labor - Highway Group	TSM	550,000	0	0	550,000	1,815,639	1,413,136	258%				
MM-326	HDDT Labor - Airport Group	TSM	0	0	0	0	0	0	0%				
MM-330	HDDT State SQA Manager & Consultant	TSM	1,272,400	583,142	0	1,855,542	843,167	721,808	39%				
MM-335	Real Estate Consultant	TSM/TZ	3,000,000	3,327,665	0	6,327,665	4,817,665	4,114,093	65%				
MM-337	Real Estate Consultant - Maps/Surv.	CPFF	2,988,000	0	0	2,988,000	1,500,000	508,128	17%				
MM-340	Kakao Consultant	TSM/TZ	1,000,000	0	0	1,000,000	500,000	488,694	49%				
MM-345	On-Call Contractor	TSM/TZ	1,000,000	999,951	0	1,999,951	1,799,351	1,120,503	56%				
MM-346	On-Call Hazmat Removal Contractor	TSM/TZ	3,075,000	0	0	3,075,000	1,000,000	1,887,649	62%				
MM-350	OCIP Consultant	FFF	1,250,000	0	0	1,250,000	833,750	851,094	68%				
MM-351	Owner-Controlled Insurance Program	FFF	41,000,000	0	0	41,000,000	0	19,584,117	48%				
MM-360	Archaeological & Cultural Monitoring	TSM	459,517	0	0	459,517	459,517	459,231	100%				
MM-362	Core Systems Support	CPFF	43,868,989	0	0	43,868,989	3,600,000	3,309,814	19%				
MM-364	Safety and Security Consultant	FFF	4,639,373	0	0	4,639,373	2,500,000	1,863,181	40%				
MM-375	LEED Commissioning Services for MSF	TSM	278,630	0	0	278,630	288,540	64,315	22%				

* Current Committed = Original Contract + CCO/Amendment
 ** AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)
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Costs Reported as of Month Ending: May 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current*	Current*	AFE**	AFE**	Incurred To Date	Incurred To Date	PERCENT	PERCENT
OTHER	Project Wide	0	0	0	0	0	0	0	0	0	0	0%	0%
PA-101	Programmatic Agreement: Humanities PA	0	0	0	0	0	0	0	0	0	0	0%	0%
PA-102	Programmatic Agreement: HP C T&MT?	400,000	0	400,000	0	400,000	0	200,000	0	137,883	0	34%	34%
PA-103	Programmatic Agreement: HP C Park Inpr PA	0	0	0	0	0	0	0	0	0	0	0%	0%
ROW	Real Estate / Right-of-Way	89,885,511	0	89,885,511	0	89,885,511	0	1,213,982	0	78,853,029	0	88%	88%
UTIL	Utilities by Utility Companies T&M	90,560,619	8,027,656	98,588,275	8,027,656	98,588,275	8,027,656	78,901,597	0	23,840,148	0	24%	24%
Total Project:		2,618,491,872	367,197,767	2,985,689,639	367,197,767	2,985,689,639	367,197,767	2,422,869,889	0	1,538,910,321	0		

* 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 – Summary

Costs Reported as of Month Ending: May 2015
Project Monthly Cost Report by SCC Summary

Page: 1 of 1

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Transfers	Current	COMMITTED	Current	Current*	AFE**	AFE**	Changes ID'd***	ESTIMATE AT COMPLETION	Variance	Incurred To Date				
1. Subtotal 10 - 80 SCC Costs																			
10	Guideway & Track Elements	1,114,215,147	39,375,055	1,153,590,202	544,358,648	30,545,087	0	1,153,590,202	0	186,056,864	0	0	0	0	0	0	0	186,056,864	
20	Stations Stops, Terminals, Intermodal	421,804,740	(25,138,472)	396,666,268	50,982,714	0	0	396,666,268	0	4,043,018	0	0	0	0	0	0	0	4,043,018	
30	Support Facilities: Yards, Shops, Admin	32,535,015	22,126,122	114,661,137	114,661,137	18,317,473	(162,947)	114,661,137	0	64,848,121	0	0	0	0	0	0	0	64,848,121	
40	Sitework & Special Conditions	983,178,121	50,862,529	1,034,040,650	723,816,366	161,936,344	(391,304)	1,034,040,650	0	444,380,715	0	0	0	0	0	0	0	444,380,715	
50	Systems	221,284,301	26,296,231	247,580,532	232,420,319	27,038,039	0	247,580,532	0	25,113,802	0	0	0	0	0	0	0	25,113,802	
60	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	93,215,331	329,820	5,000,000	197,926,568	0	83,249,257	0	0	0	0	0	0	0	83,249,257	
70	Vehicles	186,829,020	4,645,501	191,474,521	191,474,521	1,446,224	0	191,474,521	0	23,276,885	0	0	0	0	0	0	0	23,276,885	
80	Professional Services	1,087,830,119	15,079,181	1,102,909,300	1,027,555,089	127,906,073	(8,715,628)	1,102,909,300	0	697,261,221	0	0	0	0	0	0	0	697,261,221	
A.C.	Provisional Pay Requests	0	0	0	0	0	0	0	0	10,294,102	0	0	0	0	0	0	0	10,294,102	
Subtotal:		4,305,074,410	133,774,768	4,438,849,178	2,978,484,125	367,519,120	(4,268,879)	4,438,849,178	0	1,538,523,760	0	0	0	0	0	0	0	1,538,523,760	
2. NTP																			
NTP A	Authorized For Expenditure	0	0	0	0	0	0	2,051,353,480	0	0	0	0	0	0	0	0	0	0	
Subtotal:		0	0	0	0	0	0	2,048,853,480	0	0	0	0	0	0	0	0	0	0	
3. Contingency																			
CNT	Allocated Contingency	541,689,343	(78,386,547)	463,322,796	7,205,515	3,997,289	235,973,666	463,322,796	0	386,561	0	0	0	0	0	0	0	386,561	
PRJ	Unallocated Contingency	101,871,170	(55,408,221)	46,462,949	0	0	0	46,462,949	0	0	0	0	0	0	0	0	0	0	
Subtotal:		643,560,513	(133,774,768)	509,785,745	7,205,515	3,997,289	235,973,666	509,785,745	0	386,561	0	0	0	0	0	0	0	386,561	
4. Finance Charges - Eligible																			
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0	0	0	
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0	0	0	
ETA TOTAL PROJECT COSTS		5,124,893,166	0	5,124,893,166	2,985,689,639	3,422,461,689	231,703,767	5,124,893,166	0	1,538,910,321	0	0	0	0	0	0	0	1,538,910,321	
4. Finance Charges - Ineligible Costs																			
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	
Total Project:		5,163,693,166	0	5,163,693,166	2,985,689,639	2,422,869,889	231,703,787	5,163,693,166	0	1,538,910,321	0	0	0	0	0	0	0	1,538,910,321	

* 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

Project Costs by SCC – Level 2

Costs Reported as of Month Ending: May 2015
Project Monthly Cost Report by SCC Details

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SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	Transfers	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current	Current		Current
		BUDGET		COMMITTED		AFE**		ESTIMATE AT COMPLETION		Variance		Incurred To Date							
1. Subtotal 10 - 80 SCC Costs		1,114,215,147	39,375,055	1,153,590,202	544,359,648	30,545,937	0	1,153,590,202	0	1,153,590,202	0	186,056,884	0	186,056,884	0	17,378	0	17,378	0
10.00	Guideway & Track Elements	0	17,378	17,378	17,378	17,378	0	17,378	0	17,378	0	17,378	0	17,378	0	17,378	0	17,378	0
10.02	Guideway: At-grade semi-exclusive	1,022,380,871	36,381,516	1,058,762,387	453,038,433	20,865,982	0	1,058,762,387	0	1,058,762,387	0	189,401,336	0	189,401,336	0	189,401,336	0	189,401,336	0
10.04	Guideway: Aerial Structure	7,482,844	(1,055,688)	6,427,156	6,427,156	0	0	6,427,156	0	6,427,156	0	0	0	0	0	0	0	0	0
10.08	Guideway: Retained Cut or Fill	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	82,445,027	0	46,638,150	0	46,638,150	0	46,638,150	0	46,638,150	0
10.09	Track: Direct Fixation	3,293,724	(533,849)	2,697,875	2,697,875	0	0	2,697,875	0	2,697,875	0	0	0	0	0	0	0	0	0
10.11	Track: Ballasted	1,700,603	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	3,231,479	0	0	0	0	0	0	0	0	0
10.12	Track: Special (Switches, turnouts)	421,804,740	(327,064,721)	95,740,019	50,982,714	0	0	95,740,019	0	95,740,019	0	4,043,013	0	4,043,013	0	4,043,013	0	4,043,013	0
20.01	Stations: Terminals, Intermodal	6,111,332	0	6,111,332	6,111,332	0	0	6,111,332	0	6,111,332	0	0	0	0	0	0	0	0	0
20.01	At-grade station, stop, shelter,...	294,563,457	(21,400,000)	273,163,457	273,163,457	0	0	273,163,457	0	273,163,457	0	0	0	0	0	0	0	0	0
20.02	Aerial Station, stop, shelter, mall	66,408,765	0	66,408,765	66,408,765	0	0	66,408,765	0	66,408,765	0	0	0	0	0	0	0	0	0
20.06	Automobile parking multi-story str	54,721,186	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	50,982,714	0	0	0	0	0	0	0	0	0
20.07	Elevators, Escalators	92,635,015	22,126,122	114,761,137	114,761,137	18,917,473	0	114,761,137	0	114,761,137	0	84,848,121	0	84,848,121	0	84,848,121	0	84,848,121	0
30.02	Support Facilities: Yards, Shops, Admin	7,591,888	(3,095)	7,588,793	7,588,793	0	0	7,588,793	0	7,588,793	0	1,380,306	0	1,380,306	0	1,380,306	0	1,380,306	0
30.03	Light Maintenance Facility	38,089,138	4,950,814	43,040,952	43,040,952	5,182,922	0	43,040,952	0	43,040,952	0	18,211,841	0	18,211,841	0	18,211,841	0	18,211,841	0
30.03	Heavy Maintenance Facility	7,797,460	964,571	8,762,031	8,762,031	1,026,121	0	8,762,031	0	8,762,031	0	3,552,120	0	3,552,120	0	3,552,120	0	3,552,120	0
30.04	Storage or Maintenance of Way Buil	39,046,529	16,215,832	55,262,361	55,262,361	12,098,430	0	55,262,361	0	55,262,361	0	41,639,254	0	41,639,254	0	41,639,254	0	41,639,254	0
30.05	Yard and Yard Track	983,178,121	50,882,529	1,034,060,650	723,816,866	181,986,344	0	1,034,060,650	0	1,034,060,650	0	444,380,715	0	444,380,715	0	444,380,715	0	444,380,715	0
40.01	Demolition, Clearing, Earthwork	299,449,756	(1,741,959)	297,707,797	297,707,797	632,302	0	297,707,797	0	297,707,797	0	1,406,285	0	1,406,285	0	1,406,285	0	1,406,285	0
40.02	Site Utilities, Utility Relocation	9,199,237	3,894,408	13,093,645	13,093,645	146,981,176	0	13,093,645	0	13,093,645	0	73,433,145	0	73,433,145	0	73,433,145	0	73,433,145	0
40.03	Haz. mat'l, contain'd soil removal	26,979,122	(5,300,634)	21,678,488	21,678,488	137,085	0	21,678,488	0	21,678,488	0	2,034,728	0	2,034,728	0	2,034,728	0	2,034,728	0
40.04	Environmental Mitigation	41,073,897	4,976,801	46,050,698	46,050,698	2,689	0	46,050,698	0	46,050,698	0	9,107,113	0	9,107,113	0	9,107,113	0	9,107,113	0
40.05	Site structures, retaining walls,	181,979,367	1,194,077	183,173,444	183,173,444	71,663	0	183,173,444	0	183,173,444	0	2,507,754	0	2,507,754	0	2,507,754	0	2,507,754	0
40.06	Pedestrian/bike access/landscaping	386,517,824	741,177	387,259,001	387,259,001	(4,566)	0	387,259,001	0	387,259,001	0	50,000	0	50,000	0	50,000	0	50,000	0
40.07	Auto, bus, van accessways	24,391,140	(10,796,632)	13,594,508	13,594,508	1,501,535	0	13,594,508	0	13,594,508	0	4,046,510	0	4,046,510	0	4,046,510	0	4,046,510	0
40.08	Temporary Facilities/Indirect Cost	81,382,556	52,464,611	133,847,167	133,847,167	144,897,440	0	133,847,167	0	133,847,167	0	351,795,180	0	351,795,180	0	351,795,180	0	351,795,180	0
50.01	Train control and signals	10,458,226	24,391,140	34,849,366	34,849,366	23,961,050	0	34,849,366	0	34,849,366	0	2,250,972	0	2,250,972	0	2,250,972	0	2,250,972	0
50.02	Traction power supply: substation	29,500,826	(206,980)	29,293,846	29,293,846	0	0	29,293,846	0	29,293,846	0	30,880,806	0	30,880,806	0	30,880,806	0	30,880,806	0
50.03	Traction power distribution: cat	32,878,150	5,059,838	37,937,988	37,937,988	7,941,115	0	37,937,988	0	37,937,988	0	13,770,888	0	13,770,888	0	13,770,888	0	13,770,888	0

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 *** Changes Identified- Pending + Probable + Potential Changes
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Costs Reported as of Month Ending: May 2015
Project Monthly Cost Report by SCC Details

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SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**	Changes ID'd***	ESTIMATE AT COMPLETION	Variance	Incurred To Date		
1. Subtotal 10 - 80 SCC Costs													
50	Systems	221,284,301	26,296,231	247,580,532	232,420,319	27,088,989	0	247,580,532	0	25,113,802	0	25,113,802	
50.05	Communications	53,691,339	6,133,477	59,824,816	59,824,816	5,773,419	0	59,824,816	0	9,881,696	0	9,881,696	
50.06	Fare collection system and equipment	9,159,277	(10,299,178)	(1,139,901)	(1,139,901)	(10,350,000)	0	(1,139,901)	0	(1,131,801)	0	(1,131,801)	
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	0	0	0	
60	R/D/W, Land, Existing Improvements	197,397,947	528,624	197,926,568	93,215,231	329,620	5,000,000	197,926,568	0	88,249,257	0	88,249,257	
60.01	Purchase or lease of real estate	179,360,664	250,821	179,611,485	86,269,854	52,020	6,000,000	179,611,485	0	74,565,542	0	74,565,542	
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,945,477	2,77,800	0	18,315,083	0	8,683,715	0	8,683,715	
70	Vehicles	186,823,020	4,645,501	191,468,521	131,474,521	1,446,224	0	131,474,521	0	23,276,885	0	23,276,885	
70.01	Light Rail	166,721,386	5,847,191	172,568,577	172,568,577	1,446,224	0	172,568,577	0	16,547,379	0	16,547,379	
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	6,729,486	0	6,729,486	
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0	0	0	
80	Professional Services	1,087,830,119	15,079,181	1,102,909,300	1,027,555,089	127,906,073	18,719,628	1,102,909,300	0	697,261,221	0	697,261,221	
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	20,905,682	0	118,699,447	0	102,606,180	0	102,606,180	
80.02	Final Design	228,321,632	(5,031,827)	223,289,805	206,279,708	31,365,281	1,767,705	223,289,805	0	157,321,628	0	157,321,628	
80.03	Project Management Design & Cons	363,849,768	(44,051,182)	319,798,586	357,880,049	65,946,725	(9,707,624)	319,798,586	0	286,014,515	0	286,014,515	
80.04	Constr. Adm'n. & Management	199,656,728	(35,961,200)	163,695,528	136,481,088	40,464,396	0	163,695,528	0	87,477,137	0	87,477,137	
80.05	Professional Liability & other Ins	46,549,724	28,781,938	75,331,662	43,174,657	7,005,500	0	75,331,662	0	21,394,511	0	21,394,511	
80.06	Legal, Permits Review Fees etc.	67,641,005	(211,086)	67,429,919	35,564,005	2,516,420	0	67,429,919	0	18,631,546	0	18,631,546	
80.07	Surveys, Testing, Investigation, I	21,759,396	47,139,037	68,898,373	67,789,437	1,463,121	0	68,898,373	0	23,777,510	0	23,777,510	
80.08	Start up	65,396,664	(123,016,853)	(57,620,189)	48,868,977	961,909	(775,809)	56,765,880	0	20,038,215	0	20,038,215	
A/C	Provisional Pay Requests	0	0	0	0	0	0	0	0	10,294,102	0	10,294,102	
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	10,294,102	0	10,294,102	
Subtotal:		4,305,074,410	133,774,768	4,438,849,178	2,978,464,125	367,519,120	(4,289,879)	4,438,849,178	0	1,538,523,780	0	1,538,523,780	
2. NTP													
NTP A	Authorized For Expenditure	0	0	0	0	2,051,353,480	0	0	0	0	0	0	
NTP	Notice To Proceed	0	0	0	0	2,051,353,480	0	0	0	0	0	0	
Subtotal:		0	0	0	0	2,051,353,480	0	0	0	0	0	0	

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



Costs Reported as of Month Ending: May 2015
Project Monthly Cost Report by SCC Details

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Transfers	Current	COMMITTED	Current*	AFE**	AFE**	Changes ID'd***	Est. At Completion***	Variance	Incurred To Date					
3. Contingency																			
DMR	All located Contingency	541,688,343	(78,385,247)	463,302,796	7,205,515	3,987,289	235,973,666	463,322,785	0	386,561									
90.02	Allocated Contract Contingency	540,101,329	(80,647,027)	459,454,303	3,987,289	3,987,289	230,546,787	460,464,033	0	386,561									
90.03	Allowances	1,588,014	2,280,479	3,868,493	3,208,226	0	5,426,879	3,868,493	(0)	0									
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0									
PRJ	Unallocated Contingency	101,871,170	(55,406,221)	46,464,949	0	0	0	46,462,949	0	0									
90.01	Unallocated Project Contingency	101,871,170	(55,406,221)	46,462,949	0	0	0	46,462,949	0	0									
Subtotal:		642,580,513	(133,774,768)	508,785,745	7,205,515	3,987,289	235,973,666	508,785,745	0	386,561									
4. Finance Charges - Eligible																			
DMR	Finance Charges	173,058,243	0	173,058,243	0	0	173,058,243	173,058,243	0	173,058,243									
100.1	Finance Charges: Project: Eligible	173,058,243	0	173,058,243	0	0	173,058,243	173,058,243	0	173,058,243									
Subtotal:		173,058,243	0	173,058,243	0	0	173,058,243	173,058,243	0	173,058,243									
FTA TOTAL PROJECT COSTS		5,124,693,166	0	5,124,693,166	2,985,689,639	2,422,019,889	231,703,787	5,121,693,166	0	1,538,910,324									
4. Finance Charges - Ineligible Costs																			
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	42,000,000	42,000,000	0	42,000,000									
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	42,000,000	42,000,000	0	42,000,000									
Subtotal:		42,000,000	0	42,000,000	0	0	42,000,000	42,000,000	0	42,000,000									
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	42,000,000	42,000,000	0	42,000,000									
Total Project:		5,163,693,166	0	5,163,693,166	2,985,689,639	2,422,869,889	231,703,787	5,153,693,166	0	1,538,910,324									

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Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Contract Name	Contractor Name	Advertise Date	Contract Date	Issue NTP	Projected Substantial Completion Date
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Apr 03 '09	Nov 11 '09	Dec 01 '09	Jul 04 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KKJV)	Jul 24 '09	June 30 '11	Jul 25 '11	Apr 15 '16
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	Mar 19 '10	June 30 '11	Jul 12 '11	Sep 16 '16
DBOM-920	Core Systems Contract	Ansaldo Honolulu JV	Aug 17 '09	Nov 28 '11	Jan 13 '12	Mar 31 '19
MI-930	Elevators and Escalators	Schindler Elevator Corporation	Dec 18 '12	Jul 31 '13	Aug 02 '13	Jul 05 '18
FD-140	West O'ahu Station Group Final Design and Support	URS Corporation	Jun 14 '10	Jun 14 '12	Jun 15 '12	Jun 30 '16
FD-240	Farrington Highway Station Group Final Design and Support -2	URS Corporation	Jun 10 '13	Sep 27 '13	Sep 30 '13	Nov 14 '16
FD-340	Kamehameha Highway Station Group Final Design (Includes H2/R2 Ramp) and	Anil Verma Associates, Inc.	Jun 28 '11	Nov 16 '12	Nov 26 '12	Oct 31 '16
FD-430	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 26 '11	Dec 22 '11	Jan 05 '12	Jun 30 '17
FD-630	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 30 '12	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	Mar 30 '12	Nov 7 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and	Perkins+Will	Nov 16 '12	Aug 15 '13	Jul 31 '13	Jul 30 '18
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wong Engineering, Inc.	Jul 26 '13	Jan 9 '14	Jan 09 '14	Mar 01 '19
MM-595	Construction Engineering & Inspection East Side Sections	URS Corporation	Jul 26 '13	Jan 07 '14	Jan 09 '14	Mar 01 '19
MM-901	Program Management Support Consultant -2 (PMSC-2)	InfraConsult LLC	Aug 03 '11	Feb 28 '12	Mar 08 '12	Mar 07 '16
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 5 '19
MM-935	Real Estate Consultant	Paragon Partners, Ltd.	Apr 01 '11	Mar 14 '12	Mar 14 '12	Mar 13 '17
MM-937	Real Estate Mapping & Surveying	R.M. Towill Corporation	Nov 15 '13	May 22 '14	May 23 '14	Dec 30 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	May 28 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Jan 31 '12	May 10 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Jun 04 '13	Apr 9 '14	Apr 08 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	May 30 '18
MM-962	CORE Systems Support	Lea+Elliott, Inc.	Sep 13 '13	Feb 10 '14	Feb 11 '14	Mar 01 '19
MM-964	Safety / Security Support	Lawson & Associates, Inc.	Oct 23 '13	Apr 23 '14	May 01 '14	Dec 14 '17
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility (MSF)	Enovity, Inc.		Oct 6 '10	Oct 07 '10	Jan 14 '16
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Mar 15 '13	Aug 1 '13	Aug 01 '13	May 01 '16
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Aug 15 '11	Jun 5 '12	Jun 12 '12	Jul 01 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 15 '18
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jul 15 '16
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 15 '18
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	Mar 03 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Feb 16 '17
MM-947	On-Call Construction Contractor II	Royal Contracting Co. Ltd.	Mar 17 '15	May 21 '15	May 21 '15	May 21 '20
DBB-385	Ramp H2R2	Royal Contracting Co. Ltd.	Jan 30 '15	May 16 '15	May 18 '15	Jun 17 '16
DBB-505	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Dec 22 '15
DBB-525	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	Apr 22 '15

Remaining Contracts						
Contract Code	Contract Name	Advertise Date	Bids Due/Part 1 Proposals Due	RFP Part 2 Proposals Due	Issue NTP	Projected Substantial Completion Date
AP00	Art-in-Transit	May 9 '13	-	-	TBD	TBD
DB-275	Pearl Highlands Parking Structure / Bus Transit Center	Mar 03 '14	Jun 03 '14	TBD	TBD	TBD
DBB-271	Farrington Hwy Stations Group Construction	Dec 19 '14	Mar 03 '15	-	TBD	TBD
MM-970	Fare Collection System Technical Support Consultant	Mar 24 '15	Apr 27 '15 Jun 10 '15	-	TBD	TBD
MM-596	Construction Engineering and Inspection (CE&I) II Contract	Mar 25 '15	May 20 '15	-	Jul 20 '15	May 15 '23
DB-450	Airport Guideway and Stations	Apr 07 '15	Jul 21 '15	Jan 26 '16	Mar 14 '16 Jun 14 '16	Jul 19 '19
DBB-171	West O'ahu Stations Group Construction	Apr 13 '15	Jun 16 '15	-	Jul 08 '15	Dec 08 '17
DBB-510	City Center Utilities	TBD	TBD	NA	TBD	TBD
DB-550	City Center Guideway and Stations	Aug 04 '15	Oct 01 '15	Apr 15 '16	Jun 1 '16 Nov 1 '16	TBD
DBB-371	Kamehameha Hwy Stations Group Construction	Aug 18 '15	Nov 03 '15	-	Dec 01 '15	Aug 31 '18
DBB-600	East Kapolei and UH/West Oahu Park and Ride Lots	Nov 14 '16	Feb 15 '17	-	Apr 03 '17	Mar 01 '19

Appendix E. Vehicle Carshell Progress Tracker

CAR SHELL SERIAL NUMBER	CENTER ROOF ASSY & WELDING	CENTER FLOOR ASSY & WELDING (2 PANEL SET)	CENTER ROOF MACHINING	CENTER FLOOR MACHINING (2 PANEL SET)	ROOF ASSY & WELDING	FINAL ROOF ASSY & TEST	UNDER FRAME ASSY & WELDING	FINAL UNDERFRAME ASSY & INSPECTION	UNDER FRAME CLEANING AND PAINTING	CAR SHELL WELDING Station #7	CAR SHELL WELDING Station #8	CAR SHELL CALIBRATION	WATER TEST	PAINTING	INSULATION	FLOORING	CAR SHELL FINAL INSPECTION & WEIGHING	COMPLETED CAR SHELL
M/001													N/A	6/19/2015				
E/001													N/A					
M/002	E/003		E/003			6/19/2015	6/23/2015						N/A					
M/003	6/17/2015												N/A					
E/003													N/A					
M/004													N/A					
E/004													N/A					
M/005													N/A					
E/005													N/A					
M/006													N/A					
E/006													N/A					
M/007													N/A					
E/007													N/A					
M/008													N/A					
E/008													N/A					
M/009													N/A					
E/009													N/A					
M/010													N/A					
E/010													N/A					
M/011													N/A					
E/011													N/A					
M/012													N/A					
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M/015													N/A					
E/015													N/A					
M/016													N/A					
E/016													N/A					
M/017													N/A					
E/017													N/A					
M/018													N/A					
E/018													N/A					
M/019													N/A					
E/019													N/A					
M/020													N/A					
E/020													N/A					

COMPLETE IN PROCESS
 CHANGED
 NON CONFORMITY
 DATES OF 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 6/30/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	
				CT-DTS-1100195 DB-320	\$129,816	
				CT-HRT-1000449 DB-200	\$52,821	\$189,437
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$537,031	
				CT-HRT-10H0449 DB-200	\$41,232	
				CT-DTS-1100195 DB-320	\$60,714	\$638,977
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$59,881	\$59,881
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$4,387,962	\$4,387,962
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	\$180,181	
				SC-HRT-1400049 MM-962	\$190,609	\$5,754,529
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$740,962	
				SC-DTS-0700001 **** MM-910	\$150,141	
				SC-HRT-1400061 MM-964	\$671,386	\$1,562,489
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$388,609	
				SC-DTS-0700001 **** MM-910	\$392,920	\$781,529

DBE Participation (9/24/07 to 6/30/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
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	\$3,303,778	\$3,303,778
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$135,281	
				SC-HRT-1400027 MM-913	\$515,149	\$650,430
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	\$3,843
Hawaiiya 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	\$612,782	\$612,782
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290	\$99,404	\$99,404
Bow Construction Management	541330	APA	M	SC-HRT-1400050 MM-290	\$118,922	\$118,922
FIC, LLC	541611	APA	M	SC-HRT-1400051 MM-595	\$862,443	\$862,443
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	\$623,681	\$623,681
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	\$18,147	\$18,147
ADS System Safety Consulting *****	541620	BA	M	SC-HRT-1400061 MM-964	\$885,617	\$885,617
Dovetail Consulting	541330	BA	F	MOU-11-SO-1 MM-930	\$709,497	\$709,497
Total						\$25,154,007

* 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. Risk

Risk by Contract Package				
Contract Packages	May 2015 # of Risks	June 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	4	4	0	0
WOFH Guideway	21	21	0	0
Pearl Highlands	4	4	0	0
Maintenance and Storage Facility	5	5	0	0
Kamehameha Highway Guideway	18	18	0	0
Core Systems Contract	8	8	0	0
Elevator/Escalator	3	3	0	0
Airport Utilities	2	2	0	0
Farrington Highway Stations	5	4	0	1
H2R2 Ramp		1	1	0
West Oahu Stations	5	5	0	0
Kam. Highway Stations	8	8	0	0
Airport Guideway	18	18	0	0
City Center Guideway	29	29	0	0
Airport Section Stations	16	16	0	0
City Center Section Stations	14	14	0	0
Total	160	160	1	1

Notes of Significance:

Design contracts for Airport and City Center Sections are still underway for procurement and contract package preparation. When this process is complete, the guideway and stations for each group will be combined; it will be tracked separately in the mean time.

Comparison of Risk Ratings								
Contract Package/Section	May 2015 # of Risks				June 2015 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	4	1	2	1	4	1	2	1
WOFH Guideway	21	4	12	5	21	4	12	5
Pearl Highlands Garage	4	0	4	0	4	0	4	0
Maintenance and Storage Facility	5	0	4	1	5	1	1	3
Kamehameha Highway Guideway	18	1	10	7	18	1	10	7
Core Systems Contract	8	0	4	4	8	0	5	3
Elevator/Escalator	3	0	2	1	3	0	2	1
Airport Utilities	2	1	1	0	2	1	1	0
Farrington Highway Stations	5	1	4	0	4	0	4	0
H2R2 Ramp					1	0	1	0
West Oahu Stations	5	0	5	0	5	0	5	0
Kam. Highway Stations	8	0	3	5	8	0	3	5
Airport Guideway	18	3	13	2	18	3	13	2
City Center Guideway	29	11	15	3	29	12	14	3
Airport Stations	16	3	12	1	16	3	12	1
City Center Stations	14	0	12	2	14	1	11	2
Total	160	25	103	32	160	27	100	33

Notes:

Significant reductions in design related risks on the Airport Guideway and Airport Stations Group as the package is in procurement.

Appendix H. Project Organization Chart

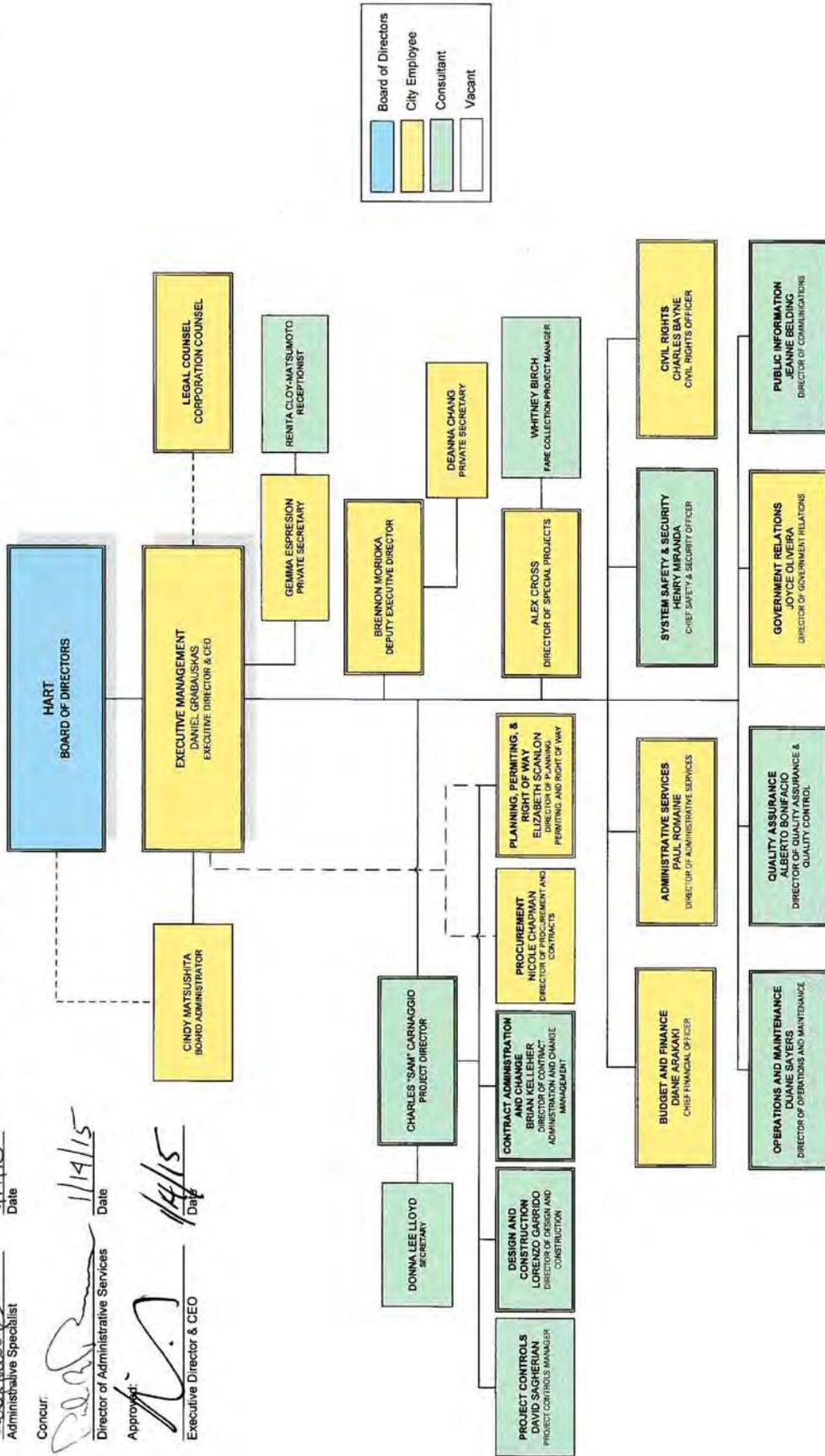
January 14, 2015

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

Prepared by: *[Signature]*
 Administrative Specialist
 Date: 1/14/15

Concur: *[Signature]*
 Director of Administrative Services
 Date: 1/14/15

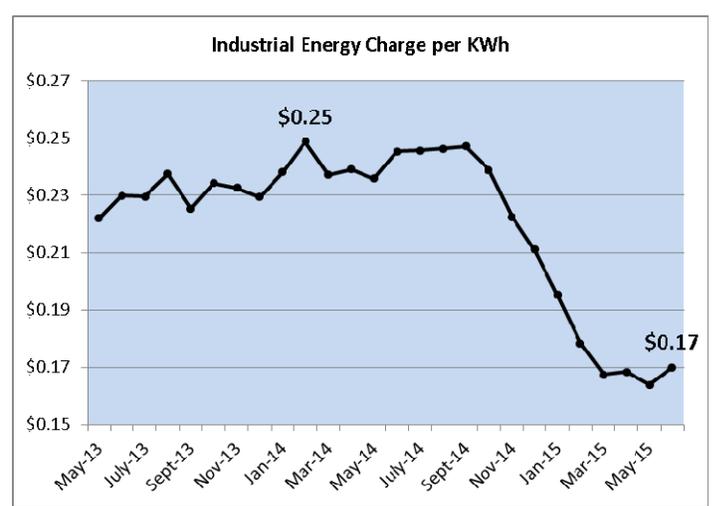
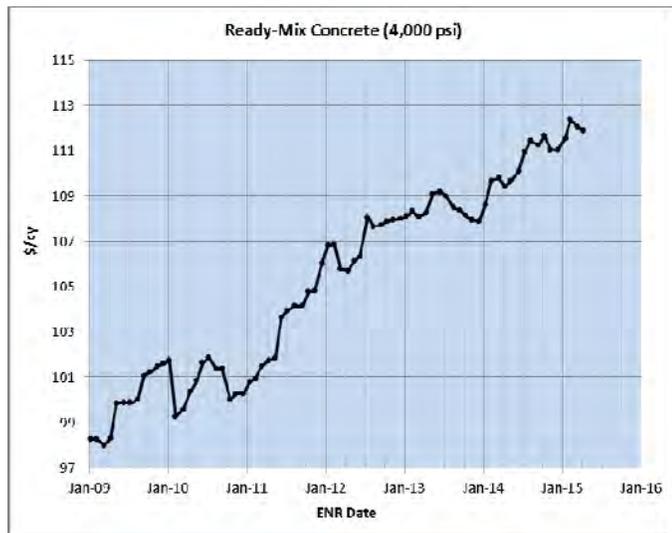
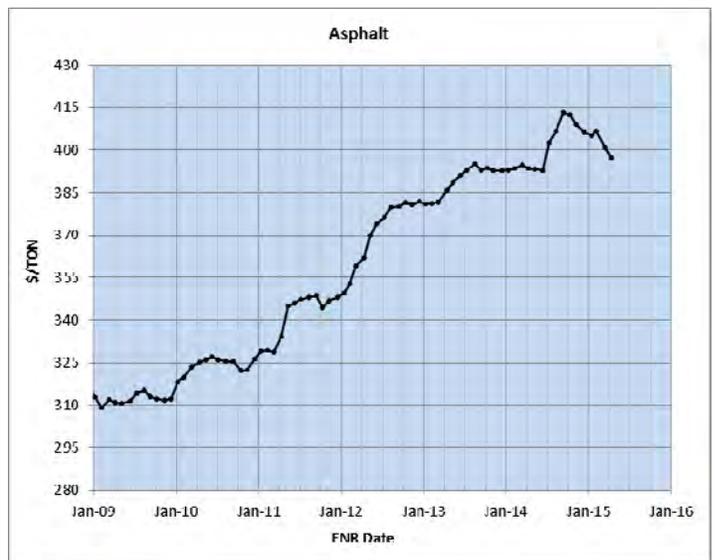
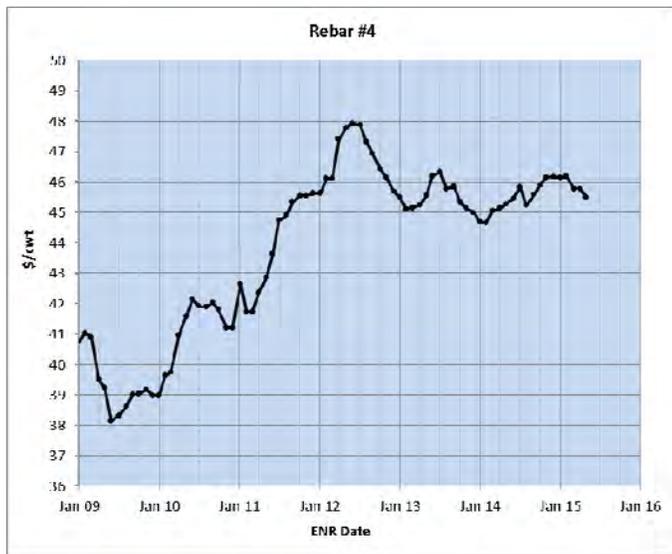
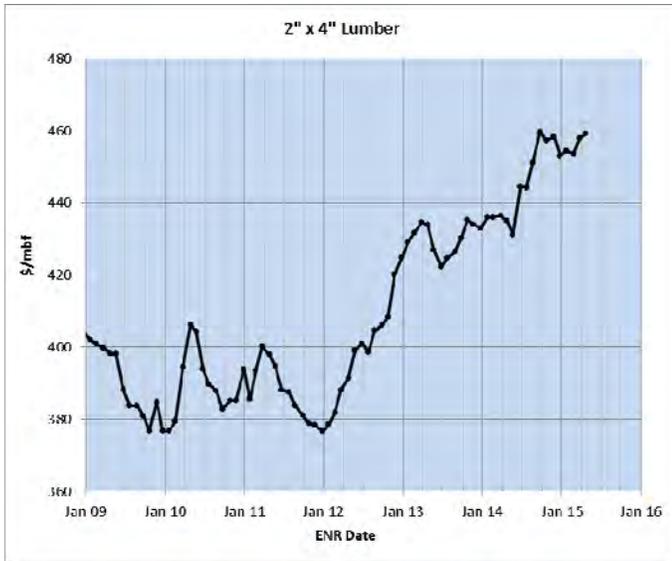
Approved: *[Signature]*
 Executive Director & CEO
 Date: 1/14/15



	Board of Directors
	City Employee
	Consultant
	Vacant

Appendix I. Indices on Key Commodities

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



Source: HECO: Effective Rate Summary for DS Rate

Appendix J. Project Photos



Guideway construction in West O'ahu.



Equipment storage site.



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



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



Construction along Kamehameha Highway.



Future Aloha Stadium Station.



Operations and Servicing Building (OSB).



Wheel Truing Building and OSB.



Maintenance of Way Building.



Casting Yard.

PMOC MONTHLY REPORT

Honolulu Rail Transit Project

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

June 2015 (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 (November 18, 2009 through February 23, 2015)

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- Appendix B: Contract Status
- Appendix C: Project Overview and Map (Transmitted as a separate file)
- Appendix D: 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/7 stations)
 - Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/2 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 34% complete as of April 2015. The planned completion at this time is approximately 48% (based on S-curve late plan).
- Overall design of the project is approximately 84.7% complete as of April 2015. The planned completion at this time is approximately 94.5% (based on S-curve late plan). However, this 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 26.0% complete as of April 2015. The planned completion at this time is approximately 40.0% (based on S-curve late plan). 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:

Description	% Complete*		Schedule Status
	Actual	Planned	
West Oahu /Farrington Highway (WOFH) DB Contract	64%	76%	4-6 months behind
Kamehameha Highway Guideway (KHG) DB Contract	37%	76%	7 months behind
Maintenance and Storage (MSF) DB Contract	71%	74%	10 days behind
Core Systems Design-Build-Operate-Maintain (DBOM) Contract	22%**	23%	3 months behind***
Airport Advanced Utilities Construction Contract	9%	17%	1 month behind

*As of April 2015

**Based on expenditures. All others are based on Earned Value.

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

1.3 Core Accountability Items

Project Status: FFGA		Original at FFGA	Current Estimate
Cost	Cost Estimate	\$5,122,000,000	\$5,122,000,000**
Contingency	Unallocated Contingency	\$101,900,000	\$11,500,000
	Total Contingency (Allocated plus Unallocated)	\$643,600,000	\$303,000,000
Schedule	Revenue Service Date (RSD)	1/31/2020	1/31/2020
Total Project Percent Complete	Based on Expenditures	34.3% (as of April 24, 2015)	
	Based on Earned Value*	34.3%	

*Overall project progress is based on the weighted value progress of the individual construction and design contracts.

**Does not reflect HART's current EAC, which has not been validated and does not include all known potential costs.

Major Issues	Status	Comments/Planned Action
Potential Cost & Schedule Delays	HART has experienced delays and has incurred costs as a result of both the state and federal lawsuits.	See PMOC Monthly Report Section 1.4 for status.
Funding Shortfall	Section 5307 funds will not be made available and GET receipts continue to be an issue.	See PMOC Monthly Report Section 1.4 for status.
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.
Hawaii Electric Company (HECO)	50-foot offset requirement	See PMOC Monthly Report Section 1.4 for status.
Next Quarterly Meeting:	August 18, 2015	

1.4 PMOC Issues or Concerns

- Budget – HART's current Estimate at Completion (EAC) indicates that the Project cost will most likely 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 is reviewing the project budget and will update the EAC accordingly.
- Contingency – HART indicates a forecasted amount of \$303 million remaining in contingency (\$11.5 million in unallocated and \$291.8 million in allocated contingency). However, these numbers have not been updated and do not reflect impacts of the Westside Stations bids, the updated cost estimate for the Airport/City Center Guideway Contract, and several items that have been included in the EAC.
- Funding – HART collected \$65 million in tax revenue for the quarter that ended in March 2015. The amount was \$9 million above quarterly projections based on HART's financial

plan, which is encouraging. HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. HART and the City must identify substitute funding to address the loss of these funds in an update of the Financial Plan, which was originally due to FTA in July 2015. However, it is now anticipated that updated Financial Plan will not be available until the 4th quarter of 2015 since they need to await final action on the GET extension before they can update the plan. HART has indicated that they intend to take advantage of low interest rates and an improved borrowing plan to save an estimated \$60-75 million in borrowing costs.

- GET Extension - 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 legislative session closed on May 17, 2015. Preliminary estimates are that the GET extension could generate approximately \$1.8 billion in revenue. The Governor has 45 calendar days from May 17, 2015 to sign the legislation, and the City Council will need to amend an ordinance to enact the tax extension. The City Council cannot enact the measure before July 1, 2015 (start of Fiscal Year) but must take action by December 15, 2015. If passed by the City Council, the Mayor must then sign the measure.
- Cost Containment/Cost Reduction Measures – The PMOC has discussed the project cost on a monthly basis with HART in an effort to ensure that 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 the project'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.

The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART's Decision Milestone Matrix. Nevertheless, it is still anticipated that the Project cost will most likely exceed the FFGA budget. Therefore, in addition to the matrices, HART should begin initiating plans that identify a course of action, such as Secondary Mitigation Measures, and start to implement them.

- Schedule – Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS was provided to the PMOC in March 2015. The PMOC will await the full MPS update before performing a detailed review. HART indicated that a revised MPS will be available in June 2015.
- HART intends to build an interim park-n-ride facility at the University of Hawaii West Oahu Station. This facility would be in use until the developer completes the structure

over the Kaloi Channel that allows for access to the permanent location of the park-n-ride facility. HART is evaluating the issue to determine whether to use federal or local funds to build the interim facility. UH-West Oahu intends to use the interim facility for campus parking after HART no longer has need for the facility. However, it is not known how long the interim facility will be in use before the permanent facility can be constructed. If federal funds are to be used, clarification is needed to determine the anticipated period that the facility would be utilized by HART.

- 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 at the state and federal level on its collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly. HART is coordinating to resolve this with HECO.
 - 50-foot Offset Issue – HECO and HART have continued high-level meetings to discuss numerous issues including the offset issue. HECO has now indicated that offsets must be maintained to accommodate future pole replacement. The proposed use of a telescoping bucket truck would only mitigate line maintenance issues. HART is uncertain why the change in requirements from HECO, but this may have a tremendous impact on both schedule and cost. It also affects ongoing DB contracts as well as the future DB contracts.

HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO provided HART with a report from its consultant regarding the potential extents of under-grounding. HECO's preliminary estimate has not been validated by HART. HART has indicated that some costs have been included in the EAC to cover HECO undergrounding, additional HECO work in City Center, and service connections. However, the PMOC strongly recommended that HART prepare an independent cost estimate for all additional HECO-related costs given their potential order of magnitude.

This is currently HART's most significant risk to the project. This issue must be resolved by fall 2015, so HART can incorporate the final configuration into the City Center Guideway and Stations DB Contract. If HART is required to underground all affected lines, it would have a significant impact on the project budget. HART has indicated that they have incorporated some exposure into their EAC for this, but not enough to cover the full cost if HECO requires complete undergrounding.

2.0 BODY OF REPORT

2.1.1 Project Status

- Overall project is approximately 34% complete as of April 2015. The planned completion at this time is approximately 48% (based on S-curve late plan).
- Overall design of the project is approximately 84.7% complete as of April 2015. The planned completion at this time is approximately 94.5% (based on S-curve late plan). However, this 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 26.0% complete as of April 2015. The planned completion at this time is approximately 40.0% (based on S-curve late plan). 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

- Farrington Highway Station Group Construction – Invitation for Bids (IFB) was issued in December 19, 2014. Bids were received on March 3, 2015. The apparent low bid was \$78.9 million. HART received a bid protest notification from the second low bidder on March 9, 2015. Notification of the appeal was provided to the FTA on March 11, 2015. HART denied the bid protest on April 14, 2015. The protester filed an appeal with the Department of Commerce and Consumer Affairs (DCCA) on April 20, 2015. HART received a favorable decision from the DCCA on May 28, 2015. HART is proceeding with award of the contract on June 10, 2015. The project schedule is potentially delayed approximately 3 months due to the bid protest. However, HART is working to mitigate the potential schedule delay. The PMOC is not aware of any cost impacts associated with the bid protest.
- West Oahu Stations Group – Invitation for Bids (IFB) was issued in April 2015. Bids are due June 16, 2015.
- Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.
- Airport Guideway and Stations DB Contract – This contract will include a two-part Request for Proposals (RFP). RFP Part I (qualifications) responses are due July 21, 2015. Part II responses (price and technical) will be due in January 2016. HART added a clause to the RFP Part I that required the proposers to submit an intent-to-bid, which were due June 10, 2015. HART indicated that they have received an intent-to-bid from two contractors.
- City Center and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016.
- Design Contracts – HART has limited the designers' activity for the Airport/City Center Guideway and Utilities Contract and Eastside Stations Group to supporting preparation of the eastside DB contracts.
- Pearl Highlands Parking Structure DB Contract – HART has deferred this procurement with the next solicitation action scheduled for July 2015. However, HART may begin

actively investigating the possibility of terminating this procurement and implementing a Public Private Partnership (PPP).

- H2R2 Ramp – Contract was awarded in May 2015 to Royal Contracting for \$5.2M. The protest period ended on May 12, 2014.
- Fare Collection Technical Support Consultant – Proposals were received on February 17, 2015. Two proposals were received by HART, but three proposals are needed per HART requirements. HART is seeking legal opinion for an exception to this requirement in order to evaluate the two proposals submitted. HART issued a Statement of Qualification (SOQ) on June 10, 2015 to obtain additional bidders.
- Fare Collection System - Request for Proposal (RFP) was originally anticipated to be released in May 2015 but is contingent upon an MOU with the City. No firm date for releasing the RFP has been provided by HART.

2.1.3 Status of Primary Construction Contracts

- West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract –
 - Contract is approximately 64% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 75.7%.
 - The contract is approximately four months behind schedule. The delay is the result of less 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, but rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process to quantify any extended overhead or escalation that may have resulted due to delays beyond KIWC's control. It is anticipated that the substantial completion milestone will be modified to reflect the delay.
 - Approximately three-miles of guideway have been erected.
 - Overall quality of the contract is good.
- Kamehameha Highway Guideway (KHG) DB Contract –
 - The contract is approximately 37% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 75.8%.
 - The contract is approximately seven months behind schedule. The delay is the result of less-than-planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process to quantify any extended overhead or escalation that may have resulted due to delays beyond KIWC's control.
 - Guideway erection is scheduled to begin in August 2015. However, there are HECO transmission line clearance issues associated with the guideway that may delay the shaft and guideway erection.
 - KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.
- Maintenance and Storage (MSF) DB Contract –

- The contract is approximately 71.0% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 74%.
- Building structures are essentially complete with interior build out continuing.
- Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.
- Overall quality of the contract is good.
- Airport Advanced Utilities Construction Contract –
 - Contract is approximately 9% based on Earned Value. The planned earned value at this time is approximately 17%.
 - Some construction activities began in May 2015. Work was scheduled to begin in March 2015 but was delayed due to issues with Navy right of entry (ROE) for construction. HART has not been able to secure the necessary easements from the Navy to date. There are potential construction delays as a result of the lack of ROE. It is anticipated that the ROE will be available in July 2015.

2.1.4 Status of Core Systems Contract

Core System Description	Status
General	
Overall	<p>Contract is approximately 22% complete based on expenditures (design, manufacturing, and construction activities). The planned completion at this time is approximately 23.4% (based on late plan S-curve).</p> <p>Hitachi, LTD has an agreement to purchase AnsaldoBreda and Ansaldo STS from Finmeccania S.P.A. The sale is expected to close later this year.</p>
Design	<p>Following are the approximate levels of design completion</p> <ul style="list-style-type: none"> • LRVs – 93% (Interim Design), 5% (Final Design) • Train Control – 88% (Interim Design), 82% (Final Design) • Traction Power – 100% (Interim Design), 96% (Final Design) • Communications – 100% (Interim Design), 30% (Final Design) • Fire Detection – 100% (Interim Design), 55% (Final Design) • PSG, UPS, MPV – N/A (Interim Design), 72% (Final Design) <p>(Note: HART reports earned value only for the overall contract, not for design of the individual components.)</p>
Construction	Limited construction work (MSF signal house) is anticipated to begin in June 2015; significant construction activity will not begin until fall 2015.
Schedule	AHJV revised its baseline contract schedule has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to the CSC schedule. The revised baseline schedule will not be available for three months. HART wants to ensure that they provide AHJV with milestone dates for their schedule update that should not change.
Staffing	AHJV has filled all open positions to date.
NTP Delay Claim	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue is in mediation, but mediation is delayed awaiting AHJV input to proceed.
System Performance Design	There are some concerns with AHJV's method for calculating headways and round-trip times. HART received updated System Performance Documents and continues discussions with AHJV. Alignment changes from Airport and City Center Fixed Facility Contractors may affect system performance. A full analysis must still be completed.
Vehicle Subsystem	
Vehicle Schedule	HART is closely monitoring vehicle production in Italy and working with Ansaldo Breda to prepare for final assembly start-up in Pittsburgh, CA. HART met with AHJV in late January 2015 to discuss schedule and activities planned for early 2015. Shipment of the first LRV to Honolulu is scheduled for February 2016.
Car Production	Extrusion of car bodies began in November 2014. Final assembly of the first LRV in Pittsburgh, CA is scheduled to begin in July 2015. Shipment of the first LRV to Honolulu is scheduled for February 2016.

Core System Description	Status
Buy America	HART performed a Buy America Audit of the LRVs. HART intends to report the percentage based on the trainset, not type of car (End and Middle). Based on the trainset, the US content is 63%. Based on the type of car, the percentages are 64% (E car) and 62% (M car), which satisfy the minimum 60% US content for rail vehicles under Buy America.
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.
Traction Electrification Subsystem	
Uninterruptible Power Supply (UPS)	UPS loads are under discussion between HART and AHJV.
Middle Street AM Antenna	HART designers are investigating options for shielding of communications equipment from Electromagnetic Interference (EMI) due to proximity of AM radio tower near Middle Street. However, HART is evaluating alternatives to shielding including the potential to relocate the carrier that utilizes the antenna.
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.
Hawaiian Electric Companies (HECO)	
Estimated Traction Power Demand	HART is to provide HECO with AHJV simulations to estimate power demand based on actual operation scenarios. AHJV submitted revised simulations and discussions with HECO are ongoing.
Activation Dates	HART and HECO are coordinating project schedule and HECO activation start dates for power. The cost for activation of the Traction Power Substations was not included in the project estimate. A change order will be required to address this cost, which is still being assessed. This issue has been partially captured in HART's EAC.
Service Requests	AHJV has submitted HECO service requests for all system sites. Design coordination is progressing.

2.1.5 Real Estate Acquisition

- Acquisitions are improving but not meeting the planned schedule. HART is working to obtain all ROW and parcels that are necessary for constructions. It appears that some parcels may require condemnation. The number of outstanding parcels remains significant:
 - HART has closed 73 of 224 properties needed.
 - HART has completed 112 of 224 appraisals.
- HART proposed the use of irrevocable right of entry documents (Right of Entry, Possession and Use Agreement) to gain control of a parcel prior to condemnation. However, the use of the irrevocable right of entry has been delayed due to concerns expressed by owners regarding liability arising from third parties. This approach is a modification of the current procedures, and HART has updated the RAMP to include this approach.
- Eminent Domain – Five cases were forwarded by staff to the HART Board of Directors on May 21, 2015 for condemnation to support Procurement of the Airport Guideway and Stations DB contracts. The HART Board approved the resolution, which allows staff to forward the matter for consideration by the Honolulu City Council. HART anticipates bringing the matter on the five cases back to the HART board on July 16, 2015. HART continues to negotiate with each property owner in an attempt to reach mutual agreement. However, HART has indicated that there are several more parcels that may be proposed to the HART Board of Directors for condemnation to support east DB contracts.
- All private property site access for the guideway is complete for KHG. KIWC has identified 14 permanent easement locations for relocated utilities. HART is working with KIWC to resolve these easements, but they are becoming critical and could impact construction work.
- High turnover of HART’s real estate consultant staff has had a negative impact on production. It has been noted that the consultant staffing is beginning to stabilize.
- Negotiations for parcel acquisitions are being delayed because project staff cannot get definitive answers for certain technical questions. The specific items discussed were legal descriptions of the takings; and how utilities will be addressed on the project.
- The PMOC provided onsite technical assistance for real estate activities to HART in June 2015.

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) – The CROE has been executed for the Kamehameha Highway Guideway with the Stadium Authority. This clears the way for guideway construction to begin in the area. HART is negotiating with the Stadium Authority for the park-and-ride construction right of entry.
- University of Hawaii Right of Entry – University of Hawaii (UH) requested that the HART contractor enter into a separate right of entry to construct on University property. University maintains that the current ROE with HART only addresses preliminary work, does not cover on-site construction, and that the University can refuse to admit the

contractor. KIWC and UH are close to finalizing the ROE for the Leeward Community College, which will serve as the model for all other ROEs with UH

- U.S. Navy – HART has several easements pending from the U.S. Navy for the Airport Section, which are particularly needed for the Airport Utility contractor. These easements are critical and could impact construction work. HART is working with the Navy to complete the documentation as quickly as possible. The Navy has committed to providing construction Rights of Entry for locations by mid-July 2015.

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.

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	Status	Note
Project Management Plan (PMP)	Approved for FFGA but update is pending	PMP will be available for review in July 2015 without detailed budget and schedule information. HART will incorporate this information when it becomes available (tentatively 4 th Quarter of 2015).
Contract Packaging Plan (CPP)	Approved for FFGA but update is pending	CPP must still be updated to reflect MPS and EAC changes.
Risk and Contingency Management Plan (RCMP)	Approved for FFGA but update is pending	PMOC received HART's response to our comments of the DRAFT RCMP on June 10, 2015. These responses are under review.
Financial Plan	Approved for FFGA but update is pending	Financial Plan would not be available now until the 4 th Quarter of 2015 since they need to await final action on the GET extension before they can update the plan.
Real Estate Acquisition and Management Plan (RAMP)	Approved for FFGA but update is pending	DRAFT RAMP has been reviewed; FINAL RAMP will be available in June 2015

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 have been

made to date or any proposed changes. It has become critical that any changes be documented in the various management plans immediately.

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 (or 15.0% of the BCE) and \$173 million in financing costs. Of the \$644 million in total contingency, \$101 million is unallocated. The current Project Budget is as follows:

Source	Amount
Base Cost Estimate	\$4,305 billion
Total Contingency	\$0.644 billion
Finance Charges	\$0.173 billion
Total Project Cost	\$5.122 billion

Total Expenditures to Date – \$1.490 billion (through April 2015)

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 their 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	177,160,122
10.04	Guideway: Aerial structure	1,175,328,184	1,022,380,670	152,947,514	17,378
10.08	Guideway: Retained cut or fill	8,077,393	7,492,943	584,450	130,853,457
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	46,289,287
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	0
20	STATIONS, STOPS, TERMINALS, INTERMODA	506,165,689	421,804,742	84,360,947	3,879,298
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	3,879,298
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	99,425,456	92,535,013	6,890,443	64,848,121
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	1,390,906
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	18,211,841
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	3,552,120
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	41,693,254
40	SITework & SPECIAL CONDITIONS	1,103,867,264	980,569,426	123,297,838	424,098,518
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	1,354,455
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	57,074,792
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	1,883,362
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	8,539,465
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	2,436,091
40.06	Pedestrian / bike access and accommodation, landscaping	48,262,816	41,073,897	7,188,919	50,000
40.07	Automobile, bus, van accessways including roads, parking lots	212,536,181	181,979,369	30,556,812	3,965,621
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	348,794,732
50	SYSTEMS	247,460,781	221,284,483	26,176,298	25,075,274
50.01	Train control and signals	91,492,532	81,982,556	9,509,976	2,250,972
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	342,747
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	13,770,088
50.05	Communications	59,889,234	53,691,339	6,197,895	9,843,368
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	695,061,333

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
60	ROW, LAND, EXISTING IMPROVEMENTS	222,188,386	197,397,947	24,790,439	82,270,306
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	74,304,820
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	7,965,486
70	VEHICLES	208,501,186	186,829,020	21,672,166	21,203,394
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	14,473,908
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	6,729,486
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	685,427,384
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	101,789,664
80.02	Final Design	257,934,908	228,321,632	29,613,276	154,982,516
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	282,151,433
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	65,233,877
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	21,377,167
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	17,970,925
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	22,534,237
80.08	Start up	73,560,706	65,996,664	7,564,042	19,387,565
90	Subtotal (10 - 80)	4,846,763,750	4,305,164,589	541,599,161	1,483,962,417
	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	1,483,962,417
	FINANCE CHARGES	173,058,242			0
	Total Project Cost (10 - 100)	5,121,693,162	4,305,164,589	643,470,331	1,483,962,417
	Provisional Request for Payment				6,050,000
	Total Project Cost (10 - 100)	5,121,693,162	4,305,164,589	643,470,331	1,490,012,417

HART's current Estimate at Completion (EAC) indicates that the Project cost will most likely 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 is reviewing the project budget and will update the EAC accordingly.

2.4.1 Contingency

HART indicates a forecasted amount of \$303 million remaining in contingency (\$11.5 million in unallocated and \$291.8 million in allocated contingency). However, these numbers have not been updated and do not reflect impacts of the Westside Stations bids, the updated cost estimate for the Airport/City Center Guideway Contract, and several items that have been included in the EAC.

The current estimated contingency is not sufficient to complete the project. HART is currently assessing the remaining contract strategy including implementation of primary risk mitigations measures and value engineering to reduce project cost impacts. HART should begin initiating plans that identify a course of action, such as Secondary Mitigation Measures, and start to implement them.

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 \$1.469 billion in GET funds since 2007.
- HART has received approximately \$1.091 billion in GET funds since Preliminary Engineering, which began in October 2009.

HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. HART and the City must identify substitute funding to address the loss of these funds in an update of the Financial Plan, which was originally due to FTA in July 2015. However, it is now anticipated that updated Financial Plan will not be available until the 4th quarter of 2015 since they need to await final action on the GET extension before they can update the plan.

2.5 Project Schedule

The Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS was provided to the PMOC in March 2015. The PMOC will await the full MPS update before performing a detailed review. HART indicated that a revised MPS will be available in June 2015. The update of the MPS is critical to developing an accurate EAC for the project and is HART’s top priority now.

HART has engaged the new GEC III consultant and the new CE&I consultants during the MPS refinement process and has received valuable input and validation thus far. Furthermore, the PMOC provided HART a forensic schedule analysis report that indicated various errors, warnings, and general “housekeeping” items needing correction. HART project control staff has addressed most of the comments, although this process will need to be conducted again after the update of the MPS is available.

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

Period: July 2015 – October 2015		
Activity	Responsibility	Date
Monthly Progress Meeting	FTA, HART and PMOC	July 8, 2015
Risk Refresh	FTA, HART and PMOC	To be determined
Monthly Progress Meeting (Conference Call)	FTA, HART and PMOC	August 5, 2015
Quarterly Meeting	FTA, HART and PMOC	August 18, 2015
Monthly Progress Meeting	FTA, HART and PMOC	September 9, 2015
Monthly Progress Meeting	FTA, HART and PMOC	October 14, 2015

2.6 Quality Assurance/Quality Control (QA/QC)

- The contractor damaged (cracked) two precast segments during erection of the WOFH guideway structure. These segments were incorporated into a single span of the

structure, but a review and analysis must be completed to determine whether repairs can be completed or if the segments must be replaced. HART indicated that KIWC will replace the two precast segments instead of repairing them. On March 31, 2015, KIWC completed the replacement of the two precast segments and Span 67 has been realigned into the guideway.

- WOFH Span 17 Damage and Repair – During the erection in March 2015, four segments were damaged due to unbalanced support from the temporary bearings. KIWC continues to evaluate the extent of the damage, and a root cause analysis and repair procedure alternatives was submitted to HART for review.
- Span 105 Damage and Repair – The span shifted on the jacks while being set in April 2015 into its final horizontal and vertical position. Due to this incident, final span alignment operations were temporarily suspended to re-evaluate the procedures. KIWC is currently erecting a temporary platform to support the span during the realignment (sliding) process. KIWC has developed a plan to re-set the span. They also have developed a procedure for final span alignment to prevent this issue from reoccurring.
- WOFH Column 151 Damage and Repair – In April 2015, Column 151 was poured, but after formwork was removed, the lower concrete surface of the column exhibited large areas of honeycombing and rock pockets with localized areas of exposed vertical and horizontal reinforcing, possibly due to insufficient concrete consolidation. KIWC has completed the repairs in accordance with their Concrete Repair Procedure approved by the Engineer of Record (EOR).
- Following is a summary of Non-Conformance Reports (NCR) that have been issued:

Contract	Description	NCRs		
		Issued	Closed	Open
DB-120	West Oahu/Farrington Highway	364	277	87
DB-200	Maintenance and Storage Facility	26	25	1
DB-320	Kamehameha Highway Guideway	65	40	25
DBOM-920	Core Systems Contract	111	90	21

It should be noted that the increase in Open NCRs for the WOFH DB Contract is primarily the result of items identified in the precast yard and the concrete consolidation issues with drilled shafts. KHG DB contract is experiencing similar concrete consolidation issues with the drilled shafts. However, KIWC has developed measures to correct these NCRs and help prevent issues in the future.

2.7 Safety and Security

- HART Design Conformance Checklists, including CELs/CILs for active projects, are going through the Safety and Security Review Committee (SSRC) for approval. However, Construction Conformance and Testing Verification is lagging.
- HART is in the process of updating the Safety and Security Management Plan (SSMP), Safety and Security Certification Plan (SSCP) and Construction Safety Plan (CSP) to conform to pending update of the PMP.
- HART will be receiving LRVs during the 1st Quarter of 2016. Prior to any dynamic testing, HART must provide HDOT with all design, construction, and inspection verification and meet the requirements of its SOA Program Plan before HDOT will

approve HART for interim testing. HART is working on vehicle certification planning activities to comply with the HDOT Program Plan.

- HART Safety and Security Certification Manager is no longer working on the project as of the beginning of May 2015. The HART Chief Safety and Security Manager and other HART staff are performing the duties of the Safety and Security Certification Manager while a search for a new candidate is underway.
- The Airport 7 Pier Project is nearing completion. HART will perform close out, including final safety certification.

2.8 Project Risk

A Risk Refresh Workshop was performed on April 15, 2014. Some of the conclusions and recommendations in the PMOC report included:

- HART's estimate falls short of the predicted FTA cost risk model outcome by \$265 million. HART should review its project estimate and determine how to reduce costs to close this gap. It should be noted that this gap was identified prior to bids being received for the WSSG contract. This gap will increase, but will not be known until updated estimates of the remaining contracts are available.
- The PMOC-recommended amount of secondary mitigation is \$195.5 million.
- Strong controls must be put in place immediately to avoid future rapid contingency reduction. The frequency and the levels of project management to which these statistics are reported should be improved and monitored monthly.
- The PMOC and HART should engage in a focused "cost containment workshop" on a monthly basis to monitor the efforts taken to avoid rapid contingency usage.
- The FFGA RSD of January 2020 can be achieved; however, HART must implement strong schedule and contract management throughout the remainder of the project.

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 relate to financing of the project
- Identification of items that could be considered Operations & Maintenance costs
- Development of a HART Decision Milestone Matrix.

HART will continue to update the Cost Reduction Measures matrix and Decision Milestone Matrix on a regular basis (at least monthly). The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART's Decision Milestone Matrix. Nevertheless, it is still anticipated that the Project cost will most likely exceed the FFGA budget.

It is anticipated that another Risk Refresh will be completed once the updated MPS is available and the EAC has been updated.

2.9 Action Item Table

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Provide HECO chronology of 50-foot offset requirement	HART	May-14	Jun-15		Open
2	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Jul-15		Open – discussions with AHJV on-going
3	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending. HART provided MOU to PMOC.
4	Updates resulting from Risk Refresh:					
4a	Update the Contract Packaging Plan	HART	Aug-14	Jun-15		In progress – Draft provided to PMOC but changes may be incorporated on updated estimate and schedule
4b	Re-baseline Financial Plan	HART	Apr-14	4Qtr15		In progress
4c	Re-baseline budget	HART	Apr-14	Dec-15		In progress
4d	Re-baseline MPS	HART	Apr-14	Jun-15		In progress
4f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Jun-15		In progress – PMOC provided review comments; conference call may be scheduled to address comments and HART’s responses.
5	MPS Workshop	HART/PMOC	Feb-15	TBD		To be scheduled when Preliminary Update of MPS is available.
6	Draft Project Management Plan	HART	Mar-15	Jul-15		Preliminary Draft provided to PMOC in April; DRAFT PMP pending updates of estimates and MPS.
7	Include construction safety statistics in the HART Monthly Report	HART	Apr-15	Jun-15		
8	Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap	FTA/PMOC	Apr-15	Jun-15		
9	Provide confirmation that Ship America requirements will be satisfied	HART	May-15	Jul-15		

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
HNTB	▪ Howard, Needles, Tammen & Bergendoff
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.	DBE	Award Date	Compl. Date
MM-901	Program Management Support Consultant (PMSC-2)	HDR/InfraConsult LLC	\$33,376,897	Amendment No. 4d. 3/18/14		\$40,993,274	\$30,548,966	91.5%	0%	Mar 2012	Mar 2016
Notes/Issues:											
MM-910	General Engineering Consultant (GEC II)	Parsons Brinkerhoff	\$300,000,000				\$132,000,000		0%	Jun 2011	Pending
Notes/Issues:		Contract closeout is pending.									
MM-913	General Engineering Consultant (GEC III)	CH2M Hill	\$46,143,277			\$46,143,277	\$15,848,848	34.3%	3.43%	Dec 2013	Mar 2019
Notes/Issues:		<ul style="list-style-type: none"> ▪ None at this time 									
MM-290	Construction Engineering and Inspection (West)	PGH Wong Engineering, Inc	\$54,232,480			\$54,232,480	\$9,577,079	17.7%	1.07%	Jan 2014	Jan 2020
Notes/Issues:		<ul style="list-style-type: none"> ▪ None at this time. 									
MM-595	Construction Engineering and Inspection (East)	AECOM/URS Corporation	\$63,083,417			\$63,083,417	\$8,658,069	13.7%	1.51%	Jan 2014	Dec 2018
Notes/Issues:		<ul style="list-style-type: none"> ▪ HART has determined the AECOM acquisition of URS has created a Conflict of Interest (COI) that URS has been unsuccessful in resolving. HART subsequently issued a notice of termination letter to URS on March 10, 2015. To prevent disruption of services, URS will continue to provide services under a firewall arrangement until HART has re-procured and awarded a contract to a replacement contractor and remaining work is transitioned to the replacement contractor. 									
MM-962	Core System Contract Oversight Consultant	Lea + Elliott, Inc	\$43,988,989			\$43,988,989	\$7,081,934	16.1%	0.43%	Feb 2014	Aug 2019
Notes/Issues:		<ul style="list-style-type: none"> ▪ None at this time. 									
DB-120	West Oahu/Farrington Highway DB	KIWC	\$482,924,000	\$140,682,472	22.5%	\$623,606,472	\$387,588,591	62.2%	1.11%	Nov 2009	Jul 2016
Notes/Issues:		<ul style="list-style-type: none"> ▪ Agreement called for issuance of all four NTPs within 120 calendar days of December 1, 2009. ▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract is approximately six months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected. HART has requested that the schedule be resubmitted via the Change Order process. 									

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
DB-200	Maintenance and Storage Facility DB	Kiewit/Kobayashi JV	\$195,258,000	\$79,550,008	40.7%	\$274,358,008	\$194,183,226	70.7%	0.08%	Jun 2011	Apr 2016
Notes/Issues:		<ul style="list-style-type: none"> ▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant. 									
DB-320	Kamehameha Highway Guideway DB	KIWC	\$372,150,000	\$16,365,363	4.4%	\$388,515,363	\$139,117,289	34.9%	0.08%	Jun 2011	Sep 2016
Notes/Issues:		<ul style="list-style-type: none"> ▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract is approximately seven months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected. HART has requested that the schedule be resubmitted via the Change Order process. ▪ KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays. 									
DBOM-920	Core Systems Contract	Ansaldo/Honolulu JV	\$573,782,793	\$21,243,044	3.7%	\$595,139,998	\$126,214,247	21.2%	0.029%	Nov 2011	Mar 2019
Notes/Issues:		<ul style="list-style-type: none"> ▪ AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue is in mediation, but mediation is delayed awaiting AHJV input to proceed. ▪ HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. It is anticipated that HART and AHJV will resolve the commercial terms for change to 4-car trains in May 2015. ▪ AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 2-3 months after all interface milestones are finalized. 									
MI-930	Elevators and Escalators Install & Maintain	Schindler Elevator Corporation	\$50,982,714	\$0	0%	\$50,982,714	\$3,879,298	7.6%	0%	May 2013	Jul 2018
Notes/Issues:		<ul style="list-style-type: none"> ▪ None at this time. 									
FD-140	West Oahu Station Group Construction FD	URS, Inc.	\$7,789,000	\$2,645,305	34%	\$10,014,305	\$8,923,882	90.0%	0%	Jun 2012	Dec 2016
Notes/Issues:		<ul style="list-style-type: none"> ▪ West Oahu Stations Group – IFB was issued in April 2015. Bids are due June 16, 2015. 									
FD-240	Farrington Highway Station Group FD	HDR, Inc. / URS	\$9,300,696	\$5,010,093	54%	\$14,198,045	\$12,387,564	87.2%	4.7%	Jan 2011	Dec 2016

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
	Notes/Issues:	<ul style="list-style-type: none"> Bids were received on March 3, 2015. FFGA budget for this stations group was \$55 million, and the current Engineers Estimate was \$76 million. The apparent low bid was \$78.9 million. HART received a bid protest notification from the second low bidder on March 11, 2015. HART rejected the protest and the bidder filed an appeal with the DCCA. A hearing is scheduled for May 20, 2015. 									
FD-340	Kamehameha Highway Station Group Construction FD	Anil Verma, Inc.	\$8,702,592	\$352,176	3.9%	\$9,011,768	\$8,219,319	91.2%	37.96%	Nov 2012	Dec 2016
	Notes/Issues:	<ul style="list-style-type: none"> Revised engineer's estimate exceeds the FFGA budget. Kamehameha Highway Station Stations Group – IFB will be issued in August 2015. 									
FD-430	Airport Section Guideway and Utilities FD	AECOM	\$38,840,960	\$3,769,872	9.7%	\$42,610,832	\$39,771,629	93.3%	0.42%	Dec 2011	Jun 2017
	Notes/Issues:	<ul style="list-style-type: none"> Airport Guideway will be combined with Airport Stations into a DB Contract. This contract will include a two-RFP. Part I was issued in April 2015 with responses due June 9, 2015. However, HART has extended the response period 6 weeks to allow for JV teams to form. Part II responses (price and technical) will be due in January 2016. Some of HART's staff have expressed concern whether viable teams are forming. HART will check with DCCA to see if any new JV teams have applied for a contracting license. Revised engineer's estimate exceeds the FFGA budget. 									
FD-440	Airport Station Group Construction FD	AECOM	\$10,177,365	\$1,244,840	12.2%	\$11,402,205	\$9,718,742	85.2%	2.31%	Nov 2012	Jul 2017
	Notes/Issues:	<ul style="list-style-type: none"> HART has limited the designers' activity to supporting preparation of the eastside DB contracts. 									
FD-530	City Center Section Guideway and Utilities FD	AECOM	\$43,948,220	\$1,282,803	2.9%	\$46,183,523	\$38,057,052	82.4%	0.44%	Jul 2012	May 2018
	Notes/Issues:	<ul style="list-style-type: none"> City Center Guideway will be combined with Dillingham/Kaka'ako Stations Group into a DB Contract. This contract will include a two-RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016. Revised engineer's estimate exceeds the FFGA budget. 									
FD-550	Dillingham and Kaka'ako Station Group Construction FD	Perkins & Will	\$18,321,918	\$0	0%	\$18,974,447	\$10,396,963	58.0%	0%	Jun 2013	Jul 2018
	Notes/Issues:	<ul style="list-style-type: none"> HART has limited the designers' activity to supporting preparation of the eastside DB contracts. 									
DBB-505	Airport Section Utilities Construction	Nan	\$28,413,973	\$0	0%	\$28,413,973	\$1,279,386	4.3%	0%	Jul 2014	Jun 2016
	Notes/Issues:	<ul style="list-style-type: none"> Work was scheduled to begin in March 2015 but has been delayed until at least June 2015 due to issues with NAVY right of entry. 									

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
DBB-525	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	\$3,973,000	\$17,378	0.43%	\$4,481,241	\$3,796,241	85.0%	0%	Sep 2014	Feb 2015
Notes/Issues		<ul style="list-style-type: none"> ▪ Construction activities ongoing. 									

Appendix C: Project Overview and Map

Date: June 2015
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

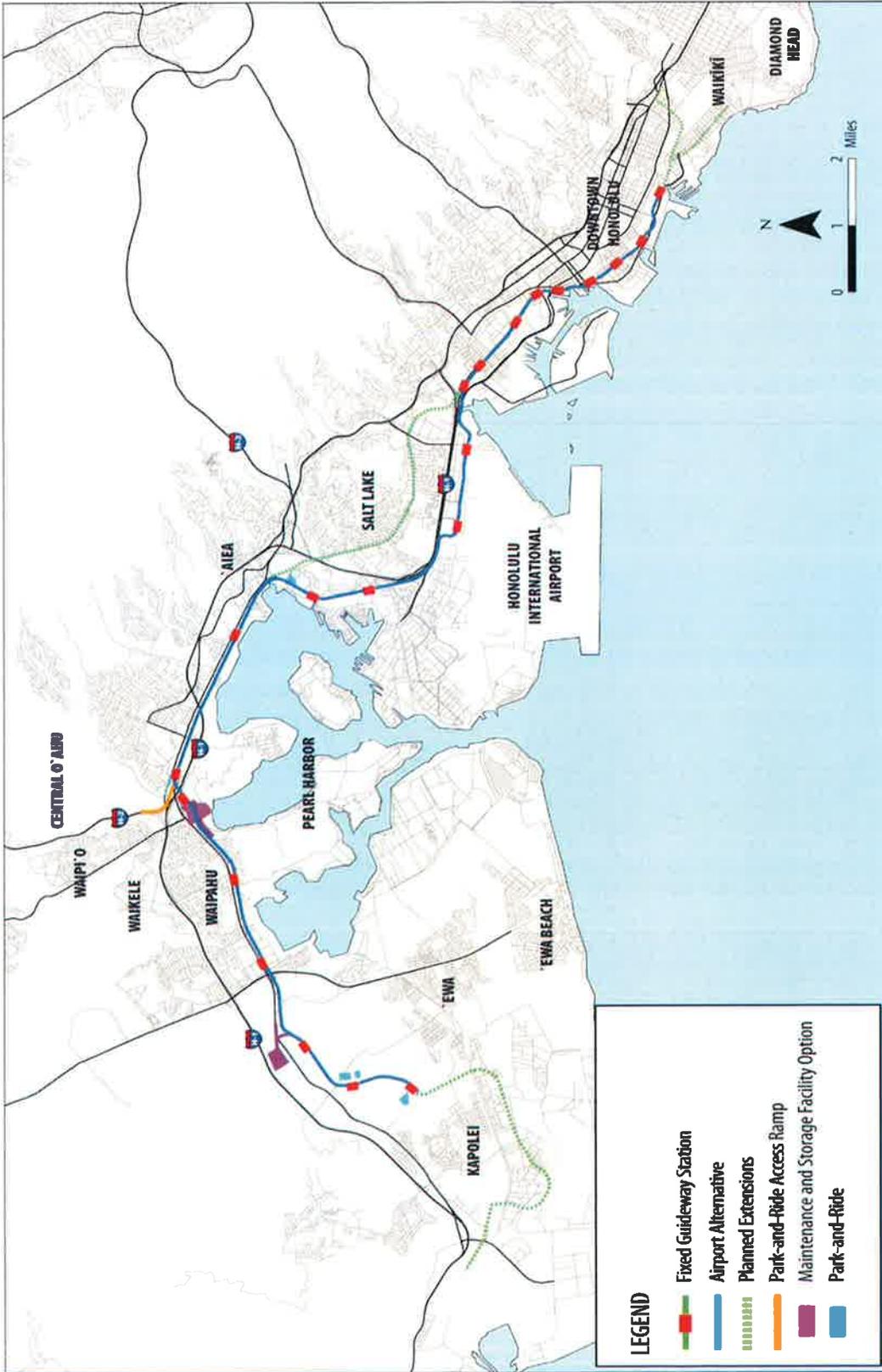
10/09 Approval Entry to PE	03/19 Estimated RSD at Entry to PE
12/11 Approval Entry to FD	03/19 Estimated RSD at Entry to FD
06/12 Request for FFGA	03/19 Estimated RSD at Request for FFGA
12/12 FFGA	01/20 RSD at FFGA

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

\$1.490B Amount of Expenditures at date of this report
34.3% complete (Total Project Expenditures/Total Project Cost)

Honolulu Rail Transit Project Map



Appendix D: 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	3.0	Y	Complete
Safety and Security Certification Plan	2.0	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	1.0	Jun-11	Submitted in Mar-11
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?	N	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	

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Right-of-Way Status Update July 30, 2015

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

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HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Meeting our Goals

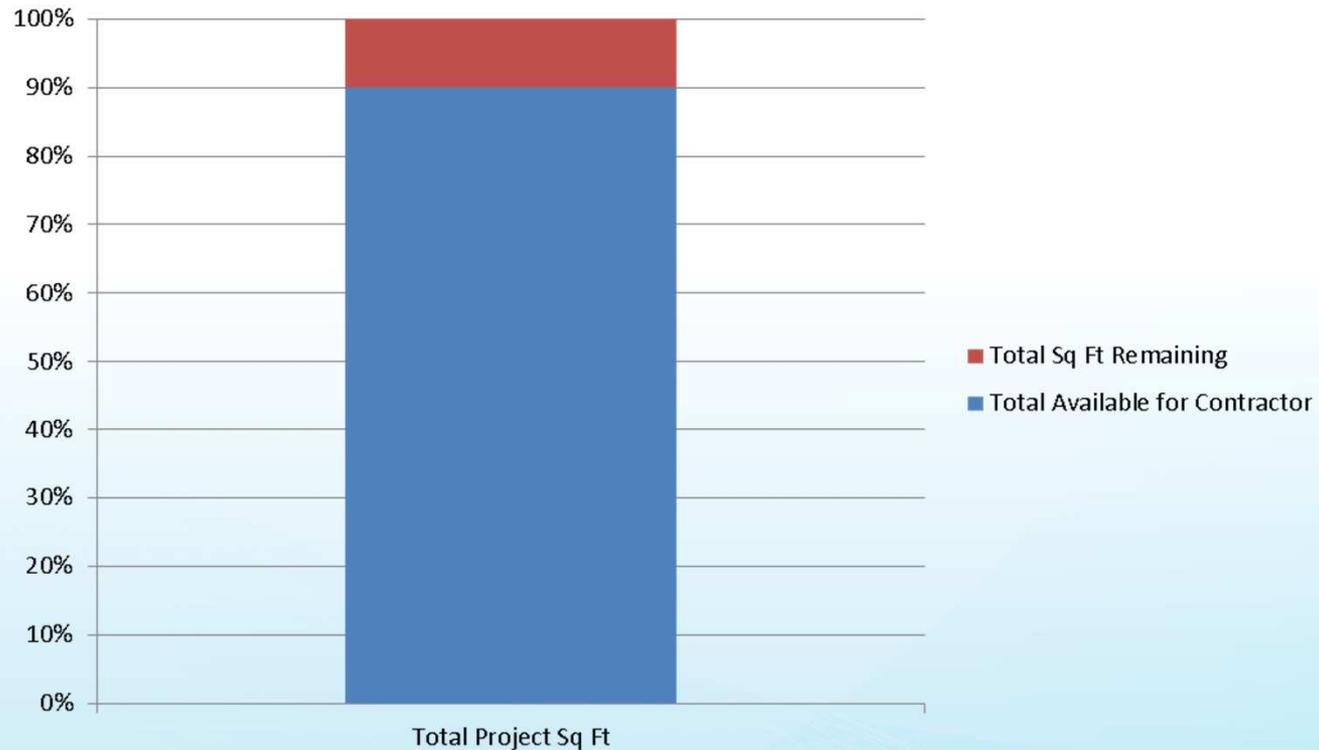
- **Balance respect for property owner with schedule needs and project budget**
- **Balance responsibility of staying within the budget in a changing real estate market**
- **Continue to communicate and educate effectively**
- **Negotiate fairly**
- **Meet requirements of the Uniform Act**

Status Summary

- HART received programmatic construction Right-of-Entry from the U.S. Navy ahead of the anticipated date
- ROW team continues to meet the schedule for City Center acquisitions relative to program procurement needs
 - Intense focus on Airport and Dillingham Parcels to support upcoming procurement
- Eminent domain pending
- Current total site access available for contractor is 90.01%

Progress Site Access Available by Land Area

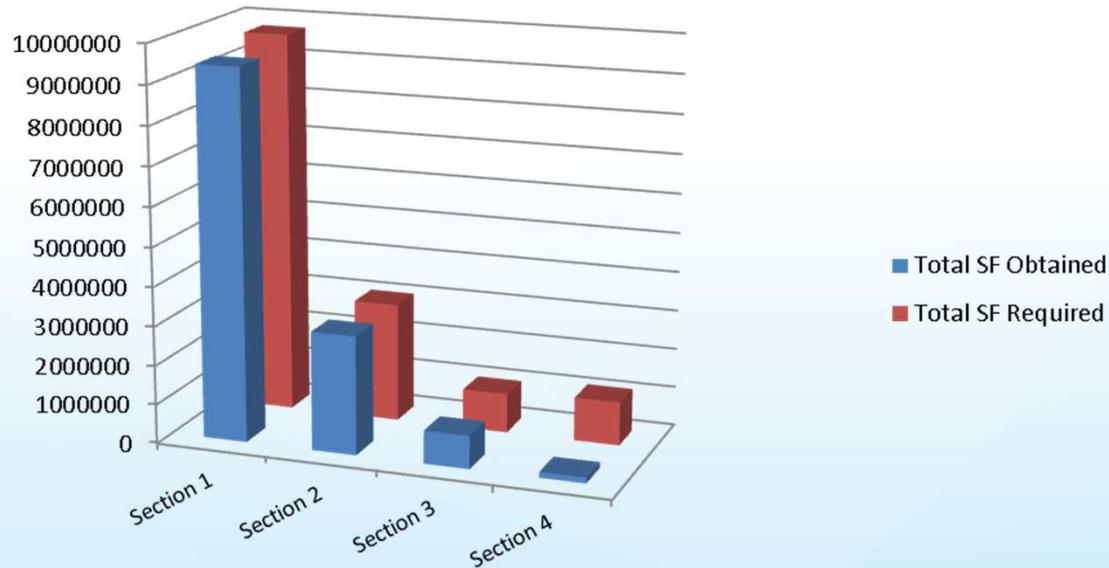
as of 6/17/2015



Total Project Sq Ft	Total Sq Ft Requirement	14,923,102
	Total Available for Contractor	13,432,238
	Total Sq Ft Remaining	1,490,864
	% Available for Contractor	90.01%
	Reported Last Month	88.40%

Progress Site Access Available to Contractors by Land Area by Section

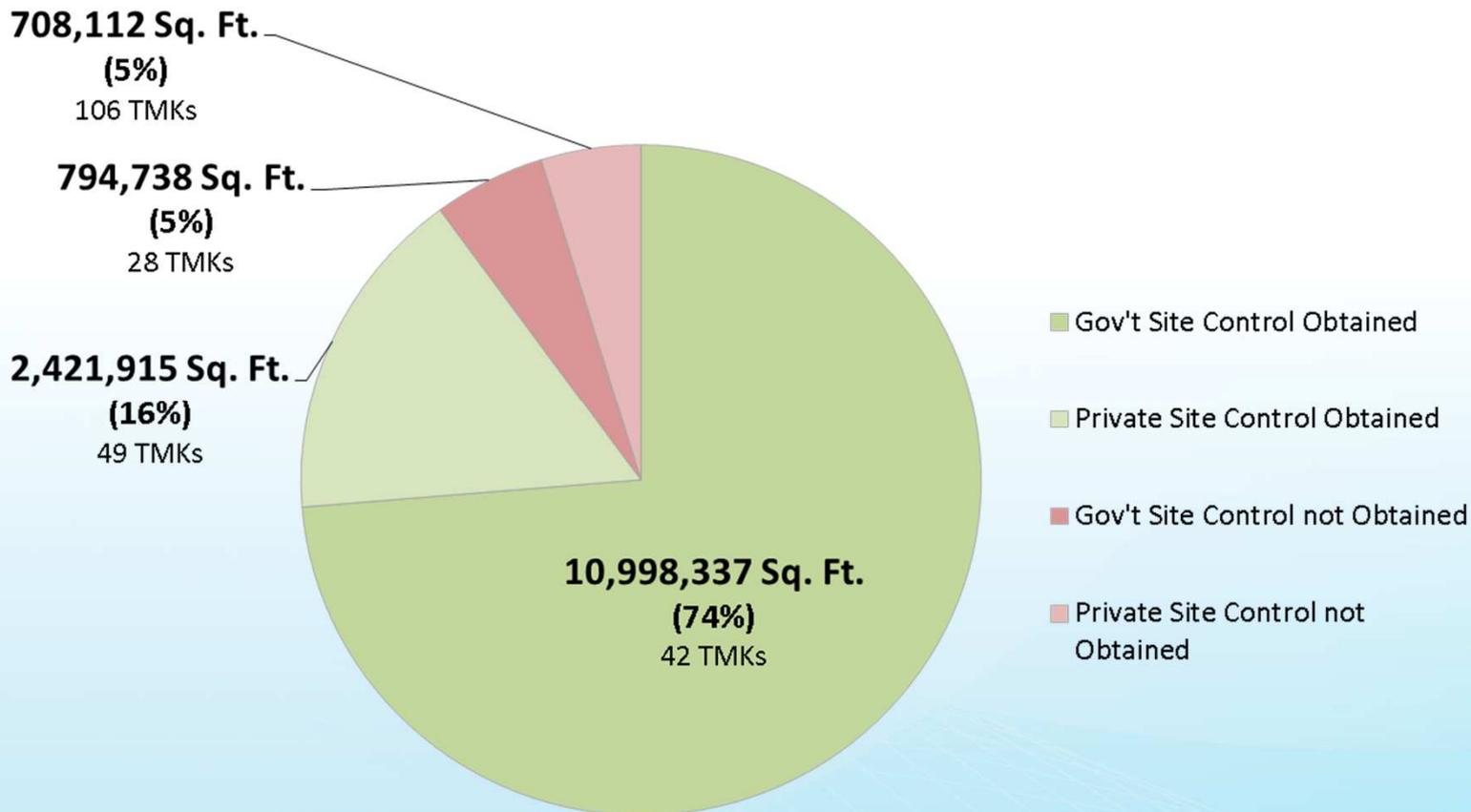
as of 6/17/2015



	Section 1	Section 2	Section 3	Section 4
Total SF Obtained	9,421,499	3,023,851	841,322	145,566
Total SF Required	9,822,219	3,027,020	965,870	1,107,993
% Progress	95.92%	99.90%	87.11%	13.14%

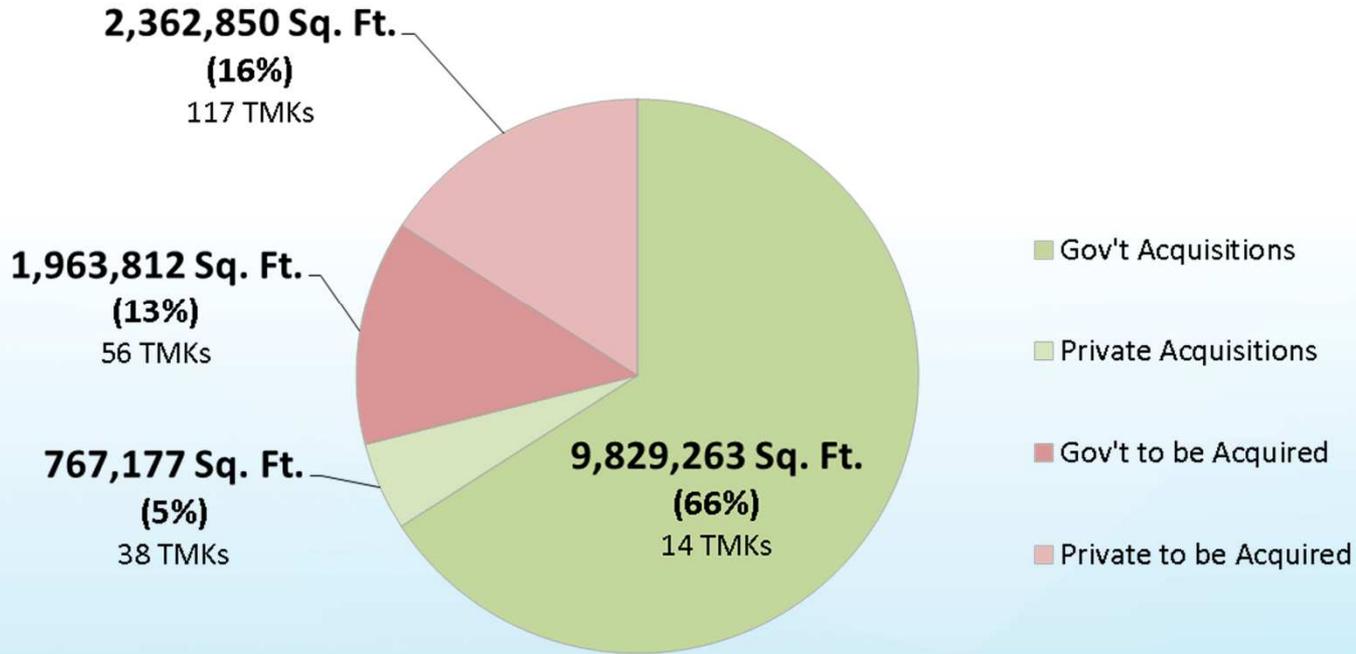
Parcel Site Control Status

as of 6/17/2015



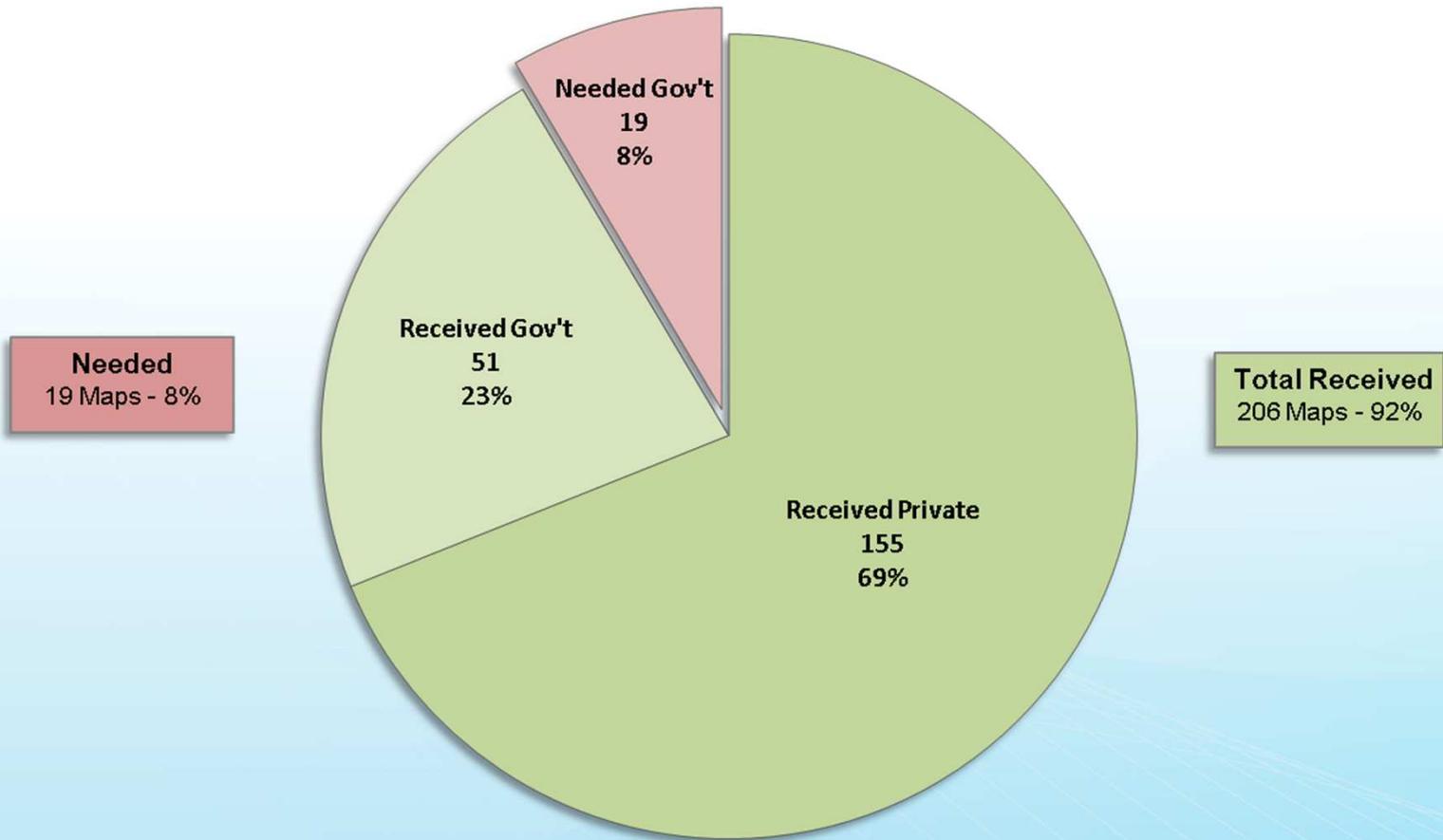
Acquisition Status

as of 6/17/2015



Survey Maps

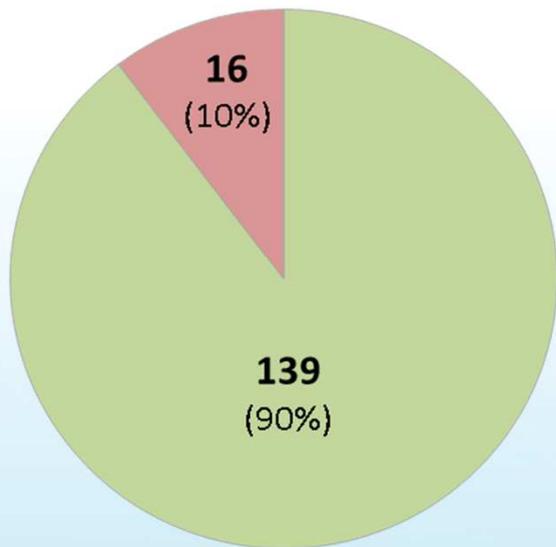
(Privately Owned + Government Parcels)
as of 6/17/2015



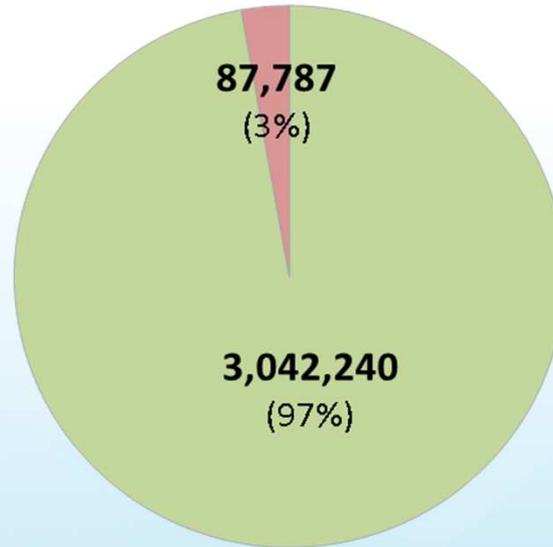
Appraisal Status

Privately Owned Parcels

as of 6/17/2015



Tax Map Keys

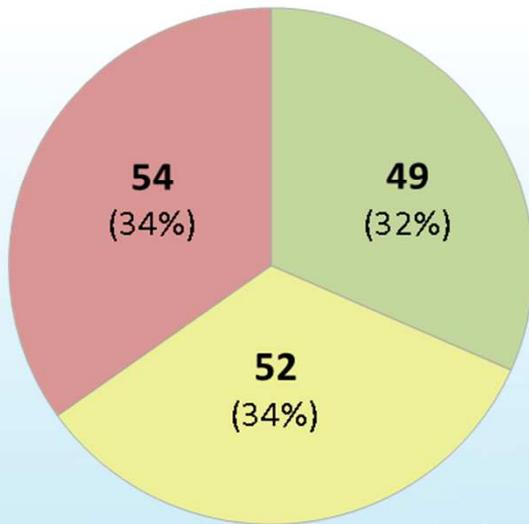


Square Footage

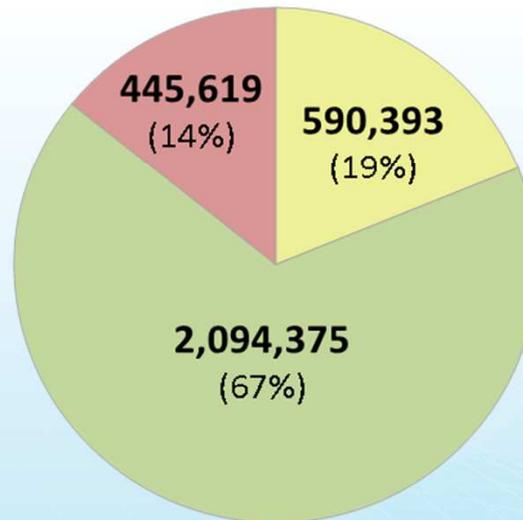
- Appraisals Complete
- Appraisals in Preparation

Offer Status

Privately Owned Parcels as of 6/17/2015



Tax Map Keys

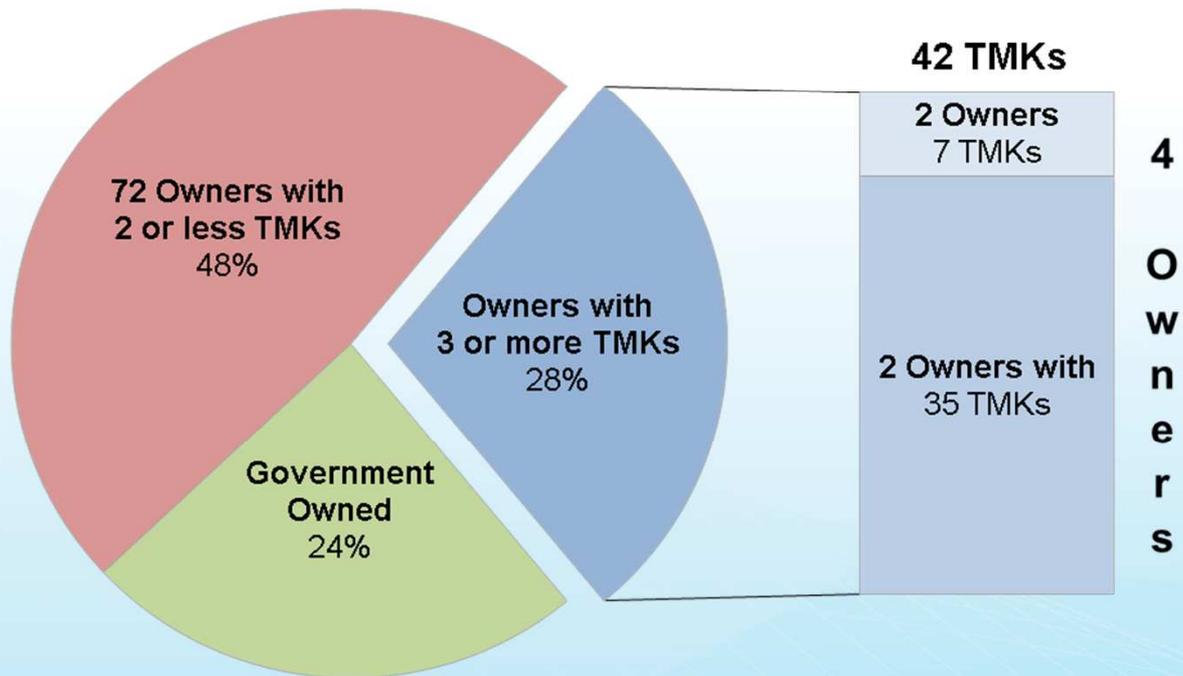


Square Footage

- Offers Accepted
- Offers Sent and Pending
- Offers in Preparation

Parcels to be Acquired by Tax Map Key (TMK)

(Privately Owned + Government Parcels)
as of 6/17/2015



Right-of-Way Cost Estimate Update

as of 6/17/2015

	Budget	Expended	Remaining Budget Balance	Estimate at Completion	Forecast Variance
Acquisition	\$201.70	\$74.90	\$126.80	\$112.50	\$14.30
Relocation	\$20.50	\$7.80	\$12.70	\$17.20	(\$4.50)
Total (Million)	\$222.20	\$82.70	\$139.50	\$129.70	\$9.80

Notes:

- ❖ Administrative overhead costs aggregated with the Acquisition and Relocation numbers
- ❖ Estimate at 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**
- **Managing the number of conversions from partial acquisition to full acquisition**
- **Unanticipated relocation costs for complex relocations, particularly unexpected full takes**

Private Property Acquisition Summary as of 6/17/2015

No	TMK	Take	Address	Recordation Date	Total Acquisition (\$)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Loop	7-Mar-14	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Loop	28-Mar-14	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Drive	21-Mar-14	2,843,274	3,930,328		1,087,055
4	1-1-016-015	Full	515 Lagoon Drive	3-Jun-13	3,551,508	5,067,659		1,516,151
5	1-2-003-016	Full	1819 Dillingham Boulevard	21-Apr-14	1,106,416	1,741,689		635,273
6	1-2-003-017	Partial	1815 Dillingham Boulevard	11-May-15	151,758	111,258		-40,500
7	1-2-003-082	Full	1825 Dillingham Boulevard	31-Jul-14	984,299	1,596,625		612,326
8	1-2-009-001	Full	1901 Dillingham Boulevard	16-Aug-12	2,805,135	2,814,000		8,865
9	1-2-009-017	Full	1953 Dillingham Boulevard	16-Dec-14	2,257,359	436,620	**	-1,820,739
10	1-2-009-018	Full	1927 Dillingham Boulevard	18-Nov-14	804,686	261,258	**	-543,428
11	1-2-010-068	Full	1900 Dillingham Boulevard	4-Dec-12	1,831,279	2,529,000		697,721
12	1-5-007-021	Full	545 Kaaahi Street	11-Oct-14	2,285,004	2,819,500		534,496
13	1-5-007-023	Full	533 Kaaahi Street	23-Apr-10	2,850,000	2,850,000	*	0
14	1-7-002-026	Full	902 Kekaulike Street	1-Nov-12	5,219,351	4,927,000	**	-292,351
15	2-3-004-048	Full	1156 Waimanu Street	21-Mar-12	1,730,578	1,730,578		0
16	2-3-004-069	Full	1168 Waimanu Street	10-Feb-12	2,660,398	2,658,317		-2,081
17	2-3-007-033	Full	1169 Kona Street	13-Oct-14	5,825,106	10,102,669		4,277,563
18	2-3-007-036	Full	1174 Waimanu Street	8-Oct-14	1,407,845	1,951,386		543,541
19	2-3-007-044	Full	1201 Kona Street	3-Oct-14	1,357,540	1,751,700		394,160
20	2-3-007-054	Full	1246 Kona Street	15-May-15	1,105,634	1,439,263		333,629
21	9-4-017-011	Full	94-818 Moloalo Street	4-Aug-11	870,000	870,000	*	0
22	9-4-019-050	Full	94-819 Farrington Highway	1-Aug-12	1,004,277	1,005,000		723
23	9-4-047-008	Partial	94-144 Farrington Highway	13-Mar-15	898,742	743,278		-155,464
24	9-4-048-046	Full	94-119 Farrington Highway	25-Jul-11	3,159,142	3,159,142	*	0
25	9-4-048-047	Full	94-136 Leonui Street	25-Jul-11	2,749,142	2,749,142	*	0
26	9-6-003-012	Full	96-171 Kamehameha Highway	29-Jun-11	287,030	287,030	*	0
27	9-6-003-013	Full	96-165/169 Kamehameha Highway	7-Sep-11	455,588	455,588	*	0
28	9-6-003-014	Full	96-157 Kamehameha Highway	27-Jun-11	1,216,787	1,216,787	*	0
29	9-6-003-015	Full	96-159 Kamehameha Highway	10-Aug-11	53,304	53,304	*	0
30	9-6-003-016	Full	96-149A Kamehameha Highway	10-Aug-11	22,304	22,304	*	0
31	9-6-003-017	Full	96-149 Kamehameha Highway	15-Sep-11	559,914	559,914	*	0
32	9-6-003-018	Full	96-137 Kamehameha Highway	25-Jan-12	1,017,915	1,017,915	*	0
33	9-6-004-002	Full	96-93 Kamehameha Highway	5-May-11	790,000	790,000	*	0
34	9-6-004-017	Full	Kamehameha Highway	29-Jun-11	90,000	90,000	*	0
35	9-7-023-008	Partial	945 Kamehameha Highway	26-May-15	300,000	151,344		-148,656
36	9-8-009-017	Full	98-077 Kamehameha Highway	14-Jun-13	2,509,030	3,512,500		1,003,470
37	9-8-010-002	Full	98-080 Kamehameha Highway	1-May-12	6,027,021	6,027,021	*	0
38	9-9-003-068	Full	99-140 Kohomua Street	13-Sep-11	993,783	993,783	*	0
					72,623,381	83,245,321		10,621,940

Notes:

* Baseline assumes zero variance (budget = actual) during FFGA approval process.

** Cost exceeded budgeted amount due to conversion from partial to full acquisition.

Bold print reflects most recent acquisition

Private Property Acquisition Cost as of 6/17/2015



Mahalo!



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

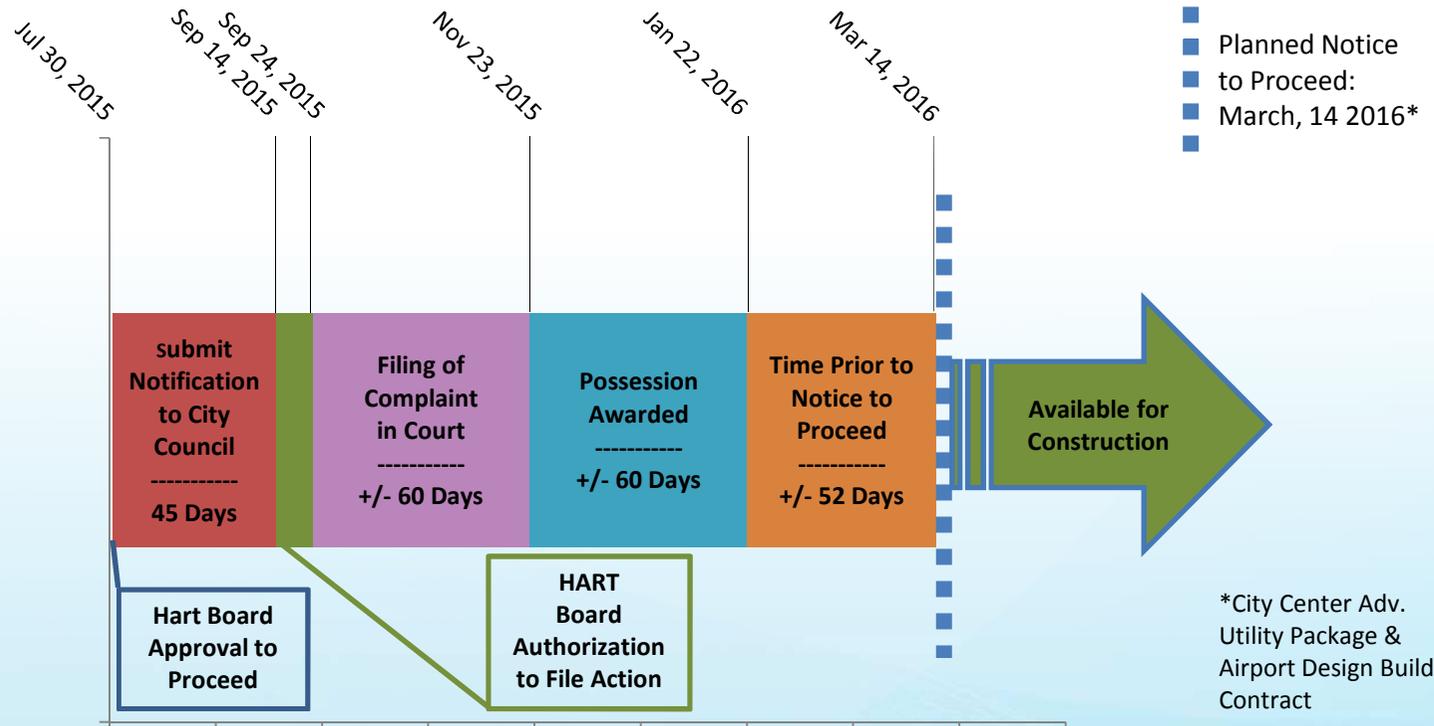
Summary of Proposed Eminent Domain

July 30, 2015

Eminent Domain Authorization for Acquisition

Resolution No.	Tax Map Key	Property Owner	Status
2015-39	9-9-003-026	Halawa View Housing	Offer Accepted
2015-40	1-1-016-017	Waiwai Loop Rental, Inc.	Offer Accepted
2015-41	1-1-016-016	International Express Inc.	On-going Negotiations
2015-42	1-1-016-012	Window World, Inc.	On-going Negotiations
2015-43	1-1-016-018	Ahuloa Aina, LLC	On-going Negotiations

Real Estate Site Control Timeline



Resolution No. 2015-47

SCI Corporation

Tax Map Key: 1-1-016-009 (Partial)

Resolution No. 2015-47
SCI Corporation
Tax Map Key: 1-1-016-009 (Partial)



Resolution No. 2015-47
SCI Corporation
Tax Map Key: 1-1-016-009 (Partial)

- Guideway Easement Acquisition and Temporary Construction Easement
- Total Acquisition: 182 square feet
- An appraisal report effective date May 14, 2015
- A Letter of Offer dated June 24, 2015
- Owner expressed Counteroffer is forth coming
- Recommendation for Eminent Domain to maintain Project timeline.

Resolution No. 2015-48

Blood Bank Real Property, Inc.

**Tax Map Key: 1-2-009-011 and 1-2-009-098
(Partials)**

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-39

AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS
THE REAL PROPERTY IDENTIFIED AS
TAX MAP KEY 9-9-003-026 (PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of an electrical easement over, on, and across the real property identified as Tax Map Key (TMK) 9-9-003-026 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easement over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of an electrical easement over, on, and across the real property identified as TMK 9-9-003-026 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easement by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easement by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on _____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 9-9-003-026 (por.)

EASEMENT A
For Electrical Purposes
Affecting Lot A

Being a Portion of R. P. 6717, L. C. Aws. 7712 and 8516-B to M. Kekuaaoa and Kamaikui
Being also a portion of R. P. 457, L. C. Aw. 2131, Apana 1 to Kanihoalii for Kaukiwaa

In favor of Hawaiian Electric Company

Situate at Halawa, Ewa, Island of Oahu, Hawaii

Beginning at the North corner of this easement, along the Southeast side of Kamehameha Highway, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 864.40 feet North and 9,725.82 feet West, thence running by azimuths measured clockwise from true South:

- 1. 293° 32' 5.55 feet;
- 2. 23° 32' 40.00 feet;
- 3. 113° 32' 5.55 feet;
- 4. 203° 32' 40.00 feet along the Southeast side of Kamehameha Highway to the point of beginning and containing an area of 222 Square Feet, more or less.

This description does not purport a legally subdivided easement and is for exhibit purposes only.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki

Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 March 5, 2015



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 39 AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 9-9-003-026 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: July 30, 2015
--	--------------------------------------	-------------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 9-9-003-026, and situated at 99-9 Kalaloa Street, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (H RTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2015-7 on May 21, 2015. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

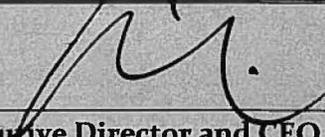
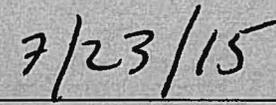
4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

 Certified and Recommended by:	 Date
Executive Director and CEO	

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-40

AUTHORIZING THE ACQUISITION OF EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-017 (PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of easements over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-017 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easements over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of easements over, on, and across the real property identified as TMK 1-1-016-017 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easements by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easements by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on _____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-1-016-017 (por.)

PARCEL 313

Being a Portion of Lot 102

As Shown on Map 150 of Land Court Application 1074

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Southwest corner of this parcel of land, being the South corner of the Lot 101 (Map 150) of Land Court Application 1074, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,090.56 feet South and 2,411.99 feet East, thence running by azimuths measured clockwise from true South:

- | | | | |
|----|----------|-------|---|
| 1. | 189° 04' | 16.41 | feet along Lot 101 (Map 150) of Land Court Application 1074; |
| 2. | 279° 04' | 15.30 | feet along the Remainder of parcel 313; |
| 3. | 189° 04' | 8.73 | feet along the Remainder of parcel 313; |
| 4. | 279° 04' | 40.29 | feet along the Remainder of parcel 313; |
| 5. | 9° 04' | 17.44 | feet along the Remainder of parcel 313; |
| 6. | 279° 04' | 12.25 | feet along the Remainder of parcel 313; |
| 7. | 9° 04' | 7.70 | feet along the Remainder of parcel 313; |
| 8. | 99° 04' | 67.84 | feet along the North side of Waiwai Loop to the point of beginning and containing an area of 1,358 Square Feet, more or less. |





R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki

Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 12, 2015



Remainder of PARCEL 313

Being a Portion of Lot 102

As Shown on Map 150 of Land Court Application 1074

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Southwest corner of this parcel of land, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,074.25 feet South and 2,414.59 feet East, thence running by azimuths measured clockwise from true South:

- | | | | |
|-----|----------|--------|---|
| 1. | 189° 04' | 208.59 | feet along Lot 101 (Map 150) of Land Court Application 1074; |
| 2. | 279° 04' | 100.00 | feet along Lot 947 (Map 207) of Land Court Application 1074; |
| 3. | 9° 04' | 225.00 | feet along Lot 103 (Map 150) of Land Court Application 1074; |
| 4. | 99° 04' | 32.16 | feet along the North side of Waiwai Loop; |
| 5. | 189° 04' | 7.70 | feet along Parcel 313; |
| 6. | 99° 04' | 12.25 | feet along Parcel 313; |
| 7. | 189° 04' | 17.44 | feet along Parcel 313; |
| 8. | 99° 04' | 40.29 | feet along Parcel 313; |
| 9. | 9° 04' | 8.73 | feet along Parcel 313; |
| 10. | 99° 04' | 15.30 | feet along Parcel 313 to the point of beginning and containing an area of 21,142 Square Feet, more or less. |





R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 12, 2015



EASEMENT A
For Electrical Purposes
Affecting Lot 102
As Shown on Map 150 of Land Court Application 1074
In favor of Hawaiian Electric Company

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Southeast corner of this easement, along the North side of Waiwai Loop, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,106.49 feet South and 2,644.52 feet West, thence running by azimuths measured clockwise from true South:

- 1. 99° 04' 13.50 feet along the North side of Waiwai Loop
- 2. 189° 04' 16.50 feet;
- 3. 279° 04' 13.50 feet;
- 4. 9° 04' 16.50 feet along Lot 103 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 223 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 12, 2015



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-40 AUTHORIZING THE ACQUISITION OF EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-017 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: July 30, 2015
--	--------------------------------------	-------------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 1-1-016-017, and situated at 2621 Waiwai Loop, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (H RTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2015-8 on May 21, 2015. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

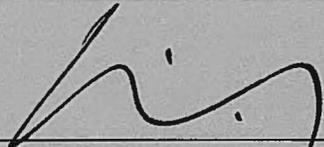
5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-41

AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS
THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-016
(PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of an easement over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-016 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easement over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of an easement over, on, and across the real property identified as TMK 1-1-016-016 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easement by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easement by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on _____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-1-016-016 (por.)

PARCEL 312

Being a Portion of Lot 101

As Shown on Map 150 of Land Court Application 1074

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Southeast corner of this parcel of land, being the Southwest corner of the Lot 102 (Map 150) of Land Court Application 1074, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,090.56 feet South and 2,411.99 feet East, thence running by azimuths measured clockwise from true South:

- 1. 99° 04' 100.00 feet along the North side of Waiwai Loop;
- 2. 189° 04' 16.41 feet along Lot 100 (Map 150) of Land Court Application 1074;
- 3. 279° 04' 100.00 feet along the Remainder of Parcel 312;
- 4. 9° 04' 16.41 feet along Lot 102 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 1,641 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki

Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 12, 2015



Remainder of PARCEL 312

Being a Portion of Lot 101

As Shown on Map 150 of Land Court Application 1074

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the South corner of this parcel of land, being the East corner of Parcel 312, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,074.25 feet South and 2,414.59 feet East, thence running by azimuths measured clockwise from true South:

- 1. 99° 04' 100.00 feet along Parcel 312;
- 2. 189° 04' 208.59 feet along Lot 100 (Map 150) of Land Court Application 1074;
- 3. 279° 04' 100.00 feet along Lot 115 (Map 150) of Land Court Application 1074;
- 4. 9° 04' 208.59 feet along Lot 102 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 20,859 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 May 12, 2015



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 41 AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-016 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: July 30, 2015
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Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 1-1-016-016, and situated at 2613 Waiwai Loop, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (H RTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2015-9 on May 21, 2015. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-42

AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS
THE REAL PROPERTY IDENTIFIED AS
TAX MAP KEY 1-1-016-012 (PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of an easement over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-012 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easement over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of an easement over, on, and across the real property identified as TMK 1-1-016-012 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easement by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easement by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on _____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-1-016-012 (por.)

PARCEL 310

Being a Portion of Lot 97

As Shown on Map 150 of Land Court Application 1074

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Northwest corner of this parcel of land, being the Northeast corner of the Lot 98 (Map 150) of Land Court Application 1074, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,145.87 feet South and 2,403.16 feet East, thence running by azimuths measured clockwise from true South:

- 1. 279° 04' 67.84 feet along the South side of Waiwai Loop;
- 2. 9° 04' 7.79 feet;
- 3. 99° 04' 33.83 feet;
- 4. 9° 04' 17.41 feet;
- 5. 99° 04' 34.01 feet;
- 6. 189° 04' 25.20 feet along Lot 98 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 1,121 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki

Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 11, 2015



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 42 AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-012 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: July 30, 2015
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Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 1-1-016-012, and situated at 2620 Waiwai Loop, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (H RTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2015-10 on May 21, 2015. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

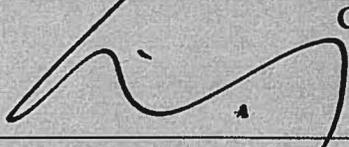
5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-43

AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS
THE REAL PROPERTY IDENTIFIED AS
TAX MAP KEY 1-1-016-018 (PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of an easement over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-018 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easement over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of an easement over, on, and across the real property identified as TMK 1-1-016-018 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easement by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easement by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on _____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-1-016-018 (por.)

EASEMENT A
For Electrical Purposes
Affecting Lot 103
As Shown on Map 150 of Land Court Application 1074
In favor of Hawaiian Electric Company

Situate at Moanalua, Honolulu, Island of Oahu, Hawaii

Beginning at the Southwest corner of this easement, along the North side of Waiwai Loop, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,117.04 feet South and 2,577.16 feet West, thence running by azimuths measured clockwise from true South:

- 1. 189° 04' 8.37 feet;
- 2. 279° 04' 8.35 feet;
- 3. 189° 04' 1.14 feet;
- 4. 279° 04' 13.00 feet;
- 5. 9° 04' 9.51 feet;
- 6. 99°04' 21.35 feet along the North side of Waiwai Loop to the point of beginning and containing an area of 194 Square Feet, more or less.





R. M. TOWILL CORPORATION

Description prepared by:

A handwritten signature in black ink that reads "Ryan M. Suzuki".

Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
May 12, 2015



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 43 AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-018 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: July 30, 2015
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Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 1-1-016-018, and situated at 2629 Waiwai Loop, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (H RTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2015-11 on May 21, 2015. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

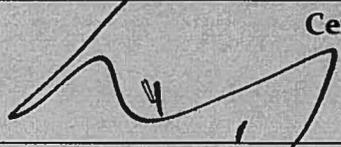
5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015- 47

APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-009 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID EASEMENTS BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain ... all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, prior to such acquisition the Charter directs HART to submit a list of real property and easements to be acquired by eminent domain to the City Council; and

WHEREAS, the City Council may approve the acquisition by eminent domain or may object by adoption of a resolution within 45 days of the notification to acquire the real property and easements; and

WHEREAS, the acquisition by eminent domain of easements over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-009 (por.) and more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That written notification to the City Council is approved, for the acquisition by eminent domain of easements over, on, and across the real property identified as TMK 1-1-016-009 (por.); and
2. That in the event the City Council approves or does not object to the acquisition within 45 days of notification, then HART is authorized to publish in a daily newspaper at least three days prior to Board action, the attached resolution marked as Exhibit B, authorizing acquisition by eminent domain of said easements.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Exhibit A – Legal description of TMK 1-1-016-009 (por.)

**Exhibit B – Resolution No. 2015-____, Authorizing the Acquisition of Easements
Over, On, and Across the Real Property Identified as Tax Map Key
1-1-016-009 (Portion) by Eminent Domain**

Board Chair

ATTEST:

Board Administrator

DRAFT

Parcel 319
Being a Portion of Lot 94
As Shown on Map 150 of Land Court Application 1074

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northwest corner of this parcel of land, along the South side of Waiwai Loop, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,166.11 feet South and 2,427.53 feet West, thence running by azimuths measured clockwise from true South:

- 1. 279° 04' 28.00 feet along the South side of Waiwai Loop;
- 2. 9° 04' 4.78 feet along the Remainder of Parcel 319;
- 3. 99° 04' 28.00 feet along the Remainder of Parcel 319;
- 4. 189° 04' 4.78 feet along the Remainder of Parcel 319 to the point of beginning and containing an area of 134 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 July 13, 2015
 TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Remainder of Parcel 319
Being a Portion of Lot 94
As Shown on Map 150 of Land Court Application 1074

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northwest corner of this parcel of land, being the Northeast corner of Lot 95 (Map 150) of Land Court Application 1074, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,163.25 feet South and 2,445.47 feet West, thence running by azimuths measured clockwise from true South:

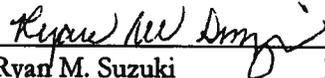
- | | | |
|-----|--|---|
| 1. | 279° 04' | 18.17 feet along the South side of Waiwai Loop; |
| 2. | 9° 04' | 4.78 feet along the Remainder of Parcel 319; |
| 3. | 279° 04' | 28.00 feet along the Remainder of Parcel 319; |
| 4. | 189° 04' | 4.78 feet along the Remainder of Parcel 319; |
| 5. | 279° 04' | 9.83 feet along the South side of Waiwai Loop; |
| 6. | Thence along the South side of Waiwai Loop, on a curve to the left with a radius of 403.00 feet, the chord azimuth and distance being: | |
| | 275° 49' 07" | 45.67 feet; |
| 7. | 359° 04' | 317.10 feet along Lot 93 (Map 150) of Land Court Application 1074; |
| 8. | 88° 54' | 141.50 feet along Keehi Lagoon Beach Park, Exec. Order No. 1561; |
| 9. | 128° 14' | 17.51 feet along Keehi Lagoon Beach Park, Exec. Order No. 1561; |
| 10. | 189° 04' | 326.49 feet along Lot 95 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 41,745 Square Feet, more or less. |





R. M. TOWILL CORPORATION

Description prepared by:



Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
July 13, 2015
TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Easement A
For Temporary Construction Purposes
Affecting the Remainder of Parcel 319
Being a Portion of Lot 94 (Map 150) of Land Court Application 1074
In favor of HART

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northeast corner of this easement, being also the Northwest corner of Parcel 319, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,166.11 feet South and 2,427.53 feet West, thence running by azimuths measured clockwise from true South:

- 1. 9° 04' 4.78 feet along Parcel 319;
- 2. 99° 04' 10.00 feet;
- 3. 189° 04' 4.78 feet;
- 4. 279° 04' 10.00 feet along the South side of Waiwai Loop to the point of beginning and containing an area of 48 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 July 13, 2015
 TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-__

**AUTHORIZING THE ACQUISITION OF EASEMENTS OVER, ON, AND
ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-009
(PORTION) BY EMINENT DOMAIN**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, the City Council approved or did not object to the acquisition of easements over, on, and across the real property identified as Tax Map Key (TMK) 1-1-016-009 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easements over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of easements over, on, and across the real property identified as TMK 1-1-016-009 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easements by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easements by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and
4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and

5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-1-016-009 (por.)

DRAFT

Parcel 319
Being a Portion of Lot 94
As Shown on Map 150 of Land Court Application 1074

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northwest corner of this parcel of land, along the South side of Waiwai Loop, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,166.11 feet South and 2,427.53 feet West, thence running by azimuths measured clockwise from true South:

- | | | |
|----|----------|--|
| 1. | 279° 04' | 28.00 feet along the South side of Waiwai Loop; |
| 2. | 9° 04' | 4.78 feet along the Remainder of Parcel 319; |
| 3. | 99° 04' | 28.00 feet along the Remainder of Parcel 319; |
| 4. | 189° 04' | 4.78 feet along the Remainder of Parcel 319 to the point of beginning and containing an area of 134 Square Feet, more or less. |



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 July 13, 2015
 TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Remainder of Parcel 319
Being a Portion of Lot 94
As Shown on Map 150 of Land Court Application 1074

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northwest corner of this parcel of land, being the Northeast corner of Lot 95 (Map 150) of Land Court Application 1074, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,163.25 feet South and 2,445.47 feet West, thence running by azimuths measured clockwise from true South:

- | | | |
|-----|--|---|
| 1. | 279° 04' | 18.17 feet along the South side of Waiwai Loop; |
| 2. | 9° 04' | 4.78 feet along the Remainder of Parcel 319; |
| 3. | 279° 04' | 28.00 feet along the Remainder of Parcel 319; |
| 4. | 189° 04' | 4.78 feet along the Remainder of Parcel 319; |
| 5. | 279° 04' | 9.83 feet along the South side of Waiwai Loop; |
| 6. | Thence along the South side of Waiwai Loop, on a curve to the left with a radius of 403.00 feet, the chord azimuth and distance being: | |
| | 275° 49' 07" | 45.67 feet; |
| 7. | 359° 04' | 317.10 feet along Lot 93 (Map 150) of Land Court Application 1074; |
| 8. | 88° 54' | 141.50 feet along Keehi Lagoon Beach Park, Exec. Order No. 1561; |
| 9. | 128° 14' | 17.51 feet along Keehi Lagoon Beach Park, Exec. Order No. 1561; |
| 10. | 189° 04' | 326.49 feet along Lot 95 (Map 150) of Land Court Application 1074 to the point of beginning and containing an area of 41,745 Square Feet, more or less. |

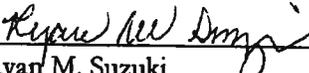
- 1 -





R. M. TOWILL CORPORATION

Description prepared by:


Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
July 13, 2015
TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Easement A
For Temporary Construction Purposes
Affecting the Remainder of Parcel 319
Being a Portion of Lot 94 (Map 150) of Land Court Application 1074
In favor of HART

SITUATE AT MOANALUA, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the Northeast corner of this easement, being also the Northwest corner of Parcel 319, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 11,166.11 feet South and 2,427.53 feet West, thence running by azimuths measured clockwise from true South:

- 1. 9° 04' 4.78 feet along Parcel 319;
- 2. 99° 04' 10.00 feet;
- 3. 189° 04' 4.78 feet;
- 4. 279° 04' 10.00 feet along the South side of Waiwai Loop to the point of beginning and containing an area of 48 Square Feet, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

Ryan M. Suzuki
 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

2024 North King Street, Suite 200
 Honolulu, Hawaii 96819
 July 13, 2015
 TMK: 1-1-016: 009 (PDQ 319)

Note: This description is for exhibit purposes only and does not purport a legally subdivided lot.



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-47 APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-1-016-009 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID EASEMENT BY EMINENT DOMAIN	STAFF CONTACT: Elizabeth Scanlon Morris Atta	DATE: 07/30/2015
---	---	----------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input checked="" type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input checked="" type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:

Review of Notification to City Council for condemnation of land for public use, identified as Tax Map Key 1-1-016-009 (por.), and situated at 2644 Waiwai Loop, Honolulu, Hawaii 96819, which is required for guideway and temporary construction easements purposes for the Honolulu Rail Transit Project (H RTP). This property, for which a 134 square-foot guideway easement acquisition and 48 square-foot temporary construction easement is required, is on the critical path for successful completion of the Airport Section of the H RTP. The property is owned by SCI Corporation.

HART recommends use of eminent domain to acquire the property.

2. Background/Justification

This property (Tax Map Key 1-1-016-009) was designated as needed for the H RTP and identified in the Final Environmental Impact Statement (FEIS). As required under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and FTA C5010.1D, the Owners were notified of HART's intent to acquire the property. An appraisal was conducted following URA guidelines, which took into consideration all site conditions and potential impacts.

- An appraisal report with an effective date of May 14, 2015 was conducted.
- A Letter of Offer dated June 24, 2015 was delivered.
- Owner expressed she anticipates submitting a Counteroffer very soon.

This parcel is being referred to eminent domain in order to adhere to the project construction timeline. Access to this parcel is needed as soon as possible in order to avoid costly delays to the project schedule and timing. Negotiations with the Owner will continue during the eminent domain process.

3. Procurement Background

N/A

4. Financial/Budget Impact

The project budget includes an estimated cost for legal action associated with the eminent domain of the property.

5. Policy Impact

There is no policy impact since this action conforms to the requirement of the URA, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement

N/A

7. Alternatives

There is no feasible alternative to avoid the above described impacts to the property.

8. Exhibits

Exhibit 1 – Letter of Offer dated June 24, 2015.

Exhibit 2 – Appraisal Summary prepared by John Child & Company with an effective appraisal date of May 14, 2015.

Certified and Recommended by:



Executive Director and CEO

7/23/15
Date



IN REPLY REFER TO:
CMS-APOOROW-00946

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

HAND-DELIVERED

BOARD OF DIRECTORS

June 24, 2015

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

Ms. Melanie Wong
SCI Corporation
2644 Waiwai Loop
Honolulu, Hawaii 96819

George I. Atta
Robert Bunda
Michael D. Formby
Ford N. Fuchigami
William "Buzz" Hong
Kestie W.K. Hui
Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Dear Ms. Wong:

**Subject: Honolulu Rail Transit Project (H RTP)
2644 Waiwai Loop
Parcel 319: Tax Map Key (TMK) 1-1-016-009 (Portion)
Letter of Offer**

The Honolulu Authority for Rapid Transportation (HART) is constructing the H RTP. As part of the H RTP, HART will need to acquire a portion of your property. An appraisal of the property identified as TMK 1-1-016-009 has been completed to determine just compensation.

A review of public records indicates that you are the Owner of Record of the property HART is seeking to acquire for this Project. Based on our findings as contained in the enclosed Statement of Just Compensation, HART offers to purchase a portion of your property, a total of 134 square feet, for guideway easement purposes for the total consideration of **\$7,100** (Seven Thousand One Hundred Dollars), as shown colored in red on the enclosed map.

In addition, HART offers to purchase a Temporary Construction Easement (TCE) consisting of 48 square feet (shown colored in yellow on the enclosed map) for a consideration of **\$410** (Four Hundred Ten Dollars). The intent of the TCE is to provide temporary access to and use of a portion of your property for the purpose of facilitating Project construction activities. These activities may involve construction of straddle bent structures, including but not limited to: foundation, column, beam, and restoration of any disturbed areas. The TCE may also include operation of equipment, movement of a work force on the described easement, and site security with temporary fencing. The duration of the TCE will be 12 months with a start date to be determined thru coordination with you and HART's contractor.

The total offer for acquiring the interest in your property is **\$7,510** (Seven Thousand Five Hundred Ten Dollars). Costs incidental to closing escrow for this transaction will be paid by HART except prorated costs such as taxes and insurance.

Ms. Melanie Wong
Page 2
June 24, 2015

The amount of offer is predicated on the assumption that there exists no hazardous substance, product, or waste on the subject property. Please be advised that the amount offered is subject to completion of an environmental site assessment by HART, and the cost to remediate any identified findings may affect the valuation of the subject property.

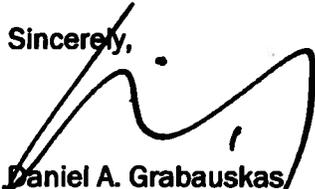
If this offer is acceptable, please sign the duplicate of this letter and return it in the enclosed envelope by **July 24, 2015**. The remaining copy is for your file. Enclosed for your information are the Appraisal Summary Statement and General Acquisition and Relocation Information Brochure. Also enclosed is a draft Possession and Use Agreement for your review, consideration, and for further discussion with your acquisition agent. The Possession and Use Agreement is intended to provide you early access to most of the purchase price of this acquisition subject to HART being provided access to the portion of your property required for construction of the H RTP with minimal risk to the Project. Under this agreement, your rights to the full just compensation amount are fully reserved and enforceable.

It is the desire of HART to acquire private property through voluntary purchase if possible. While HART has the power of eminent domain, HART has not sought the authority nor made any decision to exercise the power of eminent domain to acquire your property at this time.

In accordance with federal regulations affecting real property transactions, we request your cooperation in providing us with your Taxpayer Identification Number. Please execute and return the enclosed IRS Form W-9 at the same time. The W-9 is required by our Department of Budget and Fiscal Services to release the check.

HART has retained the services of Paragon Partners Ltd to assist you with the acquisition process. Please contact Mrs. Brooke Sipe at 536-5900 if you have any questions or to discuss this matter further.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

Enclosures

Ms. Melanie Wong
Page 3
June 24, 2015

ACCEPTED:

SCI CORPORATION

By _____
Its

Print Name: _____

Dated: _____

Appraisal Report to

**City and County of Honolulu
Honolulu Authority for Rapid Transportation
Paragon Partners Ltd.
Honolulu Rail Transit Project**

Covering the

**PARTIAL ACQUISITION
OF THE SCI PROPERTY
Tax Map Key (1) 1-1-016:009
Owner: SCI Corporation**

2644 Waiwai Loop, Airport Industrial District,
Honolulu, Oahu, Hawaii

As of May 14, 2015

(PDQ Parcel 319)



JOHN CHILD & COMPANY
APPRAISERS & CONSULTANTS



May 15, 2015

Karen Char, MAI, CRE
Paul D. Cool, MAI, CRE
Shelly H. Tanaka, MAI
Elizabeth Tang

City and County of Honolulu
Honolulu Authority for Rapid Transportation
c/o Ms. Georgia Marquis
1099 Alakea Street, Suite 2150
Honolulu, Hawaii 96813

Dear Ms. Marquis:

**Re: Partial Acquisition of the SCI Property at 2644 Waiwai Loop;
Tax Map Key (1) 1-1-016:009; PDQ Parcel 319**

At your request, John Child & Company has completed valuation analyses to estimate the fair market value of a 134^{sq}ft guideway easement and annual rent for a 48^{sq}ft temporary construction easement on a portion of the SCI Property. This letter summarizes the background and estimated values presented in the attached report.

STUDY BACKGROUND

The SCI Property is an improved industrial warehouse property at 2644 Waiwai Loop, in the Honolulu Airport Industrial district on Oahu, Hawaii. The property consists of a 41,879^{sq}ft industrial-zoned parcel identified as Tax Map Key 1-1-016:009 of the First Taxation Division.

Honolulu Authority for Rapid Transportation (HART), a semi-autonomous public transit authority, has retained Paragon Partners Ltd. as its consultant for the Honolulu Rail Transit Project (HRTTP). The HRTTP requires a 134^{sq}ft guideway easement along Waiwai Loop and a 48^{sq}ft temporary construction easement (TCE) during construction. In this regard, you have asked us to assist you.

STUDY OBJECTIVES

The objectives of our assistance are to:

1. Estimate the fair market value of a 134^{sq}ft guideway easement on a portion of the SCI Property
2. Estimate the annual market rent for a 48^{sq}ft Temporary Construction Easement on a portion of the SCI Property.



Honolulu Authority for Rapid Transportation
Paragon Partners Ltd.
May 15, 2015
Page 2

INTENDED USE AND USERS

Our assistance is intended to be used by HART, Paragon Partners Ltd. (Paragon Partners), and the U.S. Department of Transportation Federal Transit Administration (FTA) in connection with the H RTP.

As a result, our assistance is intended for the sole and exclusive use of HART (Client), Paragon Partners, and the FTA. The Client has agreed that our assistance is not intended for any other purpose or users and is not to be relied upon by any third parties for any purpose, whatsoever.

DATE OF PROPERTY VISIT

The property was visited on May 14, 2015. At the direction of Paragon Partners, the property was viewed from Waiwai Loop only.

EFFECTIVE DATE OF APPRAISAL

The effective date of appraisal is May 14, 2015.

DATE OF REPORT

The date of this report is May 15, 2015.

DEFINITIONS OF TERMS

Terms used in this report are defined in the Appraisal Institute's, **The Dictionary of Real Estate Appraisal**, Fifth Edition, unless otherwise footnoted.

Fair Market Value

"Fair market value" has the same meaning as "market value."

Market value means the amount in cash, or on terms reasonably equivalent to cash, for which in all probability the property would have sold on the effective date of the appraisal, after a reasonable exposure time on the open competitive market, from a willing and reasonably knowledgeable seller to a willing and reasonably knowledgeable buyer, with neither acting under any compulsion to buy or



Honolulu Authority for Rapid Transportation
Paragon Partners Ltd.
May 15, 2015
Page 3

sell, giving due consideration to all available economic uses of the property at the time of the appraisal. [1]

Fee Simple Interest

“Fee simple interest” is the same as “fee simple estate.”

Fee simple estate is defined as absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Easement

An easement is the right to use another’s land for a stated purpose.

Market Rent

Market rent means the most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the lease agreement, including permitted uses, use restrictions, expense obligations; term, concessions, renewal and purchase options, and tenant improvements (TIs).

ASSUMPTION OF A HYPOTHETICAL CONDITION

A hypothetical condition is that which is contrary to what exists but is supposed for the purpose of analysis. Hypothetical conditions assume conditions contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of the data used in an analysis.

Section 24.103(b) of the Code of Federal Regulation (CFR) states:

“The appraiser shall disregard any decrease or increase in the market value of the real property caused by the project for which the property is to be acquired, or by the likelihood that the property would be acquired for the project, other than that due to physical deterioration within the reasonable control of the owner.”

[1] Interagency Land Acquisition Conference, **Uniform Appraisal Standards for Federal Land Acquisitions**, 2000.



Honolulu Authority for Rapid Transportation
Paragon Partners Ltd.
May 15, 2015
Page 4

Therefore, the estimated values are based on the hypothetical condition that the property is not impacted by the rail project as of the date of valuation.

The assumption of this hypothetical condition could have an effect on the value of the property.

EXTRAORDINARY ASSUMPTION

An extraordinary assumption is an assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property such as market conditions or trends; or about the integrity of data used in an analysis.

The analysis and estimated values of the guideway easement and TCE assumes HART will be responsible for the reconstruction of existing site improvements affected by the proposed taking and TCE, including landscaping and asphalt or concrete paving, utility connections, and security fencing.

STUDY CONDITIONS

This report is subject to the study conditions included in Section I.

ESTIMATED FAIR MARKET VALUE OF THE PARTIAL TAKING

The fair market value of the 134~~7~~ portion of the SCI Property that will be acquired for the H RTP is estimated based on the *taking + damages* method whereby the value of the part acquired is its value as a part of the whole (i.e., the larger parcel). The "larger parcel" is the 41,879~~7~~ SCI site.

Based on the valuation assumptions and analysis presented in Section IV of the attached report, the fair market value of the 134~~7~~ easement taking, as of May 14, 2015, is estimated to be:

SEVEN THOUSAND ONE HUNDRED DOLLARS
\$7,100.

The taking includes vacant land along the perimeter of the property near Waiwai Loop. The taking does not impact the current use or redevelopment potential of the property. Therefore, there are no severance damages as a result of the taking.



Honolulu Authority for Rapid Transportation
Paragon Partners Ltd.
May 15, 2015
Page 5

ESTIMATED MARKET RENT FOR THE TCE

Based on the valuation assumptions and analysis presented in Section V of the attached report, the annual market rent for the 48th TCE, as of May 14, 2015, is estimated to be:

\$410.

The annual market rent is equivalent to about \$34 per month or \$205 for a six-month period.

* * * * *

We appreciate the opportunity to assist you on this interesting assignment. Please contact us if you have questions.

Sincerely,

JOHN CHILD & COMPANY, INC.

Shelly H. Tanaka, MAI
Vice President
Certified General Appraiser License No. 648
State of Hawaii
Expires December 31, 2015

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-48

APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE BOTH A FEE SIMPLE INTEREST AND A TEMPORARY CONSTRUCTION EASEMENT (TCE) IN THE REAL PROPERTY IDENTIFIED AS TAX MAP KEYS 1-2-009-011 and 1-2-009-098 (PORTIONS) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID FEE SIMPLE INTEREST AND TCE BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain ... all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, prior to such acquisition the Charter directs HART to submit a list of real property to be acquired by eminent domain to the City Council; and

WHEREAS, the City Council may approve the acquisition by eminent domain or may object by adoption of a resolution within 45 days of the notification to acquire the real property; and

WHEREAS, the acquisition by eminent domain in fee simple and TCE of the real property identified as Tax Map Keys (TMKs) 1-2-009-011 (por.) and 1-2-009-098 (por.) and more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That written notification to the City Council is approved, for the acquisition by eminent domain in fee simple of the real property and TCE identified as TMKs 1-2-009-011 (por.) and 1-2-009-098 (por.); and
2. That in the event the City Council approves or does not object to the acquisition within 45 days of notification, then HART is authorized to publish in a daily newspaper at least three days prior to Board action, the attached resolution marked as Exhibit B, authorizing acquisition by

eminent domain in fee simple and TCE of the above-identified real property.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Exhibit A – Legal description of TMKs 1-2-009-011(por.) and 1-2-009-098 (por.)
Exhibit B – Resolution No. 2015-____, Authorizing the Acquisition of Both a Fee Simple Interest and a Temporary Construction Easement (TCE) in the Real Property Identified as Tax Map Keys 1-2-009-011 and 1-2-009-098 (Portions) by Eminent Domain

Board Chair

ATTEST:

Board Administrator

HONOLULU RAIL TRANSIT PROJECT

PARCEL 400-A

Being portions of Lot as shown on DPP 1969/SUB-231,
 Lots 7 and 9, Block 9 of "Kapiolani Tract",
 Being portions of Grant 3420 to Curtis P. Iaukea,
 Trustee for his Majesty Kalakaua and
 Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this lot, being the North corner of Parcel 400-B of the Honolulu Rail Transit Project, being also along the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,189.98 feet North and 11,261.27 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 42° 20' | 10.90 | feet | along Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 98.14 | feet | along Remainder of Parcel 400-A of Honolulu Rail Transit Project; |
| 3. | 42° 20' | 2.00 | feet | along same; |
| 4. | 132° 20' | 10.57 | feet | along same; |

Thence along same, on a curve to the left with a radius of 2,221.02 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|--------|-------|
| 5. | 130° 49' 18" | 117.18 | feet; |
|----|--------------|--------|-------|

Thence along same, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|-------|-------|
| 6. | 115° 06' 12" | 14.73 | feet; |
|----|--------------|-------|-------|



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PALUANI STREET, SUITE 207
 HILO, HAWAII 96720

Thence along the South side of Puuhale Road, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:

- 7. 288° 52' 31.59 feet;
- 8. 307° 17' 9.02 feet along the West side of Dillingham Boulevard;

Thence along same, on a curve to the right with a radius of 1,797.29 feet, the chord azimuth and distance being:

- 9. 309° 48' 30" 158.36 feet;
- 10. 312° 20' 43.75 feet along same to the point of beginning and containing an area of 2,297 Square Feet.

Subject, However, to Easement 1 for sidewalk purposes.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro exp 4/16

ERIK S. KANESHIRO
 Licensed Professional Land Surveyor
 Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
 July 16, 2015

TMK: (1) 1-2-009: 011
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HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 400-A

Being portions of Lot as shown on DPP 1969/SUB-231,
 Lots 7 and 9, Block 9 of "Kapiolani Tract",
 Being portions of Grant 3420 to Curtis P. Iaukea,
 Trustee for his Majesty Kalakaua and
 Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the East corner of this lot, being the Southwest corner of Parcel 400-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,181.92 feet North and 11,268.61 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|--------|-------|--|
| 1. | 42° 20' | 82.10 | feet | along Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 255.50 | feet | along Lots 10, 8, 6, and 3, Block 9, of the "Kapiolani Tract"; |
| 3. | 220° 37' | 33.95 | feet | along the Southeast side of Puuhale Road; |
| | | | | Thence along same, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being: |
| 4. | 245° 32' | 42.13 | feet; | Thence along Parcel 400-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being: |
| 5. | 295° 06' 12" | 14.73 | feet; | |



Thence along same, on a curve to the right with a radius of 2,221.02 feet, the chord azimuth and distance being:

- 6. 310° 49' 18" 117.18 feet;
- 7. 312° 20' 10.57 feet along same;
- 8. 222° 20' 2.00 feet along same;
- 9. 312° 20' 98.14 feet along same to the point of beginning and containing an area of 20,229 Square Feet.

Reserving therefrom Easement A for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 011
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HONOLULU RAIL TRANSIT PROJECT

PARCEL 400-B

Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
 Being a portion of Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the North corner of this lot, being the Southeast corner of Parcel 400-A of the Honolulu Rail Transit Project, being also along the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,189.98 feet North and 11,261.27 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 312° 20' | 50.00 | feet | along the South side of Dillingham Boulevard; |
| 2. | 42° 20' | 12.90 | feet | along Parcel 401-A of the Honolulu Rail Transit Project; |
| 3. | 132° 20' | 9.76 | feet | along Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 4. | 222° 20' | 2.00 | feet | along same; |
| 5. | 132° 20' | 40.24 | feet | along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PALUHI STREET, SUITE 207
 HILO, HAWAII 96720

6. 222° 20' 10.90 feet along Parcel 400-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 565 Square Feet.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro *Exp 04/16*

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
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HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 400-B

Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
 Being a portion of Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the North corner of this lot, being the Southwest corner of Parcel 400-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,181.92 feet North and 11,268.61 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 312° 20' | 40.24 | feet | along Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 42° 20' | 2.00 | feet | along same; |
| 3. | 312° 20' | 9.76 | feet | along same; |
| 4. | 42° 20' | 80.10 | feet | along Remainder of Parcel 401-A of the Honolulu Rail Transit Project; |
| 5. | 132° 20' | 50.00 | feet | along Lot 12, Block 9, of the "Kapiolani Tract"; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PALUHI STREET, SUITE 207
 HILO, HAWAII 96720

6. 222° 20' 82.10 feet along Remainder of Parcel 400-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 4,085 Square Feet.

Reserving therefrom Easement B for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro exp 05/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 400-B Remainder.docx



HONOLULU RAIL TRANSIT PROJECT

**EASEMENT A
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 400-A
of the Honolulu Rail Transit Project
Being portions of Lot as shown on DPP 1969/SUB-231,
Lots 7 and 9, Block 9 of "Kapiolani Tract",
Being portions of Grant 3420 to Curtis P. Iaukea,
Trustee for his Majesty Kalakaua and
Land Patent 8194, Land Commission Award 6450,
Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 220°37' 33.95 feet from the Northwest corner of Remainder of Parcel 400-A of the Honolulu Rail Transit Project, being also along the Southeast side of Puuhale Road, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,319.06 feet North and 11,490.68 feet West thence running by azimuths measured clockwise from true South:

Along the Southeast side of Puuhale Road, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:

1. 245° 32' 42.13 feet;

Thence along Parcel 400-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:

2. 295° 06' 12" 14.73 feet;

Thence along same, on a curve to the right with a radius of 2,221.02 feet, the chord azimuth and distance being:

3. 310° 49' 18" 117.18 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS
1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4.	312° 20'	10.57	feet	along same;
5.	42° 20'	4.00	feet	along remainder of Remainder of Parcel 400-A;
6.	131° 50'	56.93	feet	along same;
7.	42° 20'	26.18	feet	along same;
8.	132° 20'	6.14	feet	along same;
9.	222° 20'	3.83	feet	along same;
10.	132° 20'	18.22	feet	along same;
11.	222° 20'	21.73	feet	along same;
12.	129° 50'	48.81	feet	along same;
13.	42° 20'	6.53	feet	along same;
14.	132° 20'	8.02	feet	along same;
15.	42° 20'	9.18	feet	along same;
16.	132° 20'	8.68	feet	along same;
17.	42° 20'	16.53	feet	along same;
				Thence along same, on a curve to the right with a radius of 5.00 feet, the chord azimuth and distance being:
18.	80° 44' 30"	6.21	feet;	



19. 119° 09' 7.98 feet along same, to the point of beginning and containing an area of 1,549 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", with a date "07/16" written to the right.

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 011
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 401 - Easement A.docx



HONOLULU RAIL TRANSIT PROJECT**EASEMENT B
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 400-B
of the Honolulu Rail Transit Project
Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
Being a portion of Land Patent 8194,
Land Commission Award 6450, Apana 1 to Kaunuohua for Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southwest corner of Parcel 400-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,146.77 feet North and 11,232.99 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|------|------|--|
| 1. | 42° 20' | 4.00 | feet | along Remainder of Parcel 401-A of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 9.76 | feet | along remainder of Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 3. | 222° 20' | 4.00 | feet | along same, |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS
1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUHAH STREET, SUITE 207
HILO, HAWAII 96720

4. 312° 20' 9.76 feet along Parcel 400-B of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 39 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 401 - Easement B.docx



Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-___

AUTHORIZING THE ACQUISITION OF BOTH A FEE SIMPLE INTEREST AND A TEMPORARY CONSTRUCTION EASEMENT (TCE) IN THE REAL PROPERTY IDENTIFIED AS TAX MAP KEYS 1-2-009-011 and 1-2-009-098 (PORTIONS) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain. . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, the City Council approved or did not object to the acquisition of the real property identified as Tax Map Keys (TMKS) 1-2-009-011 (por.) and 1-2-009-098 (por.) by eminent domain in fee simple and Temporary Construction Easement (TCE) after written notification by HART; and

WHEREAS, the acquisition by eminent domain in fee simple and TCE of the above- identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain in fee simple and TCE of the real property identified as TMKS 1-2-009-011 (por.) and 1-2-009-098 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of the above-identified property by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of the above-identified property by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and

4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and
5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

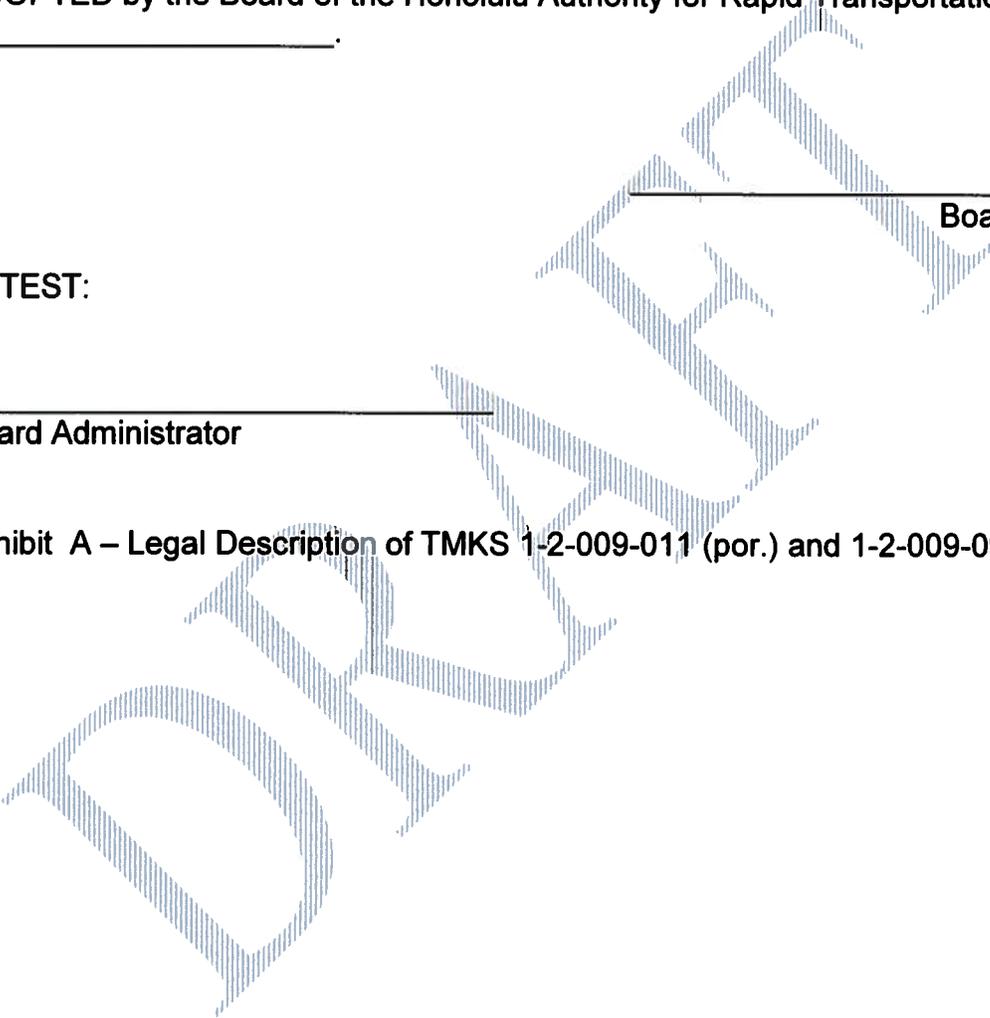
_____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal Description of TMKS 1-2-009-011 (por.) and 1-2-009-098 (por.)



HONOLULU RAIL TRANSIT PROJECT

PARCEL 400-A

Being portions of Lot as shown on DPP 1969/SUB-231,
Lots 7 and 9, Block 9 of "Kapiolani Tract",
Being portions of Grant 3420 to Curtis P. Iaukea,
Trustee for his Majesty Kalakaua and
Land Patent 8194, Land Commission Award 6450,
Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this lot, being the North corner of Parcel 400-B of the Honolulu Rail Transit Project, being also along the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,189.98 feet North and 11,261.27 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 42° 20' | 10.90 | feet | along Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 98.14 | feet | along Remainder of Parcel 400-A of Honolulu Rail Transit Project; |
| 3. | 42° 20' | 2.00 | feet | along same; |
| 4. | 132° 20' | 10.57 | feet | along same; |

Thence along same, on a curve to the left with a radius of 2,221.02 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|--------|-------|
| 5. | 130° 49' 18" | 117.18 | feet; |
|----|--------------|--------|-------|

Thence along same, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|-------|-------|
| 6. | 115° 06' 12" | 14.73 | feet; |
|----|--------------|-------|-------|



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

Thence along the South side of Puuhale Road, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:

7. 288° 52' 31.59 feet;

8. 307° 17' 9.02 feet along the West side of Dillingham Boulevard;

Thence along same, on a curve to the right with a radius of 1,797.29 feet, the chord azimuth and distance being:

9. 309° 48' 30" 158.36 feet;

10. 312° 20' 43.75 feet along same to the point of beginning and containing an area of 2,297 Square Feet.

Subject, However, to Easement 1 for sidewalk purposes.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro exp 4/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 011
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HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 400-A

Being portions of Lot as shown on DPP 1969/SUB-231,
 Lots 7 and 9, Block 9 of "Kapiolani Tract",
 Being portions of Grant 3420 to Curtis P. Iaukea,
 Trustee for his Majesty Kalakaua and
 Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the East corner of this lot, being the Southwest corner of Parcel 400-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,181.92 feet North and 11,268.61 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|--------|-------|--|
| 1. | 42° 20' | 82.10 | feet | along Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 255.50 | feet | along Lots 10, 8, 6, and 3, Block 9, of the "Kapiolani Tract"; |
| 3. | 220° 37' | 33.95 | feet | along the Southeast side of Puuhale Road; |
| | | | | Thence along same, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being: |
| 4. | 245° 32' | 42.13 | feet; | Thence along Parcel 400-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being: |
| 5. | 295° 06' 12" | 14.73 | feet; | |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PAUHAH STREET, SUITE 207
 HILO, HAWAII 96720

Thence along same, on a curve to the right with a radius of 2,221.02 feet, the chord azimuth and distance being:

- 6. 310° 49' 18" 117.18 feet;
- 7. 312° 20' 10.57 feet along same;
- 8. 222° 20' 2.00 feet along same;
- 9. 312° 20' 98.14 feet along same to the point of beginning and containing an area of 20,229 Square Feet.

Reserving therefrom Easement A for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 4/16

ERIK S. KANESHIRO
 Licensed Professional Land Surveyor
 Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 011
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96763

100 PAUJAH STREET, SUITE 213
HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT**PARCEL 400-B**

Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
 Being a portion of Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the North corner of this lot, being the Southeast corner of Parcel 400-A of the Honolulu Rail Transit Project, being also along the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,189.98 feet North and 11,261.27 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 312° 20' | 50.00 | feet | along the South side of Dillingham Boulevard; |
| 2. | 42° 20' | 12.90 | feet | along Parcel 401-A of the Honolulu Rail Transit Project; |
| 3. | 132° 20' | 9.76 | feet | along Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 4. | 222° 20' | 2.00 | feet | along same; |
| 5. | 132° 20' | 40.24 | feet | along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
 HILO, HAWAII 96720

6. 222° 20' 10.90 feet along Parcel 400-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 565 Square Feet.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro ~~Exp 04/16~~

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 400-B.docx



HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 400-B

Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
 Being a portion of Land Patent 8194, Land Commission Award 6450,
 Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the North corner of this lot, being the Southwest corner of Parcel 400-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,181.92 feet North and 11,268.61 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|---|
| 1. | 312° 20' | 40.24 | feet | along Parcel 400-B of the Honolulu Rail Transit Project; |
| 2. | 42° 20' | 2.00 | feet | along same; |
| 3. | 312° 20' | 9.76 | feet | along same; |
| 4. | 42° 20' | 80.10 | feet | along Remainder of Parcel 401-A of the Honolulu Rail Transit Project; |
| 5. | 132° 20' | 50.00 | feet | along Lot 12, Block 9, of the "Kapiolani Tract"; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
 HILO, HAWAII 96720

6. 222° 20' 82.10 feet along Remainder of Parcel 400-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 4,085 Square Feet.

Reserving therefrom Easement B for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro exp 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT A
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 400-A
of the Honolulu Rail Transit Project
Being portions of Lot as shown on DPP 1969/SUB-231,
Lots 7 and 9, Block 9 of "Kapiolani Tract",
Being portions of Grant 3420 to Curtis P. Iaukea,
Trustee for his Majesty Kalakaua and
Land Patent 8194, Land Commission Award 6450,
Apana 1 to Kaunuohua no Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 220°37' 33.95 feet from the Northwest corner of Remainder of Parcel 400-A of the Honolulu Rail Transit Project, being also along the Southeast side of Puuhale Road, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,319.06 feet North and 11,490.68 feet West thence running by azimuths measured clockwise from true South:

Along the Southeast side of Puuhale Road, on a curve to the right with a radius of 50.00 feet, the chord azimuth and distance being:

1. 245° 32' 42.13 feet;

Thence along Parcel 400-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:

2. 295° 06' 12" 14.73 feet;

Thence along same, on a curve to the right with a radius of 2,221.02 feet, the chord azimuth and distance being:

3. 310° 49' 18" 117.18 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS
1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

4.	312° 20'	10.57	feet	along same;
5.	42° 20'	4.00	feet	along remainder of Remainder of Parcel 400-A;
6.	131° 50'	56.93	feet	along same;
7.	42° 20'	26.18	feet	along same;
8.	132° 20'	6.14	feet	along same;
9.	222° 20'	3.83	feet	along same;
10.	132° 20'	18.22	feet	along same;
11.	222° 20'	21.73	feet	along same;
12.	129° 50'	48.81	feet	along same;
13.	42° 20'	6.53	feet	along same;
14.	132° 20'	8.02	feet	along same;
15.	42° 20'	9.18	feet	along same;
16.	132° 20'	8.68	feet	along same;
17.	42° 20'	16.53	feet	along same;

Thence along same, on a curve
to the right with a radius of
5.00 feet, the chord azimuth
and distance being:

18.	80° 44' 30"	6.21	feet;
-----	-------------	------	-------



19. 119° 09' 7.98 feet along same, to the point of beginning and containing an area of 1,549 Square Feet.

AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:



Erik S. Kaneshiro 07/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 011
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 401 - Easement A.docx



HONOLULU RAIL TRANSIT PROJECT

**EASEMENT B
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 400-B
of the Honolulu Rail Transit Project
Being a portion of Lot 11, Block 9 of "Kapiolani Tract"
Being a portion of Land Patent 8194,
Land Commission Award 6450, Apana 1 to Kaunuohua for Moehonua

Situate at Mokauea, Kalihi, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southwest corner of Parcel 400-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 6,146.77 feet North and 11,232.99 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|------|------|--|
| 1. | 42° 20' | 4.00 | feet | along Remainder of Parcel 401-A of the Honolulu Rail Transit Project; |
| 2. | 132° 20' | 9.76 | feet | along remainder of Remainder of Parcel 400-B of the Honolulu Rail Transit Project; |
| 3. | 222° 20' | 4.00 | feet | along same, |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS
1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 312° 20' 9.76 feet along Parcel 400-B of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 39 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 06/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 16, 2015

TMK: (1) 1-2-009: 098
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Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-48 APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE BOTH A FEE SIMPLE INTEREST AND A TEMPORARY CONSTRUCTION EASEMENT (TCE) IN THE REAL PROPERTY IDENTIFIED AS TAX MAP KEYS 1-2-009-011 and 1-2-009-098 (PORTIONS) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID FEE SIMPLE INTEREST AND TCE BY EMINENT DOMAIN	STAFF CONTACT: Elizabeth Scanlon Morris Atta	DATE: 07/30/2015
--	---	----------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input checked="" type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input checked="" type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:

Review of Notification to City Council for condemnation of land for public use, identified as Tax Map Keys 1-2-009-011 (por.) and 1-2-009-098 (por.), and situated at 2043 Dillingham Boulevard, Honolulu, Hawaii 96819, which is required for road widening and temporary construction easement purposes for the Honolulu Rail Transit Project (H RTP). This property, for which a 2,861 square-foot partial fee acquisition and 1,590 square-foot temporary construction easement is required, is on the critical path for successful completion of the City Center Section of the H RTP. The property is owned by Blood Bank Real Property, Inc.

HART recommends use of eminent domain to acquire the property.

2. Background/Justification

This property (Tax Map Keys 1-2-009-011 (por.) and 1-2-009-098 (por.)) was designated as needed for the H RTP and identified in the Final Environmental Impact Statement (FEIS). As required under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and FTA C5010.1D, the Owners were notified of HART's intent to acquire the property. An appraisal was conducted following URA guidelines, which took into consideration all site conditions and potential impacts.

- An appraisal report with an effective date of September 26, 2014 was conducted.
- A Letter of Offer dated January 23, 2015 was delivered.
- Owner has not provided any formal response to the Letter of Offer.
- Negotiations are protracted and settlement does not appear likely.

This parcel is being referred to eminent domain in order to adhere to the project construction timeline. Access to this parcel is needed as soon as possible in order to avoid costly delays to the project schedule and timing. Negotiations with the Owner will continue during the eminent domain process.

3. Procurement Background

N/A

4. Financial/Budget Impact

The project budget includes an estimated cost for legal action associated with the eminent domain of the

property.

5. Policy Impact

There is no policy impact since this action conforms to the requirement of the URA, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement

N/A

7. Alternatives

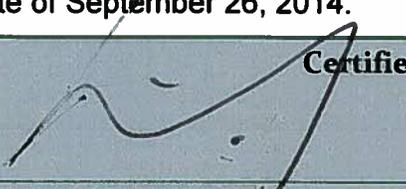
There is no feasible alternative to avoid the above described impacts to the property.

8. Exhibits

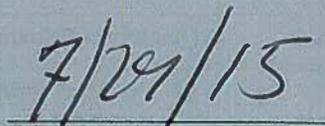
Exhibit 1 – Letter of Offer dated January 23, 2015.

Exhibit 2 – Appraisal Summary prepared by Yamaguchi & Yamaguchi, Inc. with an effective appraisal date of September 26, 2014.

Certified and Recommended by:



Executive Director and CBO



Date



HONOLULU AUTHORITY for RAPID TRANSPORTATION

IN REPLY REFER TO:
CMS-APCOROW-00890

Daniel A. Grabeuskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lu-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

George I. Atto
Robert Bunde
Michael D. Fennby
Ross M. Higashi
William "Buz" Hong
Kazuo W.K. Ito
Gordon T.K. Kim
Carrie K.S. Okinaga, Esq.

CERTIFIED MAIL/RETURN RECEIPT REQUESTED
7014 1200 0000 8348 2271

January 23, 2015

Kim-Anh T. Nguyen, M.D., Ph.D.
Blood Bank Real Property, Inc.
2043 Dillingham Boulevard
Honolulu, Hawaii 96819

Dear Dr. Nguyen:

Subject: Honolulu Rail Transit Project (H RTP)
2043 Dillingham Boulevard
Parcel 400: Tax Map Keys (TMKS) 1-2-009-011 and 1-2-009-098 (Portions)
Letter of Offer

This is a follow-up to previous correspondence regarding the appraisal and acquisition of the subject property. An appraisal of your property has been completed. Based on our findings as contained in the enclosed Statement of Just Compensation, Honolulu Authority for Rapid Transportation (HART) offers to purchase a 2,861 square-foot portion of your property, identified as TMKS 1-2-009-011 and 1-2-009-098 (shown colored in yellow on the enclosed map), in fee simple, free and clear of all liens and encumbrances, for a consideration of \$413,000 (Four Hundred Thirteen Thousand Dollars).

In addition, HART offers to purchase a 1,590 square-foot portion for a Temporary Construction Easement (TCE) adjacent to the aforementioned partial taking (shown colored in blue on the enclosed map), for a consideration of \$8,965 (Eight Thousand Nine Hundred Sixty-Five Dollars). The purpose of the TCE is to facilitate construction of the improvements within the right-of-way. Activities that may be performed within the TCE may include: demolition, grading, utilities, traffic items, paving, and sidewalk. These activities may involve the operation of equipment, movement of a work force on the described easement, and may include site security with temporary fencing. Construction within the TCE area would be limited to driveway and back of sidewalk connections to existing grades and surface restoration. The duration of the TCE will be six months, with a start date to be determined thru coordination with you and HART's contractor.

The total offer for acquiring both interests in your property is \$421,965 (Four Hundred Twenty-One Thousand Nine Hundred Sixty-Five Dollars).

Kim-Anh T. Nguyen, M.D., Ph.D.
Page 2
January 23, 2015

If this offer is acceptable, please sign the duplicate of this letter and the Consent to Enter and return them in the enclosed envelope by **February 23, 2015**. The remaining copies are for your files. Also enclosed for your information is the Appraisal Summary Statement and the General Acquisition & Relocation Information Brochure.

If we do not hear from you by **February 23, 2015**, this offer shall be considered rejected and HART will proceed to review options to acquire the subject property.

In accordance with federal regulations affecting real property transactions, we request your cooperation in providing us with your Taxpayer Identification Number. Please execute and return the enclosed IRS Form W-9 at the same time. The W-9 is required by our Department of Budget and Fiscal Services to release the check.

Please contact Mr. Joseph Hastings at 294-5206 if you have any questions regarding this matter.

Sincerely,



for Daniel A. Grabauskas
Executive Director and CEO

Enclosures

ACCEPTED:

BLOOD BANK REAL PROPERTY, INC.

By _____
Its

Print Name: _____

Date: _____

Exhibit 2



**Yamaguchi &
Yamaguchi, Inc.**
Real Estate Appraisal &
Consulting Services

PROJECT
Honolulu Rail Transit Project

Parcel Designation: (1) 1-2-009-011
HART RW Parcel: 400
Owner: Blood Bank of Hawaii, Inc.
2043 Dillingham Boulevard
Honolulu, Hawaii 96819

Effective Date: September 26, 2014

AN APPRAISAL REPORT OF
The IMX-1 Commercial Mixed-Use Property
Partial Land Acquisition

CLIENT
Paragon Partners Ltd. for the Honolulu Authority for Rapid Transportation

PREPARER
Jon F. Yamaguchi, CRE, FRICS, SRPA, SRA

DATE OF APPRAISAL
October 6, 2014

ONE KAPIOLANI BUILDING
600 Kapiolani Boulevard Suite 405 • Honolulu, Hawaii 9681
Bus: 808.533.8849 • Fax: 808-533-8088 • E-mail: appraisals@yamaguchiinc.com



October 6, 2014

Ms. Georgia Marquis
Director of Acquisition & Relocation Services
Paragon Partners Ltd. for the Honolulu Authority for Rapid Transportation
5762 Bolsa Ave., Suite 201
Huntington Beach, CA 92649

Re: Honolulu Rail Transit Project
HART RW Parcel 400
Parcel Designation: TMK (1) 1-2-009-011 and TMK (1) 1-2-009-098
2043 Dillingham Boulevard, Honolulu, Hawaii 96817

Dear Ms. Marquis,

At your request, we have appraised a real property interest for the above real estate. Our objective was to form one or more opinions about the market value for a 100% ownership interest in the subject property's fee simple estate assuming no liens or encumbrances other than normal covenants and restrictions of record.

The purpose of this appraisal report is to assist the Honolulu Authority for Rapid Transportation in the *Partial Acquisition and Easement Evaluation* for Eminent Domain acquisition proceedings of the subject property as part of the Honolulu Rail Transit Project.

As a preview, the subject property physically consists of two adjacent parcels 11 and 98 constituting 22,526 and 4,650 square feet respectively and is zoned IMX-1 Industrial Mixed-Use. Both parcels have unity of ownership, contiguity and unity of use therefore the larger parcel is identified as a combination of the two adjacent parcels with a total area of 27,176 square feet. Per our exterior observation and tax office records it is improved with a 33-year old, two story office building consisting of a 1st level covered parking area of 3,294 square feet, 1st level office 6,203 square feet and a 2nd level office of 9,520 square feet. These improvements are not included as part of our appraisal job scope.

The partial acquisition area along the property boundary frontages involving the corner of Dillingham Boulevard and Puuhale Road consists of 2,861 square feet. HART also requires a Temporary Construction Easement (TCE) identified as Easement A and Easement B that is situated inside of the partial acquisition area consisting of 1,590 square feet.

This valuation contains analyses, opinions, and conclusions along with market data and reasoning appropriate for the scope of work detailed later herein. It was prepared solely for the intended use and intended user(s) explicitly identified in the attached report. Unauthorized users do so at their own risk. The appraisal is communicated in the attached Appraisal report, and conforms to the version of the Uniform Standards of Professional Appraisal Practice (USPAP) in effect on this report's preparation date of October 6, 2014.

For purposes of this appraisal report the definition of market value from the fifth edition of the *Uniform Appraisal Standards for Federal Land Acquisitions* was utilized and is defined in the Market Value Criterion section of this report.

This letter is not an appraisal report hence it must not be removed from the attached 132-page report. If this letter is disjoined from the attached appraisal report, then the value opinions set forth in this letter are invalid because the analyses, opinions, and conclusions cannot be properly understood.

In general, valuation of the subject property involves no atypical issues. All value opinions are affected by all the information, extraordinary assumptions, hypotheses, general limiting conditions, facts, descriptions, and disclosures stated in the attached appraisal report. After careful consideration of all factors pertaining to and influencing value, the data and analysis thereof firmly supports the following final value opinion(s) for the subject property partial taking and temporary construction easement as of September 26, 2014:

\$ 3,831,000	<i>"As Is" Indicated Market Value of the Larger Parcel</i>
\$ 3,427,000	<i>"As Is" Indicated Market Value of the Remainder Parcel</i>
\$ 403,000	<i>"As Is" Indicated Market Value of the Partial Acquisition</i>
\$ 403,000	<i>"As Is" Indicated Market Value of the Partial Acquisition (Rounded)</i>
\$ 0	<i>Add: Total Severance Damages to the Remainder Property</i>
\$ 0	<i>Less: Special Benefits to the Remainder Property</i>
\$ 10,000	<i>Add: Contributory Value</i>
\$ 413,000	<i>Total Fair Market Value of the Partial Acquisition (Rounded)</i>
\$ 17,930	<i>Estimated Annual Rent Per Annum @ 8% for the TCE</i>
\$ 1,494.18	<i>Estimated Monthly Rent Per Annum @ 8% for the TCE</i>

Thank you for your business. Let us know how we may further serve you.



Jon F. Yamaguchi, CRE, FRICS, SRPA, SRA
 President / CEO
 Certified General Appraiser
 Hawaii License CGA 31
 License Expiration Date: 12/31/2015

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-49

APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-5-007-016 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID EASEMENTS BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain ... all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, prior to such acquisition the Charter directs HART to submit a list of real property and easements to be acquired by eminent domain to the City Council; and

WHEREAS, the City Council may approve the acquisition by eminent domain or may object by adoption of a resolution within 45 days of the notification to acquire the real property and easements; and

WHEREAS, the acquisition by eminent domain of easements over, on, and across the real property identified as Tax Map Key (TMK) 1-5-007-016 (por.) and more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That written notification to the City Council is approved, for the acquisition by eminent domain of easements over, on, and across the real property identified as TMK 1-5-007-016 (por.); and
2. That in the event the City Council approves or does not object to the acquisition within 45 days of notification, then HART is authorized to publish in a daily newspaper at least three days prior to Board action, the attached resolution marked as Exhibit B, authorizing acquisition by eminent domain of said easements.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Exhibit A – Legal description of TMK 1-5-007-016 (por.)

**Exhibit B – Resolution No. 2015-____, Authorizing the Acquisition of Easements
Over, On, and Across the Real Property Identified as Tax Map Key
1-5-007-016 (Portion) by Eminent Domain**

Board Chair

ATTEST:

Board Administrator

DRAFT

HONOLULU RAIL TRANSIT PROJECT

PARCEL 433-A

Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this lot, being the Northwest corner of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,258.19 feet North and 6,128.71 feet West thence running by azimuths measured clockwise from true South:

1. 81° 00' 4.91 feet along Land Court Application 1876;

Thence along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 782.00 feet, the chord azimuth and distance being:

2. 115° 03' 08" 64.95 feet;

3. 170° 15' 5.98 feet along Land Court Application 904;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:



4. 296° 45' 25" 72.46 feet to the point of beginning and containing an area of 251 Square Feet.

Subject to portion of Easement 49 for Waterline Purposes, as shown on Map 17 of Land Court Application 1758.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Handwritten signature of Erik S. Kaneshiro in black ink, with the date "07/16" written to the right.

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 433-A.docx



HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 433-A

Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this lot, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

- | | | | |
|----|----------|------------|------------------------------------|
| 1. | 81° 00' | 29.32 feet | along Land Court Application 1876; |
| 2. | 93° 30' | 26.77 feet | along same; |
| 3. | 194° 15' | 5.01 feet | along Land Court Application 904 ; |
| 4. | 170° 15' | 25.97 feet | along same; |

Thence along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKI MAUI HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILLO HAWAII 96720

5. 295° 03' 08" 64.95 feet to the point of beginning and containing an area of 882 Square Feet.

Subject to portion of Easement 49 for Waterline Purposes, as shown on Map 17 of Land Court Application 1758.

Reserving therefrom Easement 1 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.

Reserving, also, therefrom Easement 6 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro *EA 07/16*
ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

PARCEL 433-B

Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this lot, being the Northeast corner of Parcel 433-A of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,258.19 feet North and 6,128.71 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

1. 290° 27' 43" 94.31 feet;

Thence along Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 782.00 feet, the chord azimuth and distance being:

2. 109° 03' 27" 98.61 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS

1871 WILI PA LOOP, SUITE A
WAIKIKI, MAIHI, HAWAII 96793100 PAUHI STREET, SUITE 207
HILO, HAWAII 96720

3. 261° 00' 4.91 feet along Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 124 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro exp 7/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 433-B

Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this lot, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

1. 289° 03' 27" 98.61 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

2. 285° 55' 43" 25.79 feet;

3. 0° 00' 30.55 feet along Lot 24 (Map 1) of Land Court Consolidation 97;

4. 348° 30' 54.00 feet along same;

5. 274° 00' 32.00 feet along same;

6. 348° 30' 47.00 feet along Lots 24 and 23 (Map 1) of Land Court Consolidation 97;

7. 92° 30' 28.40 feet along Lot 22 (Map 1) of Land Court Consolidation 97;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS - SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAH STREET, SUITE 207
HILLO, HAWAII 96720

8. 123° 37' 183.55 feet along Lots 22 (Map 1) and 21-B (Map 4) of Land Court Consolidation 97;
Thence along Lot 21-B (Map 4) of Land Court Consolidation 97, on a curve to the right with a radius of 1,408.50 feet, the chord azimuth and distance being:
9. 126° 16' 23.5" 130.56 feet;
10. 290° 05' 29.00 feet along Land Court Application 904;
11. 273° 30' 60.33 feet along Land Court Application 904 and Remainder of Parcel 433-A of the Honolulu Rail Transit Project;
12. 261° 00' 29.32 feet along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 17,278 Square Feet.

Subject, However to the following:

1. Easement A for Sewer Purposes, as shown on Map 1 of Land Court Application 1876.
2. Easement B for Storm Drain Purposes, as shown on Map 1 of Land Court Application 1876.
3. Easement D for Sewer Purposes, as shown on Map 1 of Land Court Application 1876.
4. Easement E for Waterline Purposes, as shown on Map 2 of Land Court Application 1876.

Reserving, therefrom, the following:

1. Easement 2 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



2. Easement 5 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation.
3. Easement 7 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation
4. Easement 13 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 4/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 1
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-A
of the Honolulu Rail Transit Project
Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,284.92 feet North and 6,192.40 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

- 1. 296° 36' 40" 22.41 feet;
- 2. 24° 00' 4.00 feet along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project;

Thence along same, on a curve to the right with a radius of 784.16 feet, the chord azimuth and distance being:

- 3. 116° 29' 49" 19.62 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

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HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 170° 15'

5.01 feet along Land Court Application 904 to the point of beginning and containing an area of 84 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Handwritten signature of Erik S. Kaneshiro, dated 7/16.

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 2
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.14 feet North and 6,015.55 feet West thence running by azimuths measured clockwise from true South:

1. 0° 00' 3.45 feet along Lot 24 (Map 1) of Land Court Consolidation 97;

Thence along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 786.00 feet, the chord azimuth and distance being:

2. 104° 05' 51" 16.53 feet;

Thence along same, on a curve to the left with a radius of 750.00 feet, the chord azimuth and distance being:

3. 138° 42' 17" 6.99 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

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HONOLULU HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAIHAKI, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 285° 45' 54" 21.45 feet to the point of beginning and containing an area of 68 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", with a date "8/16" written to the right of the signature.

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 3
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.14 feet North and 6,015.55 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

- 1. 282° 38' 26" 61.34 feet;
- 2. 7° 38' 1.93 feet along remainder of Lot 24 (Map 1) of Land Court Consolidation 97;

Thence along same, on a curve to the right with a radius of 786.00 feet, the chord azimuth and distance being:

- 3. 101° 16' 46" 60.77 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PALUANI STREET, SUITE 207
HILO, HAWAII 96720

4. 180° 00' 3.45 feet along Remainder of Parcel 433-B of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 160 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:


ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 5
(FOR GUIDEWAY PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 273°30' 7.61 from the Southwest corner of Remainder of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,254.00 feet North and 6,181.65 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|--|
| 1. | 273° 30' | 19.16 | feet | along Remainder of Parcel 433-A of the Honolulu Rail Transit Project; |
| 2. | 261° 00' | 14.37 | feet | along same; |
| 3. | 24° 00' | 19.60 | feet | along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 4. | 114° 00' | 30.00 | feet | along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

5. 204° 00' 5.06 feet along same to the point of beginning and containing an area of 340 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 7/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 6
(FOR GUIDEWAY PURPOSES)**

Affecting Remainder of Parcel 433-A
of the Honolulu Rail Transit Project
Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Southeast corner of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|-------|-------|--|
| 1. | 81° 00' | 7.83 | feet | along Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| | | | | Thence along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 649.75 feet, the chord azimuth and distance being: |
| 2. | 129° 53' 38" | 6.21 | feet; | |
| 3. | 24° 00' | 5.58 | feet | along same; |
| 4. | 81° 00' | 14.37 | feet | along Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 5. | 93° 30' | 19.16 | feet | along same; |
| 6. | 204° 00' | 22.85 | feet | along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96783

100 PALUHI STREET, SUITE 207
HILO, HAWAII 96720

Thence along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

7. 294° 13' 52" 42.55 feet to the point of beginning and containing an area of 522 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXT 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 7
(FOR GUIDEWAY PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

1. 289° 03' 27" 98.61 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

2. 286° 44' 17" 4.34 feet;

Thence along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 750.00 feet, the chord azimuth and distance being:

3. 319° 39' 21" 31.89 feet;

4. 0° 00' 12.08 feet along Lot 24 (Map 1) of Land Court Consolidation 97;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

5.	348° 30'	54.00	feet	along same;
6.	274° 00'	32.00	feet	along same;
7.	348° 30'	47.00	feet	along Lots 24 and 23 (Map 1) of Land Court Consolidation 97;
8.	92° 30'	28.40	feet	along Lot 22 (Map 1) of Land Court Consolidation 97;
9.	123° 37'	21.93	feet	along Lots 22 (Map 1) and 21-B (Map 4) of Land Court Consolidation 97;
10.	234° 16'	5.38	feet	along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project;
11.	144° 14'	6.32	feet	along same;
				Thence along same, on a curve to the left with a radius of 1,656.75 feet, the chord azimuth and distance being:
12.	143° 13'	58.79	feet;	
				Thence along same, on a curve to the left with a radius of 699.50 feet, the chord azimuth and distance being:
13.	140° 06'	51.26	feet;	
				Thence along same, on a curve to the left with a radius of 649.75 feet, the chord azimuth and distance being:
14.	134° 05' 02"	88.75	feet;	



15. 261° 00' 7.83 feet along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 7,723 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 8
(FOR GUIDEWAY PURPOSES)**

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southeast corner of Lot 24 (Map 1) of Land Court Consolidation 97, also along the West side of Kaaahi Street, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.17 feet North and 5,856.99 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|--------|------|---|
| 1. | 88° 52' | 112.54 | feet | along Lot 23 (Map 1) of Land Court Consolidation 97; |
| 2. | 168° 30' | 16.83 | feet | along Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 3. | 94° 00' | 32.00 | feet | along same; |
| 4. | 168° 30' | 54.00 | feet | along same; |
| 5. | 180° 00' | 12.08 | feet | along same; |

Thence along remainder of Lot 24 (Map 1) of Land Court Consolidation 97, on a curve to the right with a radius of 750.00 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|-------|-------|
| 6. | 321° 32' 13" | 17.36 | feet; |
|----|--------------|-------|-------|

Thence along same, on a curve to the right with a radius of 1,707.25 feet, the chord azimuth and distance being:

- | | | | |
|----|----------|-------|------------------|
| 7. | 323° 13' | 60.58 | feet; |
| 8. | 324° 14' | 6.34 | feet along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

- 9. 234° 16' 61.95 feet along same;
- 10. 178° 58' 29.86 feet along same;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

- 11. 276° 05' 36" 29.86 feet;

Thence along the West side of Kaaahi Street, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:

- 12. 316° 55' 40.11 feet;

- 13. 358° 52' 47.82 feet along same to the point of beginning and containing an area of 7,484 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro exp 04/16

ERIK S. KANESHIRO
 Licensed Professional Land Surveyor
 Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
 July 17, 2015

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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PALAHI STREET, SUITE 213
 HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 9
(FOR GUIDEWAY PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,097.37 feet North and 6,006.48 feet West thence running by azimuths measured clockwise from true South:

1. 2° 39' 30" 55.49 feet along Lot 22 (Map 1) of Land Court Consolidation 97;
2. 144° 16' 47.55 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97;
3. 234° 16' 32.92 feet along same;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 303° 37' 4.34 feet along the Remainder of Parcel 433-B of Honolulu Rail Transit Project, to the point of beginning and containing an area of 886 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 11/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 10
(FOR GUIDEWAY PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,032.04 feet North and 6,009.51 feet West thence running by azimuths measured clockwise from true South:

1. 303° 37' 20.71 feet along Lot 22 (Map 1) of Land Court Consolidation 97;
Thence along same, on a curve to the left with a radius of 178.00 feet, the chord azimuth and distance being:
2. 286° 14' 30" 106.31 feet;
3. 268° 52' 5.74 feet along same;
Thence along same, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:
4. 223° 52' 42.43 feet;
5. 358° 52' 30.00 feet along the West side of Kaaahi Street;
Thence along same, on a curve to the left with a radius of 238.00 feet, the chord azimuth and distance being:
6. 350° 51' 10" 66.36 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

Thence along Lot 42 (Map 8) of Land Court Consolidation 97, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:

- 7. 125° 51' 10" 36.10 feet;
- 8. 88° 52' 16.16 feet along same;

Thence along same, on a curve to the right with a radius of 222.00 feet, the chord azimuth and distance being:

- 9. 104° 58' 20" 123.17 feet;
- 10. 146° 59' 6.30 feet along same;
- 11. 182° 39' 30" 48.14 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97, to the point of beginning and containing an area of 7,593 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro ^{EXP 04/16}

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAHI STREET, SUITE 213
HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 12
(FOR ELECTRICAL PURPOSES)**

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 282°38'26" 61.34 from the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,204.72 feet North and 5,955.69 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

- | | | | |
|----|--------------|-------|--|
| 1. | 278° 50' 28" | 39.34 | feet; |
| 2. | 7° 38' | 16.10 | feet along remainder of Lot 24 (Map 1) of Land Court Consolidation 97; |
| 3. | 97° 38' | 39.33 | feet along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS
1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 187° 38' 16.93 feet along same to the point of beginning and containing an area of 643 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", followed by the date "07/16".

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 13
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being an azimuth and distance of 123°37' 4.34 feet from the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,099.77 feet North and 6,010.13 feet West thence running by azimuths measured clockwise from true South:

- | | | | | | |
|----|------|---------|-------|-------|--|
| 1. | 123° | 37' | 13.14 | feet | along Lot 21-B (Map 4) of Land Court Consolidation 97; |
| 2. | 182° | 39' 30" | 9.42 | feet | along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 3. | 281° | 54' | 6.13 | feet | along same; |
| | | | | | Thence along same, on a curve to the right with a radius of 1,656.75 feet, the chord azimuth and distance being: |
| 4. | 324° | 04' 50" | 8.84 | feet; | |
| 5. | 324° | 14' | 6.32 | feet | along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

CIVIL ENGINEERS • SURVEYORS

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

6. 54° 16' 5.38 feet along same to the point of beginning and containing an area of 137 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16
ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 14
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being an azimuth and distance of 123°37' 4.34 feet from the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,099.77 feet North and 6,010.13 feet West thence running by azimuths measured clockwise from true South:

1. 54° 16' 14.38 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97;
2. 182° 39' 30" 15.69 feet along same;
3. 303° 37' 13.14 feet along Remainder of Parcel 433-B of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 88 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.
Description Prepared By:

Erik S. Kaneshiro EXP 04/16
ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 1-5-007: 016 (Portion)
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 15
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,032.04 feet North and 6,009.51 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|-------|------|---|
| 1. | 92° 39' 30" | 15.00 | feet | along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97; |
| 2. | 182° 39' 30" | 28.84 | feet | along same; |
| 3. | 324° 16' | 24.15 | feet | along same; |
| 4. | 2° 39' 30" | 9.91 | feet | along Lot 22 (Map 1) of Land Court Consolidation 97, to the point of beginning and containing an area of 291 Square Feet. |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.
Description Prepared By:

Erik S. Kaneshiro

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 1-5-007: 016 (Portion)
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Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-__

**AUTHORIZING THE ACQUISITION OF EASEMENTS OVER, ON, AND
ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-5-007-016
(PORTION) BY EMINENT DOMAIN**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, the City Council approved or did not object to the acquisition of easements over, on, and across the real property identified as Tax Map Key (TMK) 1-5-007-016 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easements over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain of easements over, on, and across the real property identified as TMK 1-5-007-016 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easements by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easements by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and
4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and

5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 1-5-007-016 (por.)

DRAFT

HONOLULU RAIL TRANSIT PROJECT

PARCEL 433-A

Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this lot, being the Northwest corner of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,258.19 feet North and 6,128.71 feet West thence running by azimuths measured clockwise from true South:

1. 81° 00' 4.91 feet along Land Court Application 1876;

Thence along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the right with a radius of 782.00 feet, the chord azimuth and distance being:

2. 115° 03' 08" 64.95 feet;

3. 170° 15' 5.98 feet along Land Court Application 904;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:



4. 296° 45' 25" 72.46 feet to the point of beginning and containing an area of 251 Square Feet.

Subject to portion of Easement 49 for Waterline Purposes, as shown on Map 17 of Land Court Application 1758.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro ~~EA~~ 08/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 213
HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 433-A

Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this lot, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

- | | | | | | | |
|----|----------|-------|------|-------|------------------------|-------|
| 1. | 81° 00' | 29.32 | feet | along | Land Court Application | 1876; |
| 2. | 93° 30' | 26.77 | feet | along | same; | |
| 3. | 194° 15' | 5.01 | feet | along | Land Court Application | 904 ; |
| 4. | 170° 15' | 25.97 | feet | along | same; | |

Thence along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:



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CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
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WAILUKU MAUI HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILLO HAWAII 96720

5. 295° 03' 08" 64.95 feet to the point of beginning and containing an area of 882 Square Feet.

Subject to portion of Easement 49 for Waterline Purposes, as shown on Map 17 of Land Court Application 1758.

Reserving therefrom Easement 1 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.

Reserving, also, therefrom Easement 6 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro *Exp 04/16*

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

PARCEL 433-B

Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this lot, being the Northeast corner of Parcel 433-A of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,258.19 feet North and 6,128.71 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

1. 290° 27' 43" 94.31 feet;

Thence along Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 782.00 feet, the chord azimuth and distance being:

2. 109° 03' 27" 98.61 feet;



3. 261° 00'

4.91 feet along Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 124 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 07/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

REMAINDER OF PARCEL 433-B

Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this lot, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

1. 289° 03' 27" 98.61 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

2. 285° 55' 43" 25.79 feet;

3. 0° 00' 30.55 feet along Lot 24 (Map 1) of Land Court Consolidation 97;

4. 348° 30' 54.00 feet along same;

5. 274° 00' 32.00 feet along same;

6. 348° 30' 47.00 feet along Lots 24 and 23 (Map 1) of Land Court Consolidation 97;

7. 92° 30' 28.40 feet along Lot 22 (Map 1) of Land Court Consolidation 97;



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CIVIL ENGINEERS • SURVEYORS

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HONOLULU, HAWAII 96817-5031

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WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HII O, HAWAII 96720

8. 123° 37' 183.55 feet along Lots 22 (Map 1) and 21-B (Map 4) of Land Court Consolidation 97;
- Thence along Lot 21-B (Map 4) of Land Court Consolidation 97, on a curve to the right with a radius of 1,408.50 feet, the chord azimuth and distance being:
9. 126° 16' 23.5" 130.56 feet;
10. 290° 05' 29.00 feet along Land Court Application 904;
11. 273° 30' 60.33 feet along Land Court Application 904 and Remainder of Parcel 433-A of the Honolulu Rail Transit Project;
12. 261° 00' 29.32 feet along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 17,278 Square Feet.

Subject, However to the following:

1. Easement A for Sewer Purposes, as shown on Map 1 of Land Court Application 1876.
2. Easement B for Storm Drain Purposes, as shown on Map 1 of Land Court Application 1876.
3. Easement D for Sewer Purposes, as shown on Map 1 of Land Court Application 1876.
4. Easement E for Waterline Purposes, as shown on Map 2 of Land Court Application 1876.

Reserving, therefrom, the following:

1. Easement 2 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



2. Easement 5 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation.
3. Easement 7 for Guideway Purposes in favor of Honolulu Authority for Rapid Transportation
4. Easement 13 for Temporary Construction Purposes in favor of Honolulu Authority for Rapid Transportation.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 4/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally subdivided lot.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 1
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-A
of the Honolulu Rail Transit Project
Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,284.92 feet North and 6,192.40 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

- | | | | | | | |
|----|------|-----|-----|-------|-------|--|
| 1. | 296° | 36' | 40" | 22.41 | feet; | |
| 2. | 24° | 00' | | 4.00 | feet | along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project; |

Thence along same, on a curve to the right with a radius of 784.16 feet, the chord azimuth and distance being:

- | | | | | | | |
|----|------|-----|-----|-------|-------|--|
| 3. | 116° | 29' | 49" | 19.62 | feet; | |
|----|------|-----|-----|-------|-------|--|



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAJAHU STREET, SUITE 207
HILO, HAWAII 96720

4. 170° 15'

5.01 feet along Land Court Application 904 to the point of beginning and containing an area of 84 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", with a date "EX 7/16" written to the right.

ERIK S. KANESHIRO
 Licensed Professional Land Surveyor
 Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 2
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.14 feet North and 6,015.55 feet West thence running by azimuths measured clockwise from true South:

1. 0° 00' 3.45 feet along Lot 24 (Map 1) of Land Court Consolidation 97;

Thence along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 786.00 feet, the chord azimuth and distance being:

2. 104° 05' 51" 16.53 feet;

Thence along same, on a curve to the left with a radius of 750.00 feet, the chord azimuth and distance being:

3. 138° 42' 17" 6.99 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:



4. 285° 45' 54" 21.45 feet to the point of beginning and containing an area of 68 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", with a date "exp 9/16" written to the right.

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

EASEMENT 3
(FOR TEMPORARY CONSTRUCTION PURPOSES)

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.14 feet North and 6,015.55 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

1. 282° 38' 26" 61.34 feet;
2. 7° 38' 1.93 feet along remainder of Lot 24 (Map 1) of Land Court Consolidation 97;

Thence along same, on a curve to the right with a radius of 786.00 feet, the chord azimuth and distance being:

3. 101° 16' 46" 60.77 feet;



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CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 180° 00' 3.45 feet along Remainder of Parcel 433-B of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 160 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro
ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 5
(FOR GUIDEWAY PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 273°30' 7.61 from the Southwest corner of Remainder of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,254.00 feet North and 6,181.65 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|-------|------|--|
| 1. | 273° 30' | 19.16 | feet | along Remainder of Parcel 433-A of the Honolulu Rail Transit Project; |
| 2. | 261° 00' | 14.37 | feet | along same; |
| 3. | 24° 00' | 19.60 | feet | along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 4. | 114° 00' | 30.00 | feet | along same; |



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CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

5. 204° 00'

5.06 feet along same to the point of beginning and containing an area of 340 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", with a date "EXP 7/16" written to the right.

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

EASEMENT 6
(FOR GUIDEWAY PURPOSES)

Affecting Remainder of Parcel 433-A
of the Honolulu Rail Transit Project
Being a portion of Lot 13 (Map 1) of
Land Court Application 1758

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Southeast corner of Parcel 433-A of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|-------|-------|--|
| 1. | 81° 00' | 7.83 | feet | along Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| | | | | Thence along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 649.75 feet, the chord azimuth and distance being: |
| 2. | 129° 53' 38" | 6.21 | feet; | |
| 3. | 24° 00' | 5.58 | feet | along same; |
| 4. | 81° 00' | 14.37 | feet | along Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 5. | 93° 30' | 19.16 | feet | along same; |
| 6. | 204° 00' | 22.85 | feet | along remainder of Remainder of Parcel 433-A of the Honolulu Rail Transit Project; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

Thence along Parcel 433-A of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

7. 294° 13' 52" 42.55 feet to the point of beginning and containing an area of 522 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

EASEMENT 7
(FOR GUIDEWAY PURPOSES)

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Parcel 433-B of the Honolulu Rail Transit Project, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,257.42 feet North and 6,133.56 feet West thence running by azimuths measured clockwise from true South:

Along Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the left with a radius of 782.00 feet, the chord azimuth and distance being:

1. 289° 03' 27" 98.61 feet;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

2. 286° 44' 17" 4.34 feet;

Thence along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on a curve to the right with a radius of 750.00 feet, the chord azimuth and distance being:

3. 319° 39' 21" 31.89 feet;

4. 0° 00' 12.08 feet along Lot 24 (Map 1) of Land Court Consolidation 97;



- | | | | | |
|-----|--------------|-------|-------|---|
| 5. | 348° 30' | 54.00 | feet | along same; |
| 6. | 274° 00' | 32.00 | feet | along same; |
| 7. | 348° 30' | 47.00 | feet | along Lots 24 and 23 (Map 1) of Land Court Consolidation 97; |
| 8. | 92° 30' | 28.40 | feet | along Lot 22 (Map 1) of Land Court Consolidation 97; |
| 9. | 123° 37' | 21.93 | feet | along Lots 22 (Map 1) and 21-B (Map 4) of Land Court Consolidation 97; |
| 10. | 234° 16' | 5.38 | feet | along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 11. | 144° 14' | 6.32 | feet | along same; |
| | | | | Thence along same, on a curve to the left with a radius of 1,656.75 feet, the chord azimuth and distance being: |
| 12. | 143° 13' | 58.79 | feet; | |
| | | | | Thence along same, on a curve to the left with a radius of 699.50 feet, the chord azimuth and distance being: |
| 13. | 140° 06' | 51.26 | feet; | |
| | | | | Thence along same, on a curve to the left with a radius of 649.75 feet, the chord azimuth and distance being: |
| 14. | 134° 05' 02" | 88.75 | feet; | |



15. 261° 00' 7.83 feet along Remainder of Parcel 433-A of the Honolulu Rail Transit Project, to the point of beginning and containing an area of 7,723 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

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HONOLULU RAIL TRANSIT PROJECT

EASEMENT 8
(FOR GUIDEWAY PURPOSES)

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southeast corner of Lot 24 (Map 1) of Land Court Consolidation 97, also along the West side of Kaaahi Street, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,218.17 feet North and 5,856.99 feet West thence running by azimuths measured clockwise from true South:

- 1. 88° 52' 112.54 feet along Lot 23 (Map 1) of Land Court Consolidation 97;
- 2. 168° 30' 16.83 feet along Remainder of Parcel 433-B of the Honolulu Rail Transit Project;
- 3. 94° 00' 32.00 feet along same;
- 4. 168° 30' 54.00 feet along same;
- 5. 180° 00' 12.08 feet along same;

Thence along remainder of Lot 24 (Map 1) of Land Court Consolidation 97, on a curve to the right with a radius of 750.00 feet, the chord azimuth and distance being:

- 6. 321° 32' 13" 17.36 feet;

Thence along same, on a curve to the right with a radius of 1,707.25 feet, the chord azimuth and distance being:

- 7. 323° 13' 60.58 feet;
- 8. 324° 14' 6.34 feet along same;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUJAH STREET, SUITE 207
HILO, HAWAII 96720

- 9. 234° 16' 61.95 feet along same;
- 10. 178° 58' 29.86 feet along same;

Thence along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

- 11. 276° 05' 36" 29.86 feet;

Thence along the West side of Kaaahi Street, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:

- 12. 316° 55' 40.11 feet;
- 13. 358° 52' 47.82 feet along same to the point of beginning and containing an area of 7,484 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
 Licensed Professional Land Surveyor
 Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 821
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PAUHAHI STREET, SUITE 213
 HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT

EASEMENT 9
(FOR GUIDEWAY PURPOSES)

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,097.37 feet North and 6,006.48 feet West thence running by azimuths measured clockwise from true South:

1. 2° 39' 30" 55.49 feet along Lot 22 (Map 1) of Land Court Consolidation 97;
2. 144° 16' 47.55 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97;
3. 234° 16' 32.92 feet along same;



4. 303° 37'

4.34 feet along the Remainder of Parcel 433-B of Honolulu Rail Transit Project, to the point of beginning and containing an area of 886 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 4/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 433 - Easement 9.docx



HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 10
(FOR GUIDEWAY PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Southwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,032.04 feet North and 6,009.51 feet West thence running by azimuths measured clockwise from true South:

1. 303° 37' 20.71 feet along Lot 22 (Map 1) of Land Court Consolidation 97;

Thence along same, on a curve to the left with a radius of 178.00 feet, the chord azimuth and distance being:

2. 286° 14' 30" 106.31 feet;

3. 268° 52' 5.74 feet along same;

Thence along same, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:

4. 223° 52' 42.43 feet;

5. 358° 52' 30.00 feet along the West side of Kaaahi Street;

Thence along same, on a curve to the left with a radius of 238.00 feet, the chord azimuth and distance being:

6. 350° 51' 10" 66.36 feet;



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAIHUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

Thence along Lot 42 (Map 8) of Land Court Consolidation 97, on a curve to the left with a radius of 30.00 feet, the chord azimuth and distance being:

- 7. 125° 51' 10" 36.10 feet;
- 8. 88° 52' 16.16 feet along same;

Thence along same, on a curve to the right with a radius of 222.00 feet, the chord azimuth and distance being:

- 9. 104° 58' 20" 123.17 feet;
- 10. 146° 59' 6.30 feet along same;
- 11. 182° 39' 30" 48.14 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97, to the point of beginning and containing an area of 7,593 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.
Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
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HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 12
(FOR ELECTRICAL PURPOSES)**

Affecting Lot 24
As shown on Map 1
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being an azimuth and distance of 282°38'26" 61.34 from the Northeast corner of Remainder of Parcel 433-B of the Honolulu Rail Transit Project, on the South side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,204.72 feet North and 5,955.69 feet West thence running by azimuths measured clockwise from true South:

Along the South side of Dillingham Boulevard, on a curve to the left with a radius of 759.34 feet, the chord azimuth and distance being:

- | | | | | | |
|----|------|-----|-----|-------|--|
| 1. | 278° | 50' | 28" | 39.34 | feet; |
| 2. | 7° | 38' | | 16.10 | feet along remainder of Lot 24 (Map 1) of Land Court Consolidation 97; |
| 3. | 97° | 38' | | 39.33 | feet along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

4. 187° 38' 16.93 feet along same to the point of beginning and containing an area of 643 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro exp 04/16

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 433 - Easement 12.docx



HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 13
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Remainder of Parcel 433-B
of the Honolulu Rail Transit Project
Being a portion of Land Court Application 1876

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being an azimuth and distance of 123°37' 4.34 feet from the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,099.77 feet North and 6,010.13 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|-------|-------|--|
| 1. | 123° 37' | 13.14 | feet | along Lot 21-B (Map 4) of Land Court Consolidation 97; |
| 2. | 182° 39' 30" | 9.42 | feet | along remainder of Remainder of Parcel 433-B of the Honolulu Rail Transit Project; |
| 3. | 281° 54' | 6.13 | feet | along same; |
| | | | | Thence along same, on a curve to the right with a radius of 1,656.75 feet, the chord azimuth and distance being: |
| 4. | 324° 04' 50" | 8.84 | feet; | |
| 5. | 324° 14' | 6.32 | feet | along same; |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PALUHI STREET, SUITE 207
HILO, HAWAII 96720

6. 54° 16' 5.38 feet along same to the point of beginning and containing an area of 137 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro [Signature]
ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 17, 2015

TMK: (1) 1-5-007: 016 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 433 - Easement 13.docx



HONOLULU RAIL TRANSIT PROJECT

**EASEMENT 14
(FOR TEMPORARY CONSTRUCTION PURPOSES)**

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Northeast corner of this easement, being an azimuth and distance of 123°37' 4.34 feet from the Northwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,099.77 feet North and 6,010.13 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|--------------|-------|------|--|
| 1. | 54° 16' | 14.38 | feet | along remainder of Lot 21-B
(Map 4) of Land Court
Consolidation 97; |
| 2. | 182° 39' 30" | 15.69 | feet | along same; |
| 3. | 303° 37' | 13.14 | feet | along Remainder of Parcel 433-
B of the Honolulu Rail Transit
Project, to the point of
beginning and containing an
area of 88 Square Feet. |



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro EXP 04/16

ERIK S. KANESHIRO

Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 1-5-007: 016 (Portion)
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AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
HILO, HAWAII 96720

HONOLULU RAIL TRANSIT PROJECT
EASEMENT 15
(FOR TEMPORARY CONSTRUCTION PURPOSES)

Affecting Lot 21-B
As shown on Map 4
Of Land Court Consolidation 97

Situate at Kuwili, Honolulu, Oahu, Hawaii

Beginning at the Southeast corner of this easement, being the Southwest corner of Lot 22 (Map 1) of Land Court Consolidation 97, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 2,032.04 feet North and 6,009.51 feet West thence running by azimuths measured clockwise from true South:

- 1. 92° 39' 30" 15.00 feet along remainder of Lot 21-B (Map 4) of Land Court Consolidation 97;
- 2. 182° 39' 30" 28.84 feet along same;
- 3. 324° 16' 24.15 feet along same;
- 4. 2° 39' 30" 9.91 feet along Lot 22 (Map 1) of Land Court Consolidation 97, to the point of beginning and containing an area of 291 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.
Description Prepared By:

Erik S. Kaneshiro [Signature]

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 1-5-007: 016 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 433 - Easement 15.docx



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-49 APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE EASEMENTS OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-5-007-016 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID EASEMENT BY EMINENT DOMAIN	STAFF CONTACT: Elizabeth Scanlon Morris Atta	DATE: 07/30/2015
---	---	----------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input checked="" type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input checked="" type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:

Review of Notification to City Council for condemnation of land for public use, identified as Tax Map Key 1-5-007-016 (Por.), and situated at 617 Dillingham Boulevard; 504 Kuwili St, Honolulu, Hawaii 96817, which is required for guideway, electrical, and temporary construction easement purposes for the Honolulu Rail Transit Project (HRTTP). This property, for which 14,035 square feet of guideway and electrical easements and 2,918 square feet of temporary construction easements are required, is on the critical path for successful completion of the City Center Section of the HRTTP. The property is owned by Hawaiian Electric Company, Inc.

HART recommends use of eminent domain to acquire the property.

2. Background/Justification

This property (Tax Map Key 1-5-007-016 por.) was designated as needed for the HRTTP and identified in the Final Environmental Impact Statement (FEIS). As required under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and FTA C5010.1D, the Owners were notified of HART's intent to acquire the property. An appraisal was conducted following URA guidelines, which took into consideration all site conditions and potential impacts.

- An appraisal report with an effective date of December 8, 2014 was conducted.
- A Letter of Offer dated May 13, 2015 was delivered.
- Owner has not provided any formal response to the Letter of Offer.
- Negotiations have been cordial and ongoing.

This parcel is being referred to eminent domain in order to adhere to the project construction timeline. Access to this parcel is needed as soon as possible in order to avoid costly delays to the project schedule and timing. Negotiations with the Owner will continue during the eminent domain process.

3. Procurement Background

N/A

4. Financial/Budget Impact

The project budget includes an estimated cost for legal action associated with the eminent domain of the property.

5. Policy Impact

There is no policy impact since this action conforms to the requirement of the URA, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement

N/A

7. Alternatives

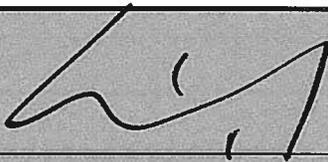
There is no feasible alternative to avoid the above described impacts to the property.

8. Exhibits

Exhibit 1 – Letter of Offer dated May 13, 2015

Exhibit 2 – Appraisal Summary prepared by Yamaguchi & Yamaguchi, Inc. with an effective appraisal date of December 8, 2014

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date



IN REPLY REFER TO:
CMS-APOOROW-00871

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

HAND-DELIVERED

BOARD OF DIRECTORS

May 13, 2015

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

Mr. Stephen Sekiya
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840

George I. Atta
Robert Bunda
Michael D. Formby
Ford N. Fuchigami
William "Buzz" Hong
Keslie W.K. Hui
Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Dear Mr. Sekiya:

Subject: Honolulu Rail Transit Project (H RTP)
617 Dillingham Boulevard
Parcel 433: Tax Map Key (TMK) 1-5-007-016 (Portion)
Letter of Offer

The Honolulu Authority for Rapid Transportation (HART) is constructing the H RTP. As part of the H RTP, HART will need to acquire a portion of your property. An appraisal of the property identified as TMK 1-5-007-016 has been completed to determine just compensation.

A review of public records indicates that you are the Owner of Record of the property HART is seeking to acquire for this Project. Based on our findings as contained in the enclosed Statement of Just Compensation, HART offers to purchase a portion of your property, a total of 14,035 square feet for guideway easement purposes for the total consideration of \$1,528,412 (One Million Five Hundred Twenty-Eight Thousand Four Hundred Twelve Dollars), as outlined in red on the enclosed map.

In addition, HART offers to purchase a Temporary Construction Easement (TCE) consisting of 2,918 square feet (shown colored in red on the enclosed map) for a consideration of \$28,246 (Twenty-Eight Thousand Two Hundred Forty-Six Dollars). The intent of the TCE is to provide temporary access to and use of a portion of your property for the purpose of facilitating Project construction activities. These activities may involve operation of equipment, movement of a work force on the described easement, and may include site security with temporary fencing. Construction within the TCE area would be limited to the driveway and back of sidewalk connections to existing grades and surface restoration. The duration of the TCE will be 12 months with a start date to be determined thru coordination with you and HART's contractor.

The total offer for acquiring the interest in your property is \$1,556,658 (One Million Five Hundred Fifty-Six Thousand Six Hundred Fifty-Eight Dollars). Costs incidental to closing escrow for this transaction will be paid by HART except prorated costs such as taxes and insurance.

Mr. Stephen Sekiya
Page 2
May, 13, 2015

The amount of offer is predicated on the assumption that there exists no hazardous substance, product, or waste on the subject property. Please be advised that the amount offered is subject to completion of an environmental site assessment by HART, and the cost to remediate any identified findings may affect the valuation of the subject property.

If this offer is acceptable, please sign the duplicate of this letter and return it in the enclosed envelope by June 12, 2015. The remaining copy is for your file. Enclosed for your information are the Appraisal Summary Statement and General Acquisition & Relocation Information Brochure. Also enclosed is a draft Possession and Use Agreement for your review, consideration, and further discussion with your acquisition agent. The Possession and Use Agreement is intended to provide you early access to most of the purchase price of this acquisition subject to HART being provided access to the portion of your property required for construction of the H RTP with minimal risk to the Project. Under this agreement, your rights to the full just compensation amount are fully reserved and enforceable.

It is the desire of HART to acquire private property through voluntary purchase if possible. While HART has the power of eminent domain, HART has not sought the authority nor made any decision to exercise the power of eminent domain to acquire your property at this time.

In accordance with federal regulations affecting real property transactions, we request your cooperation in providing us with your Taxpayer Identification Number. Please execute and return the enclosed IRS Form W-9 at the same time. The W-9 is required by our Department of Budget and Fiscal Services to release the check.

HART has retained the services of Paragon Partners Ltd to assist you with the acquisition process. Please contact Mr. Jackson Blagden at 536-5900 if you have any questions or to discuss this matter further.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

Enclosures

Mr. Stephen Sekiya
Page 3
May 13, 2015

ACCEPTED:

HAWAIIAN ELECTRIC COMPANY, INC.

By _____
Its

Print Name: _____

Dated: _____

Exhibit 2



**Yamaguchi &
Yamaguchi, Inc.**
Real Estate Appraisal &
Consulting Services

PROJECT

Honolulu Rail Transit Project

Parcel Designation: TMK: (1) 1-1-5-007-016
HART RW Parcel 433

Owner: Hawaiian Electric Company, Inc.
504 Kuwili Street, Honolulu, Hawaii 96817

Effective Date: December 8, 2014

AN APPRAISAL REPORT OF

The IMX-1 Commercial Mixed-Use Property
Easement Acquisition

CLIENT

Paragon Partners Ltd. for Honolulu Authority for Rapid Transportation

PREPARER

Jon F. Yamaguchi, CRE, FRICS, SRPA, SRA

DATE OF APPRAISAL

January 9, 2015

ONE KAPIOLANI BUILDING SUITE 405
600 Kapiolani Boulevard • Honolulu, Hawaii 96813
Bus: 808.533.8849 • Fax: 808-533-8808 • E-mail: appraisals@yamaguchiinc.com



**Yamaguchi &
Yamaguchi, Inc.**
Real Estate Appraisal &
Consulting Services

January 9, 2015

Ms. Georgia Marquis
Project Manager
Paragon Partners Ltd. for the Honolulu Authority for Rapid Transportation
5762 Bolsa Ave., Suite 201
Huntington Beach, CA 92649

Re: Honolulu Rail Transit Project
Parcel Designation: TMK: (1) 1-5-007-016
HART RW Parcel 433
504 Kuwili Street, Honolulu, Hawaii 96817

TCE D/E (960+17sq.ft.)	977 Sq.Ft.	Easement 4:	93 Sq.Ft.	Easement 9:	3,251 Sq.Ft.
Easement 1:	84 Sq.Ft.	Easement 5:	340 Sq.Ft.	Easement 11:	312 Sq.Ft.
Easement 2:	68 Sq.Ft.	Easement 6:	522 Sq.Ft.	Easement 12:	643 Sq.Ft.
Easement 3:	160 Sq.Ft.	Easement 7:	7,712 Sq.Ft.	Easement 13:	176 Sq.Ft.
		Easement 8:	1,567 Sq.Ft.	Easement 14:	1,048 Sq.Ft.

Dear Ms. Marquis,

At your request, we have appraised easement interests for the above real estate. Our objective was to form one opinion about the market value for the "*Easement Acquisitions*" of the subject property's fee simple estate assuming no liens or encumbrances other than normal covenants and restrictions of record.

The purpose of this appraisal report is to assist the Honolulu Authority for Rapid Transportation in the "*Easement Acquisition*" Eminent Domain acquisition proceedings of the subject property for the Honolulu Rail Transit Project.

As a preview, the subject property identified as the "Larger Parcel" TMK: (1) 1-1-5-07-16 physically consists of one irregular, corner lot constituting a total of 119,419 square feet. It is improved with a Hawaiian Electric Company, Inc. electrical transfer facility that is not included in our appraisal valuation.

Our job scope is to appraise the various easements needed to facilitate the construction of the Honolulu Rail Transit Guideway and Station Design. The types of easements are described herein.

This valuation contains analyses, opinions, and conclusions along with market data and reasoning appropriate for the scope of work detailed later herein. It was prepared solely for the intended use and intended user(s) explicitly identified in the attached report. Unauthorized users do so at their own risk. The appraisal is communicated in the attached Summary report, and conforms to the version of the Uniform Standards of Professional Appraisal Practice (USPAP) in effect on this report's preparation date of January 9, 2015.

For purposes of this appraisal report the definition of market value from the fifth edition of the *Uniform Appraisal Standards for Federal Land Acquisitions* was utilized and is defined in the Market Value Criterion section of this report.

This letter is not an appraisal report hence it must not be removed from the attached 133-page report. If this letter is disjoined from the attached appraisal report, then the value opinions set forth in this letter are invalid because the analyses, opinions, and conclusions cannot be properly understood.

In general, valuation of the subject property involves a few complex issues. All value opinions are affected by all the information, extraordinary assumptions, hypotheses, general limiting conditions, facts, descriptions, and disclosures stated in the attached appraisal report. After careful consideration of all factors pertaining to and influencing value, the data and analysis thereof firmly supports the following final value opinion(s) for the subject property easement acquisitions and temporary construction easements as of December 8, 2014:

\$ 14,450,000	<i>"As Is" Indicated Market Value of the Larger Parcel</i>
\$1,528,000	<i>"As Is" Indicated Market Value of the Easement Acquisition (Rounded)</i>
\$ 0	<i>Add: Total Severance Damages to the Remainder Property</i>
\$ 0	<i>Less: Special Benefits to the Remainder Property</i>
\$ 0	<i>Add: Contributory Value</i>
\$1,528,000	<i>Total Fair Market Value of the Easement Acquisition (Rounded)</i>
\$ 28,246	<i>Estimated Annual Rent Per Annum @ 8% for the TCE</i>
\$2,353.85	<i>Estimated Monthly Rent Per Annum @ 8% for the TCE</i>

Thank you for your business. Let us know how we may further serve you.



Jon F. Yamaguchi, CRE, FRICS, SRPA, SRA
 President / CEO
 Certified General Appraiser
 Hawaii License CGA 31
 License Expiration Date: 12/31/2015

Valuation Summary		
<i>Value Indications</i>	Larger Parcel Value Cost Approach Sales Comparison Income Approach	\$14,450,000 Not Applicable Applicable Only to Estimate Land Value Not Applicable
<i>Final Value Conclusion(s)</i>	\$ 14,450,000	"As Is" of the Larger Parcel (Rounded)
	\$ 1,528,000	"As Is" of the Easement Acquisition (Rounded)
	\$ 0	Add: Total Severance Damages to the Remainder Property
	\$ 0	Less: Special Benefits to the Remainder Property
	\$ 0	Add: Contributory Value
	\$ 1,528,000	Total Fair Market Value of the Easement Acquisition (Rounded)
<i>Fair Market Rent for TCE</i>	\$ 28,246	Estimated Annual Rent Per Annum @ 8%
	\$2,353.85	Estimated Monthly Rent Per Annum @ 8%

Easement Acquisition Summary				
\$ 37,026	Guideway	Easement 5	340	square feet
\$ 56,846	Guideway	Easement 6	522	square feet
\$839,837	Guideway	Easement 7	7,712	square feet
\$170,646	Guideway	Easement 8	1,567	square feet
\$354,034	Guideway	Easement 9	3,251	square feet
\$ 70,023	Electrical	Easement 12	643	square feet
\$1,528,412		Total	14,035	square feet
\$1,528,000		Rounded		

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-50

APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE A FEE SIMPLE INTEREST IN THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 2-1-014-006 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID PROPERTY BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain ... all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, prior to such acquisition the Charter directs HART to submit a list of real property to be acquired by eminent domain to the City Council; and

WHEREAS, the City Council may approve the acquisition by eminent domain or may object by adoption of a resolution within 45 days of the notification to acquire the real property; and

WHEREAS, the acquisition by eminent domain in fee simple of the real property identified as Tax Map Key (TMK) 2-1-014-006 (por.) and more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That written notification to the City Council is approved, for the acquisition by eminent domain in fee simple of the real property identified as TMK 2-1-014-006 (por.); and
2. That in the event the City Council approves or does not object to the acquisition within 45 days of notification, then HART is authorized to publish in a daily newspaper at least three days prior to Board action, the attached resolution marked as Exhibit B, authorizing acquisition by eminent domain in fee simple of the above-identified real property.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Exhibit A – Legal description of TMK 2-1-014-006 (por.)

Exhibit B – Resolution No. 2015-____, Authorizing the Acquisition of a Fee Simple Interest in the Real Property Identified as Tax Map Key 2-1-014-006 (Portion) by Eminent Domain

Board Chair

ATTEST:

Board Administrator

DRAFT

HONOLULU RAIL TRANSIT PROJECT

EASEMENT B
(FOR STATION CONSTRUCTION PURPOSES)

Affecting Hawaiian Electric Company
 Being Grant 3537 to H.A. Widemann,
 Grant 3651 to The Hawaiian Electric Company, Limited,
 Grant 3664 to The Hawaiian Electric Company, Limited,
 Grant 4690 to J.A. McCandless,
 Grant 6879 to The Hawaiian Electric Company, Limited,
 Grant 7041 to The Hawaiian Electric Company, Limited

Situate at Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Northwest corner of Grant 7041 to The Hawaiian Electric Company, Limited, also along the West side of Ala Moana Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 1,878.64 feet South and 4,921.98 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|--------|------|---|
| 1. | 329° 35' | 53.46 | feet | along the West side of Ala Moana Boulevard; |
| 2. | 58° 54' | 123.48 | feet | along remainder Grant 7041 to The Hawaiian Electric Company, Limited; |
| 3. | 148° 54' | 73.98 | feet | along same; |
| 4. | 232° 50' | 91.46 | feet | along the South side of Bishop Street; |

Thence along same, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

CIVIL ENGINEERS • SURVEYORS

501 SUMNER STREET, SUITE 521
 HONOLULU, HAWAII 96817-5031

1871 WILI PA LOOP, SUITE A
 WAILUKU, MAUI, HAWAII 96793

100 PAUAAHI STREET, SUITE 207
 HILO, HAWAII 96720

5. 281° 12' 30" 44.85 feet to the point of beginning and containing an area of 9,738 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

Erik S. Kaneshiro

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 2-1-014: 006 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 443 - Easement B.docx



Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-___

AUTHORIZING THE ACQUISITION OF A FEE SIMPLE INTEREST IN THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 2-1-014-006 (PORTION) BY EMINENT DOMAIN

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103.2(b) of the Charter empowers HART "to acquire by eminent domain. . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;" and

WHEREAS, the City Council approved or did not object to the acquisition of the real property identified as Tax Map Key (TMK) 2-1-014-006 (por.) by eminent domain in fee simple after written notification by HART; and

WHEREAS, the acquisition by eminent domain in fee simple of the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That acquisition by eminent domain in fee simple of the real property identified as TMK 2-1-014-006 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of the above-identified property by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of the above-identified property by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and
4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate

terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and

5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

_____.

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal Description of TMK 2-1-014-006 (por.)

DRAFT

HONOLULU RAIL TRANSIT PROJECT

**EASEMENT B
(FOR STATION CONSTRUCTION PURPOSES)**

Affecting Hawaiian Electric Company
 Being Grant 3537 to H.A. Widemann,
 Grant 3651 to The Hawaiian Electric Company, Limited,
 Grant 3664 to The Hawaiian Electric Company, Limited,
 Grant 4690 to J.A. McCandless,
 Grant 6879 to The Hawaiian Electric Company, Limited,
 Grant 7041 to The Hawaiian Electric Company, Limited

Situate at Honolulu, Oahu, Hawaii

Beginning at the Northwest corner of this easement, being the Northwest corner of Grant 7041 to The Hawaiian Electric Company, Limited, also along the West side of Ala Moana Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "PUNCHBOWL" being 1,878.64 feet South and 4,921.98 feet West thence running by azimuths measured clockwise from true South:

- | | | | | |
|----|----------|--------|------|---|
| 1. | 329° 35' | 53.46 | feet | along the West side of Ala Moana Boulevard; |
| 2. | 58° 54' | 123.48 | feet | along remainder Grant 7041 to The Hawaiian Electric Company, Limited; |
| 3. | 148° 54' | 73.98 | feet | along same; |
| 4. | 232° 50' | 91.46 | feet | along the South side of Bishop Street; |

Thence along same, on a curve to the right with a radius of 30.00 feet, the chord azimuth and distance being:



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 WAILUKU, MAUI, HAWAII 96793

100 PAUHI STREET, SUITE 207
 HILO, HAWAII 96720

5. 281° 12' 30" 44.85 feet to the point of beginning and containing an area of 9,738 Square Feet.



AUSTIN, TSUTSUMI & ASSOCIATES, INC.

Description Prepared By:

A handwritten signature in black ink, appearing to read "Erik S. Kaneshiro", written over a horizontal line.

ERIK S. KANESHIRO
Licensed Professional Land Surveyor
Certificate No. 9826

Note: This description is for exhibit purposes and does not purport a legally designated easement.

Honolulu, Hawaii
July 20, 2015

TMK: (1) 2-1-014: 006 (Portion)
Y:\2014\14-068\SURVEY\Descriptions\PARCEL 443 - Easement B.docx



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-50 APPROVING NOTIFICATION TO THE CITY COUNCIL OF INTENTION TO ACQUIRE THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 2-1-014-006 (PORTION) BY EMINENT DOMAIN AND PUBLICATION OF A RESOLUTION AUTHORIZING ACQUISITION OF SAID PROPERTY BY EMINENT DOMAIN	STAFF CONTACT: Elizabeth Scanlon Morris Atta	DATE: 07/30/2015
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Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" type="checkbox"/> Project Delivery	<input checked="" type="checkbox"/> Livability/Land Use	
<input type="checkbox"/> Information	<input type="checkbox"/> Service Delivery	<input type="checkbox"/> Partnerships	
<input type="checkbox"/> Follow-up	<input checked="" type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:

Review of Notification to City Council for condemnation of land for public use, identified as Tax Map Key 2-1-014-006 (Por.), and situated at 170 Aloha Tower Drive, Honolulu, Hawaii 96813 which is required for station construction purposes for the Honolulu Rail Transit Project (HRTTP). This property, for which a 9,779 square-foot partial fee acquisition is required, is on the critical path for successful completion of the City Center Section of the HRTTP. The property is owned by Hawaiian Electric Company, Inc.

HART recommends use of eminent domain to acquire the property.

2. Background/Justification

This property (Tax Map Key 2-1-014-006 por.) was designated as needed for the HRTTP and identified in the Final Environmental Impact Statement (FEIS). As required under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (URA) and FTA C5010.1D, the Owners were notified of HART's intent to acquire the property. An appraisal was conducted following URA guidelines, which took into consideration all site conditions and potential impacts.

- An appraisal report with an effective date of December 5, 2014 was conducted.
- A Letter of Offer dated March 26, 2015 was delivered.
- Owner rejected Letter of Offer and submitted a Counteroffer on June 29, 2015.
- No settlement has been reached. Negotiations have been cordial and ongoing.

This parcel is being referred to eminent domain in order to adhere to the project construction timeline. Access to this parcel is needed as soon as possible in order to avoid costly delays to the project schedule and timing. Negotiations with the Owner will continue during the eminent domain process.

3. Procurement Background

N/A

4. Financial/Budget Impact

The project budget includes an estimated cost for legal action associated with the eminent domain of the property.

5. Policy Impact

There is no policy impact since this action conforms to the requirement of the URA, FTA 5010.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement

N/A

7. Alternatives

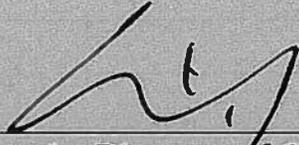
There is no feasible alternative to avoid the above described impacts to the property.

8. Exhibits

Exhibit 1 – Letter of Offer dated March 26, 2015

Exhibit 2 – Appraisal Summary prepared by Hasting, Conboy, Braig & Associates, LTD with an effective appraisal date of December 5, 2014

Certified and Recommended by:



Executive Director and CEO

7/23/15

Date

RL 1801
RETD
L 15 R
COR Row
JA



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

HAND-DELIVERED

March 26, 2015

Philip Hauret
Received
Philip Hauret 3/27/15
Print Name Date
Delivered By: *[Signature]*
Jackson Nguyen

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

George I. Atta
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Michael D. Formby
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William "Buzz" Hong
Kestie W.K. Hui
Damien T.K. Kim
Carrie K.S. Okinaga, Esq.

Mr. Phil Hauret
Hawaiian Electric Company, Inc.
P.O. Box 2750
Honolulu, Hawaii 96840

Dear Mr. Hauret:

Subject: Honolulu Rail Transit Project (H RTP)
170 Aloha Tower Drive
Parcel 443: Tax Map Key (TMK) 2-1-014-006 (Portion)
Letter of Offer

This is a follow-up to previous correspondence regarding the appraisal and acquisition of the subject property. An appraisal of your property has been completed. Based on our findings as contained in the enclosed Statement of Just Compensation, Honolulu Authority for Rapid Transportation (HART) offers to purchase a 9,779-square-foot portion of your property, identified as TMK 2-1-014-006 (shown colored in yellow on the enclosed map), in fee simple, free and clear of all liens and encumbrances, for the total consideration of \$3,150,000 (Three Million One Hundred Fifty Thousand Dollars).

The total offer for acquiring the interest in your property is \$3,150,000 (Three Million One Hundred Fifty Thousand Dollars).

If this offer is acceptable, please sign the duplicate of this letter and return it in the enclosed envelope by April 27, 2015. The remaining copy is for your file. Enclosed for your information are the Appraisal Summary Statement and General Acquisition & Relocation Information Brochure. Also enclosed is a draft Right of Entry, Possession and Use Agreement for your review, consideration, and to be further discussed with your acquisition agent.

If we do not hear from you by April 27, 2015, this offer shall be considered rejected and HART will proceed to review options to acquire the subject property.

Mr. Phil Hauret
Page 2
March 26, 2015

In accordance with federal regulations affecting real property transactions, we request your cooperation in providing us with your Taxpayer Identification Number. Please execute and return the enclosed IRS Form W-9 at the same time. The W-9 is required by our Department of Budget and Fiscal Services to release the check.

Please contact Mr. Jackson Blagden at 536-5900 if you have any questions regarding this matter.

Sincerely,



Daniel A. Grabauskas
Executive Director and CEO

Enclosures

ACCEPTED:

HAWAIIAN ELECTRIC COMPANY, INC.

By _____
Its

Print Name: _____

Dated: _____

Appraisal Report

**Prepared for
Paragon Partners Ltd.
5762 Bolsa Avenue, Suite 201
Huntington Beach, CA 92649**

Covering

**Honolulu Rail Transit Project
Parcel Designation (1) 2-1-14-06
HART RW Parcel 443
Hawaiian Electric Power Plant
170 Aloha Tower Drive
Honolulu, Oahu, Hawaii**

Prepared By

**Alan J. Conboy, MAI, SRA
Hastings, Conboy, Braig & Associates, Ltd.
43 Oneawa Street, Suite 211
Kailua, Hawaii 96734**

Effective date of Appraisal – December 5, 2014

Robert C. Hastings, Jr., CRE
Alan J. Conboy, MAI, SRA
Robert R. Braig, MAI, SRA
Andrew B. Conboy

**HASTINGS, CONBOY, BRAIG
& ASSOCIATES, LTD.**
Real Estate Appraisers, Counselors and Economists

December 19, 2014

Ms. Georgia Marquis
Project Manager
Paragon Partners Ltd. For the Honolulu Authority for Rapid Transportation
5762 Bolsa Avenue, Suite 201
Huntington Beach, CA 92649

Dear Ms. Marquis:

Re: Partial Acquisition covering a Portion of the Honolulu Power Station Property, Tax Map Key (1) 2-1-14-06

We have conducted, in the accompanying report, a complete appraisal of a partial real property acquisition interests currently owned by the Hawaiian Electric Company, Ltd. located at 170 Aloha Tower Drive, Island of Oahu, State of Hawaii. The total property is identified on State of Hawaii tax maps as First Division Tax Map Key 2-1-14, Parcel 06.

Development on the Downtown Transit Station requires a partial taking of the Honolulu Power Station property. The total property (Larger Parcel) consists of a 149,644 square foot parcel. The larger parcel is improved with a masonry and steel electric power station. Hawaiian Electric Company, Ltd owns the fee simple interest in the property and occupies the improvements. The partial taking will consist of approximately 9,779 square feet designated Parcel 06 (Portion).

This appraisal was developed and prepared in accordance with the Uniform Appraisal Standards for Federal Land Acquisitions, 2000 (UASFLA) of the Interagency Land Acquisition Conference and the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Standards Board. The results of the appraisal are communicated in the format of an Appraisal Report. The date of the appraisal report is December 19, 2014.

The sources of information and basis of the estimates and assumptions are stated herein. The appraisers have relied on certain information developed from their research and knowledge of the market, and have performed reasonable verification of facts, except as specifically set forth in the report. To the best of the appraisers' knowledge and belief, the information contained in this report, on which the analyses and conclusions expressed herein are based, is fairly stated.

The results of our complete appraisal are set forth within the attached narrative appraisal report. Based on our thorough research and analyses and subject to the limiting conditions and assumptions stated herein, it is our opinion that the market value of the unencumbered fee simple interest of the real property partial acquisition interests appraised, as of an effective date of December 5, 2014, is summarized as follows:

	<u>Value Indication</u>		<u>Value Conclusion of Acquisition</u>
	<u>Before</u>	<u>After</u>	
Parcel 06 (Por.) 9,779 square Feet	\$54,620,000	\$51,470,000	\$3,150,000

We appreciate the opportunity to have undertaken this appraisal assignment.

Sincerely,

**HASTINGS, CONBOY, BRAIG
& ASSOCIATES, LTD.**



Alan J. Conboy, MAI, SRA
Executive Vice President
Hawaii State Certified General Appraiser CGA-185
Certificate Expires: December 31, 2015