HONOLULU AUTHORITY for RAPID TRANSPORTATION

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EXECUTIVE DIRECTOR AND CEO

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Board of Directors Meeting
Kapolei Hale, Conference Room B
1000 Uluohia Street, Kapolei, Hawaii
Thursday, November 12, 2015 10:00 am

Agenda

I. Call to Order by Chair

II. Public Testimony on All Agenda Items

III. Approval of the Minutes

A. September 24, 2015 Meeting of the Board of Directors
B. October 15, 2015 Meeting of the Board of Directors

IV. Resolution No. 2015-85 Relating to the Honolulu Authority for Rapid Transportation's Request to the Honolulu City Council for Approval of the Issuance and Sale of Commercial Paper

V. Action on the Report of the Permitted Interaction Group to Investigate Proposals for Submission to the Charter Commission of the City and County of Honolulu

VI. Construction and Traffic Update

VII. Right of Way Update

VIII. September Monthly Progress Report

IX. September Project Management Oversight Contractor Report

X. Discussion on Budget and Schedule Update

XI. Discussion on Annual Legislative Report

XII. Discussion on the Sale of AnsaldoBreda and Ansaldo STS to Hitachi

XIII. Executive Director & CEO's Report

XIV. Executive Session
Pursuant to Hawaii Revised Statutes Section 92-4 and Subsection 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 matters pertaining to the Board's powers, duties, privileges, immunities and liabilities.

XV. Announcement Regarding November 24, 2015 Meeting of the Board of Directors

XVI. Adjournment

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

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.

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-85

RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION'S REQUEST TO THE HONOLULU CITY COUNCIL FOR APPROVAL OF THE ISSUANCE AND SALE OF COMMERCIAL PAPER

WHEREAS, pursuant to Section 17-109 of Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended ("Charter"), and at the request of the Honolulu Authority for Rapid Transportation ("HART"), the Honolulu City Council ("Council") may by resolution approve the issuance and sale of bonds for the construction of the Honolulu High Capacity Transit Corridor Project ("HHCTCP"), now known as the Honolulu Rail Transit Project; and

WHEREAS, Ordinance 01-28, as amended by Ordinance 04-36, Ordinance 10-15 and upon its approval Bill 73 (2015), CD1 and as may be further amended ("CP Ordinance"), sets forth the authority of the City and County of Honolulu (the "City") to issue and sell general obligation commercial paper pursuant to certain specified terms; and

WHEREAS, the CP Ordinance increases the maximum amount of such commercial paper permitted to be issued and sold, and expands the purposes for which proceeds of such commercial paper may be applied to include public improvements, including equipment, relating to the HHCTCP; and

WHEREAS, HART is required under Charter Section 17-109 and the CP Ordinance to make a request to the Council for the issuance and sale of bonds and other forms of indebtedness, which can currently take the form of general obligation bonds, general obligation commercial paper notes, general obligation bond anticipation notes and other forms of general obligation indebtedness, which proceeds will be used for the HHCTCP (the "HHCTCP Commercial Paper"); and

WHEREAS, the CP Ordinance requires HART and the City to have entered into a memorandum of understanding subject to the provisions of the CP Ordinance; and

WHEREAS, the memorandum of understanding sets forth the obligations of HART to the City concerning HHCTCP Commercial Paper and providing for HART's reimbursement to the City for any payments of principal and interest and any other costs incurred by the City relating to the issuance of HHCTCP Commercial Paper; and

WHEREAS, HART and the City have entered into the memorandum of understanding pursuant to resolution adopted by or to be adopted by the Council, approving or reapproving the memorandum of understanding and authorizing its execution by the Director of the Department of Budget and Fiscal Services, as well as

DRAFT

the execution of any incidental or related agreements, amendments and documents in furtherance of the memorandum of understanding so long as such agreements, amendments and documents do not incur additional obligations on the part of the City; and

WHEREAS, the CP Ordinance requires the Council to adopt an ordinance or resolution, approved by an affirmative vote of at least two-thirds of the members of the Council, (a) authorizing the issuance, sale and use of proceeds of General Obligation Bonds (including General Obligation Commercial Paper Notes) for the payment of the costs of public improvements, including equipment, relating to the HHCTCP, as well as the payment, refunding or refinancing of the HHCTCP Commercial Paper, and (b) determining the maximum principal amount of such General Obligation Bonds (including General Obligation Commercial Paper Notes) to be issued for such issue;

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

1. That HART hereby requests approval and authorization from the Honolulu City Council for the issuance and sale of HHCTCP Commercial Paper, including renewals and extensions thereof, in one or more issuances, in an aggregate principal amount outstanding at any one time of up to but not to exceed $350,000,000, relating to the issue currently identified as Issue B (which designation may change from time to time at the discretion of the City).
2. That the issue of HHCTCP Commercial Paper being requested for approval above shall have such further details as shall be determined by the Director of the Department of Budget and Fiscal Services consistent with the provisions of Chapter 47, Hawaii Revised Statutes, and the CP Ordinance.
3. That copies of this Resolution be transmitted to the Honolulu City Council and the Director of the Department of Budget and Fiscal Services.

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

_____
Board Chair

ATTEST:

_____
Board Administrator

DRAFT

Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015-85 RELATING TO THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION'S REQUEST TO THE HONOLULU CITY COUNCIL FOR APPROVAL OF THE ISSUANCE AND SALE OF COMMERCIAL PAPER			**STAFF CONTACT:** Diane Arakaki	**DATE:** November 12, 2015
Type:	**Goal**	**Focus Area**	**Reference Notes**	
☒ **Action/Approval**	☒ **Project Delivery**	☐ **Livability/Land Use**		
☐ **Information**	☐ **Service Delivery**	☐ **Partnerships**		
☐ **Follow-up**	☒ **Resource Stewardship**	☐ **Agency Admin.**		

1. Purpose:

To request approval and authorization from the Honolulu City Council for the issuance and sale of HHCTCP Commercial Paper.

2. Background/Justification

Interim debt financing is needed to fund the cash flow needs of the project during the peak years of construction. The most efficient, economical and effective way to meet this need is for the City to issue all debt financing for the project; and for HART to pay the cost of issuance, principal, interest and related fees. All costs of the debt for this project will be repaid with the General Excise Tax Surcharge (GET) revenue specifically dedicated to the project and the federal New Starts project grant of $1.55 billion. HART has entered into a Memorandum of Understanding with the City regarding how the debt financing will be conducted.

3. Procurement Background

The City has conducted procurements, and is in the process of securing access to the necessary debt instruments to meet HART's financing needs.

4. Financial/Budget Impact

The cost of debt financing is included in the project and agency budgets.

5. Policy Impact

N/A

6. Public Involvement

N/A

7. Alternatives

None

8. Exhibits

Memorandum of Understanding between the City and County of Honolulu and the Honolulu Authority for Rapid Transportation Regarding the General Obligation Bonds

Certified and Recommended by:

Executive Director and CEO	11/9/15 **Date**

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

ORDINANCE 12-17

BILL 37 (2012), FD1, CD1

A BILL FOR AN ORDINANCE

AMENDING ORDINANCE NO. 01-28.

BE IT ORDAINED BY THE PEOPLE OF THE CITY AND COUNTY OF HONOLULU:

SECTION 1. Purpose. The purpose of this ordinance is to amend the authorization for the City and County of Honolulu (the "City and County") to issue general obligation commercial paper in order to clarify and facilitate the use of such debt.

SECTION 2. Findings and Determinations.

Pursuant to Section 237-8.6 of the Hawaii Revised Statutes ("HRS"), counties are permitted to establish a 0.5% surcharge (to be collected and distributed by the State) (the "County Surcharge") on the existing 4.0% State general excise tax (the "State Excise Tax") in order to fund transportation projects. On August 15, 2005, the Council of the City and County of Honolulu (the "Council") adopted Ordinance 05-027 establishing the County Surcharge, the receipts of which must be spent on either: (a) operating or capital costs of a locally preferred alternative for a mass transit project, or (b) expenses in complying with the Americans with Disabilities Act of 1990 with respect to (a). The Council subsequently adopted Ordinance 07-001 to, among other matters, select a fixed guideway system between Kapolei and the University of Hawaii at Manoa as the local preferred alternative for the Honolulu High Capacity Transit Project (the "HHCTP"), and other actions relating thereto. In addition, on December 16, 2009, the Council adopted Resolution 09-252, CD1, to initiate amendments to the Revised Charter of the City and County of Honolulu 1973, as amended ("Charter"), to create the Honolulu Authority for Rapid Transportation ("HART"), a public transit authority responsible for the planning, construction, operation, maintenance and expansion of the HHCTP.

On July 14, 2010, the Council adopted Ordinance 10-15 amending Ordinance 01-28 to expand the purposes for which proceeds from the City's general obligation commercial paper may be applied to include public improvements to the City and County's wastewater system and the water system managed by the Board of Water Supply of the City and County (the "Board of Water Supply"). Both the City and County and the Board of Water Supply are bound by their revenue bond covenants with respect to the issuance of wastewater system revenue bonds and water system revenue bonds, respectively, that mandate that they each (a) fix, charge and collect rates and other charges that produce revenues sufficient to pay debt service and related obligations; (b) satisfy coverage requirements prior to issuing any additional bonds secured by their respective revenue streams; and (c) maintain reserves for debt service. In addition, both the City and County (with respect to its wastewater system) and the Board of

Water Supply have proven credit histories with respect to the timely payments of debt service and both have demonstrated the self-sustainability of their respective systems.

The Council believes that it is necessary to establish certain conditions through a Memorandum of Understanding in connection with the issuance of general obligation commercial paper by the City in connection with the HHCTP to assure that HART reimburses the City and County for any payments of principal and interest and any costs incurred by the City and County relating to the issuance of general obligation commercial paper and other forms of general obligation indebtedness for public improvements, including equipment, relating to the HHCTP.

Therefore, the City Council of the City and County of Honolulu (the "Council") hereby finds and determines: (1) the Council has heretofore adopted Ordinance 01-28, as amended by Ordinance 04-36 and Ordinance 10-15, authorizing the issuance and sale and specifying certain terms of general obligation commercial paper of the City and County, and authorizing and providing for certain related matters; and (2) it is advisable, expedient and in the best interests of the City and County to increase the amount of such commercial paper to be issued and expand the purposes for which proceeds of such commercial paper may be applied to include public improvements relating to the Honolulu High Capacity Transit Project managed by the Honolulu Authority for Rapid Transportation.

SECTION 3. Ordinance 01-28 is amended by amending Section 2 to read as follows:

"SECTION 2. Authorization of Commercial Paper. Pursuant to Chapter 47, Hawaii Revised Statutes, as amended, and the Revised Charter of the City and County, there are hereby authorized for issuance and sale from time to time general obligation notes (the "Commercial Paper" and each a "Commercial Paper note") of the City and County, including renewals and extensions thereof, in an aggregate principal amount at any one time outstanding not to exceed [Three Hundred Fifty Million Dollars ($350,000,000)] Four Hundred Fifty Million Dollars ($450,000,000), for the purpose of (a) refunding all or a part of any General Obligation Bonds and any Commercial Paper and any reimbursement obligations to the provider of any credit or liquidity facility as the Director of Budget and Fiscal Services shall determine to be in the best interest of the City and County; (b) paying the cost of any public improvements, including equipment, (1) for which an appropriation is made in a capital budget ordinance, including public improvements relating to the wastewater system of the City and County, [or] (2) public improvements relating to the water system managed by the Board of Water Supply, or (3) if not included in (1) above, public improvements, including equipment, relating to the HHCTP, and for which General Obligation Bonds or Revenue Bonds are authorized to be issued, in advance of the issuance of such General Obligation Bonds or Revenue

Bonds, or, in the case of equipment, instead of the issuance of General Obligation Bonds or Revenue Bonds; and (c) paying all costs incurred in the issuance of such Commercial Paper and the refunding of any General Obligation Bonds. The proceeds of the Commercial Paper shall be applied as provided in Section 8 hereof."

SECTION 4. Ordinance 01-28 is amended by amending Section 8 to read as follows:

"SECTION 8. Application of Proceeds. The proceeds of the Commercial Paper are hereby irrevocably appropriated for the purposes set forth herein, and such proceeds, together with any other funds of the City and County which are legally available therefor, shall be deposited as determined by the Director of Budget and Fiscal Services and applied as directed by the Director of Budget and Fiscal Services:

(1) to the payment of costs of public improvements, including equipment, (a) authorized pursuant to any capital budget ordinance of the City and County, including public improvements relating to the wastewater system of the City and County, to the extent the appropriation for such costs has not lapsed or been satisfied, [or] (b) public improvements relating to the water system managed by the Board of Water, for which the Board of Water Supply has submitted a request by resolution of the Board of Directors of the Board of Water Supply to the Council of the City and County to issue general obligation commercial paper for such improvements, or (c) if not included in (a) above, public improvements, including equipment, relating to HHCTP;

(2) to pay the principal of, premium (if any) and interest on any General Obligation Bonds or Commercial Paper or obligations to the provider of any credit or liquidity facility to be refunded; and

(3) to pay costs of issuance of the Commercial Paper and any related refunding, including without limitation, the initial fees of any issuing and paying agents or registrars, the fees of any dealers, financial consultants and bond counsel, rating agency fees, escrow agent fees, fees for verification of refunding escrow calculations, fees and expenses for any liquidity or credit enhancement, the cost of preparation of any documentation relating to the Commercial Paper, including any offering document and definitive Commercial Paper, and any cost of publications required by law.

Pending the time the proceeds of the Commercial Paper are required to pay any General Obligation Bonds to be refunded as provided in (2) above, the proceeds of such Commercial Paper, together with any other funds of the City and County which are legally available therefor, may be held by the Director of Budget and Fiscal Services in trust for such purposes or may be held by a financial institution selected by the Director of Budget and Fiscal Services to serve as escrow agent under an escrow agreement,

such agreement to be in such form and containing such terms and provisions as the Director of Budget and Fiscal Services deems appropriate, and, in either case, invested as permitted by law. The Director of Budget and Fiscal Services is hereby authorized and directed to serve as such escrow agent or to select a qualified financial institution to serve in such capacity, and to determine the form and terms of any such escrow agreement and any fee agreement to be entered into with such financial institution. The Director of Budget and Fiscal Services is hereby further authorized and directed to determine the date or dates upon which the General Obligation Bonds or portions thereof are to be redeemed and to give or cause to be given any appropriate notices of such redemption."

SECTION 5. Ordinance 01-28 is amended by adding a new Section 14 to read as follows:

"SECTION 14. HHCTP Commercial Paper. Notwithstanding anything to the contrary contained herein, each issue of Commercial Paper by the City and County, the proceeds of which will be applied to fund the payment of costs of public improvements, including equipment, relating to the HHCTP (the "HHCTP Commercial Paper"), shall be subject to the following conditions precedent:

(1) the Council shall have adopted an ordinance or resolution, whichever is required, approved by affirmative vote of at least two-thirds of the members of the Council (a) authorizing the issuance, sale and use of proceeds of General Obligation Bonds for the payment of the costs of public improvements, including equipment, relating to the HHCTP, as well as the payment, refunding or refinancing of the HHCTP Commercial Paper, and (b) determining the maximum principal amount of such General Obligation Bonds to be issued for such issue;

(2) HART shall submit a request in writing to the Council in the form of a resolution adopted by the Board of Directors of HART setting forth the details of such request and issue of HHCTP Commercial Paper; and

(3) the City and HART shall enter into a memorandum of understanding subject to the provisions of Section 15.

SECTION 6. Ordinance 01-28 is amended by adding a new Section 15 to read as follows:

"SECTION 15. Memorandum of Understanding Relating to HART. Prior to the initial issuance of HHCTP Commercial Paper, the City and County shall submit to the Council a memorandum of understanding setting forth the obligations of HART to the City and County concerning the HHCTP Commercial Paper and other forms of general

obligation indebtedness. The memorandum of understanding shall require that the City and County be reimbursed by HART for any payments of principal and interest and any other costs incurred by the City and County relating to the issuance of HHCTP Commercial Paper and other forms of general obligation indebtedness. HART shall not submit the request referenced in paragraph (2) of Section 14 unless the Council has approved such memorandum of understanding by resolution."

SECTION 7. Repeal of Conflicts. All ordinances and resolutions, and any portions of ordinances and resolutions, heretofore enacted or adopted by the Council which are in conflict or inconsistent with any provision of this ordinance shall be and are hereby repealed to the extent of such conflict or inconsistency. Except amended hereby and by Ordinance 04-36 and Ordinance 10-15, Ordinance 01-28 shall remain in full force and effect.

SECTION 8. In sections 3, 4, 5 and 6 of this ordinance, ordinance material to be deleted is bracketed and new ordinance material is underscored. In these sections, the titles of the sections are underscored because the titles were underscored in Ordinance 01-28.

A BILL FOR AN ORDINANCE

SECTION 9. Effective Date. This ordinance shall take effect upon the execution of the Full Funding Grant Agreement for the HHCTP.

INTRODUCED BY:

Ernest Martin (BR)

DATE OF INTRODUCTION:

April 17, 2012
Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED this 15TH day of June, 2012.

PETER B. CARLISLE, Mayor
City and County of Honolulu

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

ORDINANCE 12–17

BILL 37 (2012), FD1, CD1

Introduced: 04/17/12 By: ERNEST MARTIN (BR)

Committee: LEGISLATIVE MATTERS

Title: A BILL FOR AN ORDINANCE AMENDING ORDINANCE NO. 01-28

Links: BILL 37 (2012)
BILL 37 (2012), FD1
BILL 37 (2012), FD1, CD1
CR-143
CR-196

Voting Legend: Y= Aye, Y* = Aye w/Reservations, N = No, A = Absent, ABN = Abstain

COUNCIL	04/25/12	BILL AMENDED TO FD1.									
ANDERSON	Y	BERG	Y	CACHOLA	Y	CHANG	A	GABBARD	Y		
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	Y	MARTIN	Y				
		BILL PASSED FIRST READING AND REFERRED TO COMMITTEE ON LEGISLATIVE MATTERS.									
ANDERSON	Y	BERG	N	CACHOLA	Y*	CHANG	A	GABBARD	Y*		
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	N	MARTIN	Y				
PUBLISH	04/28/12	PUBLIC HEARING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.									
LEGISLATIVE MATTERS	04/30/12	CR-143 – BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON SECOND READING AND SCHEDULING OF A PUBLIC HEARING.									
COUNCIL/PUBLIC HEARING	05/09/12	CR-143 ADOPTED. BILL PASSED SECOND READING, PUBLIC HEARING CLOSED AND REFERRED TO COMMITTEE ON LEGISLATIVE MATTERS.									
ANDERSON	Y	BERG	N	CACHOLA	Y*	CHANG	A	GABBARD	Y*		
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	N	MARTIN	Y				
PUBLISH	05/21/12	SECOND READING NOTICE PUBLISHED IN THE HONOLULU STAR-ADVERTISER.									
LEGISLATIVE MATTERS	05/23/12	CR-196 – BILL REPORTED OUT OF COMMITTEE FOR PASSAGE ON THIRD READING AS AMENDED IN FD1, CD1 FORM.									
COUNCIL	06/06/12	CR-196 ADOPTED AND BILL 37 (2012), FD1, CD1 PASSED THIRD READING AS AMENDED.									
ANDERSON	Y	BERG	N	CACHOLA	Y*	CHANG	Y	GABBARD	Y*		
GARCIA	Y	HARIMOTO	Y	KOBAYASHI	N	MARTIN	Y				

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

BERNICE K. N. MAU, CITY CLERK

ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. 15-7, FD1

RESOLUTION

AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF BUDGET AND FISCAL SERVICES OF THE CITY AND COUNTY OF HONOLULU OR THE DIRECTOR'S DESIGNEE TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION HART REGARDING THE GENERAL OBLIGATION BONDS.

WHEREAS, pursuant to the Revised Charter of the City and County of Honolulu 1973, as amended, Section 17-109, the Honolulu City Council ("Council"), at the request of HART, may authorize the City and County of Honolulu ("City") to issue bonds, which can currently take the form of general obligation bonds, general obligation commercial paper notes, general obligation bond anticipation notes and other forms of general obligation indebtedness for the Honolulu High Capacity Transit Corridor Project ("HHCTCP"), now known as the Honolulu Rapid Transit Project; and

WHEREAS, the Council enacted Ordinance 12-17, which amended the authorization for the City to issue general obligation commercial paper to increase the amount of such commercial paper to be issued and to expand the purposes for which proceeds of such commercial paper may be applied to include public improvements, including equipment, relating to the HHCTCP; and

WHEREAS, Ordinance 12-17 amended Ordinance 01-28 to require that each issuance of commercial paper by the City, the proceeds of which will be applied to fund the payment of costs of public improvements, including equipment, relating to the HHCTCP (the "HHCTCP Commercial Paper"), shall be subject to the following conditions precedent:

(1) the Council shall have adopted an ordinance or resolution, whichever is required, approved by affirmative vote of at least two-thirds of the members of the Council (a) authorizing the issuance, sale and use of proceeds of General Obligation Bonds for the payment of the costs of public improvements, including equipment, relating to the HHCTCP, as well as the payment, refunding or refinancing of the HHCTCP Commercial Paper, and (b) determining the maximum principal amount of such General Obligation Bonds to be issued for such issue;

(2) HART shall submit a request in writing to the Council in the form of a resolution adopted by the Board of Directors of HART setting forth the details of such request and issue of HHCTCP Commercial Paper; and

(3) the City and HART shall enter into a memorandum of understanding subject to the provisions of Ordinance 01-28, Section 15; and

RESOLUTION

WHEREAS, Section 15 of Ordinance 01-28, as amended by Ordinance 04-36, Ordinance 10-15 and Ordinance 12-17, requires that prior to the initial issuance of HHCTCP Commercial Paper, the City shall submit to the Council a memorandum of understanding (1) setting forth the obligations of HART to the City concerning the HHCTCP Commercial Paper and other forms of general obligation indebtedness and (2) requiring that the City be reimbursed by HART for any payments of principal and interest and any other costs incurred by the City relating to the issuance of HHCTCP Commercial Paper and other forms of general obligation indebtedness; and

WHEREAS, a copy of the proposed memorandum of understanding between the City and HART is attached hereto as "Exhibit A" and incorporated herein by this reference; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that:

(1) Pursuant to Ordinance 12-17 and Ordinance 01-28, as amended, the Council hereby consents to and approves of the memorandum of understanding between the City and HART, in the form attached hereto as Exhibit A;

(2) The Director of the Department of Budget and Fiscal Services or the Director's designee is authorized to execute the memorandum of understanding with HART in the form attached hereto as Exhibit A; and

(3) The Director of the Department of Budget and Fiscal Services or the Director's designee is authorized to execute any incidental or related agreements, amendments and documents in furtherance of the above agreement so long as such agreements, amendments and documents do not incur additional obligations on the part of the City; and

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII

No. **15-7, FD1**

RESOLUTION

BE IT FINALLY RESOLVED that copies of this Resolution be transmitted to the Director of the Department of Budget and Fiscal Services, whose mailing address is 530 South King Street, Room 208, Honolulu, Hawaii 96813; and the Executive Director and Chief Executive Officer of HART, whose mailing address is 1099 Alakea Street, Suite 1700, Alii Place, Honolulu, Hawaii 96813.

INTRODUCED BY:

Ernest Martin (BR)

DATE OF INTRODUCTION:

January 8, 2015
Honolulu, Hawaii

Councilmembers

EXHIBIT A

MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY AND COUNTY OF HONOLULU AND THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION REGARDING THE GENERAL OBLIGATION BONDS

This MEMORANDUM OF UNDERSTANDING ("MOU") is entered into and effective as of _____, 2015, by and between the City and County of Honolulu ("City") whose mailing address is 530 South King Street, Room 208, Honolulu, Hawaii 96813, and the HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ("HART"), City and County of Honolulu, whose mailing address is 1099 Alakea Street, Suite 1700, Honolulu, Hawaii 96813. The City and HART are collectively referred to as the "Parties."

WHEREAS, pursuant to amendments to the Revised Charter of the City and County of Honolulu 1973, as amended ("Charter" or "RCH"), including Article XVII, HART was established, effective July 1, 2011, as a public transit authority responsible for the planning, construction, operation, maintenance and expansion of the Honolulu High Capacity Transit Corridor Project (now known as the Honolulu Rail Transit Project ("HRTP"); and

WHEREAS, by Act 247 (2005), codified at Hawaii Revised Statutes ("HRS") Section 46-16.8, a county surcharge on the state general excise and use tax was authorized to fund public transportation systems; and

WHEREAS, by Ordinance 05-027, codified at Revised Ordinances of Honolulu 1990 ("ROH") section 6-60.1, there was established a one-half percent general excise and use tax surcharge for funding the operating and capital costs of the HRTP; and

WHEREAS, in the Charter amendments that created HART, there was established a special transit fund (the "Transit Fund") pursuant to Article XVII, Section 17-114 of the Charter, into which shall be transferred the county surcharge on state tax (the "county surcharge") and all revenues generated by the fixed guideway system; and

WHEREAS, pursuant to the Charter amendments that created HART, the Honolulu City Council ("Council") when requested by HART may authorize the City to issue bonds, which can currently take the form of general obligation bonds, general obligation commercial paper notes, general obligation bond anticipation notes and other forms of general obligation indebtedness for the HRTP; and

WHEREAS, on December 5, 2012, the Council adopted Resolution 12-322 authorizing the City to enter into a Full Funding Grant Agreement with the federal government for the HRTP, providing grant funding in the amount of $1.55 billion; and

WHEREAS, the Full Funding Grant Agreement, entered into on December 19, 2012 between the City and the Federal Transit Administration, references project capital cash flow schedules requiring debt financing; and

WHEREAS, such debt financing is to be used only for the completion of the HRTP; and

WHEREAS, the City and HART share the mutual objective of financing the HRTP in the most cost-efficient and effective manner by working together to ensure timely cash availability at the lowest possible cost to the taxpayers;

NOW, THEREFORE, in consideration of the foregoing, and of any general obligation bonds, general obligation bond anticipation notes, general obligation commercial paper notes, or any other form of general obligation indebtedness or obligation that constitutes a first charge on the General Fund of the City in accordance with the Constitution and other laws of the State of Hawaii issued by or entered with the City in whole or in part to finance the acquisition, construction, replacement, rehabilitation, approved extension or completion of the HRTP or related facilities or purposes (collectively, "Project Bonds"), HART and the City agree as follows:

ARTICLE I.

COVENANTS OF HART

Section 1.01 HART shall, at all times, (a) manage and control moneys made available to HART in the Transit Fund (and other funds under the control of HART) so that there will be sufficient moneys available to punctually pay or cause to be paid all amounts payable under this MOU and the Project Bonds and other related documents and (b) duly observe and perform all of the conditions, covenants and requirements set forth in this MOU and the Project Bonds and other related documents.

Section 1.02 So long as any Project Bonds are outstanding, HART shall not suffer or permit any change, restriction, impairment, modification or alteration to the receipt, collection, deposit, transfer or payment of HART revenues (as defined in Section 3.01 hereof) either hereunder or in any other manner in any material respect, without the written concurrence of the City.

Section 1.03 HART hereby grants to the City a first priority security interest in all amounts held or required to be deposited in the Transit Fund or other applicable accounts or funds, all HART revenues (as defined in Section 3.01 hereof), and all amounts of money held by HART derived from HART revenues including investment income thereon, in order to secure obligations of HART to the City under this MOU.

Section 1.04 HART shall (a) obtain the consent of the City prior to entering into or issuing any other forms of indebtedness (including, but not limited to, bonds, notes, leases, federal or state loans and bank lines of credit and letters of credit) either (i)

relating to the HRTP, or (ii) secured by HART funds (as defined in Section 3.01 hereof); and (b) prior to the issuance or execution thereof, provide to the City any agreement and other documents relating thereto.

Section 1.05 HART shall promptly notify the City Director of Budget and Fiscal Services and the Council of

(a) the existence and status of any litigation, or the passage of any federal, state or local ordinance, law or rule not of general applicability to all persons, either of which could reasonably be expected to have a material adverse effect on (i) the financial condition or operations of HART, including, but not limited to, HART revenues (as defined in Section 3.01 hereof), (ii) the Project Bonds or (iii) the enforceability or validity of any of this MOU or any related documents;

(b) any change in any material fact or circumstance represented or warranted in this MOU or in any other related documents; and

(c) any communications, reports or financial statements delivered or received by it from any taxing authority or rating agency with respect to the transactions contemplated hereby (together with a copy of such communication, report, or statement).

Section 1.06 HART shall ensure that all data, certificates, reports, opinions of counsel, documents and other information furnished to the City and the Council, whether pursuant to this MOU, or in connection with or pursuant to an amendment or modification of, or waiver under, this MOU, shall, at the time the same are so furnished, (a) be complete and correct in all material respects to the extent necessary to give the City and the Council true and accurate knowledge of the subject matter thereof, and (b) not contain any untrue statements of a material fact or omit to state a material fact necessary in order to make the statements contained therein not misleading, and the furnishing of the same to the City and the Council shall constitute a representation and warranty by HART to that effect. Each financial statement furnished to the City and the Council, whether pursuant to this MOU, or in connection with or pursuant to an amendment or modification of, or waiver under, this MOU, shall, at the time the same is so furnished, fairly present the financial condition and results of operations of HART.

ARTICLE II.

ISSUANCE AND SALE OF PROJECT BONDS

Section 2.01 The City shall be responsible for the issuance and sale of Project Bonds pursuant to HRS Chapter 47, County Bonds, to meet the project capital cash flow requirements as shown in Attachment A to this MOU, entitled "Updated Financing Plan: Table A-1, Capital Plan Cash Flows" (the "Plan"). Issuance will be a distinct series and not commingled with other City projects.

Section 2.02 The Plan may be modified by mutual agreement between the City and HART during the term of the MOU as needed based on updated project cash flow needs and financial market conditions.

Section 2.03 Pursuant to HRS Section 47-4 and RCH Section 17-109, HART will submit a request to the Council in the form of a resolution adopted by the Board of Directors of HART, requesting the issuance and sale of Project Bonds.

Section 2.04 The Project Bonds shall mature on a date not later than December 31, 2023.

Section 2.05 HART shall provide any information requested by the City in connection with obtaining or maintaining ratings on such Project Bonds, selling those bonds or complying with any continuing disclosure undertaking the City is required to make in connection with the sale of the Project Bonds.

Section 2.06 HART consents to the inclusion by the City of any or all of this MOU or reference to it in any of its documents comprising a contract with the holders of those Project Bonds or in its offering or disclosure documents relating to those bonds, and, whether or not so included, for this MOU to be enforceable against HART by the City or by or on behalf of the bondholders of Project Bonds.

Section 2.07 HART shall be a party to or otherwise bound by and responsible for compliance with any tax covenants, certificates or agreements entered into by the City in connection with the issuance of such Project Bonds, related to establishing and preserving the (A) exemption of interest on those bonds from federal income taxation; or (B) treatment of those bonds as tax credit or tax subsidy bonds.

Section 2.08 HART shall keep adequate records and books of account, in which complete entries will be made (including, but not limited to any applicable records of HART that relate to Project Bonds, expenditure of Project Bond proceeds and use of facilities financed with Project Bond proceeds) reflecting all financial transactions of HART; and at any reasonable time and from time to time, permit and otherwise provide access to the City or any agents or representatives thereof to examine and make copies of and abstracts from the records and books of account of, and visit the properties of, HART and to discuss the affairs, finances and accounts of HART with any of the HART's officers, trustees and independent auditors (and by this provision, allow HART's auditors to discuss with the City or its agents or representatives, the affairs, finances and accounts of HART).

Section 2.09 HART shall provide to the City Director of Budget and Fiscal Services and the Council, monthly cash flow schedules detailing and updating the financial requirements for the HRTP.

Section 2.10 The City shall provide HART with cost estimates of all financing costs prior to issuance of debt instruments including the cost of bond counsel, underwriters, consultants, agents, advisors or other counsel (collectively, "finance team members" and each individually a "finance team member") for any work undertaken in connection with

this MOU and the issuance of Project Bonds from proceeds of the next issue of general obligation bonds.

Section 2.11 Upon securing debt financing, the City shall provide HART with all actual financing costs to be charged to HART.

ARTICLE III.

PROVISIONS AS TO PAYMENT OF PRINCIPAL, INTEREST AND OTHER PROJECT BOND ASSOCIATED COSTS

Section 3.01 HART hereby consents to the transfer by the City of, moneys derived from the county surcharge on state tax (the "county surcharge"), lease revenues, concessionaire revenues, farebox revenues (to the extent necessary to pay debt service next coming due on Project Bonds), state or federal grant moneys (to the extent not restricted by the grantor to other purposes), and any other moneys that are deposited into the Transit Fund or other fund under the control of HART, including any investment income thereon ("HART revenues"),

(a) in the amounts of, and on or before the times as set forth in Section 3.02 hereof, any principal or interest or redemption premium that are from time to time due and payable on those Project Bonds, and

(b) in the amounts of, and at the time any costs are incurred by the City in connection with issuance of those Project Bonds, that are not paid from proceeds of those bonds, as well as any ongoing costs relating thereto, including but not limited to, costs relating to post-issuance compliance; tax compliance; rebate; continuing disclosure; bank, rating agencies, credit enhancement, paying agent, and remarketing fees; and costs in connection with any audits.

Section 3.02 HART agrees to the transfer by the City, on or before the 25th day in each month, from the Transit Fund to an account within the city treasury dedicated for the payment of Project Bonds (the "Project Bond Debt Service Account" in the General Obligation Bond and Interest Redemption Fund) a sum equal to (a) one-sixth (1/6) of the amount of interest becoming due and payable under all Project Bonds on the next succeeding interest payment date, plus (b) one-twelfth (1/12) of the amount of principal becoming due and payable under all Project Bonds on the next succeeding principal payment date, except that no such transfer need be made if there are then moneys in the Project Bond Debt Service Account equal to the amount of interest becoming due and payable under all Project Bonds on the next succeeding interest payment date plus the amount of principal becoming due and payable under all Project Bonds on the next succeeding principal payment date.

(a) When the 25th day of a month falls on a Saturday, Sunday or legal holiday, the transfer shall be due the next succeeding day which is not a Saturday, Sunday or legal holiday.

Section 3.03 In the event that, at any time, amounts are not conveyed or transferred to the City as provided in Section 3.02 hereof:

(a) The City shall immediately deduct from the Transit Fund (or other funds under the control of HART) the sum of the missed transfer; the amount of the next scheduled transfer; and any costs referenced in Section 3.01(b) remaining unpaid.

(b) If the amount in the Transit Fund (and other funds under the control of HART) shall be less than the sum of the deductions referenced in Section 3.03(a), the City shall apply the amount in the Transit Fund in the following order of priority: (1) any costs referenced in Section 3.01(b) remaining unpaid; (2) the sum of the missed transfer; and (3) the amount of the next scheduled transfer.

(c) The Project Bond Reserve Account as referenced in Section 3.06 hereof may be used to satisfy any deficiency resulting from the sum of the missed transfer and the amount of the next scheduled deposit or transfer.

Section 3.04 HART shall compensate bond counsel, underwriters, consultants, agents, advisors or other counsel (collectively, "finance team members" and each individually a "finance team member") for any work undertaken in connection with this MOU and the issuance of Project Bonds from proceeds of the next issue of general obligation bonds, whether or not such general obligation bonds are Project Bonds; provided, however, that:

(a) If the next such series of general obligation bonds are Project Bonds, then such finance team members shall be compensated from proceeds of such Project Bonds, and HART shall be allocated a higher proportionate share of debt service of such Project Bonds to compensate for the work performed by such finance team members that is directly allocable to the HRTP; and

(b) If the next such issue of general obligation bonds are not Project Bonds, any work performed by such finance team members shall be compensated from proceeds of such issue of general obligation bonds and either: (A) HART shall reimburse the City for the fees paid by the City to such finance team members from any legally available moneys of HART; or (B) HART shall be allocated a higher proportionate share of debt service of the next issue of Project Bonds to compensate for the work performed by the finance team members that should have been allocated to the prior bond issue had it been for work performed for Project Bonds that is directly allocable to the HRTP.

Section 3.05 HART shall pay its share of any rebatable arbitrage (as determined by the City) due with respect to any Project Bonds. The City shall provide HART with the documentation supporting the allocation of the rebatable arbitrage for its review and concurrence prior to any payment by HART.

Section 3.06 HART consents to the establishment by the City of a Project Bond reserve account in the city treasury (the "Project Bond Reserve Account" in the General Obligation Bond and Interest Redemption Fund).

(a) From HART revenues as referenced in Section 3.01 hereof, HART shall convey or transfer to the Project Bond Reserve Account an amount such that the balance in the Project Bond Reserve Account shall be equal to the greater of (1) $140 million by June 30, 2018 or (2) if required pursuant to Section 4.02(b) hereof, an amount up to the maximum annual debt service on outstanding Project Bonds ("required balance").

(b) The Project Bond Reserve Account shall be applied solely to pay debt service on Project Bonds in the event that sufficient amounts in the Transit Fund (or other funds under the control of HART) are not available therefore.

(c) If the amount in the Project Bond Reserve Account shall be less than the required balance as referenced in Section 3.06(a) above, the City shall deduct amounts from the Transit Fund (and other funds under the control of HART) upon the receipt of any HART revenues to satisfy the deficiency.

ARTICLE IV.

EVENTS AND REMEDIES

Section 4.01 Events. If one or more of the following events shall have occurred, then the City may institute any of the remedies described in Section 4.02. HART shall immediately notify the City Director of Budget and Fiscal Services and the Council of any event or events that have occurred.

(a) Month-end cash balance in the Transit Fund falls below $25 million for three (3) consecutive months.

(b) The State of Hawaii Council on Revenues forecasts of General Excise Tax revenue for the forthcoming year declines by twenty (20) percent or more.

(c) County surcharge revenue is less than project to date projected revenue by twenty (20) percent or more for two (2) consecutive calendar quarter(s) or more.

(d) Receipt of federal grant reimbursement monies in the Transit Fund is delayed by three (3) month(s) or more.

(e) HRTP Project actual or projected contingency amounts enter into the buffer zone. The buffer zone is the area which is 5% to 10% above the minimum contingency as established in HART's Risk and Contingency Management Plan (RCMP).

(f) The ending project cash balance per the quarterly Debt and Financial Plan provided in Section 5.05(a) is less than the average ending project cash balance in the prior two quarterly Debt and Financial Plans.

(g) HART fails to observe and perform any covenant, condition or agreement on its part to be observed or performed under this MOU other than as referred to in Section 3.02 hereof for a period of thirty (30) days.

(h) Any representation, warranty or statement made by or on behalf of HART herein or in any related document or in any certificate delivered pursuant hereto or thereto shall prove to be untrue in any material respect on the date made or deemed made; or the documents, certificates or statements of HART furnished to the City by or on behalf of HART in connection with the transactions contemplated hereby, when taken as a whole, are materially inaccurate in light of the circumstances under which they were made and as of the date on which they were made.

Section 4.02 Remedies. If one or more events in Section 4.01 shall have occurred, HART and the City shall meet to discuss the event(s) to gain a full understanding of the causes and to establish action items to address the issues. HART shall immediately notify the Council of any courses of action, action items or remedies agreed to by HART and the City. If HART and the City cannot agree on a course of action or acceptable action items cannot be identified then the City may institute any of the remedies described below.

(a) HART shall engage and pay for the cost of an independent consultant approved by the City having special skill, knowledge and experience in (a) analyzing the operations of transportation systems substantially similar to the HRTP, (b) preparing farebox revenue analyses, (c) forecasting the ridership and revenues of transportation systems substantially similar to the HRTP, (c) forecasting surcharges and taxes similar to the county surcharge, (d) preparing feasibility reports respecting the financing of such transportation systems and (e) advising on the operation of such transportation systems to audit and make recommendations on the operations and financial viability of HART.

(b) If a Project Bond Reserve Account has not been established, such an account shall immediately be established by the City and HART shall immediately convey and transfer an amount such that the sum in the Project Bond Reserve Account shall be equal to the required balance as referenced in Section 3.06(a) hereof.

(c) The City, after consultation with the HART Board, shall appoint certain parties to monitor the financial administration and operations of HART. HART shall reimburse the City for any costs incurred.

ARTICLE V.

FINANCIAL AND OTHER BOOKS, RECORDS AND REPORTS

Section 5.01 The City shall keep adequate records and books of account, in which complete entries will be made reflecting all transactions related to the issuance and sale of Project Bonds by the City per ARTICLE II of this MOU, including but not limited to the principal amounts of each issuance; issuance cost; capitalized cost; annual amortization amounts; annual principal and interest payments; accrued interest amounts; long-term and current portions of each issuance; and estimated rebatable arbitrage amounts.

(a) Such information shall be conveyed to HART as soon as available and in any event within ninety (90) days after the end of each fiscal year of the City for inclusion in HART's annual financial statements.

Section 5.02 HART shall keep adequate records and books of account, in which complete entries will be made, reflecting all financial transactions of HART; and at any reasonable time and from time to time, permit the City or any agents or representatives thereof to examine and make copies of and abstracts from the records and books of account of, and visit the properties of, HART and to discuss the affairs, finances and accounts of HART with any of HART's officers, trustees and independent auditors (and by this provision, HART authorizes said auditors to discuss with the City or its agents or representatives, the affairs, finances and accounts of HART).

Section 5.03 HART shall provide to the City Director of Budget and Fiscal Services and the Council a monthly accounting of the receipts, deposits, application and expenditure of the moneys referenced in Section 3.01 hereof.

Section 5.04 HART shall furnish to the City from time to time at HART's expense, all further instruments and documents, duly executed and delivered by HART, and take all further action that may be reasonably necessary, or that the City may reasonably request, in order to

(a) protect any security interest or other right or interest assigned, or purported to be assigned, to the City under or in connection with this MOU or any related documents; or

(b) enable the City to exercise or enforce its rights or remedies under or in connection with this MOU, or any related documents.

Section 5.05 HART shall provide the following reports to the City Director of Budget and Fiscal Services and the Council:

(a) An updated Debt and Financial Plan with the actual revenues and expenditures to date to be provided quarterly within fifteen (15) calendar days after the end of the quarter.

(b) As soon as available and in any event within one hundred-thirty (130) days after the end of each fiscal year of HART, the audited financial statements of HART, including a statement of net position, a statement of revenues, expenses and changes in net position, and a statement of cash flow of HART setting forth in comparative form to the budget for such fiscal year and the corresponding figures for the preceding fiscal year, all in reasonable detail and prepared in accordance with generally accepted accounting principles for state and local governments consistently applied;

(c) Such additional information regarding the financial position or business of HART as the City may from time to time reasonably request; and

(d) As soon as available, but in any event within fifteen (15) days of adoption by HART, a copy of the annual budget of HART.

ARTICLE VI.

TERM AND MODIFICATION OF

MEMORANDUM OF UNDERSTANDING

Section 6.01 The term of this MOU expires with the later of the repayment of all HRTP debt financing obligations and other obligations HART has to the City under this MOU or the expiration date of the county surcharge.

Section 6.02 The terms of the MOU may be modified by mutual written agreement of HART and the City with prior approval of the Council.

IN WITNESS WHEREOF, the Parties hereto have executed this Memorandum of Understanding on the date first above written.

APPROVED:

City and County of Honolulu

By _____

NELSON H. KOYANAGI, JR.
Director, Budget and Fiscal Services

Honolulu Authority for Rapid Transportation

By _____

DANIEL GRABAUSKAS
Executive Director and CEO

APPROVED AS TO FORM AND LEGALITY:

By _____
Deputy Corporation Counsel

Attachment A

UPDATED FINANCING PLAN: TABLE A-1, CAPITAL PLAN CASH FLOWS

Updated Table A-1, Capital Plan Cash Flows

(Figures in $ millions)	Prior to FY 2013	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Updated Total	FFGA Total	Change
Beginning Project Cash Balance	$ 298	$ 418	$ 393	$ 239	$ 25	$ 25	$ 24	$ 25	$ 25	$ 25	$ 25	$ 44	$ 224	$ 298	$ 298	$ -
Project Funding Sources																
Net GET Surcharge Revenues	$ 481	$ 170	$ 216	$ 227	$ 238	$ 250	$ 263	$ 276	$ 290	$ 305	$ 325	$ 251	$ -	$ 3,291	$ 3,291	$ -
FTA Section 5309 New Starts Revenues	$ 65	$ 80	$ 291	$ 383	$ 321	$ 230	$ 181	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,550	$ 1,550	$ -
FTA Section 5307 Formula Funds Used for the Project	$ -	$ -	$ -	$ -	$ -	$ 33	$ 34	$ 35	$ 36	$ 38	$ -	$ -	$ -	$ 176	$ 210	$ (33)
ARRA Funds Used for the Project	$ 4	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4	$ 4	$ -
Variable Rate Bond Proceeds (net of issuance cost)	$ -	$ -	$ -	$ 20	$ 230	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 250	$ -	$ 250
Fixed Rate Bond Proceeds (net of issuance cost)	$ -	$ -	$ -	$ -	$ 243	$ 248	$ 272	$ -	$ -	$ -	$ -	$ -	$ -	$ 763	$ 1,645	$ (882)
Proceeds from Tax Exempt Commercial Paper (TECP)	$ -	$ -	$ -	$ 350	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 350	$ 700	$ (350)
Reserve Fund Release	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 140	$ -	$ 140	$ 140	$ -
Interest Income	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2	$ (2)
Additional Funds														$ -	$ -	$ -
Total Project Sources of Funds	$ 551	$ 250	$ 507	$ 980	$ 1,032	$ 761	$ 750	$ 311	$ 326	$ 343	$ 325	$ 391	$ -	$ 6,526	$ 7,543	$ (1,018)
Project Capital Costs																
Total Capital Cost	$ 431	$ 275	$ 661	$ 1,194	$ 1,024	$ 730	$ 572	$ 61	$ -	$ -	$ -	$ -	$ -	$ 4,949	$ 4,949	$ -
Debt Service and Transfers																
Principal Payment on Variable Rate Bonds for the Project (VAR)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 48	$ 49	$ 50	$ 51	$ 53	$ -	$ 252	$ -	$ 252
Interest Payment and Fees on Variable Rate Bonds	$ -	$ -	$ -	$ -	$ 1	$ 7	$ 5	$ 5	$ 4	$ 3	$ 2	$ 1	$ -	$ 26	$ -	$ 26
Fees on Variable Rate Bonds Issued for the Project (VAR)	$ -	$ -	$ -	$ -	$ -	$ 2	$ 2	$ 1	$ 1	$ 1	$ -	$ -	$ -	$ 8	$ -	$ 8
Principal Payment on Fixed Rate Bonds Issued for the Project (FIXE	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 130	$ 135	$ 140	$ 147	$ 154	$ -	$ 707	$ 1,798	$ (1,091)
Interest Payment on Fixed Rate Bonds Issued for the Project (FIXED	$ -	$ -	$ -	$ -	$ -	$ 14	$ 24	$ 33	$ 23	$ 18	$ 11	$ 4	$ -	$ 128	$ 191	$ (64)
Principal Payment on TECP	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 25	$ 107	$ 126	$ 92	$ -	$ -	$ 350	$ 700	$ (350) *
Interest Payment on TECP	$ -	$ -	$ -	$ -	$ 5	$ 5	$ 5	$ 5	$ 5	$ 3	$ 1	$ -	$ -	$ 32	$ 10	$ 22
Fees on TECP	$ -	$ -	$ -	$ -	$ 2	$ 2	$ 2	$ 2	$ 2	$ 1	$ 1	$ -	$ -	$ 11	$ -	$ 11
Transfer to Reserve Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ 140	$ -	$ -	$ -	$ -	$ -	$ -	$ 140	$ 140	$ - **
Transfer from Project Cash Balance to Ongoing Rail Capital and O&M													$ 224	$ 224	$ 193	$ 31
Total Project Uses of Funds	$ 431	$ 275	$ 661	$ 1,194	$ 1,032	$ 761	$ 750	$ 311	$ 326	$ 342	$ 306	$ 211	$ 224	$ 6,824	$ 7,841	$ (1,157)
Total Finance Charges		$ -	$ -	$ -	$ -	$ 2	$ 1	$ 1	$ 1	$ 1	$ 1	$ 1	$ -	$ 5		
FFGA Eligible Finance Charges		$ -	$ -	$ -	$ -	$ 2	$ 1	$ 1	$ 1	$ -	$ -	$ -	$ -	$ 4		
Net Cash	$ 120	$ (25)	$ (154)	$ (214)	$ (0)	$ (0)	$ 0	$ 0	$ (0)	$ 0	$ 19	$ 180	$ (224)			
Ending Project Cash Balance	$ 418	$ 393	$ 239	$ 25	$ 25	$ 24	$ 25	$ 25	$ 25	$ 25	$ 44	$ 224	$ -	$ -		
Reserve Fund Balance																
Beginning Reserve Fund Balance	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 140	$ 140	$ 140	$ 140	$ 140	$ -	$ -		
Deposit to Reserve Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ 140	$ -	$ -	$ -	$ -	$ -	$ -	$ 140		
Interest Income on Reserve Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -		
Reserve Fund Release	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (140)	$ -	$ (140)		
Ending Reserve Fund Balance		$ -	$ -	$ -	$ -	$ -	$ 140	$ 140	$ 140	$ 140	$ 140	$ -	$ -	$ -		

* Maximum TECP outstanding totals $350 m in the Updated Plan and $100 m in FFGA

** Debt Reserve in FFGA is included in the $1,798 Fixed Rate Bond Total but shown separately for comparison purposes

CITY COUNCIL
CITY AND COUNTY OF HONOLULU
HONOLULU, HAWAII
CERTIFICATE

RESOLUTION 15-7, FD1

Introduced: 01/08/15 By: ERNEST MARTIN (BR) Committee: BUDGET

Title: RESOLUTION AUTHORIZING THE DIRECTOR OF THE DEPARTMENT OF BUDGET AND FISCAL SERVICES OF THE CITY AND COUNTY OF HONOLULU OR THE DIRECTOR'S DESIGNEE TO ENTER INTO A MEMORANDUM OF UNDERSTANDING WITH THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART) REGARDING THE GENERAL OBLIGATION BONDS.

Voting Legend: * = Aye w/Reservations

01/14/15	BUDGET	RESOLUTION DEFERRED IN COMMITTEE.
02/11/15	BUDGET	RESOLUTION DEFERRED IN COMMITTEE.
04/01/15	BUDGET	CR-108 – RESOLUTION REPORTED OUT OF COMMITTEE FOR ADOPTION.
04/01/15	SPECIAL COUNCIL	RESOLUTION AMENDED TO FD1. 8 AYES: ANDERSON, ELEFANTE, FUKUNAGA, KOBAYASHI, MANAHAN, MARTIN, MENOR, OZAWA. 1 ABSENT: PINE. CR-108 AND RESOLUTION 15-7, FD1 WERE ADOPTED. 7 AYES: ANDERSON, ELEFANTE, FUKUNAGA*, MANAHAN, MARTIN, MENOR, OZAWA*. 1 NO: KOBAYASHI. 1 ABSENT: PINE.

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this RESOLUTION.

GLEN TAKAHASHI, ACTING CITY CLERK

ERNEST Y. MARTIN, CHAIR AND PRESIDING OFFICER

HONOLULU AUTHORITY for RAPID TRANSPORTATION

REPORT OF PERMITTED INTERACTION GROUP
APPOINTED TO RECOMMEND CHARTER AMENDMENTS
October 15, 2015

Pursuant to Section 92-2.5(b) of the Hawaii Revised Statutes, on September 24, 2015, at a duly noticed meeting of the Board of Directors, the Board established a permitted interaction group ("Group") consisting of Donald G. Horner, Ivan Lui-Kwan, Michael Formby, Colleen Hanabusa, and Terrence Lee. The purpose of the Group was to investigate and make a recommendation regarding suggestions for potential amendments to the City and County of Honolulu Charter Commission ("Charter Commission"). The Charter Commission, which was appointed pursuant to Section 15-105 of the Revised Charter of the City & County of Honolulu 1973, as amended ("Charter"), has requested that the Honolulu Authority for Rapid Transportation ("HART") provide it with recommended Charter amendments pertaining to HART.

The Group met on October 13, 2015. The Group discussed possible Charter amendment topics, which included the consolidation of the TheBus, TheHandi-Van, and rail into one entity and the implementation of same, setting forth qualification requirements for members of HART's Board of Directors, clarification of HART's budget process and operational revenues, and HART's financing capacity.

The Group discussed at length the topic of one unified transit entity, separate and aside from existing entities, that would encompass TheBus, TheHandi-Van, and rail. While all members agreed that it was desirable to have one transit entity, there was much discussion regarding when and how the entity would come into existence. There was general agreement that the entity should not be established while the rail project was under construction, due to concerns about disruption of the project. Members also engaged in a lengthy discussion regarding the type of entity, as well as the responsibilities of the entity.

The Group determined that the appointment of a transitional committee to oversee the formation of a unified transit entity would be desirable. The duties of such a committee were discussed, as was its possible makeup and when the committee would be needed.

The Group makes the following recommendations to be presented to the full Board of Directors as proposed submissions to the Charter Commission:

1. TheBus, TheHandi-Van and rail should be under one authority, separate and aside from existing entities, which will operate and maintain the three transportation modes. The authority is to be established when there is a need for City funds for the operating and maintenance of rail.

2. A transition committee should be appointed to recommend the following:

a. The best governance structure and process for implementation of the unified transit authority, including among other things the operating budget process for the authority.

b. How the Charter should be amended to reflect that the Mayor and City Council have approval authority over the transit authority's budgets.

c. Qualifications for members of the transit authority.

The committee shall be comprised of four City Council appointees and four mayoral appointees and a ninth member to be appointed by the other committee members. This committee will make recommendations for appropriate Charter amendments to the mayor and council for approval and submission to the electorate at a general election following 2016.

3. Amend Charter Section 17-106 as follows:

Section 17-106. Rates, Revenues and Appropriations –
The board shall fix and adjust reasonable rates and charges for the fixed guideway system so that the revenues derived therefrom, in conjunction with revenues received from the general excise and use tax surcharge, from the federal government, ~~and~~ from the revenue-generating properties of the authority and from other~~whatever funds~~ revenues the ~~C~~council may authorize, shall be sufficient or as nearly sufficient as possible, to support the fixed guideway system and the authority. The authority shall submit a line-item appropriation request for ~~each of~~ its proposed ~~operating and~~ capital budget~~s~~ for the ensuing fiscal year to the council through the office of the mayor by December 1st of each year. The office of the mayor shall submit the authority's line-item appropriation request~~s~~ without alteration or amendment. The council shall, with or without amendments, approve the authority's appropriation request~~s~~. (Reso. 09-252).

4. Amend Charter Section 17-103 as follows:

Section 17-103. Powers, Duties, and Functions –

****

3. The board shall:

(a) Have the authority to issue ~~revenue~~ bonds under the name of "Honolulu Authority for Rapid Transportation" in accordance with HRS Chapter 49, subject to council approval.

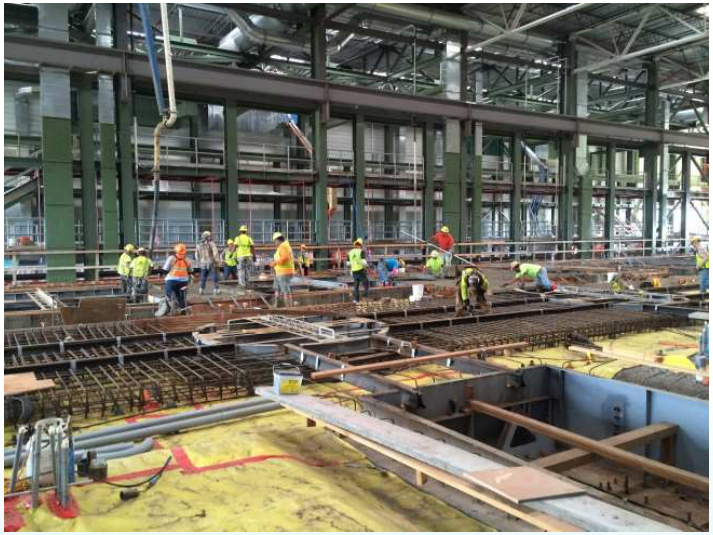
Respectfully submitted by:
Michael Formby
Colleen Hanabusa
Donald G. Horner
Terrence Lee
Ivan Lui-Kwan

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update
November 12th, 2015

Project Map
20 Miles – 21 Stations

Rail Operations Center (ROC)



Physical Construction Completion	**86%**
Contract Billed to Date	**84%**
Contract Billing Planned Per Schedule	**87%**

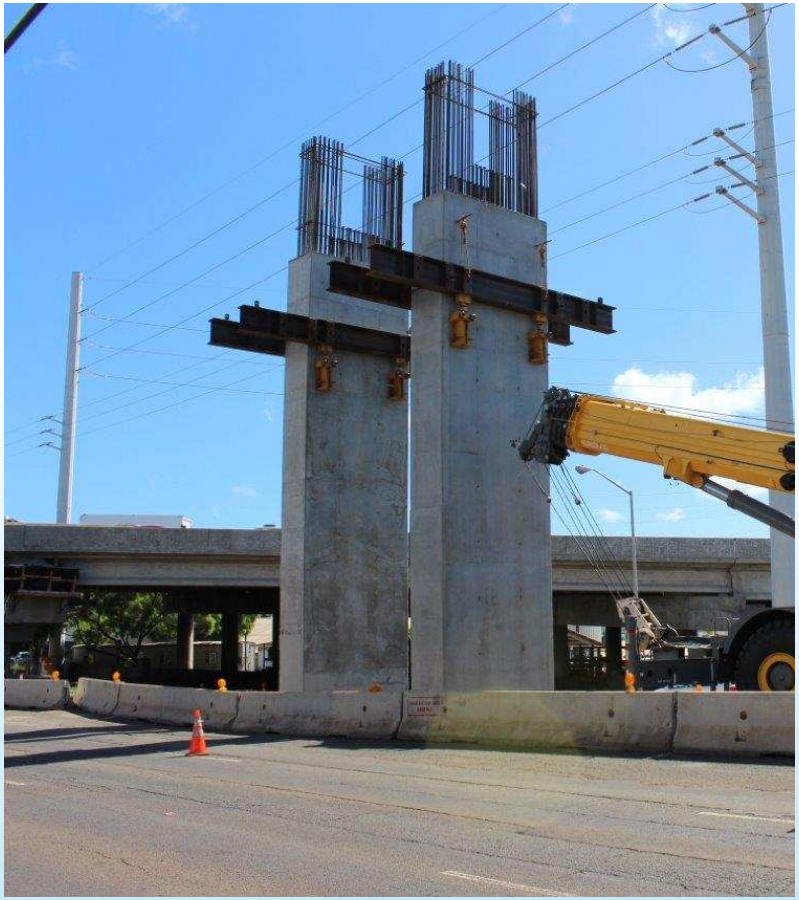
- *ROC construction currently tracking to the planned Substantial Completion date of April 2016.*

West Oahu Farrington HWY (WOFH)

Construction Completion	**74%**
Contract Billed to Date	**71.5%**
Contract Billing Planned Per Schedule	**81.2%**

- *Project is tracking currently tracking 4 – 6 months behind the planned Substantial Completion date.*

Kamehameha Highway Guideway (KHG)



Physical Construction Completion	**44.3%**
Contract Billed to Date	**40.1%**
Contract Billing Planned Per Schedule	**80.4%**

- *The project is tracking 6 – 7 Months behind schedule due to third-party construction of utility relocation work.*

H2R2 Ramp

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

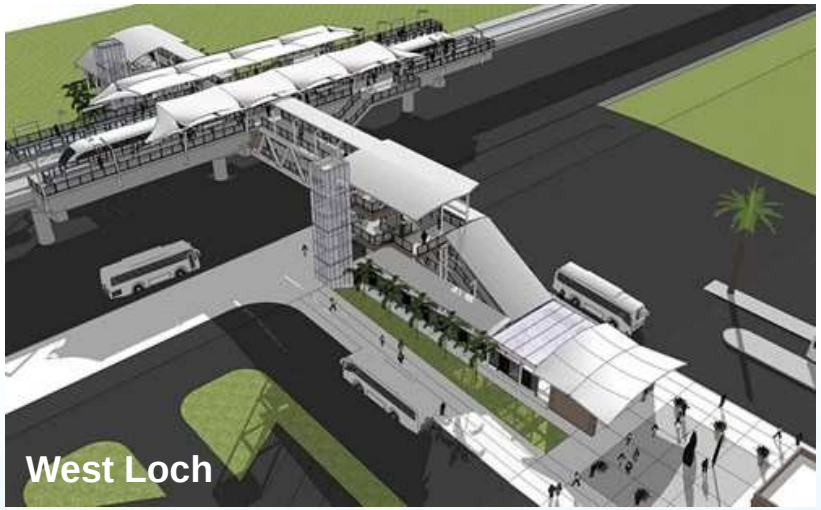
- *Preconstruction Submittals Ongoing*
- *NPDES Permitting*
- *Baseline Schedule*

Kamehameha Hwy
Acacia Rd
Ross Dress for Less
Sam's Club
Walmart
24 Hour Fitness
The Home Depot
Garma Graphic Design
Leeward Community College
Waiawa Rd
2nd St
Kuahelani Ave
Kaonohi St
Kaahumanu St
Kuala St
Makolu St
Hooli Cir
Hooli Pl
Palekaiko St
Waihonu St
Case Hall Rd
Elm Dr
Cedar Dr
Birch Cir
Alpinia St
Ikoku Pl
Lumialani St
Lumiaole St
Lumiwai St
Lumiwai Pl
Lumiwai Loop
Kanaka St
Nawele St
Mill St
Moke St
Leehu St
Kanualoa St
Waipahu St
Kaneele Pl
Kaneele Loop
Kaneele St
Kaaea St
Kaaha St
Kaaha Pl
Kaaha Loop
Kaaha Cir
Kaaha Ln
Kaaha Way
Kaaha Ave
Kaaha Blvd
Kaaha Dr
Kaaha Rd
Kaaha Ct
Kaaha Sq
Kaaha Tr
Kaaha Wy
Kaaha Hwy

Farrington HWY Stations

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

- *Contractor Preconstruction Activities Ongoing*
- *Ground Breakings to be scheduled*
- *Baseline schedule workshop*


West Loch

Leeward Community College

Waipahu Transit Center

West Oahu Stations

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

- *Notice to Proceed (NTP) issued to Nan, Inc.*
- *Preconstruction Activities and Permitting Ongoing*
- *Ground Breakings to be scheduled*

Moving Forward: The Next 10 Miles

Airport Advanced Utilities

Physical Construction Completion	**25%**
Contract Billed to Date	**25%**

• Airport Section Utility Construction currently is tracking 7 months behind the planned Substantial Completion date based upon the contractors unaccepted schedule update.

** Delays caused by access to the Navy Property*

Airport 7 Piers

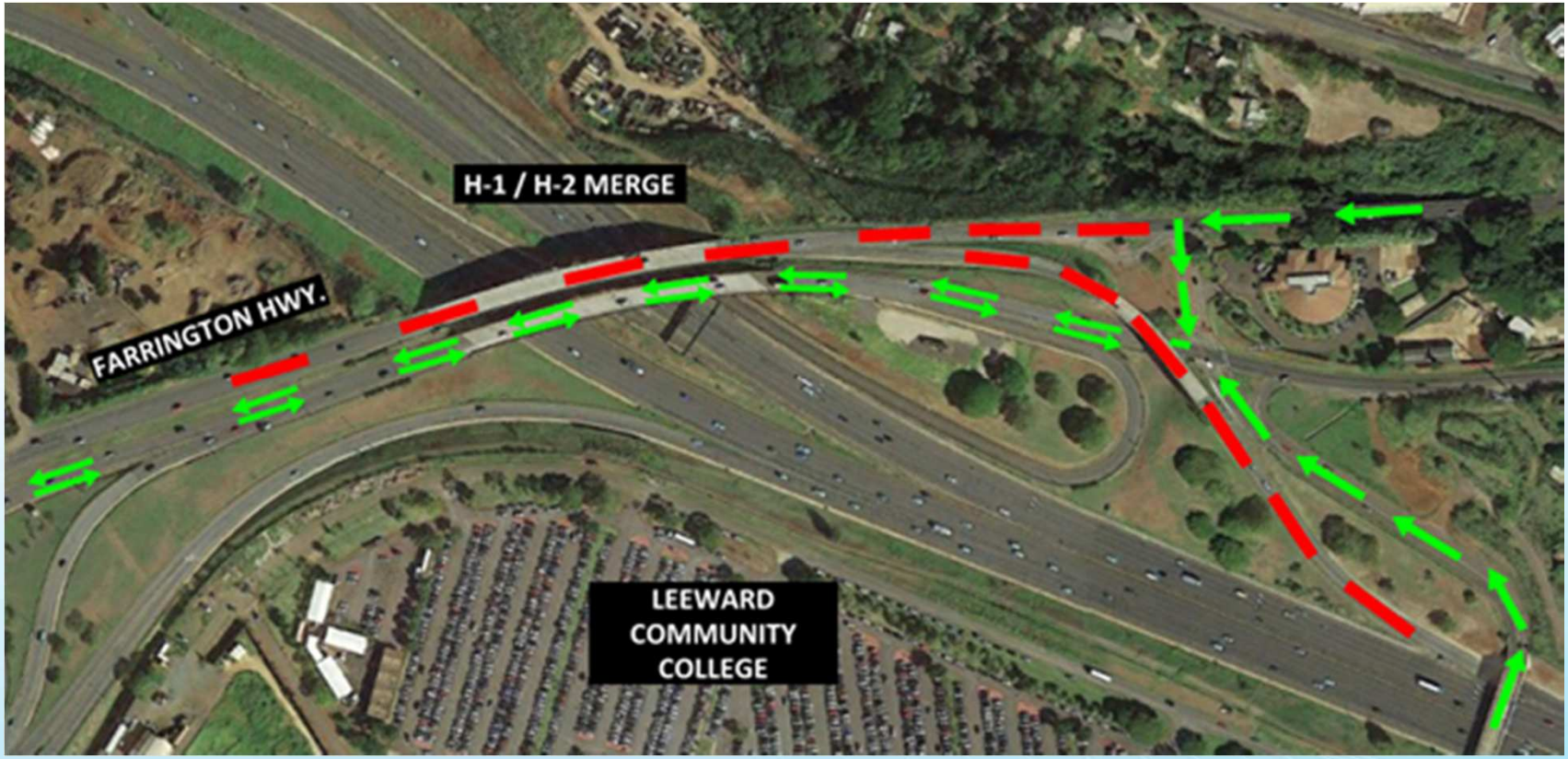
Physical Construction Completion	**100%**
Contract Billed to Date	**84.0%**

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

Traffic Update

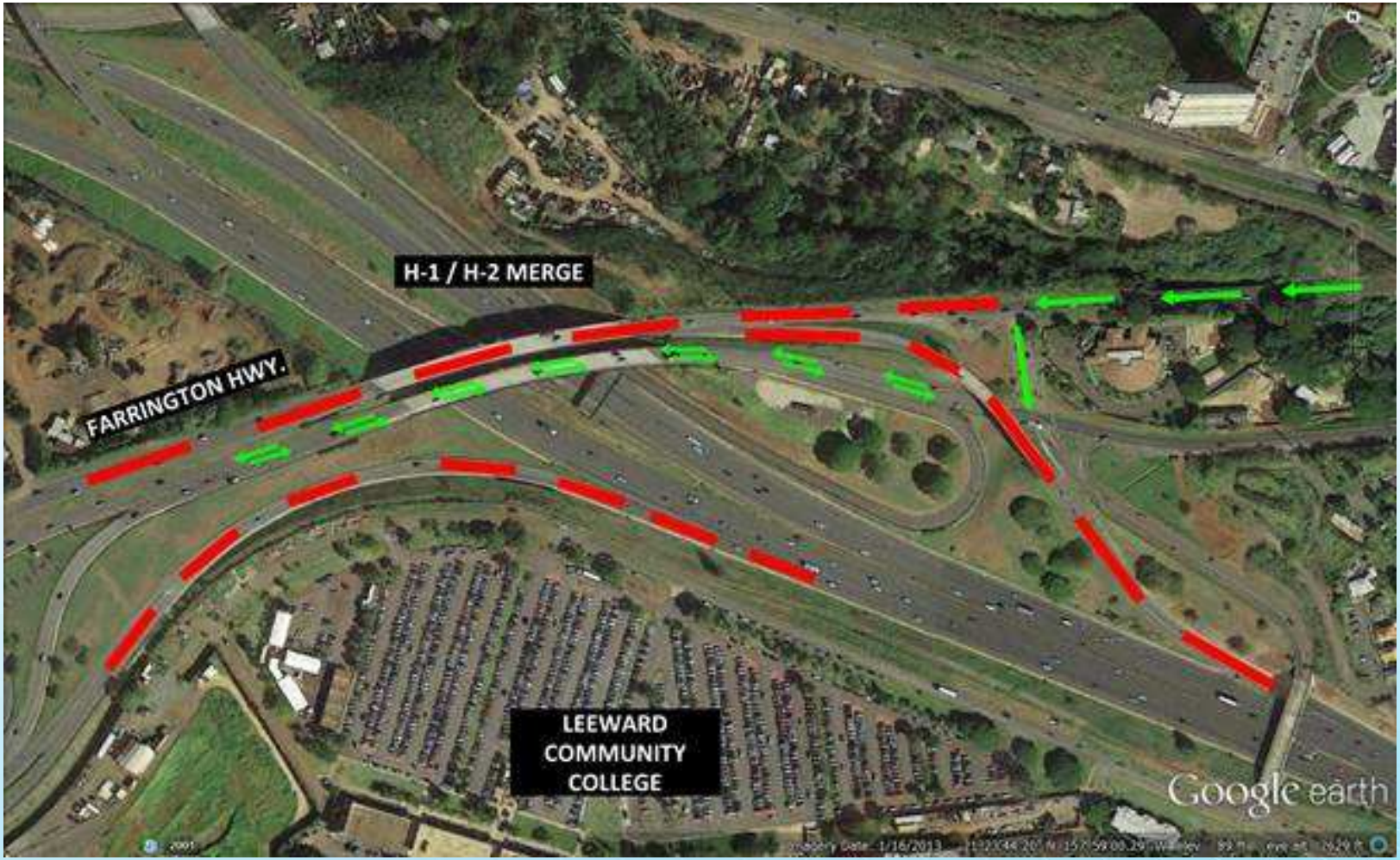
Farrington Highway in Waipahu

Extended weekend closure for traveler removal this weekend H-1/H-2 merge



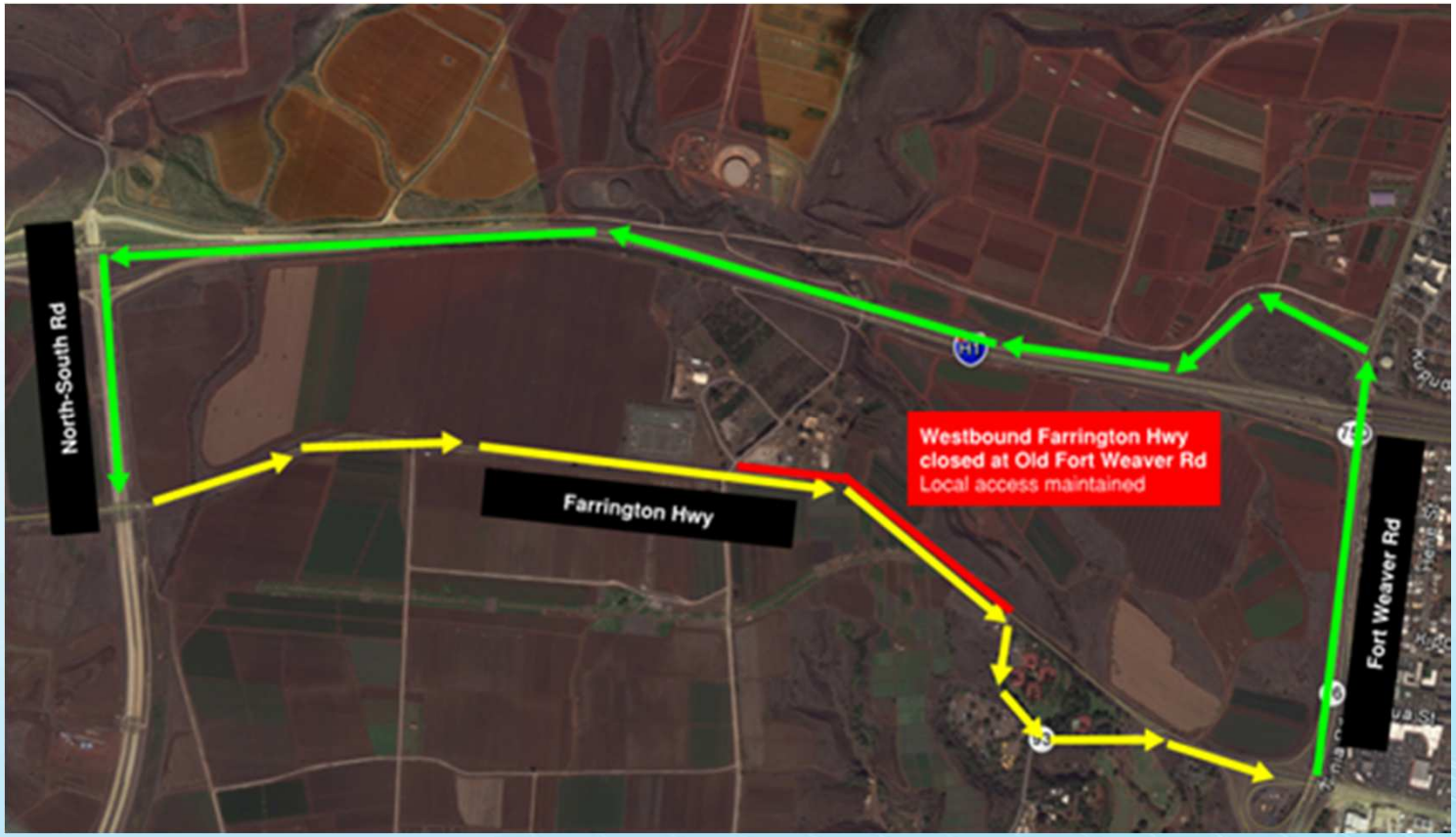
Farrington Highway in Waipahu

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



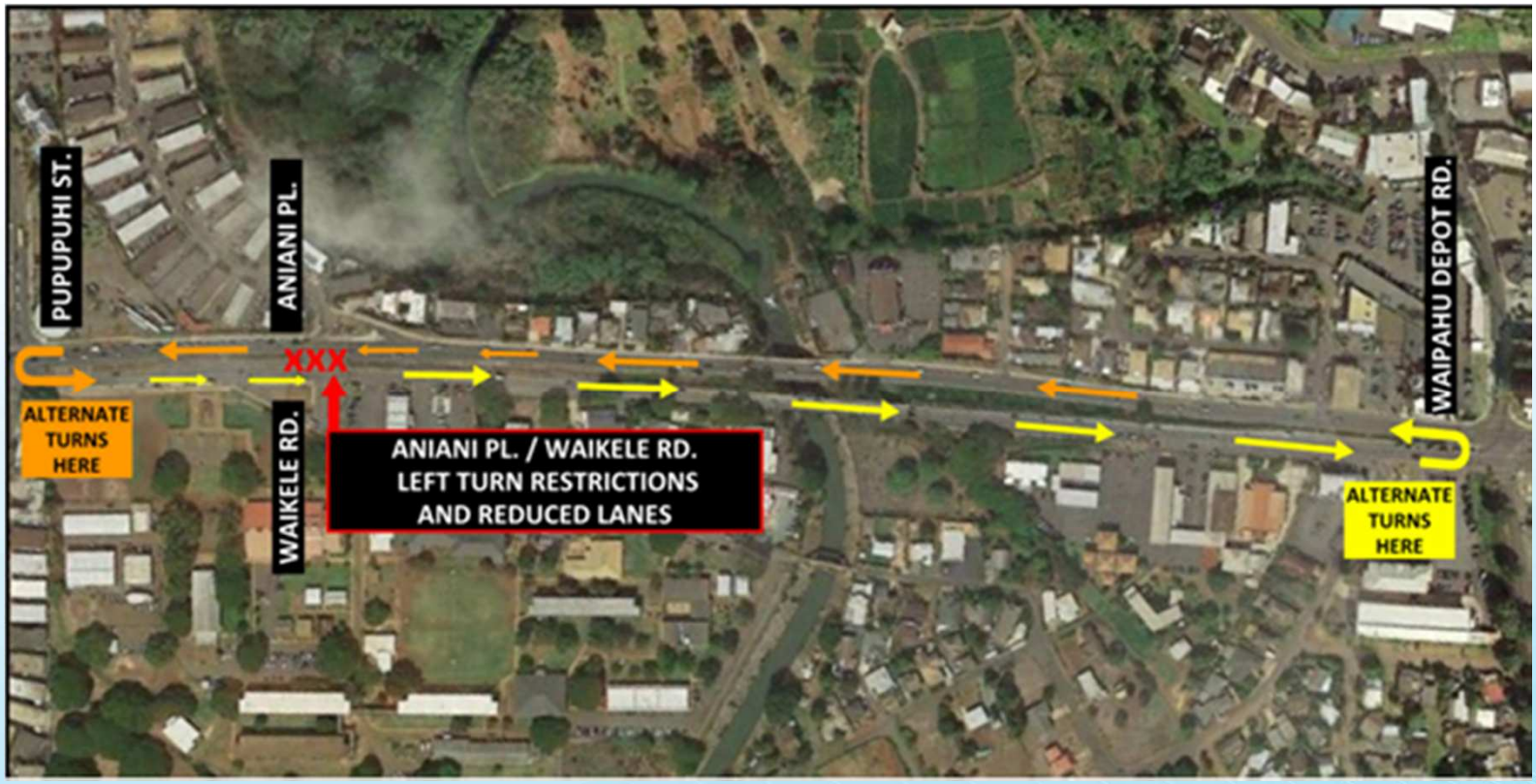
Farrington Highway in Waipahu

Westbound Farrington lanes closed 24/7 between North-South Road and Old Fort Weaver Road



Farrington Highway in Waipahu

Aniani Intersection closure for guideway installation

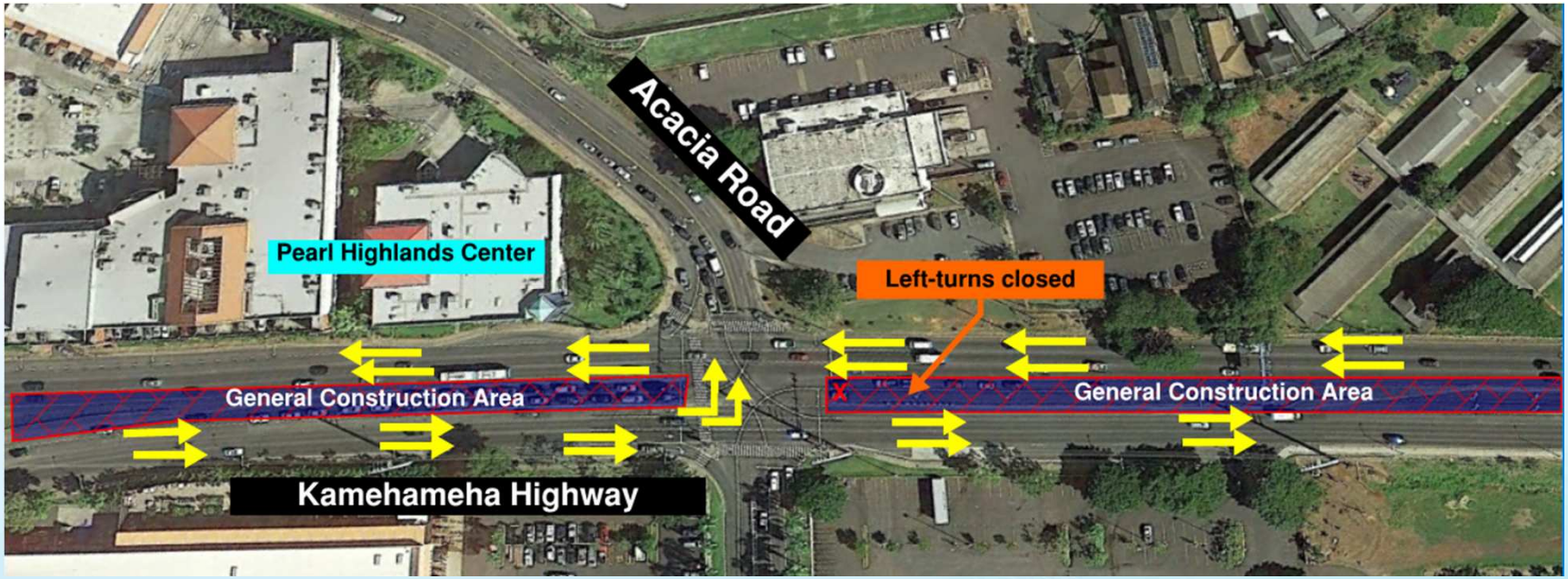


Farrington Highway in Waipahu

Daytime intersection closure at Kahualii Street during non-peak traffic hours – eastbound lanes closed overnight

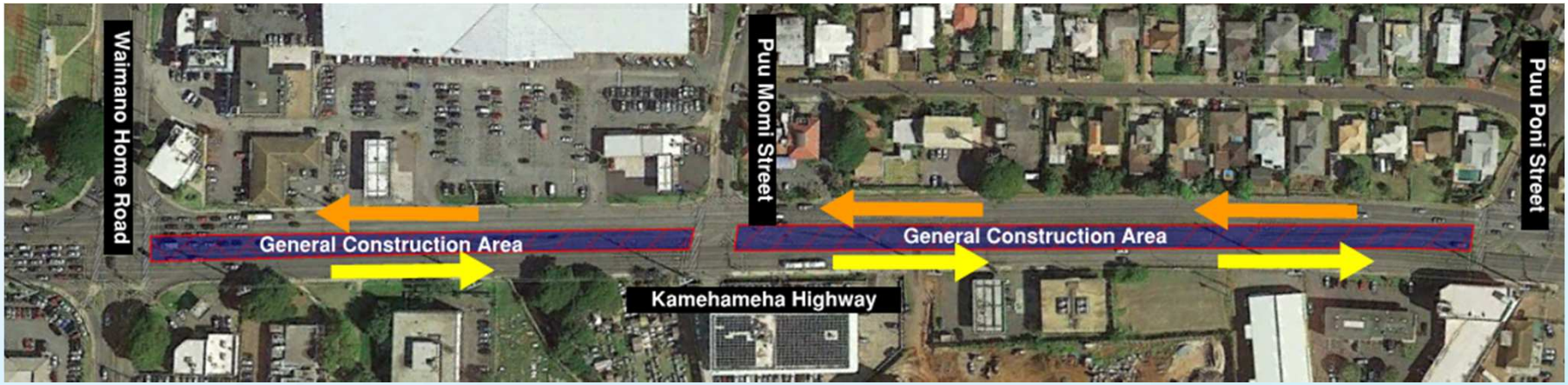
Kamehameha Highway – Pearl City

24/7 inside lane closures for column work



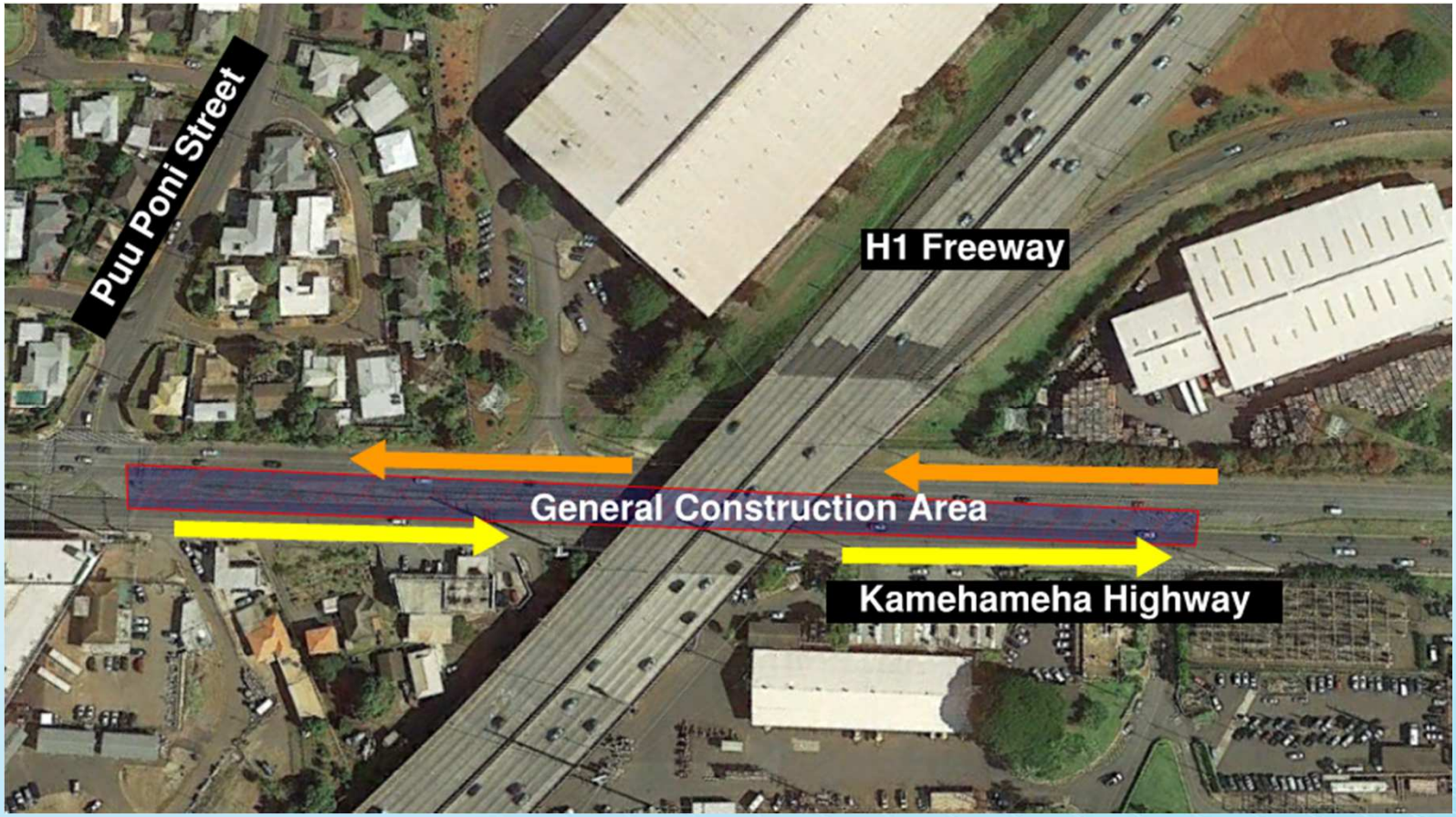
Kamehameha Highway – Pearl City

24/7 inside eastbound lane closures for drilled shaft work.



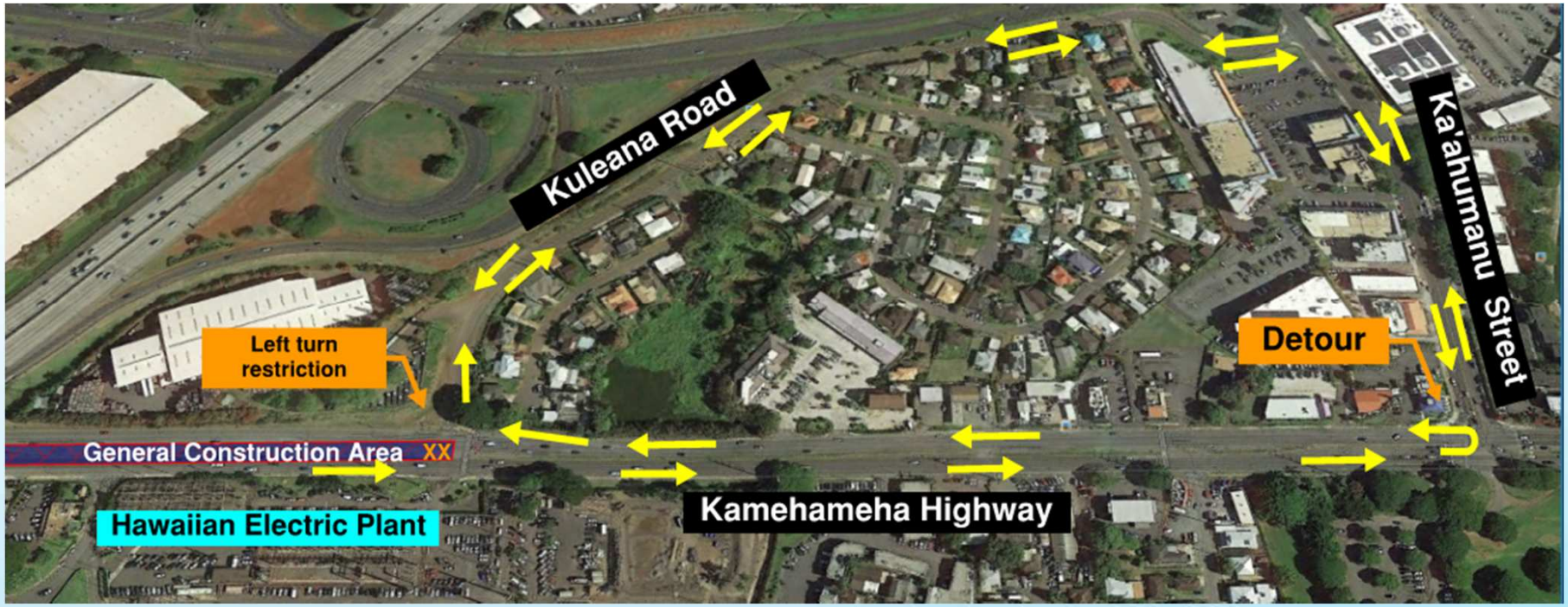
Kamehameha Highway – Pearl City

24/7 eastbound inside lane closure for balance cantilever operations.



Kamehameha Highway – Pearl City

24/7 westbound left turn restriction at Kuleana Road.



Kamehameha Highway – Pearl City

24/7 inside lane closures for drilled shaft work

Kamehameha Highway – Pearl Harbor

- *Expect lane closures along Kamehameha Highway between 8:30 a.m. and 2:30 p.m.*

Mahalo!

HONOLULU RAIL TRANSIT

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Right-of-Way Status Update
November 12, 2015

Meeting our Goals

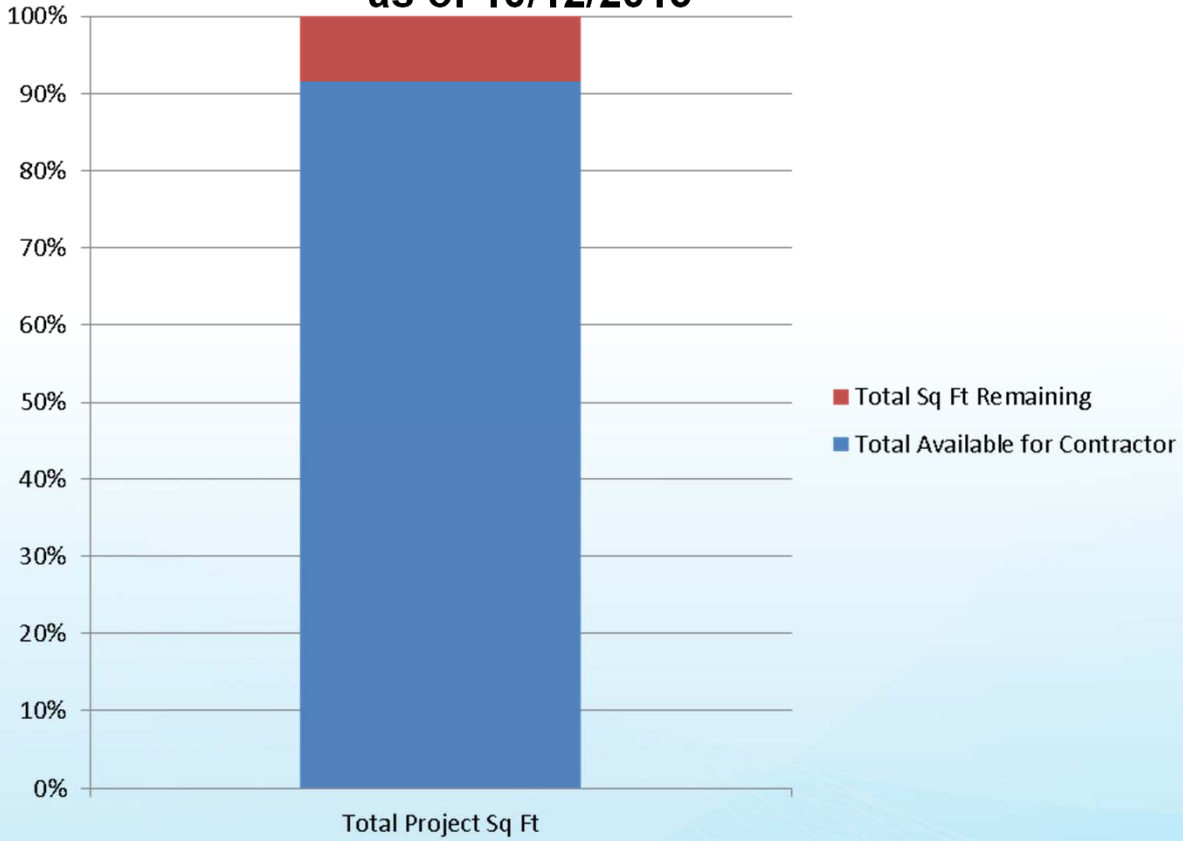
- Balance respect for property owner with schedule needs and project budget
- Balance responsibility of staying within the budget in a changing real estate market
- Continue to communicate and educate effectively
- Negotiate fairly
- Meet requirements of the Uniform Act

Status Summary

- **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**
- **Current total site access available for contractor is 92%**
- **Eminent Domain pending**
  - **44 prior requests for authorization from HART Board**
  - **5 cases filed**
  - **2 parcels rejected by the City Council**
  - **1 settled prior to trial**
  - **1 settled prior to trial, pending FTA approval**
  - **2 friendly condemnations to resolve title issues**
  - **20 properties in escrow**

Progress Site Access Available by Land Area

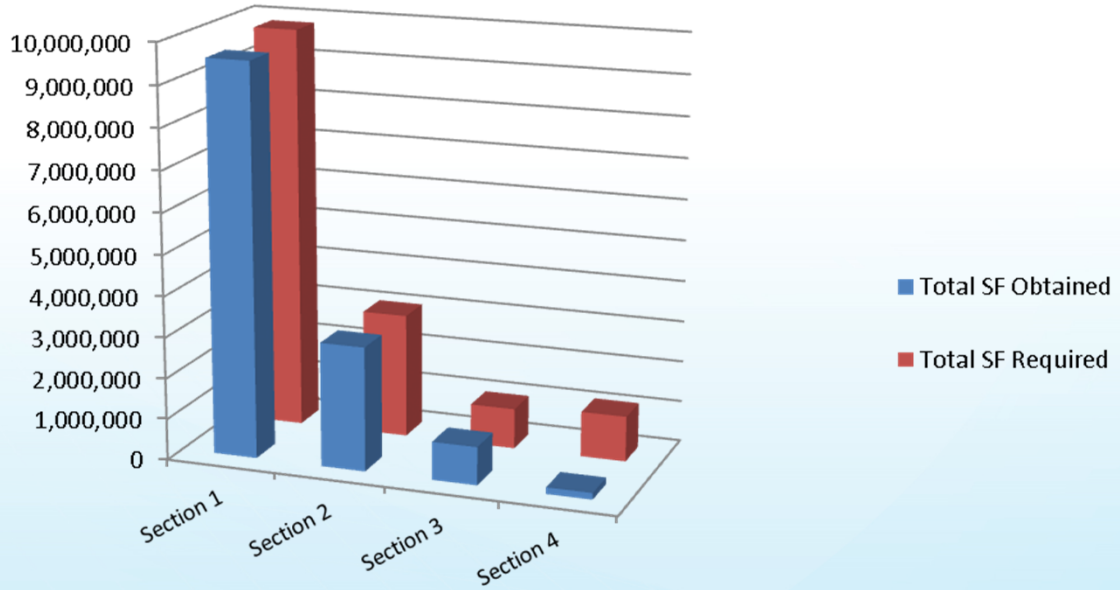
as of 10/12/2015



Total Project Sq Ft	Total Sq Ft Requirement	14,922,261
	Total Available for Contractor	13,667,625
	Total Sq Ft Remaining	1,254,636
	% Available for Contractor	92%
	Reported Last Month	92%

Progress Site Access Available to Contractors by Land Area by Section

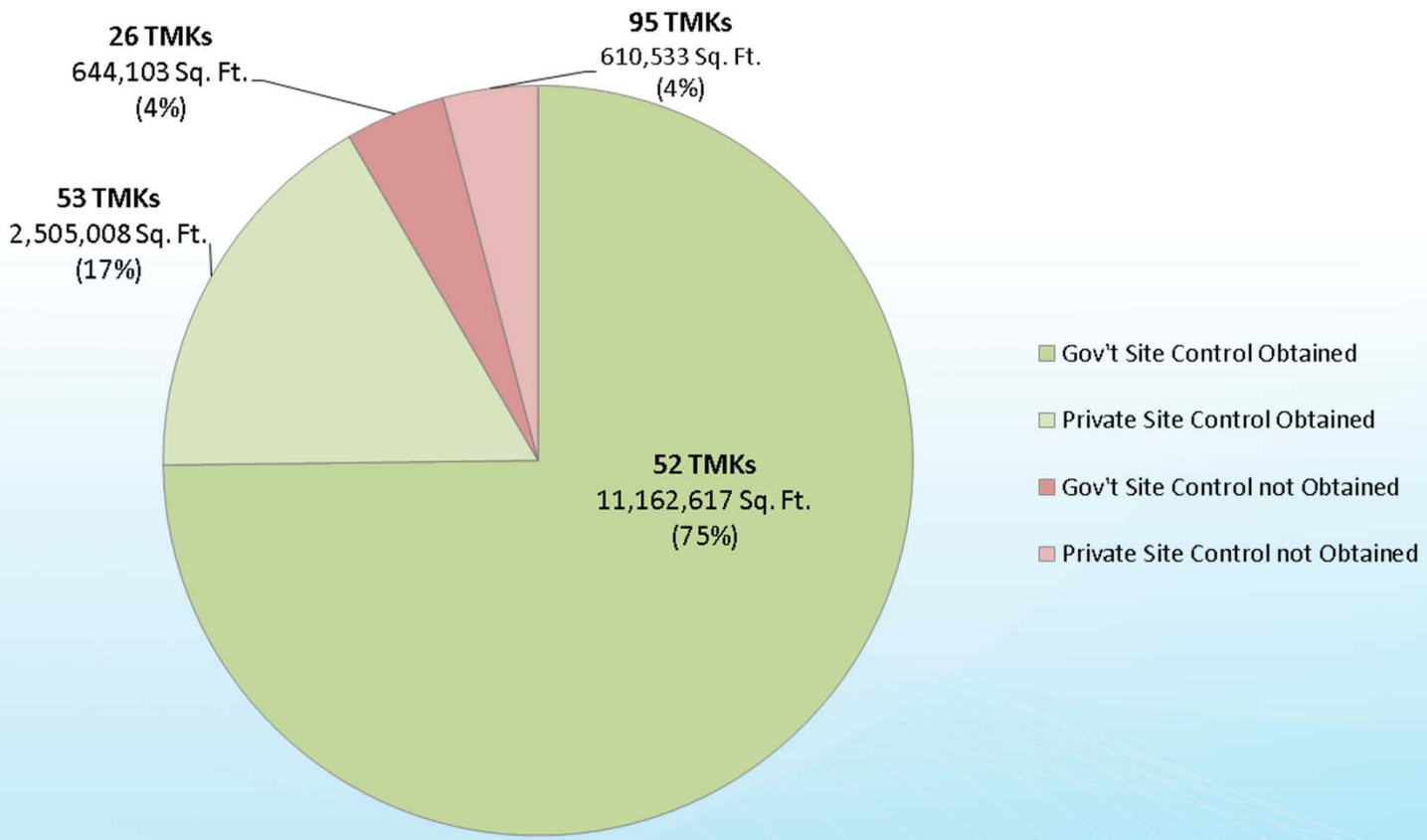
as of 10/12/2015



	Section 1	Section 2	Section 3	Section 4
Total SF Obtained	9,558,840	3,023,851	926,059	158,875
Total SF Required	9,808,840	3,027,020	979,875	1,106,526
% Progress	97.45%	99.90%	94.51%	14.36%

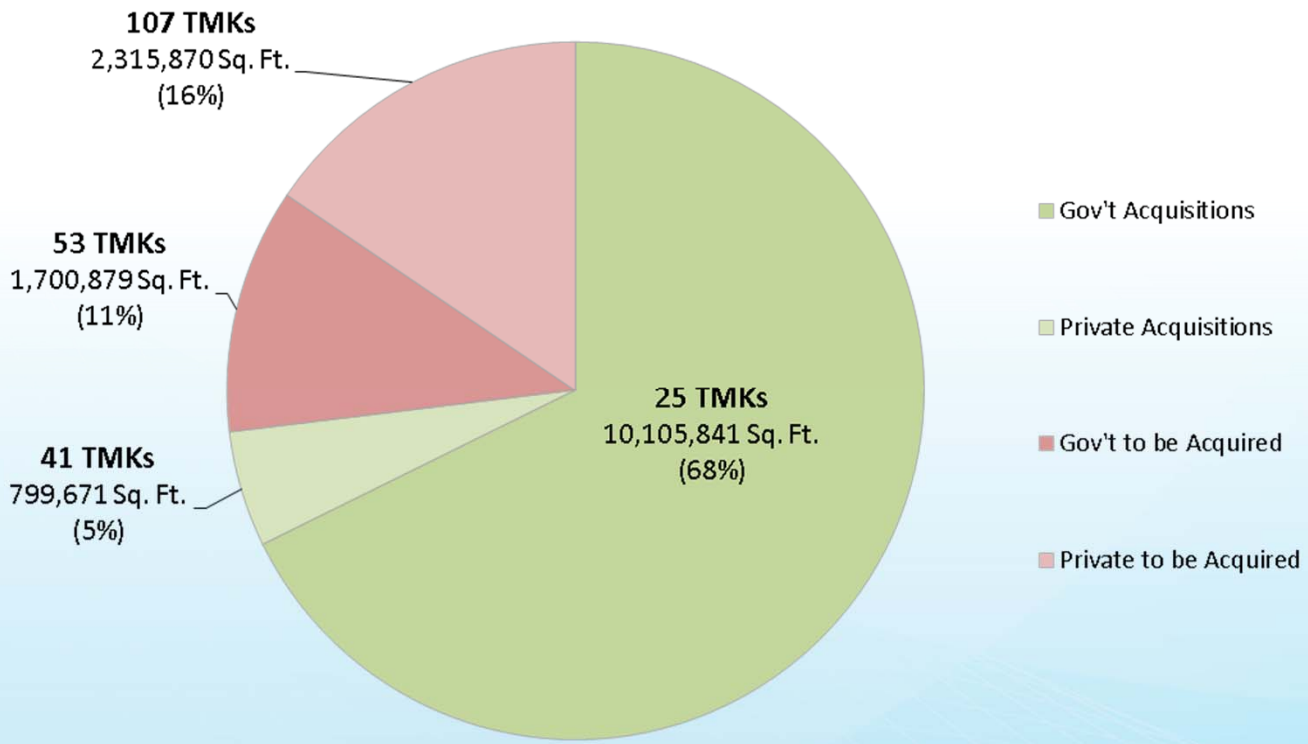
Parcel Site Control Status by Land Area and Ownership Type

as of 10/12/2015



Acquisition Status by Land Area and Ownership Type

as of 10/12/2015

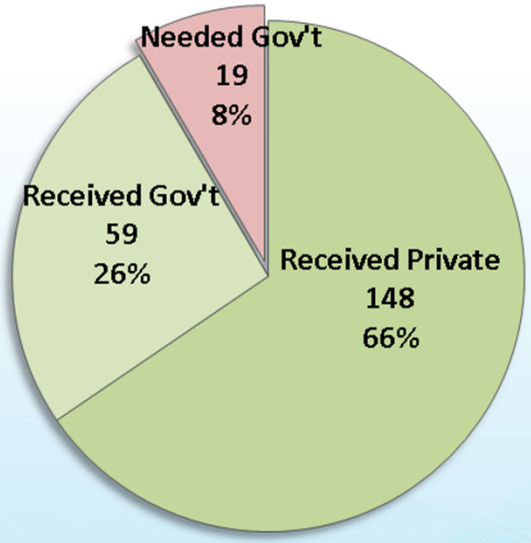


Survey Maps

(Privately Owned + Government Parcels)

as of 10/12/2015

Needed
19 Maps - 8%

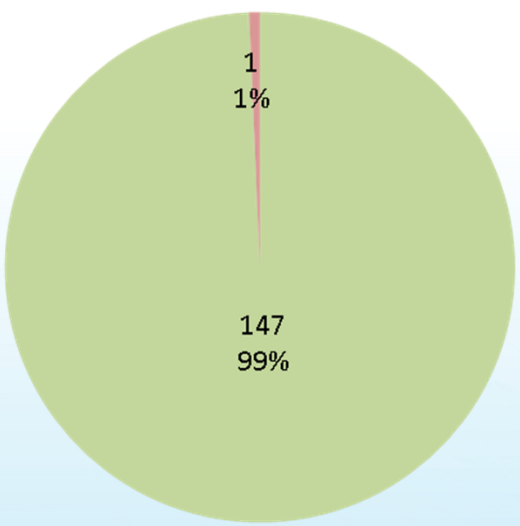


Total Received
207 Maps - 92%

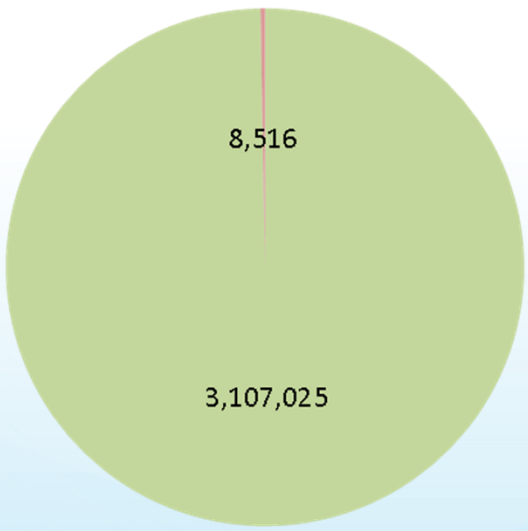
Appraisal Status

Privately Owned Parcels

as of 10/12/2015



Tax Map Key



Square Footage

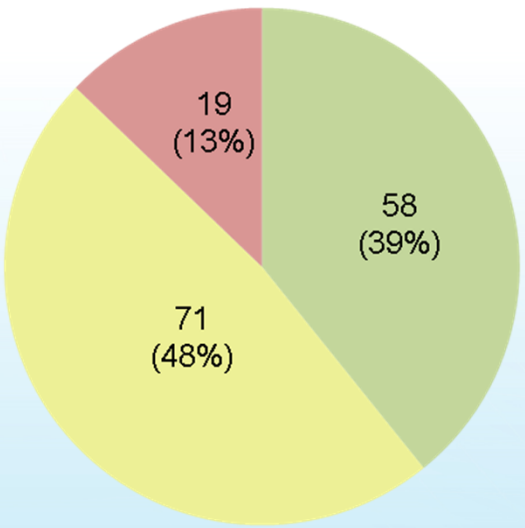
Appraisals Complete

Appraisals in Preparation

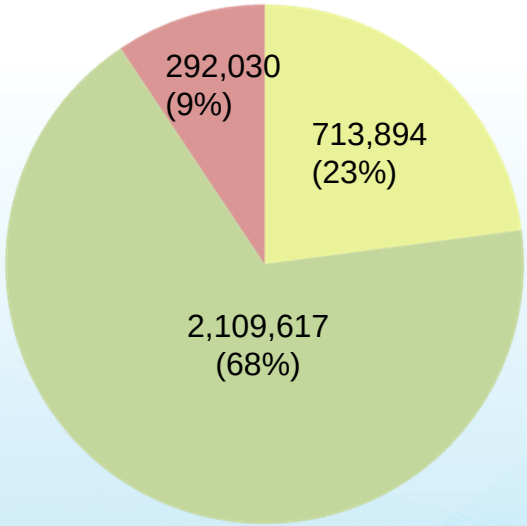
Offer Status

Privately Owned Parcels

as of 10/12/2015



Tax Map Key



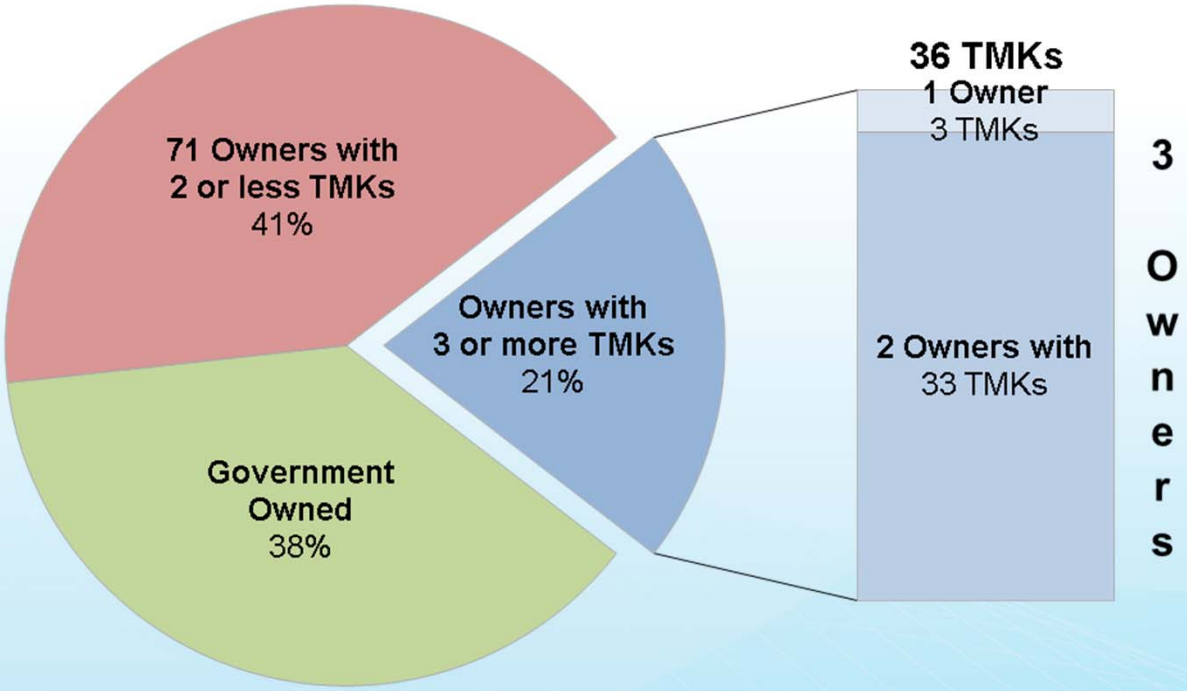
Square Footage

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

Parcels to be Acquired by Tax Map Key (TMK)

(Privately Owned + Government Parcels)

as of 10/12/2015



Right-of-Way Cost Estimate Update

as of 10/12/2015

	Budget	Expended	Remaining Budget Balance	Estimate to Completion	Forecast Variance
Acquisition	$201.70	$75.70	$126.00	$112.30	$13.70
Relocation	$20.50	$9.20	$11.30	$15.90	($4.60)
Total (Million)	$222.20	$84.90	$137.30	$128.20	$9.10

Notes:

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

Right-of-Way Risks to Budget

- **Volatility of Real Estate Market, especially in the Kakaako-Ala Moana area**
- **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 10/12/2015

No	TMK	Take	Address	Owner	Recordation Date	Total Acquisition ($)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Loop	2676 Waiwai Loop LLC	7-Mar-14	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Loop	Alert Holding Group	28-Mar-14	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Drive	Chevron USA Inc	21-Mar-14	3,042,274	3,930,328		888,055
4	1-1-016-015	Full	515 Lagoon Drive	Brewer Trust	3-Jun-13	3,551,508	5,067,659		1,516,151
5	1-2-003-016	Full	1819 Dillingham Boulevard	Strain	21-Apr-14	1,106,416	1,741,689		635,273
6	1-2-003-017	Partial	1815 Dillingham Boulevard	Hernandez	11-May-15	151,758	111,258		-40,500
7	**1-2-003-018**	**Partial**	**1803 Dillingham Boulevard**	**Rosebud Holdings Ltd**	**14-Aug-15**	142,407	261,258		118,851
8	1-2-003-082	Full	1825 Dillingham Boulevard	Nguyen	31-Jul-14	984,299	1,596,625		612,326
9	1-2-009-001	Full	1901 Dillingham Boulevard	Sebastian LLC	16-Aug-12	2,805,135	2,814,000		8,865
10	1-2-009-017	Full	1953 Dillingham Boulevard	Sebastian LLC	16-Dec-14	2,257,359	436,620	**	-1,820,739
11	1-2-009-018	Full	1927 Dillingham Boulevard	Rodrigues/Hinch	18-Nov-14	804,686	261,258	**	-543,428
12	1-2-010-068	Full	1900 Dillingham Boulevard	Kam Trust	4-Dec-12	1,831,279	2,529,000		697,721
13	1-5-007-021	Full	545 Kaaahi Street	Nuuanu Auto	11-Oct-14	2,285,004	2,819,500		534,496
14	1-5-007-023	Full	533 Kaaahi Street	KWA/ Abrams	23-Apr-10	2,850,000	2,850,000	*	0
15	1-7-002-026	Full	902 Kekaulike Street	902 Partners Ltd	1-Nov-12	5,219,351	4,927,000	**	-292,351
16	2-3-004-048	Full	1156 Waimanu Street	Young	21-Mar-12	1,730,578	1,730,578		0
17	2-3-004-069	Full	1168 Waimanu Street	Cody Prop LLC	10-Feb-12	2,660,398	2,658,317		-2,081
18	2-3-007-033	Full	1169 Kona Street	Kakaako Associates	13-Oct-14	5,825,106	10,102,669		4,277,563
19	2-3-007-036	Full	1174 Waimanu Street	McArthur Trust/Hideko	8-Oct-14	1,407,845	1,951,386		543,541
20	2-3-007-044	Full	1201 Kona Street	ROKH Holdings Inc	3-Oct-14	1,357,540	1,751,700		394,160
21	2-3-007-054	Full	1246 Kona Street	Taran Trust	15-May-15	1,105,634	1,439,263		333,629
22	9-4-017-011	Full	94-818 Moloalo Street	Okazaki	4-Aug-11	870,000	870,000	*	0
23	9-4-019-050	Full	94-819 Farrington Highway	Min	1-Aug-12	1,004,277	1,005,000		723
24	9-4-047-008	Partial	94-144 Farrington Highway	Robinson LLC	13-Mar-15	898,742	743,278		-155,464
25	9-4-048-046	Full	94-119 Farrington Highway	Cutter Dev.	25-Jul-11	3,159,142	3,159,142	*	0
26	9-4-048-047	Full	94-136 Leonui Street	Cutter Dev.	25-Jul-11	2,749,142	2,749,142	*	0
27	9-6-003-012	Full	96-171 Kamehameha Highway	Alpha Omega	29-Jun-11	287,030	287,030	*	0
28	9-6-003-013	Full	96-165/169 Kamehameha Highway	Reid	7-Sep-11	455,588	455,588	*	0
29	9-6-003-014	Full	96-157 Kamehameha Highway	Bala	27-Jun-11	1,216,787	1,216,787	*	0
30	9-6-003-015	Full	96-159 Kamehameha Highway	Bala	10-Aug-11	53,304	53,304	*	0
31	9-6-003-016	Full	96-149A Kamehameha Highway	Bala	10-Aug-11	22,304	22,304	*	0
32	9-6-003-017	Full	96-149 Kamehameha Highway	Farinas	15-Sep-11	559,914	559,914	*	0
33	9-6-003-018	Full	96-137 Kamehameha Highway	Alipio/Solmirin	25-Jan-12	1,017,915	1,017,915	*	0
34	9-6-004-002	Full	96-93 Kamehameha Highway	Kawano	5-May-11	790,000	790,000	*	0
35	9-6-004-017	Full	Kamehameha Highway	Suenaga	29-Jun-11	90,000	90,000	*	0
36	9-6-004-023	Partial	Waihona Street	Estate of Bernice Bishop	4-Aug-15	24,476	157,965		**133,489**
37	9-7-023-008	Partial	945 Kamehameha Highway	Stuart Plaza Inv	26-May-15	300,000	151,344		-148,656
38	9-8-009-017	Full	98-077 Kamehameha Highway	Continental Inv. Ltd	14-Jun-13	2,509,030	3,512,500		1,003,470
39	9-8-010-002	Full	98-080 Kamehameha Highway	50th State Prop.	1-May-12	6,027,021	6,027,021	*	0
40	9-9-003-068	Full	99-140 Kohomua Street	RCJ	13-Sep-11	993,783	993,783	*	0
						72,989,264	83,664,544		10,675,280

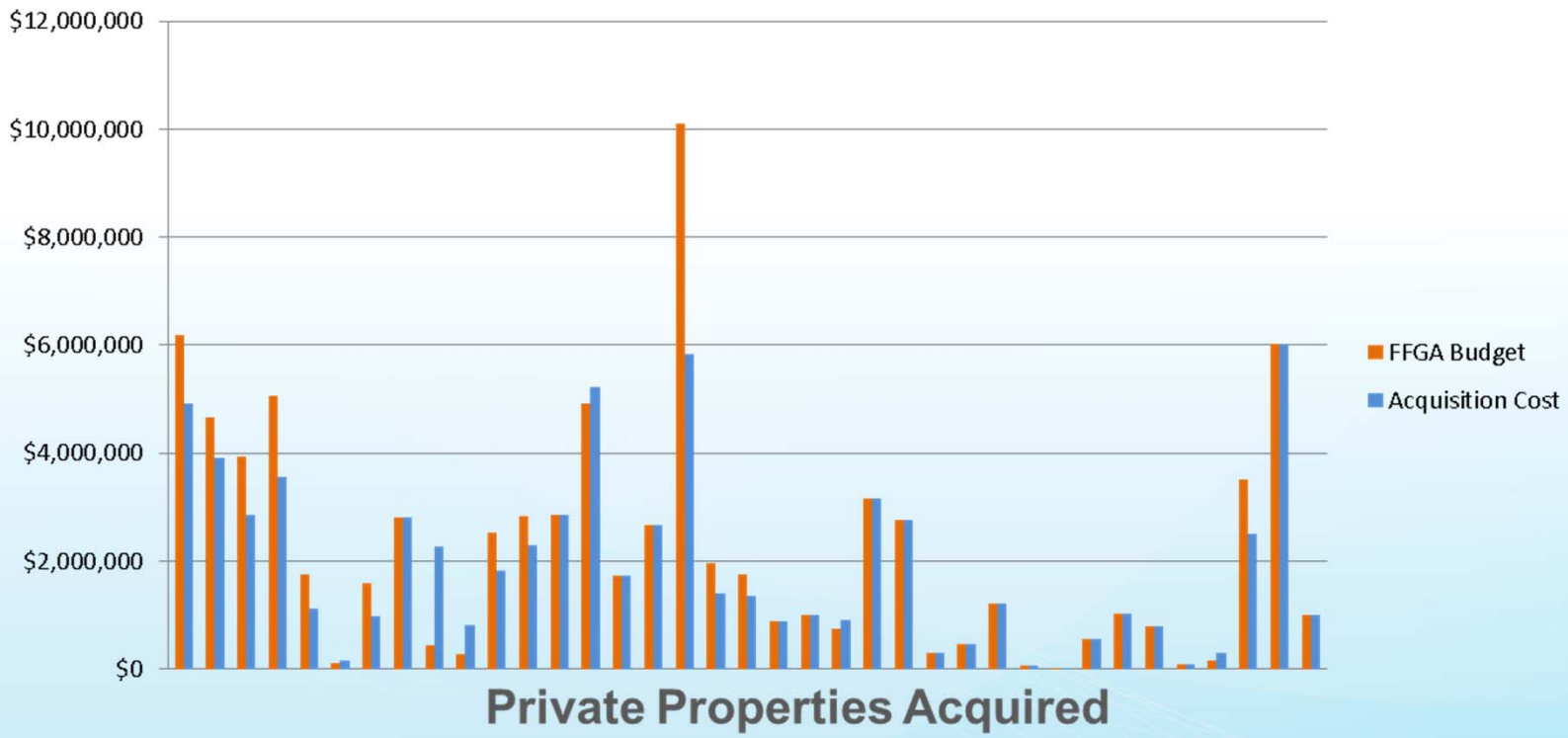
Notes:

* 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 10/12/2015



Mahalo!

HONOLULU RAIL TRANSIT

HONOLULU RAIL TRANSIT PROJECT

September 2015
MONTHLY PROGRESS REPORT

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:
Left: West O'ahu Farrington Highway Guideway along Kualakai Parkway looking 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
ACS	Access Control System
AFE	Authorized for Expenditure
AGS	Airport Guideway and Stations
AHJV	Ansaldo Honolulu Joint Venture
AIS	Archaeological Inventory Survey
APTA	American Public Transportation Association
ARRA	American Recovery and Reinvestment Act
ASG	Airport Station Group
ASU	Airport Section Utilities
ATC	Automated Train Control
ATO	Automated Train Operation
AVA	Anil Verma Associates, Inc.
BA	Buy America
BAC	Buy America Compliance
BACM	Buy America Compliance Matrix
BAFO	Best and Final Offer
BCS	Balanced Cantilever System
BFS	Budget and Fiscal Services
BLS	Bureau of Labor Statistics
BMP	Best Management Practice
BOD	Board of Directors
BUE	Bottom-Up Estimate
CAM	Construction Access Milestone
CAR	Corrective Actions
CCGS	City Center Guideway and Stations
CCO	Contract Change Order
CCTV	Closed Circuit Television
CDC	Compendium of Design Criteria
CE&I	Construction Engineering and Inspection
CEL	Certifiable Elements List
CIL	Certifiable Items List
CM	Construction Manager
CMP	Corrugated Metal Pipe
CMS	Contract Management System
CMU	Concrete Multiple Unit
CNMMP	Construction Noise Mitigation and Monitoring Plan
COI	Conflict of Interest
CONRAC	Consolidated Rental Car Facility
COR	Corporation Counsel
CP	Consulting Party
CPM	Critical Path Method
CPP	Contract Packaging Plan
CSC	Core Systems Contract
CSCC	Construction Specification Conformance Checklists
CSL	Cross Hole Sonic Logging
CSOC	Core Systems Oversight Consultant
CSSP	Construction Safety & Security Plan
CTS	Communications Transmission System
CWRM	Commission on Water Resource Management
CZM	Coastal Zone Management
DAGS	Department of Accounting & General Services
DB	Design-Build
DBB	Design-Bid-Build
DBE	Disadvantaged Business Enterprise
DBEDT	Department of Business, Economic Development and Tourism
DBOM	Design-Build-Operate-Maintain
DCAB	Disability and Communication Access Board
DCCC	Design Criteria Conformance Checklists
DCN	Design Change Notice
DDC	Department of Design and Construction
DES	Department of Environmental Services
DFIM	Design Furnish Install Maintain
DFM	Department of Facility Maintenance
DHHL	Department of Hawaiian Homelands
DHR	Department of Human Resources
DIT	Department of Information Technology
DKSG	Dillingham and Kaka‘ako Station Group
DLIR	Hawai‘i Department of Labor and Industrial Relations
DLNR	Department of Land and Natural Resources
DOE	Department of Education
DOH	Department of Health
DOL	Department of Labor
DPM	Deputy Project Managers
DPP	Department of Planning and Permitting
DPR	Department of Parks and Recreation
DPS	Department of Public Safety
DS	Downstream
DTS	Department of Transportation Services
DVT	Design Verification Test
ECP	Environmental Compliance Plan
E/E	Elevator/Escalator
EMC	Electromagnetic Compatibility
EMF	Electromagnetic Forces
EMI	Electromagnetic Interference
EMP	Environmental Management Plan
EOR	Engineer of Record
EOS	Electrically Operated Switches
ESA	Engineering Services Agreement
FAA	Federal Aviation Administration
FAI	First Article Inspections
FAT	Factory Acceptance Tests
FD	Final Design
FDAS	Fire Detection Alarm System
FDC	Field Design Change
FEIS	Final Environmental Impact Statement
FFC	Fixed Facility Contractors
FFGA	Full Funding Grant Agreement
FHSG	Farrington Highway Station Group
FLSWG	Fire Life Safety Working Group
FOCN	Fiber Optic Communication Network
FTA	Federal Transit Administration
FTE	Full-Time Equivalent
FWS	Fish and Wildlife Service
GAT	Great Aleutian Tsunami
GBS	Gap Breaker Station
GDR	Geotechnical Data Report
GEC	General Engineering Consultant
GET	General Excise Tax
GIS	Geographic Information System
GSA	General Services Administration
GT	General Terms
HA	Hazard Analysis
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscape Survey
HART	Honolulu Authority for Rapid Transportation
HCC	Honolulu Community College
HCDA	Hawai‘i Community Development Authority
HCSD	Hawai‘i Capital Special District
HDCC	Hawaiian Dredging Construction Company
HDOE	Hawai‘i Department of Education
HDOH	Hawai‘i Department of Health
HDOT	Hawai‘i Department of Transportation
HDPE	High-density polyethylene
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HHF	Historic Hawai‘i Foundation
HHPRB	Hawai‘i Historic Places Review Board
HIE	Hawaii Independent Energy
HP	Historic Preservation
HPC	Historic Preservation Committee
HPCA	Historic Preservation Certification Application
HPD	Honolulu Police Department
HPF	Historic Preservation Fund
HRHP	Hawai‘i Register of Historic Places
HRTP	Honolulu Rail Transit Project
HTI	Hawaiian Telcom
HTL	Hazard Tracking Log
I&T	Inspection & Testing
IAMR	Interstate Access Modification Report
ICCS	Integrated Control and Communication Systems
ICD	Interface Control Documents
ICE	Independent Cost Estimate
ICM	Interface Control Manual
IDS	Intrusion Detection System
IJ	Insolation Joint
INMS	Integrated Network Management System
ITP	Inspection and Test Plan
ITS	Intelligent Transportation Systems
JTMS	Joint Traffic Management System
JU&O	Joint Use & Occupancy

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

PROJECT MAP
LEGEND
HRTP Guideway
HRTP Station
Park and Ride Access Ramps
Park and Ride
Maintenance and Storage Facility (MSF)
Leeward Community College
Pearl Highlands
Pearlridge
Aloha Stadium
Waipahu Transit Center
West Loch
Ho'opili
UH West O'ahu
East Kapolei
Pearl Harbor Naval Base
Honolulu International Airport
Lagoon Drive
Middle Street Transit Center
Kalihi
Kapalama
Iwilei
Chinatown
Downtown
Civic Center
Kaka'ako
Ala Moana Center
PACIFIC OCEAN
HARBOR
PEARL
WEST LOCH
MIDDLE LOCH
EAST LOCH
KEEHI LAGOON
MAMALA BAY
AIRPORT
IWA
KAPOLEI
MAKAKILO
HALAWA
KALIHI
HONOLULU

PROGRESS REPORT SUMMARY OF CHANGES

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

Project Map

- The station highlight of the month has been removed as all stations have been highlighted in the Monthly Report. Please see page 7.

Executive Summary

- The HART Board Meeting Q&A section has been removed for this month, as there were no public questions posed at the September meeting.

Project Contingency

- The current contingency balance has decreased. Please see pages 14-15.

Project Funding

- The Section 5309 New Starts Revenue amount received has increased. Please see pages 16-17.
- The total amount of cash received has increased. Please see pages 16-17.

Project Revenue and Costs

- The ending cash balance amount has increased. Please see page 18.

Contracts in Procurement

- One contract was issued NTP, and one contract was awarded. Please see pages 24 and 115.

Contract Status

- West O'ahu/Farrington Highway Guideway (WOFH)
  - The current contract value has increased. Please see page 32.
- West O'ahu Station Group (WOSG)
  - The incurred-to-date amount has decreased. Please see page 36.
- Farrington Highway Station Group (FHSG)
  - A contract page for the Farrington Highway Station Group construction contract has been included, and the FHSG design contract page has been removed. Please see page 38-39.
- Maintenance and Storage Facility (MSF)
  - The current contract value has increased. Please see page 40.
- Kamehameha Highway Guideway (KHG)
  - The projected substantial completion date has shifted to a later date. Please see page 44-45.
  - The current contract value has increased. Please see page 44.
- Kamehameha Highway Station Group (KHSG)
  - The current contract value has increased. Please see page 50.
- Airport Section Utilities Construction
  - The projected substantial completion date has shifted to a later date. Please see page 54.
- Airport Station Group (ASG)
  - The current contract value has increased. Please see page 58.

- Construction Engineering & Inspection East Side Sections
  - The contract completion date has shifted to an earlier date. Please see page 67.
  - The current contract value has decreased. Please see page 67.
  - The incurred-to-date amount has decreased. Please see page 67.
  - The percentage complete has been adjusted. Please see page 67.

Utility Agreements

- The Figure 13. Utility Agreements Status table has been updated to reflect outstanding agreements, pending amendments, and any applicable MOUs. Please see page 73.

Right-of-Way

- One partial acquisition has been completed in the City Center section. Please see page 75.

Safety and Security

- A "HART S&S Certification 'Open Items List'" table has been included. Please see page 85.

Risk Management

- The total number of risks in the risk register has decreased. Please see pages 93-96 and 120.

Staffing

- The actual number of employees has increased. Please see page 98.

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH

Project Overview

The Honolulu Authority for Rapid Transportation (HART) achieved another milestone with the completion of four miles of the system's elevated guideway.

The four-mile mark is along Farrington Highway in Waipahu. Crews have constructed more than 170 spans and built more than 200 columns. The guideway segments are cast at the project's casting yard in Kapolei, and a single span requires about 12 segments. Approximately 3,370 segments have been cast, in preparation for guideway construction.

In addition, the first two rail cars are now in Pittsburg, California and are on schedule to arrive in Honolulu in the first quarter of 2016.

HART Board

The HART Board of Directors has selected local accountant Terri Fujii to fill a vacant seat on the agency's Board.

Fujii was selected from a field of 10 candidates who applied for the position. A panel of board members interviewed all of the applicants and recommended Fujii for the post.

She has 29 years of experience in public accounting and is currently an audit partner with CW Associates, a certified public accounting firm. Prior to that she was an office managing partner and assurance partner for the Honolulu office of Ernst & Young LLP.

Fujii is the ninth voting member of the board and will fill the remaining term of former board member Robert "Bobby" Bunda. The term will expire on June 30, 2018.

TOD Workshop

HART participated in the "Supporting Development and Land Reuse Around Honolulu's Rail Stations" workshop in September. Experts discussed transit-oriented development (TOD) and the environmental issues associated with it. Attendees learned the process of reusing vacant, abandoned, blighted, and contaminated properties to support TOD.

TOD is a type of community development that includes a mixture of housing, office, retail and other amenities integrated into a walkable neighborhood and located near rail stations and quality public transportation.

Cost:

Project Costs Summary Through Aug. 28, 2015		
	Current Budget ($M)	Incurred To Date ($M)
Project Budget	$4,455.7	$1,670.6
Project Contingency	$492.9	$0.5
Finance Charges*	$173.1	$0.0
TOTAL	**$5,121.7**	**$1,671.1**

* $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 Aug. 28, 2015				
	Actual		Early Plan	Late Plan
Overall Project Progress	38.3%		63.4%	54.6%
Overall Construction Progress	29.7%		56.2%	46.6%
Overall Design Progress	87.1%		98.9%	96.7%
Overall Utilities Progress	33.9%		73.0%	58.7%

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

Overview:

Core Systems Contract (CSC)

The CSC contractor is continuing to progress through Final Design. Qualification and design verification tests are ongoing; completing the pre-shipment inspection test for MSF Yard Control Bungalow equipment. Construction interface with the MSF contractor (KKJV) is ongoing, with AHJV on site working on the Yard Control Bungalow (YCB) foundations, after the completion of the YCB ground grid. The first and second passenger vehicle carshells have arrived at the final assembly facility in Pittsburg, California. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contractor has completed final design for the WOSG, FHSG and KHSG stations. The manufacturing of the required elevator and escalator equipment for these stations can be released once the respective contractor's schedules have been submitted and approved. The FHSG contract and WOSG contract have been awarded, however the WOSG NTP is pending. The NTP for FHSG has been issued and once the contractor provides an acceptable schedule, the manufacturing of the FHSG equipment will be released. The KHSG contract was advertised in August and the contract is planned to be awarded by the end of this year. (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 dated October 2014 for which production is measured against. The most recently submitted progress schedule, through August 2015, reflects a six month delay to the contractual substantial completion date specific to the LCC portables, parking lot and access structure operations. KIWC and HART continue to work together to mitigate the impacts to the critical path activities. A revised baseline schedule was submitted by KIWC in August 2015 and is currently under review. The LCC Construction Right of Entry Agreement with the University of Hawai'i (UH) was issued and it is anticipated that the Contract Change Order required to update the substantial completion date and associated baseline acceptance will follow. In September 2015, the second truss (Heading #2) progressed towards the end of Span 1L, completing the erection of spans in the westward portion of the alignment. KIWC is currently demobilizing Heading #2 to Span 250, Work Area 4, by the Waipahu High School to progress westwards towards Waipahu Transit Center Station. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

HECO completed the work necessary for providing power for MOW, OSB, WTB and TWF. The contractor is continuing to install power distribution panels within the OSB, MOW and WTB. De-stressing of the storage and maintenance tracks continues. Platform walls, stem walls and foundation construction are completed for the Train Wash Facility. Signal and train control conduit installation continues. Installation of rail is continuing, including contact rail and pre-curved rail. Siding, painting, HVAC, and finishing are continuing for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Construction of columns has been completed from Acacia Road west, to intersect the WOFH contract. Discussions with HECO are being held at an elevated level to coordinate the schedule of work to minimize project delays. ROE for utility relocations are nearing completion, with work anticipated to start once utility ROE has been received. HART and HDOT are working together to achieve concurrence on betterment costs and funding. Per KIWC's progress schedule, as submitted with the application for payment, the contract is nine months behind schedule for guideway structure. (See Section 4.3.A for details)

Airport Section Utilities (ASU) Construction Contract

The Airport Section Utilities contract continues to be impacted by differing and unforeseen site conditions; a sewer leak along Kamehameha Highway prompted emergency work at night, despite not having a noise variance. In spite of these impediments, work is proceeding along Kamehameha Highway, Airport and the Nimitz Off-Ramp area. On Sept. 2, Nan was notified that work related to the telecom duct bank at Valkenburgh would be deleted from the contract. (See Section 4.4.B for details)

2 OVERALL PROJECT PROGRESS AND FINANCIALS

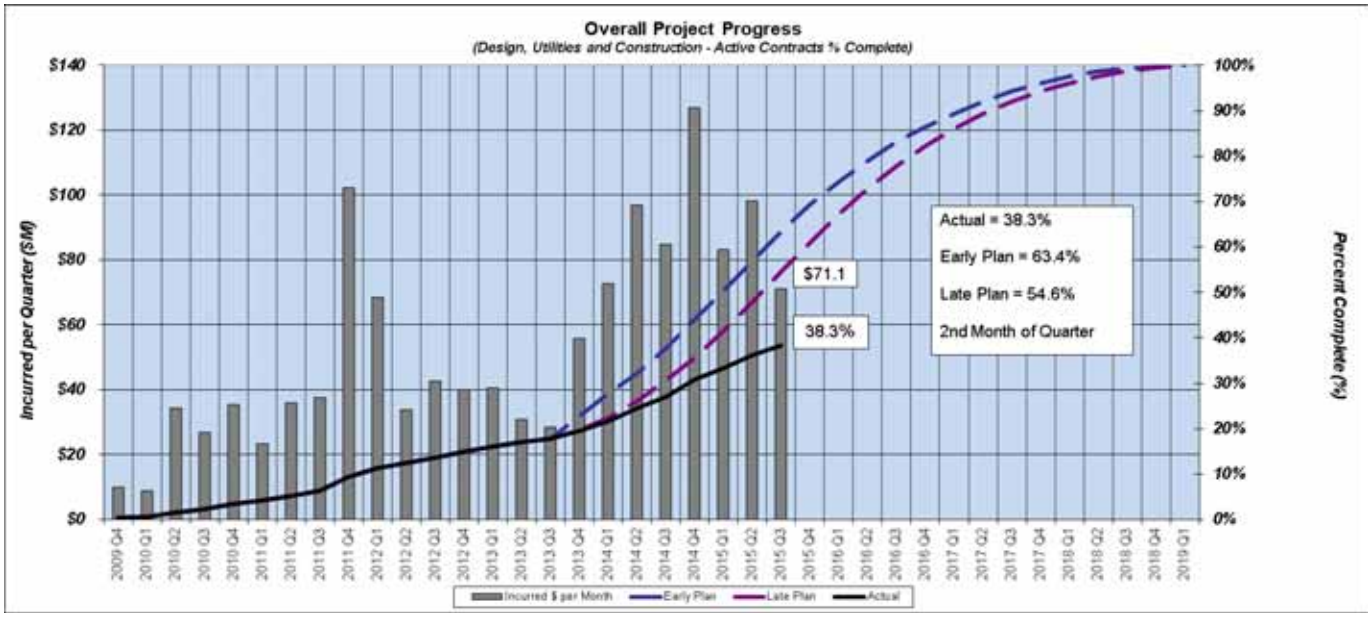
2.1 Project Progress (data as of Aug. 28, 2015)

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

Note:

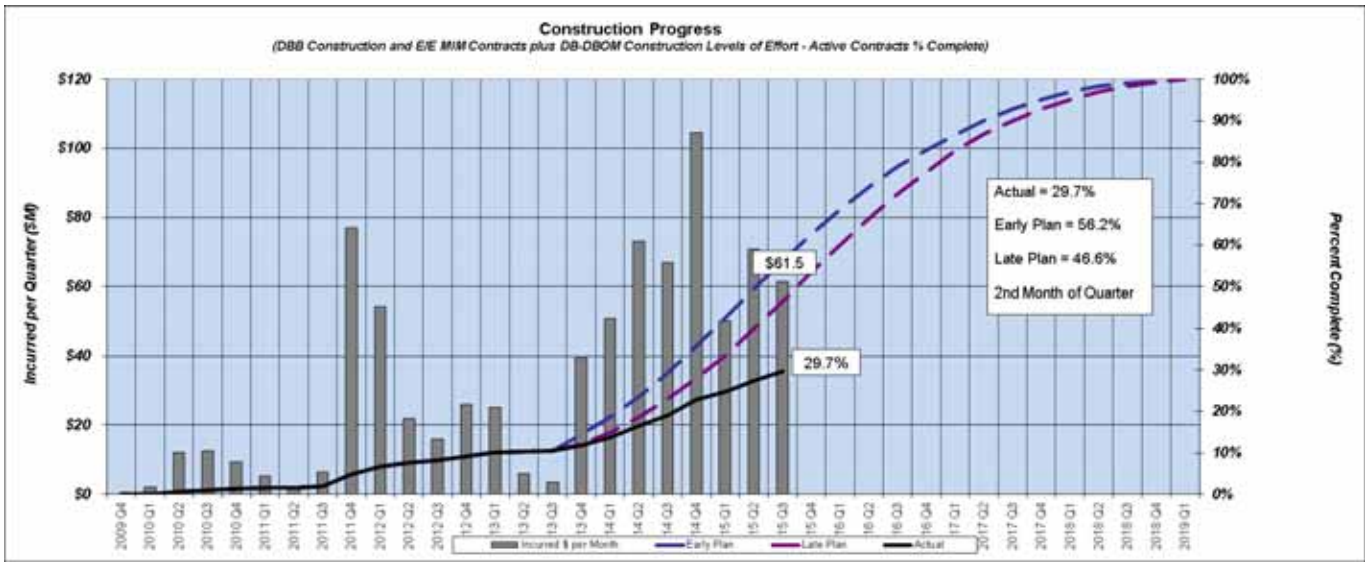
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
- Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
- Late Plan = Latest dates activities can begin and finish and not have an impact on completion date, based on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

Figure 1. Overall Project Progress (% Complete)



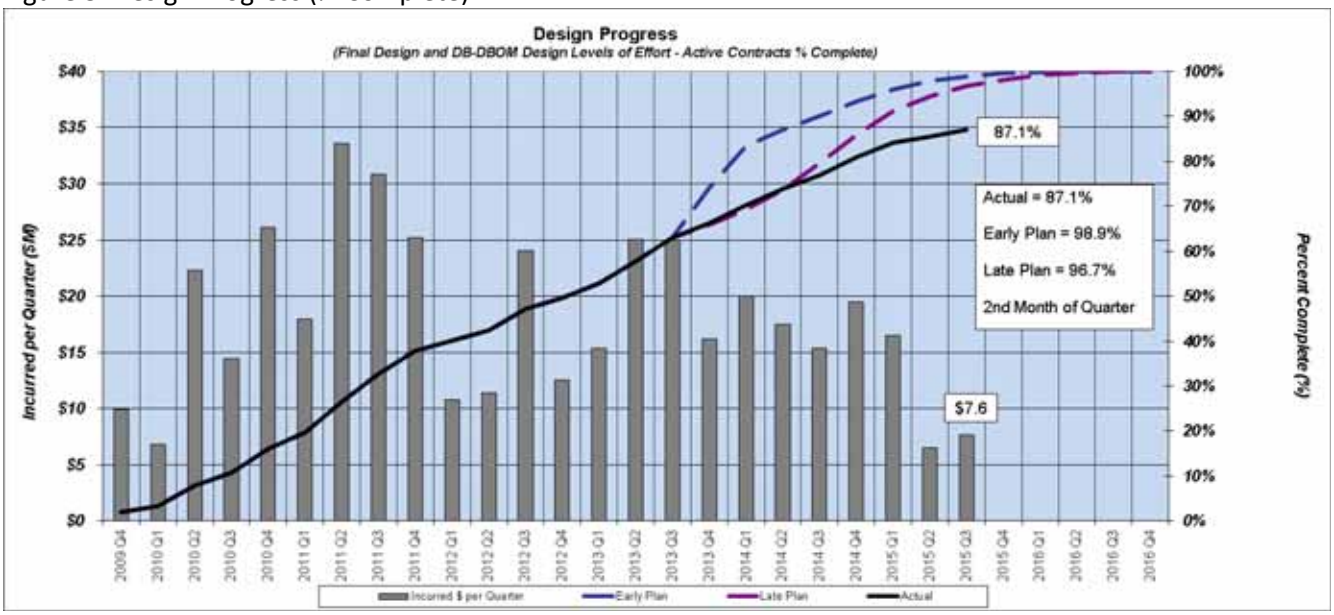
At present "overall" project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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



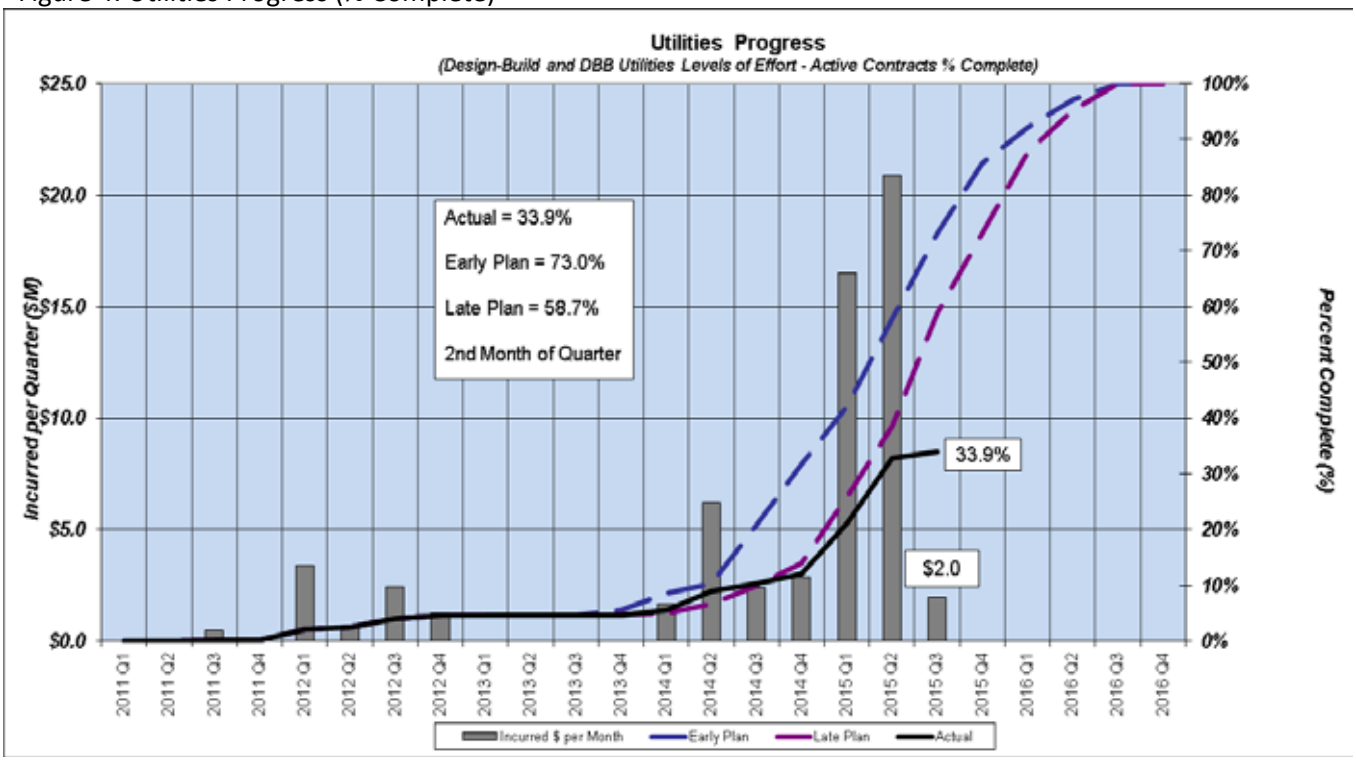
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

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 Aug. 28, 2015)

Total Incurred Cost = $1,671.1M
(previous report = $1,630.5M)

- FFGA Project Budget = **$5,121.7M**
  - Current Project Budget - $4,455.7M
  - Current Project Contingency - $492.9M
  - Project Finance Charges - $173.1M

- Total Incurred Cost = **$1,671.1M** (37.5% of current project budget)
  - August 2015 Incurred Cost = $40.6M

2.3 Project Contingency (data as of Aug. 28, 2015)

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

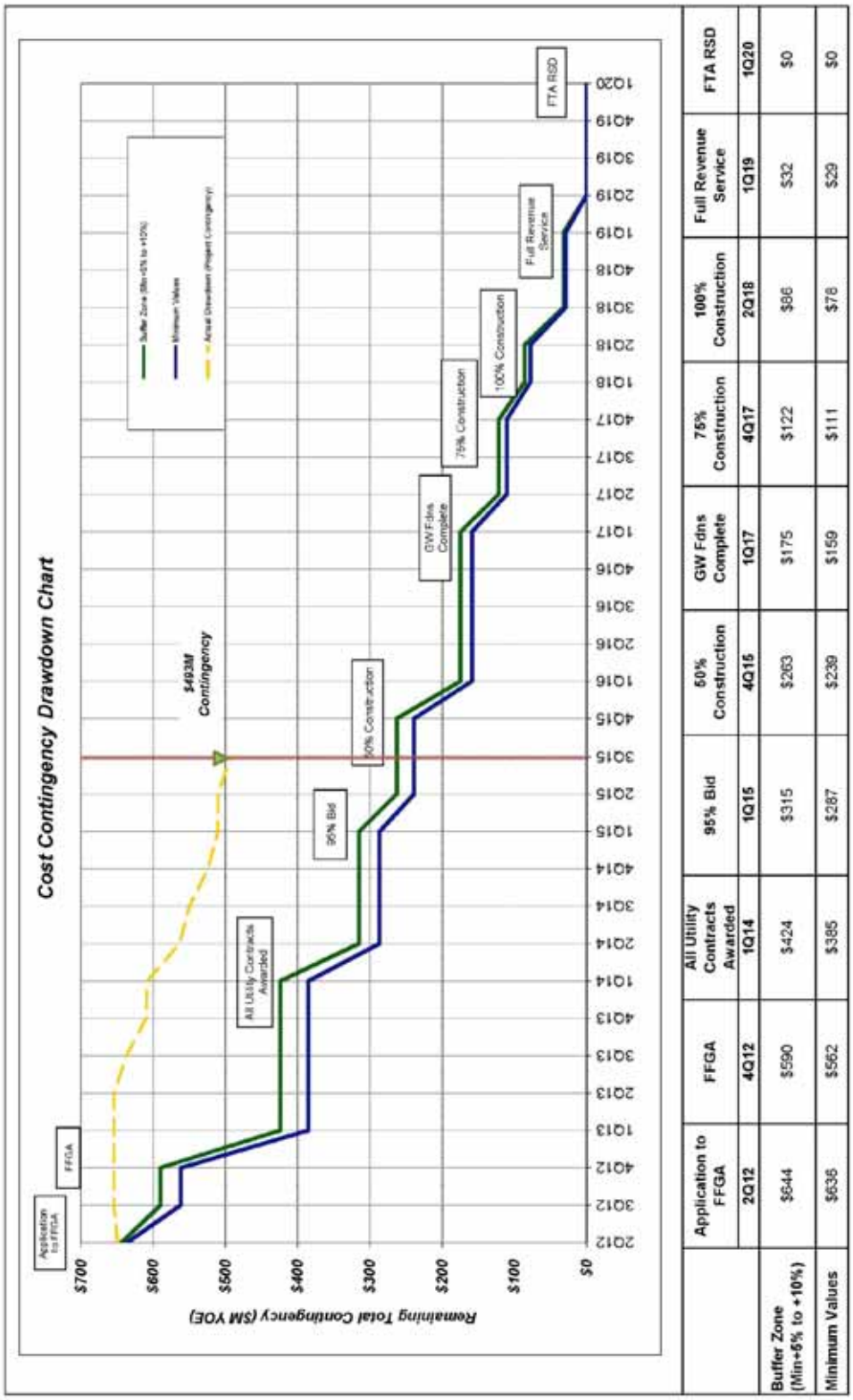
Current Contingency Balance = $492.9M
(previous report = $500.7M)

- Current Project Contingency Balance = **$492.9M**
  - Contingency drawdown to date – $150.7M (23.4% of baseline project contingency budget)
  - $7.8M contingency drawdown during August 2015. Please see Appendix B for more details.
    - Pearl Highlands Parking Structure/Bus Transit Center budget transfer to Project contingency under review

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 June 2015 Report	90.01 - 90.03	($133.8)
Contingency drawdown July 2015 Report	90.01 - 90.03	($8.1)
Contingency drawdown August 2015 Report	90.01 - 90.03	($1.0)
Contingency drawdown September 2015 Report	90.01 - 90.03	($7.8)
Contingency drawdown to date	90.01 - 90.03	($150.7)
Current FFGA Project Contingency	***90.01 - 90.03***	***$492.9***

Figure 6. Draft Cost Contingency Drawdown Chart



	Application to FFGA	FFGA	All Utility Contracts Awarded	95% Bid	50% Construction	GW Fdns Complete	75% Construction	100% Construction	Full Revenue Service	FTA RSD
	2Q12	4Q12	1Q14	1Q15	4Q15	1Q17	4Q17	2Q18	1Q19	1Q20
Buffer Zone (Min+5% to +10%)	$644	$590	$424	$315	$263	$175	$122	$86	$32	$0
Minimum Values	$638	$562	$385	$287	$239	$159	$111	$78	$29	$0

Data as of 8/26/15 - Aug '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 Aug. 28, 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	**n/a**
Interest Income on Cash Balance	*7*	**3**	2	**9**
FTA Section 5309 New Starts Revenue[4]	*0*	**1,550**	446	**446**
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**	1143	**1,521**
Total	***385***	**5,356**	**1,893**	**1,980**

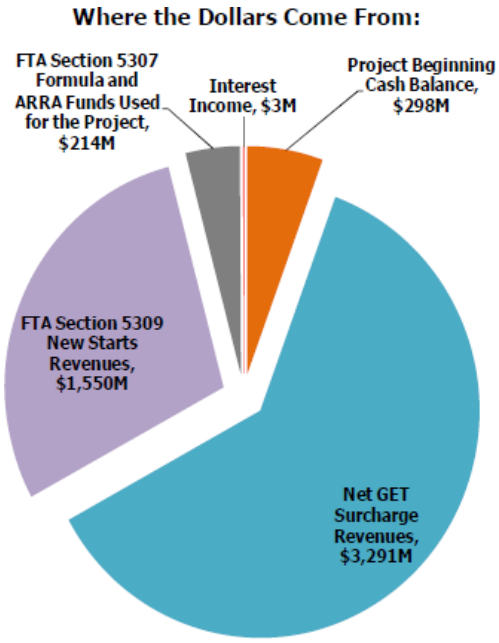
[1] GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

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

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

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

Figure 8. Project Funding Sources (YOE $M)



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge (data as of Aug. 28, 2015)
  - $1,143M = amount received since the Project's entry into FTA's Preliminary Engineering phase of project development.
    - $1,182M = Projected Net GET Surcharge Revenue for FYs 2010-1Q 2016, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
    - GET receipts are currently running 3% short of projections to date, or $39M behind.
    - $39M shortfall is approximately 1.2% of the total GET surcharge projections per the FFGA Financial Plan of $3.291B.
  - $0 = GET surcharge received in August 2015.

Total Cash Received Since PE = $1,893M
(previous report = $1,859M)

GET Received Since PE = $1,143M
(previous report = $1,143M)

GET Received Since 2007 = $1,521M
(previous report = $1,521M)

- Full Funding Grant Agreement (FFGA)
  - $11.7M = New Starts drawdown processed and received in August 2015.
  - $152K = New Starts drawdown processed in August 2015, but not received until Sept. 2, 2015.

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

Figure 9. New Starts Drawdown by Federal Fiscal Year (data date as of Aug. 28, 2015, per the FTA TEAM website)

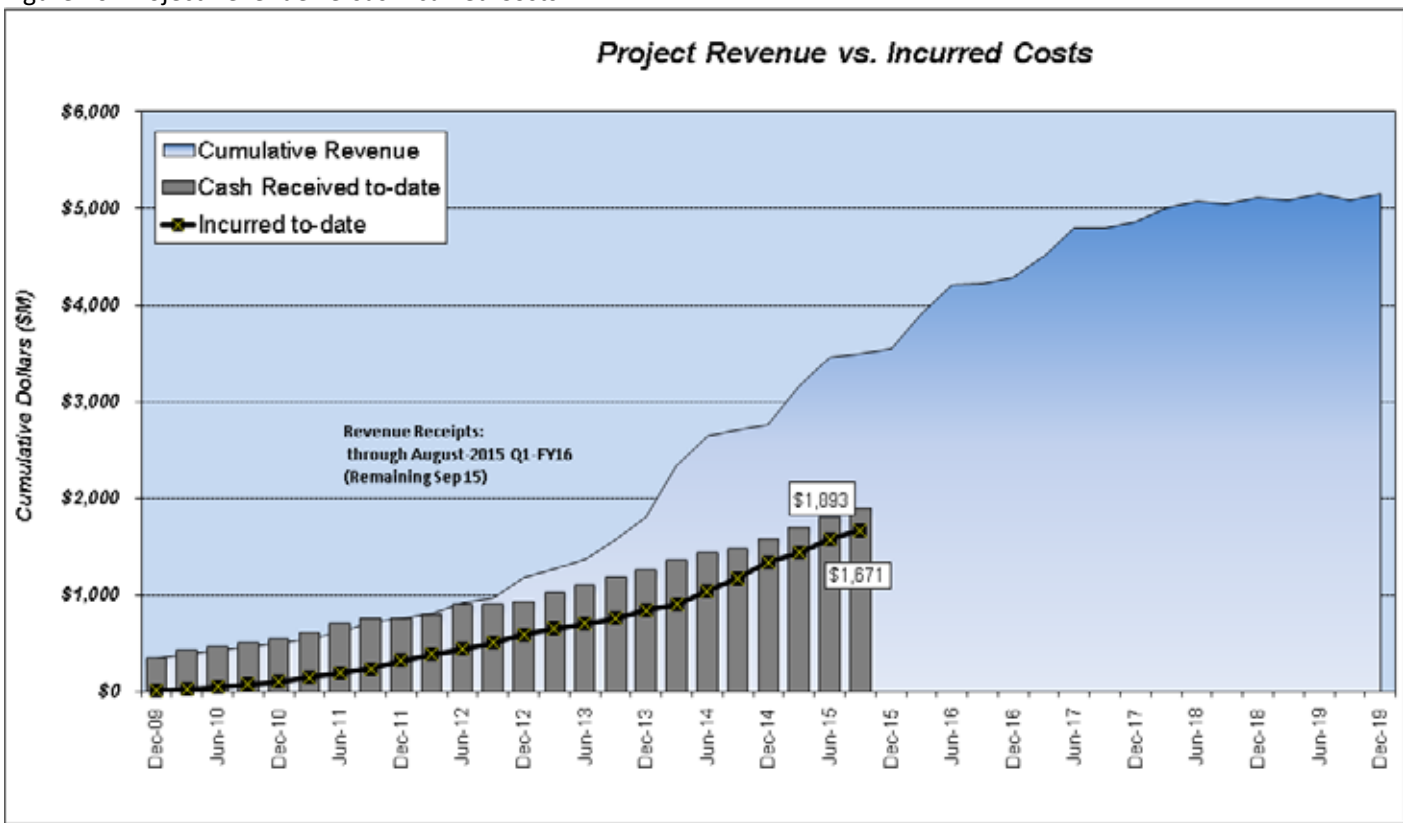
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	$15,190,000	$15,190,000	$0	
2009	$19,800,000	$19,800,000	$0	
2010	$30,000,000	$30,000,000	$0	
2011	$55,000,000	$55,000,000	$0	$20,607,242
2012	$200,000,000	$200,000,000	$0	$99,382,758
2013	$236,277,358	$125,563,103	$110,714,255	$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**	**$445,553,103**	**$1,104,446,897**	**$1,550,000,000**

2.5 Project Revenue and Costs

(data as of Aug. 28, 2015)

Ending Cash Balance 8/31/15 = $292M
(previous report = $283.7M)

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = Aug. 28, 2015

Figure 11. Cash Balance Summary

AUGUST 2015 CASH BALANCE SUMMARY		
	AUGUST	FY16 YTD Cumulative
Beginning Cash Balance 08/01/15	283,718,376	293,010,823
Expenditures:		
Operating Expenditures	(1,245,585)	(2,156,825)
Capital Expenditures	(24,576,847)	(85,317,464)
Expenditures Total:	(25,822,432)	(87,474,290)
Receipts:		
GET Surcharge	0	52,330,383
FTA Drawdown	34,046,472	34,046,472
Interest	11,593	26,689
Other (rental, refunds, copy fees, etc.)	18,788	32,718
Receipts Total:	34,076,852	86,436,263
Ending Cash Balance 08/31/15	**291,972,796**	**291,972,796**

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

3 SCHEDULE

(data as of Aug. 28, 2015)

OVERVIEW

- The Master Program Summary Schedule reflects currently approved schedule end dates for contracts that have been awarded, and planned dates for future contracts. The schedules in the Contract Status section reflect current contractor forecast end dates for contracts that have been awarded.

- H2R2 Ramp (DBB-385), WOSG (DBB-171) 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 are 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

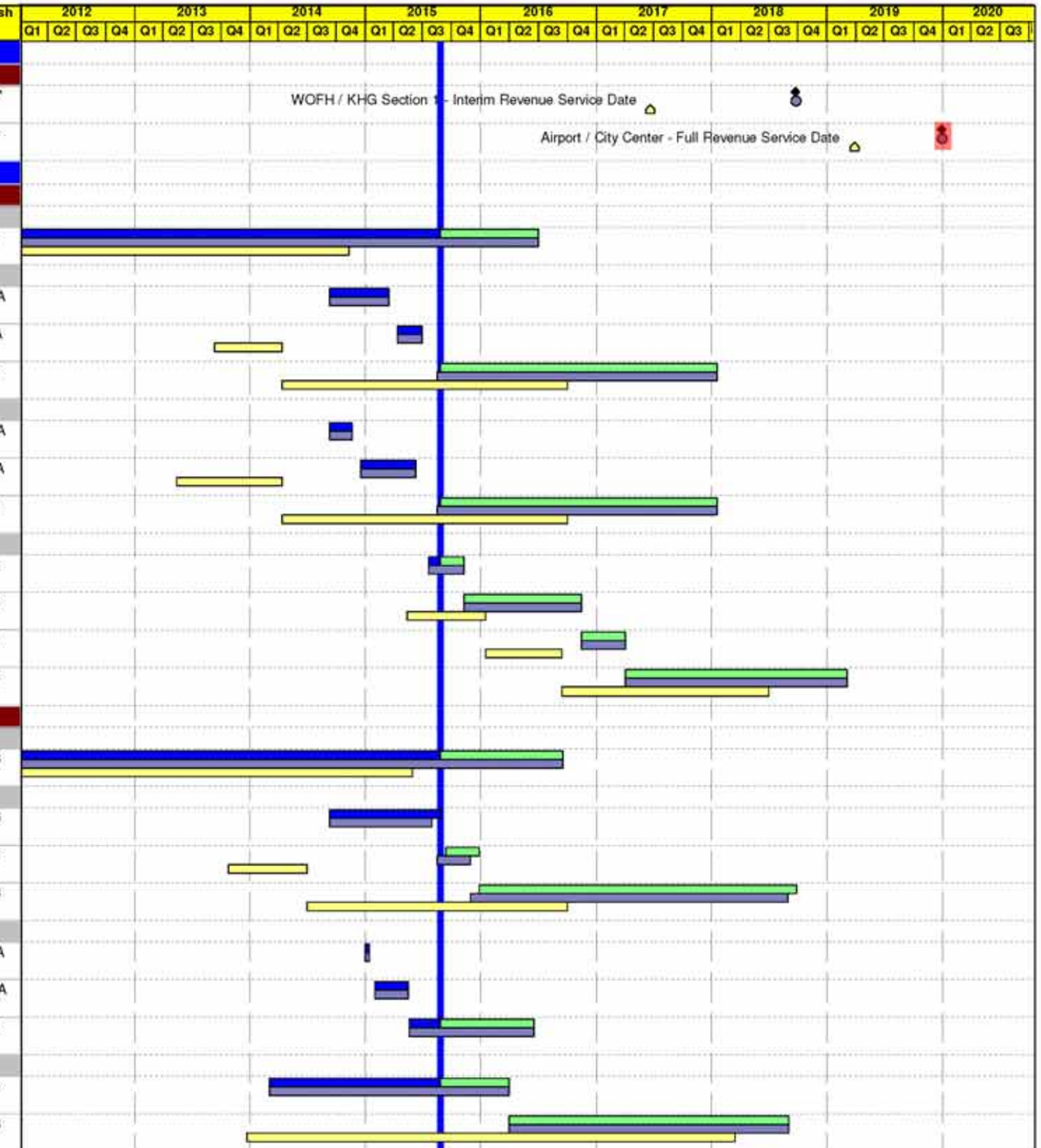
- WOFH civil and structural construction work is behind approved planned schedules. KHG guideway construction contractor progress is behind approved planned schedules.

- Right-of-way acquisition, third-party interface and utility relocations continue to be areas of concern for program completion.

Figure 12. HRTP Master Project Schedule Summary (MPSS)

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

Activity ID	Activity Name	Type	Current Start	Current Finish
KEY DATA				
MILESTONES				
A1030	WOFH / KHG Section 1 - Interim Revenue Service Date	M		24-Sep-18*
A1040	Airport / City Center - Full Revenue Service Date	M		31-Dec-19
CONTRACTS - DESIGN & CONSTRUCTION				
WEST OAHU / FARRINGTON HIGHWAY (WOFH) - SECTION 1				
WOFH Guideway & Utilities				
A1050	DB-120 - WOFH Guideway - Design & Construction	DB	01-Dec-09 A	01-Jul-16
West Oahu Station Group (WOSG)				
A1430	FD-140 West Oahu Station Group - Redesign	D	10-Sep-14 A	16-Mar-15 A
A1350	West Oahu Station Group - Bid & Award	A	13-Apr-15 A	01-Jul-15 A
A1360	DBB-171 West Oahu Station Group - Construction	C	28-Aug-15	16-Jan-18
Farrington Hwy Station Group (FHSG)				
A1370	FD-240 Farrington Hwy Station Group - Redesign	D	10-Sep-14 A	20-Nov-14 A
A1380	Farrington Hwy Station Group - Bid & Award	A	19-Dec-14 A	09-Jun-15 A
A1390	DBB-271 Farrington Hwy Station Group - Construction	C	28-Aug-15	16-Jan-18
UH West Oahu Park n Ride & Ho'opili Station Finishes				
A1090	FD-600 UH West Oahu Park & Ride - Procurement	D	20-Jul-15 A	08-Nov-15
A1100	FD-600 UH West Oahu Park - Design	D	09-Nov-15	13-Nov-16
A1110	UH West Oahu Park & Ride - Bid & Award	A	14-Nov-16	02-Apr-17
A1120	DBB-600 UH West Oahu Park & Ride - Construction	C	03-Apr-17	04-Mar-19
KAMEHAMEHA HIGHWAY (KH) - SECTION 2				
Kamehameha Highway Guideway & Utilities				
A1130	DB-320 - KHG Guideway - Design & Construction	DB	12-Jun-11 A	16-Sep-16
Kamehameha Highway Stations				
A1400	FD-340 Kamehameha Hwy Station Group - Redesign	D	10-Sep-14 A	28-Aug-15
A1410	Kamehameha Hwy Station Group - Bid & Award	A	14-Sep-15	27-Dec-15
A1420	DBB-371 Kamehameha Station Group - Construction	C	28-Dec-15	27-Sep-18
Pearl Highlands Ramp H2R2				
A1180	FD-340 Pearl Highlands Ramp H2R2 - Redesign	D	01-Jan-15 A	14-Jan-15 A
A1440	DBB-385 Pearl Highlands Ramp H2R2 - Bid & Award	A	30-Jan-15 A	18-May-15 A
A1450	DBB-385 Pearl Highlands Ramp H2R2 - Construction	C	19-May-15 A	17-Jun-16
Pearl Highlands Parking Structure & Ramps				
A1150	FD-340 Pearl Highlands Parking Structure & H2 Ramps - Design	D	03-Mar-14 A	31-Mar-16
A1160	DBB-275 Pearl Highlands Parking Structure & H2 Ramps - Procurement Canceled - will be removed next month.	DB	01-Apr-16	01-Sep-18



HART HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
July 2015 Update
Remaining Work
Actual Work
FFGA Baseline Milestone
July 2015 Update Milestone
Milestone

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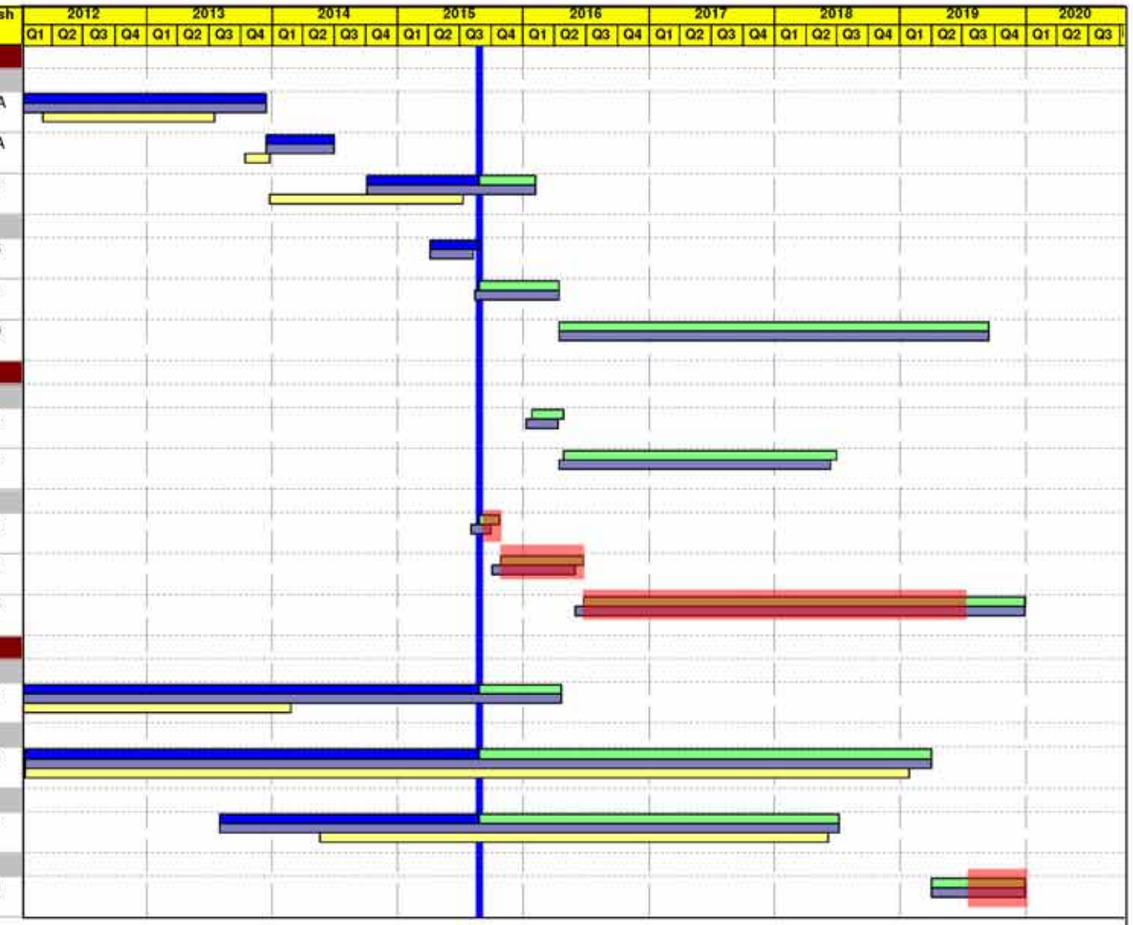
Honolulu Rail Transit Project
August 2015 Update
As of: 28-Aug-15

MPS Summary
Design & Construction Contracts

Activity ID	Activity Name	Type	Current Start	Current Finish
AIRPORT - SECTION 3				
Airport Utility Relocation				
A1190	FD-430 - Airport Utilities - Design	D	05-Jan-12 A	16-Dec-13 A
A1200	Airport Utilities - Bid & Award	A	17-Dec-13 A	30-Jun-14 A
A1210	DBB-505 - Airport Utilities - Construction	C	06-Oct-14 A	06-Feb-16
Airport Guideway & Stations				
A1480	Airport Guideway & Stations - Design Build Procurement Part 1	A	07-Apr-15 A	28-Aug-15
A1490	Airport Guideway & Stations - Design Build Procurement Part 2	A	28-Aug-15	14-Apr-16
A1500	DB-450 Airport Guideway & Stations - Design & Construction	DB	15-Apr-16	14-Sep-19
CITY CENTER (CC) - SECTION 4				
Dillingham Utilities and Road Widening				
A1510	Dillingham Utilities and Road Widening - Bid & Award	A	27-Jan-16	28-Apr-16
A1520	DBB-510 Dillingham Utilities and Road Widening - Construction	C	29-Apr-16	28-Jun-18
City Center Guideway & Stations				
A1530	City Center Guideway & Stations - Design Build Procurement Part 1	A	28-Aug-15	25-Oct-15
A1540	City Center Guideway & Stations - Design Build Procurement Part 2	A	26-Oct-15	24-Jun-16
A1550	DB-550 City Center Guideway & Stations - Construction	DB	25-Jun-16	31-Dec-19
PROJECT WIDE - ALL SECTIONS				
Maintenance & Storage Facility (MSF)				
A1320	DB-200 - MSF - Design & Construction (Design-Build)	DB	25-Jul-11 A	21-Apr-16
Core Systems				
A1330	DBOM-920 - Core Systems - Design & Construction	DB	13-Jan-12 A	31-Mar-19
Elevators & Escalators				
A1340	MI-930 - Elevators and Escalators - Design, Manufacture, Install, & Test	DB	02-Aug-13 A	05-Jul-18
Final Testing and Commissioning				
A1560	Final Testing and Commissioning	DB	01-Apr-19	31-Dec-19



Program Critical Path

HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

FFGA Baseline
July 2015 Update
Remaining Work
Actual Work
FFGA Baseline Milestone
July 2015 Update Milestone
Milestone

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Honolulu Rail Transit Project
August 2015 Update
As of: 28-Aug-15

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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 – The first two carshells arrived in Pittsburg, CA, and the third carshell is expected to arrive in California in mid-October 2015. Work continues on the 4th and 5th carshells.
- On-Board Train Control equipment and vehicle couplers have also been shipped to Pittsburg, CA.
- Progressing with sub-system testing and design verification activities.
- Yard Control Bungalow construction is underway – work on the YCB foundations and floor slab was completed in September. Construction of the walls and roof slab will follow and are expected to be complete by the end of October 2015.
- Traction Power Cable installation has been initiated; currently installing power feeds to the MSF TPSS.

KEY ISSUES

- Revisions to the station and guideway Construction Access Milestone (CAM) dates might affect substantial completion of the Core Systems Contractor's work. HART and the CSC will evaluate the full extent of potential impact once we have clarity of the expected CAM dates. This issue is being addressed in CSC RFCR # 18.
- Vehicle Production and Testing is an ongoing monitored risk. Carshell production experienced some challenges and delays in the initial assembly of key components that affected the completion and shipment of the first carshell. Final Assembly of the first vehicle may have similar challenges. HART and CSC will continue to work together to plan and respond to the issues as they arise.

Fare Collection System (Section 4.1.C)

OVERVIEW

- Fare Systems Technical Consultant Contract awarded to CH2M Hill on Sept. 24, 2015, for a term of five years.
- Based upon requests from potential Offerors, the deadline for receipt of proposals for the Fare Systems Contract currently in RFP stage was extended to Oct. 30, 2015, with BAFO anticipated in early December 2015, and award in January 2016.

KEY ISSUES

- Completing technical and legal review of MOU for O&M cost sharing between HART and the City.
- Assuring response to over 50 vendor questions and 6 Alternative Technical Concepts are provided on time.

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

OVERVIEW

- Leeward Community College (LCC) Portables and Parking Lot Change Order – KIWC has developed plans which were approved by the Honolulu Department of Planning and Permitting (DPP), LCC and HART. HART has completed the review of the Access Structure. LCC construction is ongoing with excavation, compaction, grading and utility relocation in the parking lot area. The delivery of the portable buildings is scheduled to begin in October 2015.
- 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. Segment casting and stressing is proceeding in both eastward and westward directions from Piers 253, 254 and 255. All segments for Pier Table 253 are approaching completion. Upstream and downstream segments between BCS 254 and 255 are being cast and Pier Table 256 has been completed.
- Span by Span Advancement – Work on the left side single track spans around East Kapolei Station was completed in September 2015, bringing all truss work on the westward portion of the alignment to completion. The heading at this section is currently being demobilized to Span 250, Waipahu High School, Work Area 4. East-bound spans have been erected by West Loch Station and proceed towards Waipahu Station. A third truss (Heading #3) has been assembled in the area around the Pearl Highlands Station and segments are being erected through the eastern end of the WOFH segment.

KEY ISSUES

- Drilled Shaft Quality (for additional detail, see 4.2.A Quality Management)
- Intelligent Transportation System Issues (for additional detail, see 4.2.A Key Issues)
- Intersection Closure for Span by Span Operation (for additional detail, see 4.2.A Key Issues)
- Track Welding and Track Construction Operations (for additional detail, see 4.2.A Quality Management)

Maintenance and Storage Facility (Section 4.2.D)

OVERVIEW

- HECO completed testing and checking switchgear, and providing power for MOW, OSB, WTB and TWF. Power distribution panel installation is ongoing for OSB, MOW and WTB. De-stressing of the storage and maintenance tracks continues. Platform walls, stem walls and foundation construction are completed for the Train Wash Facility. Signal and train control conduit installation continues. Installation of rail is continuing, including contact rail and pre-curved rail. Siding, painting, HVAC, and finishing are continuing for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations.

KEY ISSUES

- 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.
- Preparation for the receipt of rail car delivery is underway including design of an unloading area on the maintenance track adjacent to the OSB.
- Orderly completion of traction power, train control and building services raceways for turnover to Core Systems Contractor.

Kamehameha Highway Guideway (Section 4.3.A)

OVERVIEW

- Construction of Drilled Shafts – With the mobilization of the LB44, KIWC currently has 2 drill spreads in operation on KHG. One-third of the KHG shafts have been completed. Anomalies and defects on the KHG shafts have been minimal to date. Drilled shafts are being constructed ahead of the planned rate.
- Relocation of Utility Poles – Relocation of utility pole 51 at TMK 9-8-008-029 is pending finalization of the ROE with the property owners and utility companies.
- HDOT betterments – KIWC has been issued RFCRs to incorporate HDOT's betterments into the design and construction. HART has received the cost proposal for RFCR 30 (Replace CMP with RCP), has finalized the ICE, received HDOT concurrence, and is waiting for NSM approval for negotiation. HART has received the cost proposal for RFCR 32 (Traffic Signals), and is finalizing the ICE. The remainder of the betterment RFCR is still pending receipt of cost proposals from KIWC.
- Balanced Cantilever System (BCS) – KIWC has completed placement of all but one of the BCS shafts. Footings for piers 306 and 307, west of the H-1 overcrossing, are completed. KIWC anticipates superstructure construction to begin in early 2016.
- All Temporary ITS work on the KHG alignment has been completed and is operational, as of Sept. 16, 2015.

KEY ISSUES

- Curb/Gutter and Sidewalk Construction – HART continues to monitor the installation of curb/gutters and sidewalks for conformance. Several sections have required removal and replacement. KIWC is working with its flatwork subcontractor to continue to improve the finished product.
- Drilled Shaft CSL Results – KHG continues to have CSL results that exceed the 10% velocity reduction, but to date most have been resolved without any repairs required.
- Environmental Complaints – HART continues to work with KIWC to respond to, and mitigate, noise complaints along the alignment. Noise monitoring stations have been installed to assist in the monitoring of the construction activities and work hours have been adjusted accordingly. KIWC/HART will continue to monitor the entire alignment to ensure compliance.
- The planned mobilization of a third drill spread to KHG has been postponed to ensure unrestricted traffic flow in the vicinity of Pearl Ridge and Pearl Kai during the holiday season. Drill will temporarily remain on WOFH and KIWC currently intends to mobilize the 885 into this area in January.

Airport Section Utilities (ASU) (Section 4.4.B)

OVERVIEW

- The contractual Substantial Completion milestone for ASU is Feb. 6, 2016, and was intended to ensure completion of this work prior to the contractor for the Airport guideway beginning construction. Delays, in particular the Navy right of entry issue, have extended the ASU milestone date to August 2016. However, the Airport Segment Guideway and Stations contract has also been delayed and will not be in construction prior to the forecast completion of the ASU contract. Finalizing the descoped work at Valkenburgh could lessen the delay.

KEY ISSUES

- Noise variance permit for night work has been recently approved by DOH. Contractor to submit a RFCC for this work. The contractor got the ITS system connected the week of Sept. 21.

Contracts in Procurement

OVERVIEW

- Recent Award of Contract:
  - HART entered into a contract with Stantec Consulting Services Inc. on Sept. 10, 2015, for Construction Engineering and Inspection (CE&I) "II" services, primarily for the east section of the guideway and stations. The term of the contract is from NTP through Dec. 31, 2019, with a two year option period. NTP was issued Sept. 14, 2015.

- Active Procurements:
  - An award of notice was issued to CH2M Hill, Inc. for the Fare Collection Technical Support Services contract on Sept. 24, 2015.
  - RFP Part 1 proposals for the Airport Guideway and Stations were due on Aug. 11, 2015. HART received a competitive number of proposals. Priority-Listed Offerors (PLO) have been established and RFP Part 2 was issued to the PLOs. HART is on schedule with the Part 2 solicitation timeline for Alternative Technical Solutions discussions.
  - A Request for Proposal was issued for a Section 106 Programmatic Agreement Project Manager (Kākoʻo "II") on June 26, 2015. Proposals were due on July 31, 2015. The evaluation committee will enter into discussions.
  - Part 1 of the Request for Proposals for the City Center Guideway and Stations (CCGS) Design-Build Contract was advertised on Aug. 4, 2015. The Qualifications proposals are due Nov. 18, 2015.
  - The Kamehameha Highway Stations Group (KHSG) Construction Contract (Design-Bid-Build) Request for Bids was advertised on Aug. 18, 2015. The bids are due Nov. 17, 2015.
  - The Fare Systems Contract Request for Proposals was advertised on Aug. 11, 2015. The proposals are due Oct. 30, 2015.
- Upcoming Procurements:
  - The Dillingham Utilities and Road Widening Design-Bid-Build Contract is anticipated to be advertised early 2016.

KEY ISSUES

- Key Issues and Updates:
  - HART entered into a contract for CE&I "II" services with Stantec Consulting Services Inc.
  - Airport Guideway and Stations Design-Build Contract: The evaluation committee concluded its evaluation and established the Priority List of the top three ranked Offerors. RFP Part 2 was issued to the Priority-Listed Offerors.
  - Core Systems Contract: The sale of one of the members of Ansaldo Honolulu Joint Venture is currently pending.

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: December 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 Final Design. Qualification and design verification tests are ongoing; completing the pre-shipment inspection test for MSF Yard Control Bungalow equipment. Construction interface with the MSF contractor (KKJV) is ongoing, with AHJV on site working on the Yard Control Bungalow (YCB) foundations, after the completion of the YCB ground grid. The first and second passenger vehicle carshells have arrived at the final assembly facility in Pittsburg, California.

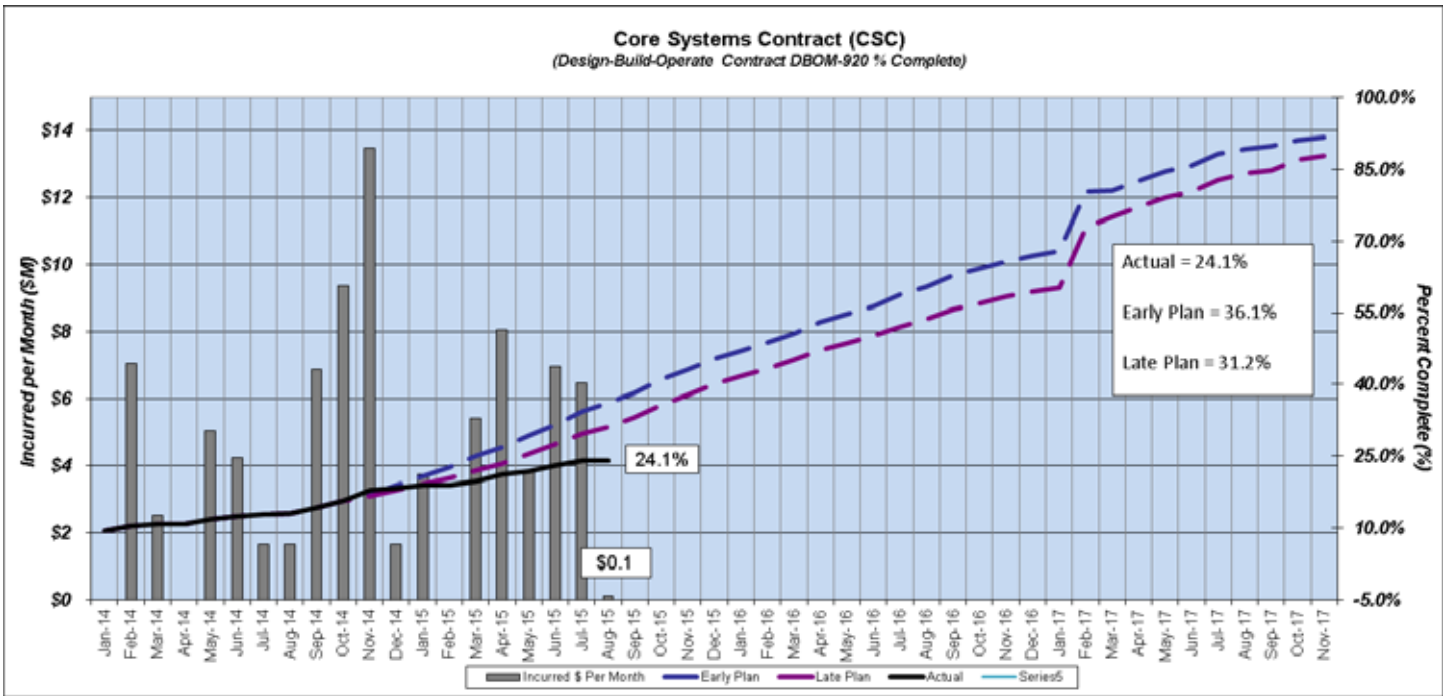
COST INFORMATION:

Original Contract:	$573,782,793	Incurred-to-Date:	$143,620,180
Current Contract Value[1]:	$595,063,687	Incurred in August:	$107,697

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

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

August Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	$21,280,894



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

SCHEDULE:

	Interim Design Submitted Documents	Final Design Submitted Documents	Target Completion Date
Passenger Vehicles	100%	56%	4th Q 2015
Communications	100%	37%	4th Q 2015
ATC/SCADA	88%	94%	4th Q 2015
TES	100%	99%	4th Q 2015
Fire Detection	100%	55%	4th Q 2015
PSG, UPS, MOW, YCB	N/A	78%	4th Q 2015

CRITICAL PATH SUMMARY:

- Continue to oversee construction activities with the MSF contractor, the CSC installation subcontractor and the On-Call Contractor.
- Passenger Vehicle crews finalized manufacturing of the first and second carshells in Reggio Calabria, Italy. Progress is ongoing with the other carshells, and this work is being monitored closely.
- Due to the modified CAM dates, the equipment installation at Pearl Highlands and Pearlridge Stations are now driving the critical path.

WORK PROGRESS:

Activities this Month:

- Project-Wide Percent Complete: 25%
- Passenger Vehicle Percent Complete: 29%

Design:

- ATC/SCADA – Documents Received: 11, Documents Returned: 18.
- Communications – Documents Received: 17, Documents Returned: 7.
- Traction Power – Documents Received: 43, Documents Returned: 3.
- Fire Detection – Documents Received: 1, Documents Returned: 1.
- Platform Screen Gates – Documents Received: 0, Returned: 5.
- Passenger Vehicles – Documents Received: 50, Documents Returned: 16.

Look Ahead:

Design:

- Completion of ATC/SCADA Final Design for Segment 1.
- Completion of TES Final Design for Segment 1.

Manufacturing:

- Passenger Vehicle Manufacturing – Continue carshell assembly for the first eight carshells (first two trains).
- Arrival of the third carshell to the Final Assembly Plant in Pittsburg, CA.

Testing:

- Traction Power – Design Verification of TPSS Temperature Rise – Fontana, CA (November 2015).
- Traction Power – Design Verification of Negative Ground – Chalfont, CA (October 2015).
- Traction Power – Pre-shipping Inspection Test Waipahu TPSS – Fontana, CA (October 2015).
- Traction Power – Pre-shipping Inspection Test Leeward Gap Breaker Station (GBS) – Fontana, CA (November 2015).
- Traction Power – Pre-shipping Inspection Test East Kapolei TPSS – Fontana, CA (November 2015).

Activities this Month (continued):

Manufacturing:

- Performed manufacturing oversight work at the AnsaldoBreda factories. Work completed this month: Final assemblies of the third and fourth carshells are underway; calibration and finishes of carshell # 3; floor and roofing of carshells five and six. (For additional details, please see the Vehicle Carshell Progress Tracker in Appendix E.)
- Participated in the oversight of truck frame production in West Plains, Missouri.

Testing:

- Pre-Shipping Inspection Test for ATS/SCADA software – Pittsburg, PA.

MSF:

- Ongoing coordinating work with KKJV, and coordinating follow up work by AHJV and On-Call Contractor.
- Yard conduit installation: On-Call Contractor installation of yard conduit extensions is ongoing.
- OSB conduit installation: On-Call Contractor finalizing Public Announcement and Access Control System/Intrusion Detection System (ACS/IDS) conduits at the OSB and the MOW buildings.
- Yard Control Bungalow - completion of the foundation and floor slab.
- AHJV continues walk through activities with KKJV for Share Access for the Wheel Truing Building (WTB) and Operations and Servicing Building (OSB).
- TES Cable Installation is underway at the MSF Traction Power Sub Station.
- Fire Detection wiring at the OSB Mezzanine 2 is ongoing and expected to be complete by the end of October.
- Started construction of foundations for the Closed Circuit Television Cameras poles at the MSF perimeter.

Look Ahead (continued):

- Communication Systems – Design Verification OSB System – Italy (October 2015).
- Communication Systems – Pre-Shipping Inspection Test for Passenger Information System – Plano, TX (October 2015).
- Communications Pre Shipping Inspection of On-Board Systems – Plano, TX (November 2015).
- Communication Systems – Design Verification of Integrated Control and Communication Systems (ICCS) – Italy (November 2015).
- Train Control Systems – Pre-Shipping Inspection Test for LCC Station SCADA Hardware – Batesburg, SC (October 2015).
- Train Control Systems – Pre-Shipping Inspection Test for Waipahu Station SCADA Hardware – Batesburg, SC (October 2015).
- Train Control Systems – Pre-Shipping Inspection Test for West Loch Station SCADA Hardware – Batesburg, SC (October 2015).
- Train Control Systems – Pre-Shipping Inspection Test for LCC Station TCCR Equipment – Batesburg, SC (October 2015).
- Train Control Systems – Vehicle ATC Cabracks 3 & 4 – Batesburg, SC (October 2015).
- Train Control Systems – Pre-shipping Inspection test – Ho'opili TCCR – Batesburg, SC (October 2015).
- Platform Screen Gates Design Verifications – Farmington, CT (October 2015).
- Platform Screen Gates Dynamic Load Tests (October 2015).
- Platform Screen Gates Kinetic Energy Tests – Farmington, CT (October 2015).
- Platform Screen Gates Static Load Tests – Farmington, CT (October 2015).
- Platform Screen Gates Portable Test Unit Tests – Farmington, CT (October2015).
- Platform Screen Gates Reliability Life Cycle Test – Farmington, CT (October2015).
- Uninterruptible Power Supply (UPS) First Production Units Test – China, October 2015.

MSF:

- Installation of Fire Detection wiring at the OSB Mezzanine Level 1 and second floor.
- Construction of the foundations and conduits for Communication Interface Cabinets at the MSF Yard.

KEY ISSUES:

- Revisions to the station and guideway Construction Access Milestone (CAM) dates might affect substantial completion of the Core Systems Contractor's work. HART and the CSC will evaluate the full extent of potential impact once we have clarity of the expected CAM dates. This issue is being addressed in RFCR # 18.
- Vehicle Production and Testing is an ongoing monitored risk. Carshell production experienced some challenges and delays in the initial assembly of key components that affected the completion and shipment of the first carshell. Final Assembly of the first vehicle may have similar challenges. HART and CSC will continue to work together to plan and respond to the issues as they arise.

- Nine (9) Month Delay Claim: Negotiations took place in June. The proposed settlement was presented to the HART Board in July. Approval of the settlement has been deferred, pending the submittal of additional information to the Board.

QUALITY MANAGEMENT:

- Overall quality of the contract is good.

Design Verifications & System Testing		
Subsystem	Test Completed	Date Completed
ATC/SCADA	Factory Acceptance test of MSF Wayside equipment	Aug. 28, 2015

Passenger Vehicle - Oversight		
Facility	Activity	Date Completed
Pittsburg, CA	On-site inspector in place to oversee and report on AnsaldoBreda Final Assembly activities. First and second carshells arrived at the Final Assembly Facility. The third and fourth carshells are in transit.	Ongoing

CSC NCR Log			
	TOTAL	CLOSED	OPEN
AHJV & Subs	23	18	5
AB	220	171	49
TOTAL	**243**	**189**	**54**

- 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. The City Center Guideway and Station DB contract part 1 was advertised in August, as planned.

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

Project Overview: The release to begin manufacturing of the FHSG and WOSG equipment will be scheduled once an approved construction schedule with the respective contractors has been completed. The Notice to Proceed for FHSG was issued in August. The WOSG NTP is pending.

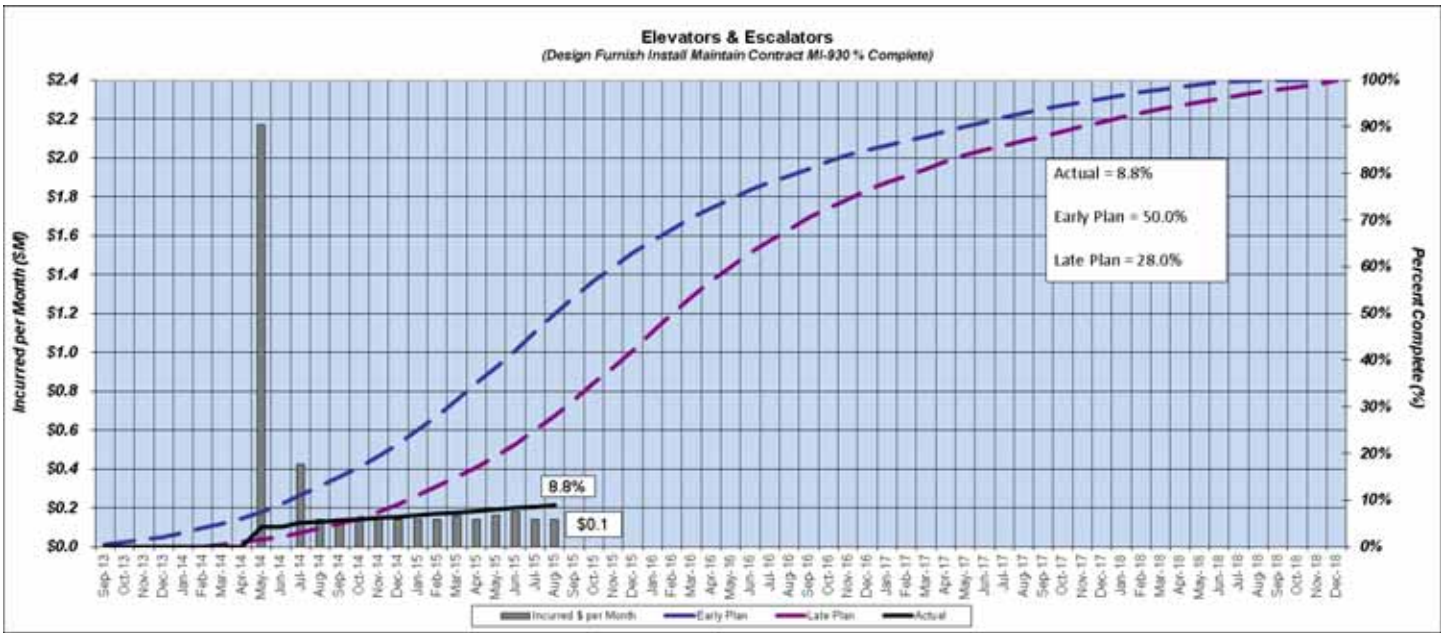
COST INFORMATION:

Original Contract: $50,982,714	Incurred-to-Date: $4,503,158
Current Contract Value[1]: $50,982,714	Incurred in August: $140,825

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

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

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

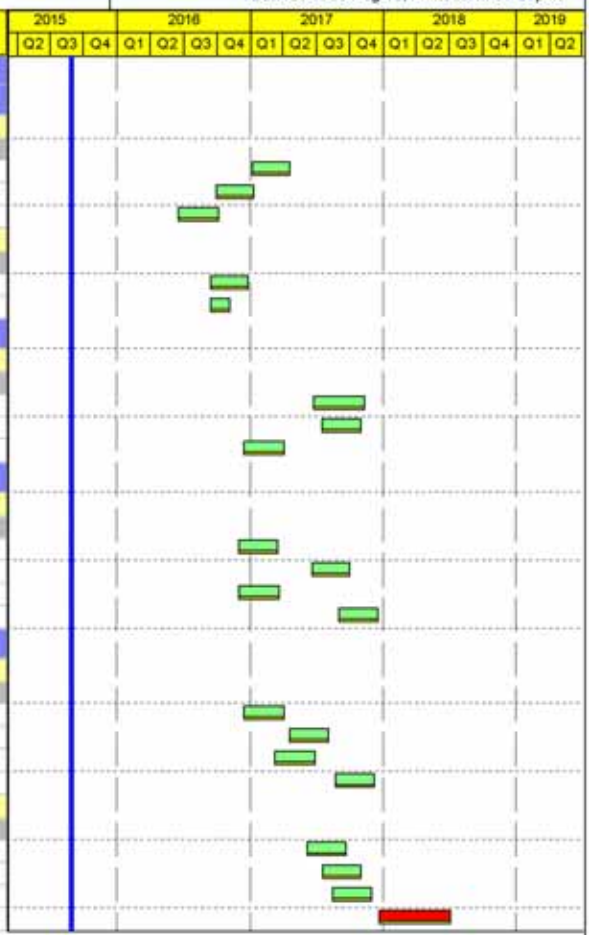


The progress chart reflects early program expectations. When the overall schedule is rebaselined and Construction Access Milestone dates are revised, the cost curve will be revised.

SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 01-Sep-15

Activity Name	Start	Finish
Elevators & Escalators		
W. Oahu/Farrington Highway (WOFH) - Section 1	16-Jun-16	17-Apr-17
W. Oahu Station Group	16-Jun-16	17-Apr-17
Construction - W. Oahu Station Group	16-Jun-16	17-Apr-17
East Kapolei Station	04-Jan-17	17-Apr-17
UH West Oahu Station	26-Sep-16	09-Jan-17
Ho'opili Station	16-Jun-16	03-Oct-16
Farrington Highway Station Group	12-Sep-16	26-Dec-16
Construction - Farrington Highway Station Group	12-Sep-16	26-Dec-16
West Loch Station	12-Sep-16	26-Dec-16
Waipahu Transit Station	12-Sep-16	02-Nov-16
Kamehameha Highway (KH) - Section 2	14-Dec-16	09-Nov-17
Kamehameha Highway Station Group	14-Dec-16	09-Nov-17
Construction - Kamehameha Highway Station Group	14-Dec-16	09-Nov-17
Pearl Highlands Station	22-Jun-17	09-Nov-17
Pearl Ridge Station	14-Jul-17	31-Oct-17
Aloha Stadium Station	14-Dec-16	02-Apr-17
Airport - Section 3	30-Nov-16	17-Dec-17
Airport Station Group	30-Nov-16	17-Dec-17
Construction - Airport Station Group	30-Nov-16	17-Dec-17
Pearl Harbor Station	30-Nov-16	16-Mar-17
HNL Airport Station	19-Jun-17	02-Oct-17
Lagoon Drive Station	01-Dec-16	19-Mar-17
Middle Street Station	31-Aug-17	17-Dec-17
City Center (CC) - Section 4	15-Dec-16	05-Jul-18
Dillingham Station Group	15-Dec-16	05-Dec-17
Construction - Dillingham Station Group	15-Dec-16	05-Dec-17
Kalihi Station	15-Dec-16	03-Apr-17
Kapalama Station	18-Apr-17	01-Aug-17
Iwilei Station	09-Mar-17	25-Jun-17
Chinatown Station	21-Aug-17	05-Dec-17
Kaka'ako Station Group	06-Jun-17	05-Jul-18
Construction - Kaka'ako Station Group	06-Jun-17	05-Jul-18
Downtown Station	06-Jun-17	20-Sep-17
Civic Center Station	18-Jul-17	30-Oct-17
Kaka'ako Station	15-Aug-17	30-Nov-17
Ala Moana Center Station	21-Dec-17	05-Jul-18



CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

Earned Value: 8.8%; Planned Value: 28%

- Final Design is approximately 40% complete, as 9 of the 21 stations are ready to be released for manufacturing once the contractor's schedules are approved.
- All draft equipment drawings for the 21 stations have been submitted for review and have been accepted.
- Design is complete on the three FHSG stations, three WOSG stations, and the three KHSG stations.

Look Ahead:

- Release for manufacturing for the Farrington Highway Station Group and the West O'ahu Station Group elevators and escalators will be scheduled once the respective contractor's schedule has been approved and issued.

KEY ISSUES:

- The release to allow manufacturing for FHSG, WOSG and KHSG will be dependent on the acceptance of an approved schedule for each of these contracts.

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 Fare Systems RFP was released on Aug. 11, 2015. As a result of potential Offeror requests, the deadline for proposals was extended to Oct. 30, 2015. Best and Final Offer (BAFO) is now anticipated in early December with award in mid –January. An MOU for capital cost sharing with the City has been executed and an MOU for Operations and Maintenance has been drafted and is currently in technical review with DTS, OTS and DIT. A Fare Systems technical consultant contract was awarded on Sept. 24, 2015, to CH2M Hill to support design review, testing and installation. The selected DBOM contractor is anticipated to start design in March 2016.

COST INFORMATION: TBD

SCHEDULE:

- RFP released Aug. 11, 2015. Award anticipated in January 2016. System design anticipated to start in 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 fall 2017, with full roll out on TheBus (including all central systems) in winter 2017.
- Interim roll out on rail is still scheduled fall 2018.
- Full roll out on rail in late 2019.

CRITICAL PATH ISSUES:

- MOU for O&M cost sharing between HART and the City.

WORK PROGRESS:

Activities this Month:

- Drafting MOU for Operations and Maintenance.
- Completing contract negotiations and issuing award for Technical Consultant.
- Responding to questions and ATCs from potential Offerors.
- Brief PIG II on fare modeling options.
- Draft Oahu Metropolitan Planning Organization (OMPO) funding request for reimbursement payment for portions of fare modeling efforts.
- Confirm fare modeling approach with consultant.

Look Ahead:

- Respond to any additional RFP questions and ATCs. Deadline for receipt was Sept. 18, and deadline for responses is Oct. 2 and 9 respectively.
- Complete technical review of MOU for Operations and Maintenance and begin legal review.
- Prepare Board briefing with overview of Fare System and how it operates from an end user perspective.
- Begin fare modeling once 60 day review period is completed by OMPO.

KEY ISSUES:

- Completing technical and legal review of MOU for O&M cost sharing between HART and the City.
- Assuring response to over 50 vendor questions and 6 ATCs are provided on time.

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: January 2017

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 September 2015 Report, progress for utilities, shaft, column, segment casting, and span stressing have been updated. The westward heading of the span by span erection through East Kapolei Station has now completed truss work. A new heading is being mounted at Waipahu High School (WHS) to progress westward towards Waipahu Transit Center. Span by span operations are heading eastward by West Loch Station proceeding towards Waipahu Transit Center Station. Maintenance of Traffic action items are being addressed for intersection closures. The Project's Key Quality Issues continue to focus on drilled shafts and segment repairs, in addition to the repairs of Span 17.

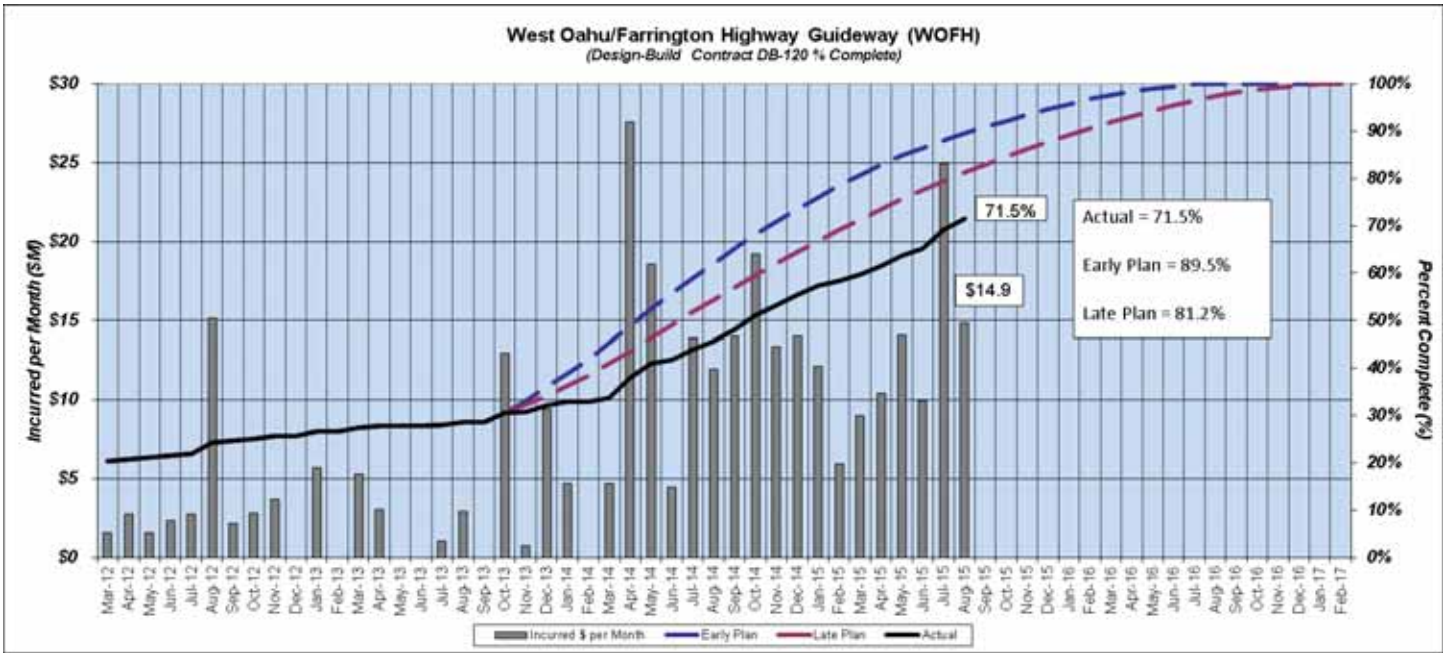
COST INFORMATION:

Original Contract:	$482,924,000	Incurred-to-Date:	$451,439,511
Current Contract Value[1]:	$631,206,384	Incurred in August:	$14,866,827

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

DBE Participation	
Actual DBE Participation:	$6,339,887
DBE % Attained:	1.31%

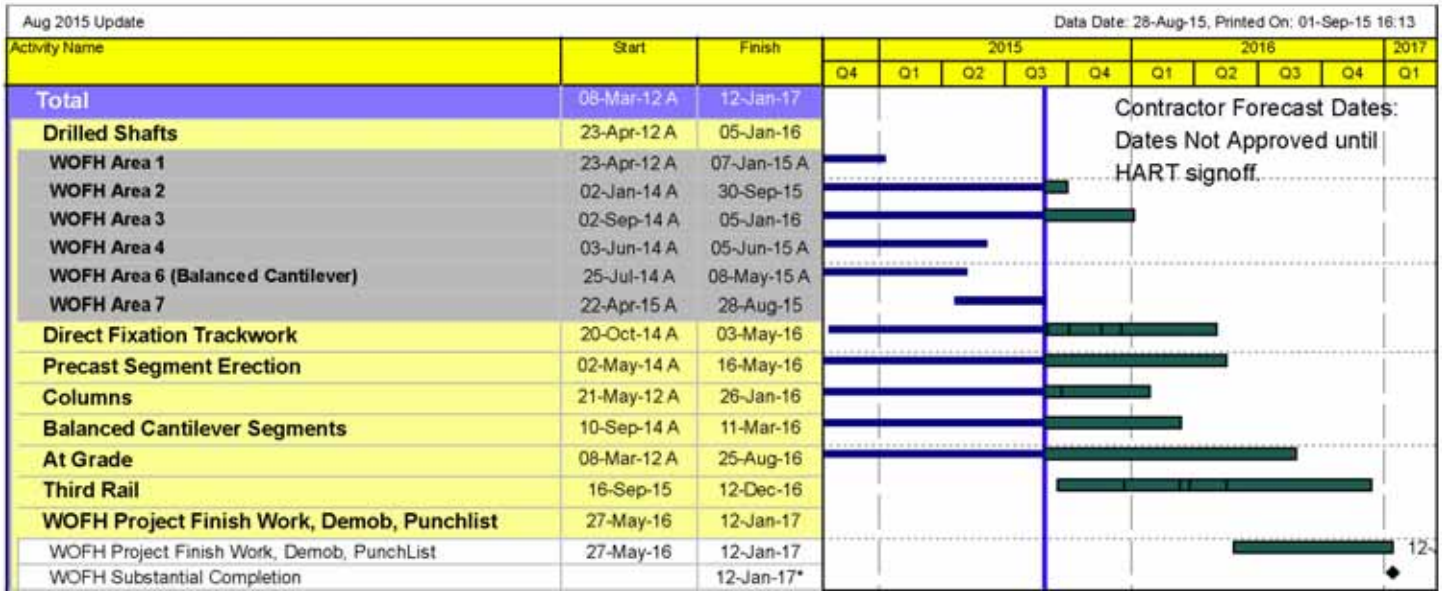
August Change Orders		
Change No.	Description	Amount ($)
#0068	Delay of NTP 2, 3 and 4 - CMC Escalation	$6,228,445
	Cumulative to Date	**$148,282,384**



In September, KIWC submitted Pay Application #70 for the August 2015 billing and the payment is currently being reviewed by HART. Pay Application #69 for July 2015 has been approved and closed. HART maintains that retention will continue to be withheld until such time that progress is satisfactory.

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:

- The lead time for modular buildings at LCC and delays with procurement and LCC ROE Agreement 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 due to these impacts. HART is currently working with the contractor to mitigate delays and working to extend the time needed to complete LCC work, which does not affect elevated guideway completion.
- 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. Follow on track work have been re-sequenced and/or reduced to minimize the slippages in the Balanced Cantilever System area.

WORK PROGRESS:

WOFH Construction Status as of 9/18/15

Utility Status	Qty to Date	Final Qty	% Complete
Water Line	8,858	9,348	95%
Sewer Line	550	570	96%
Fuel Line	340	340	100%
Gas line	1,498	1,591	94%
Drainage Line	3,325	5,166	64%
Elec/Telecom	16,509	21,374	77%
Street Lights	6,335	8,357	76 %
Traffic Sig/ITS Duct bank	8,209	10,802	76%
System Sites	400	7,046	6%
ITS Systems Devices	821	4,121	20%

Structure Element	***Total to Date	Planned to Date		Total Qty	% Complete
		Accepted Schedule*	Revised Schedule**		
Shafts	292	309	272	309	95%
Columns	213	228	203	283	75%
Segment Casting	3,087	3,209	3,209	3,209	96%
Spans Stressed	177	201	170	274	65%

* Accepted Schedule was submitted in 2013.
** Revised Unaccepted Schedule was submitted in 2014. Revised schedule reflects a 6 month delay to completion.
*** Total quantity for the construction items has been revised to reflect the latest Issued for Construction number of shafts, columns, segments and spans.

Activities this Month:

Earned Value: 72% [(Total Achieved to August 2015 ($436.6 million) + Projected September 2015 Period ($17.7 million))/Total Contract Including Executed Change Orders ($631 million)]. Planned Value: 83.0%

Shaft/Column

- Performed drilled shaft construction, drilling, and placing of concrete for a total of 3 drill shafts. Set rebar and placed concrete for 7 columns.

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 production along Farrington between Work Area 2 Phase 6 and 7 (Mukuola Street) continuing towards Waipahu Transit Station. Drilled shaft production has been completed at the Pearl Highlands Station area and column production is proceeding at the eastern end of the alignment, Pearl Highlands Station.

Activities this Month (continued):

Guideway Segment Erection

- Eastbound Heading #1 segments were erected from Span 161 through Span 164. Westbound Heading #2 segments were erected from Span 3L through to the end of the westward alignment. KIWC is demobilizing the Heading #2 to move to Span 250. Heading #3 is progressing from Span 258 to the eastern end of the alignment.

Utility Relocation

- KIWC continues to relocate third party utilities and is staying out in front of drilled shaft productions.

Balanced Cantilever Structure

- Cast 2 new segments downstream at Pier 253 and cast 3 segments upstream at Pier 254. Cast 3 segments, 1 upstream and 2 downstream, at Pier 255. KIWC is preparing the grade for a temporary support to work at Pier 252, and KIWC completed the stressing of the vertical PT bars on Pier Table 256.

Track Construction

- Track setting and concrete placing for plinths was completed at the double crossover by East Kapolei Station. Continue to lay track and set to final elevation between UH West O'ahu and Ho'opili Station.

Precast Yard

- Precast Yard performed daily segment and sound wall casting at a reduced pace, averaging 3 segments per day or 12-15 segments per week. This reduced pace is to accommodate the available storage at the yard.

KIWC/Third-Party Coordination

- HECO and KIWC continue to resolve conflicts with utility relocations.

Civil Structures

- Mechanically Stabilized Earth (MSE) Block Wall by Pier 251 continues to progress. Retaining Wall A and B have been completed and work continues on Walls C and D.

Look Ahead (continued):

Guideway Segment Erection

- Segment span erection will continue from Span 250 westbound towards Waipahu Transit Center, and from Span 164 eastbound along Farrington Highway to intersect Heading #2 at Waipahu Transit Center Station. The third truss will continue segment erection from Span 257 to Span 266.

Utility Relocation

- Work to relocate the remaining 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 segments for the balanced cantilever at Pier 253, and downstream segments for Pier 254. Cast segments upstream and downstream for Pier 255. Work to assemble truss at Pier Table 256.

Track Construction

- Align and final set of the rail will be performed between UH West O'ahu Station and Ho'opili Station. Welding operations will return in October 2015, east of West Loch Station.

Precast Yard

- KIWC will continue to cast segment spans for the area between Work Area 2 Phase 6. Production of segment casting and sound walls will continue for the WOFH segments and is targeting a completion date of November 2015.

KIWC/Third-Party Coordination

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

Civil Structures

- MSE Block Walls C and D will continue to progress by Pier 251.

KEY ISSUES:

- **Design Completion Schedule** – The Project's design schedule continues to be tracked by HART. Design completion is not impacting construction and the Design-Builder is managing the completion of all design milestones. Comment Disposition and Over-the-Shoulder Meetings also continue to occur. As of mid-September, 121 of 134 design submittals have been accepted. HART will continue to facilitate the third-party review process and will track against KIWC's design schedule. Department of Transportation Services (DTS) traffic signals account for a majority of the remainder of the design.
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – A grading permit was executed in August 2015 and KIWC began work at the LCC Station area. KIWC has developed plans which were submitted and accepted by the Honolulu Department of Planning and Permitting (DPP), LCC and HART. HART has completed the review of the Access Structure, and LCC construction is ongoing with grading and excavation work. The delivery of the portable buildings is scheduled to begin in October 2015.
- **Construction Production/Baseline Schedule** – Meeting the project's schedule will continue to be a challenge. 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. KIWC submitted a new July 2015 baseline schedule in August 2015 and it is currently being reviewed by HART.
- **HDOT Traffic Signal Betterments** – HDOT has requested and has recognized various betterments beyond KIWC's base scope of work. KIWC has presented a list of contract work versus betterments. HART, KIWC and HDOT have reviewed these items and agreed to the final scope of work. HART and KIWC are currently negotiating a final price for the traffic signal betterments and a change order is currently in progress.
- **Intelligent Transportation Systems (ITS) Issue:** As a part of the Transportation Management Plan, it is the responsibility of the Design-Builder to design, procure, install and maintain ITS equipment along Farrington Highway. There are multiple ITS issues and KIWC is currently working to resolve these issues and prevent delays in MOT.
- **Span by Span Operations** – Span erection and stressing operations are proceeding eastward on Heading #1 towards Waipahu Transit Center Station at a steady pace. Erection and post tensioning operations on Heading #2, in the westbound direction towards the beginning of the alignment, was completed in September. With the completion of the spans in the westbound portion of the alignment, Heading #2 is being demobilized to Span 250 to work its way westward to intersect Heading #1 at Waipahu Transit Center. Heading #3 by Pier 257 is advancing eastward towards the eastern end of the WOFH alignment.
- **Intersection Closure for Span by Span** – KIWC successfully completed the temporary intersection closure at Leoku Street for the span erection and post tensioning operations in August. Leoku is the first major intersection closure for the project. The next intersection closure for span by span operations was by the Leokane intersection and work was completed by the end of September. KIWC and HART will continue to evaluate opportunities for minimizing full closures at intersections during span by span operations over intersections along Farrington Highway.

QUALITY MANAGEMENT:

- KIWC continues to follow their established quality processes. There have not been any significant findings through quality monitoring and audits.
- **Erosion Control and BMP** – In September, there was a high occurrence of rain and storms on the project, impacting the progress of construction activities and environmental concerns. KIWC has been diligent in repairing and protecting BMPs throughout the project and has an increased protection plan in the Banana Patch and Old Fort Weaver Road area to divert water to streams away from the project site. The installed BMP held up during the storms and there were no reported environmental issues in this period.
- **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. This issue has been technically resolved and a recommendation to proceed with the repair has been issued. KIWC began the repair in mid-September and is expected to complete the repair by the end of October. Repair at Span 17 is not on the critical path and KIWC continues to proceed with span by span operations westbound.
- **Drilled Shaft Quality** – HART received 15 additional drill shaft Crosshole Sonic Logging (CSL) Reports in September 2015. Of the 15 reports received, five drilled shafts were found to have velocity reductions outside of the acceptable design criteria limits. The drilled shaft activity continues to progress towards completion and the quality of the shafts have improved substantially.
- **Drill Shaft Repairs** – In September, 4 new CSL related NCRs have been opened and submitted to HART. 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 repair procedure for Drilled Shaft Pier 235 has been approved and KIWC is proceeding with the repair. KIWC projects the repair to be done by mid-October.
- **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 7-10 segments per week and is currently about 96% complete with segment production for the overall project. Although 131 of the total 447 NCRs (29.3%) 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 and closeout of NCRs. A total of 12 NCRs have been closed since last month. Of the 12, three were related to drilled shaft issues, two Balanced Cantilever System (BCS) cracking/tensioning issues, two out of tolerance rebar issue, one concrete design strength issue and track plinth cracking issue.
- **Track Welding and Track Construction Operations** – KIWC has completed the concrete plinth trackwork for double crossovers Span 15 and 16 east of East Kapolei Station (the second of five crossovers for the project). HART and KIWC continue to have discussions on Direct Fixation Shim Tolerances, and KIWC is working on resolving some outstanding issues on the shim tolerances with HART. KIWC has decided to halt installation of direct fixation trackwork until these issues are resolved.
- **Balanced Cantilever System (BCS) Form Advancement** – KIWC continues BCS construction with minimal quality issues. In September, two NCRs related to Balanced Cantilever segments were created. On average, two Balanced Cantilever segments are cast and stressed per week. As of mid-September, 46 of 84 BCS segments have been stressed (54.8%).

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
447	384	63

PROJECT PICTURES:

Demobilizing truss at Span 1L, end of westbound heading, Work Area 1.

Epoxy segments for Span 161, eastbound, Work Area 2.

Concrete placement at Column 175, WA 3.

Concrete placement at Utility Conflict 406-E1.

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 (awarded July 2015)

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 was awarded to Nan, Inc. on July 1, 2015. HART will be evaluating the Project schedule and anticipates issuing the Notice to Proceed shortly.

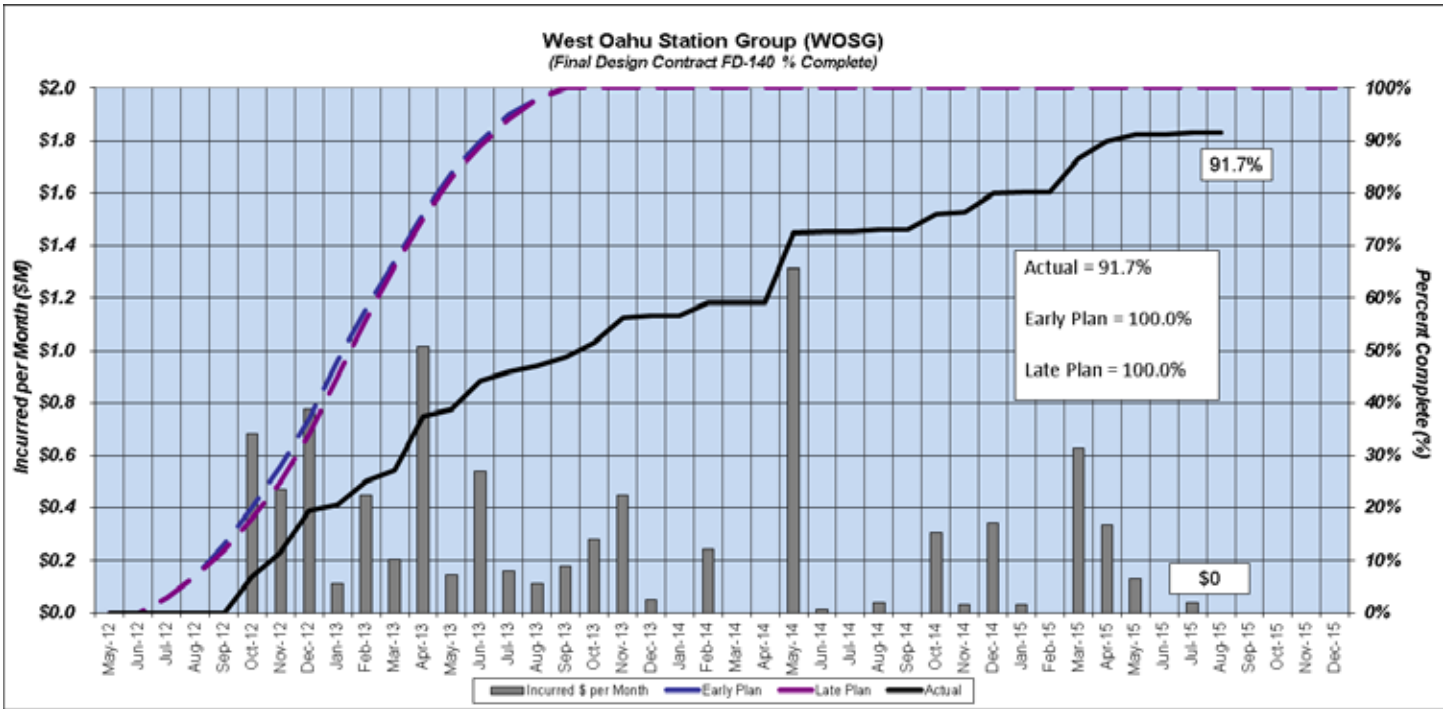
COST INFORMATION:

Original Contract: $7,789,000	Incurred-to-Date: $9,094,052
Current Contract Value[1]: $10,014,305	Incurred in August[2]: -$93

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*
[2] *Incurred amount modified due to payment request adjustment*

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

August Change Orders/Amendment		
Change No./Amend	Description	Amount ($)
CA0017	Power to UHWO Station / Electrical Bonding	$48,000
	Cumulative to Date	**$2,825,305**



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

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

SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 20-Aug-15

Activity ID	Activity Name	Start	Finish
	W. Oahu/Farrington Highway (WOFH) - Section 1	28-May-13 A	29-Sep-17
	W. Oahu Station Group	28-May-13 A	29-Sep-17
	Design - W. Oahu Station Group	28-May-13 A	29-Sep-17
	Design - Bid Support	28-May-13 A	28-Aug-15
	Design - Construction Support	28-Aug-15	29-Sep-17
	Construction - W. Oahu Station Group	28-Aug-15	29-Sep-17
	East Kapolei Station	15-Jan-16	29-Sep-17
	UH West Oahu Station	01-Oct-15	31-Jul-17
	Ho'opili Station	28-Aug-15	17-Apr-17

CRITICAL PATH ISSUES:

- Approval by HECO of all power service connections.
- Resolution of all HDOT comments.

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.
- HDOT and DPP sign-off on construction plans.

KEY ISSUES:

- Coordinating with HDOT to resolve policy level design review comments.
- Coordinating holding tank approvals from the Department of Health (DOH).
- Confirmation of irrigation water source for Ho‘opili landscaping.

C. Farrington Highway Station Group (FHSG)

Contract No.: DBB-271
Contractor: Hawaiian Dredging Construction Company, Inc.
Contract Start Date: August 2015
Substantial Completion: September 2017
Projected Substantial Completion: TBD

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

Project Overview: The contractor was issued Notice-to-Proceed (NTP) on Aug. 17, 2015. Preliminary discussions with the Hawaiian Dredging Construction Company (HDCC) introduced two (2) Value Engineering (VE) concepts – soil mixing for foundations and platform girder construction. HDCC has received HART's feedback regarding the concepts and intends to submit an official VE proposal to HART. HDCC is currently working on the project plans, baseline schedule and contractual submittals.

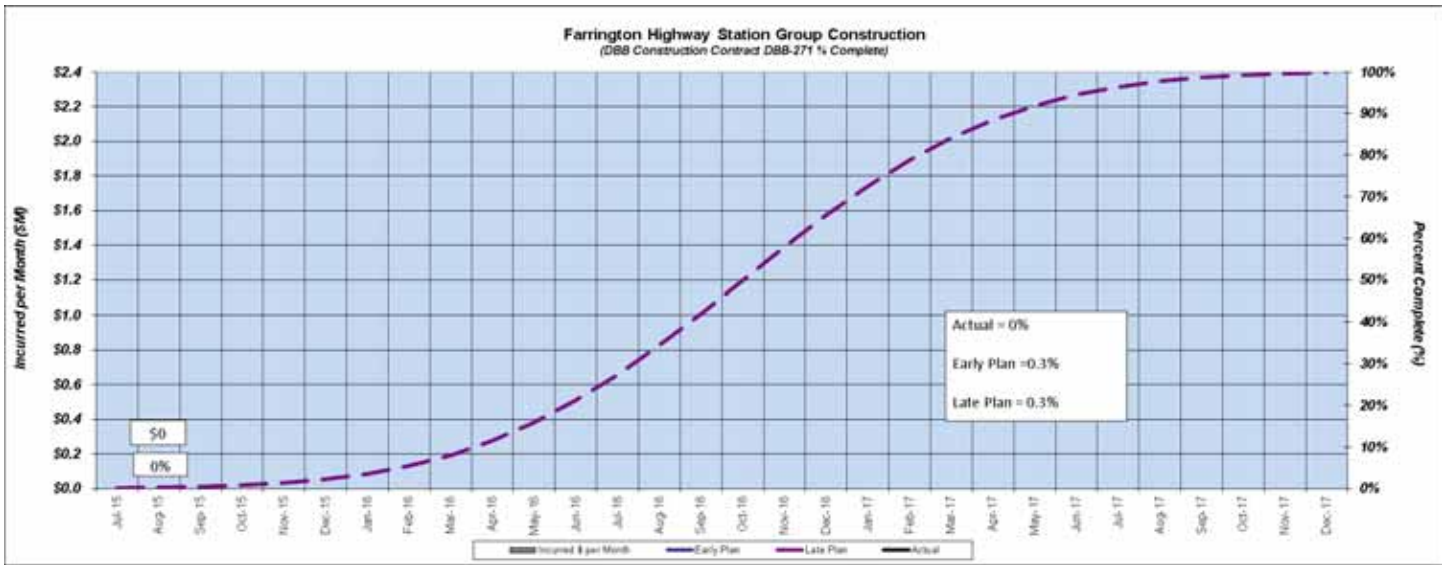
COST INFORMATION:

Original Contract:	$78,999,000	Incurred-to-Date:	$0
Current Contract Value[1]:	$78,999,000	Incurred in August:	$0

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

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

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



SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 20-Aug-15

Activity Name	Start	Finish
W. Oahu/Farrington Highway (WOFH) - Section 1	28-Jan-13 A	15-Aug-17
Farrington Highway Station Group	28-Jan-13 A	15-Aug-17
Design - Farrington Highway Station Group	28-Jan-13 A	15-Aug-17
Design - Bid Support	28-Jan-13 A	14-Aug-15 A
Design - Construction Support	14-Aug-15 A	15-Aug-17
Construction - Farrington Highway Station Group	17-Aug-15 A	15-Aug-17
West Loch Station	17-Aug-15 A	12-May-17
Waipahu Transit Station	17-Aug-15 A	15-Aug-17
Leeward Community College Station	01-Dec-15	30-Jun-17

CRITICAL PATH ISSUES:

- Obtaining NPDES permit.
- Baseline Schedule approval.
- Review and approval of contractor's administrative plans and procedures as required by the contract.

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; **Planned Value:** 0%

- Developing Baseline Schedule.
- Preliminary discussions for two (2) Value Engineering concepts proposed by HDCC.
- Drafting HDCC's Quality Assurance Plan, Public Awareness & Community Relations Plan.
- Submission of required contractual documents such as resumes and personnel directory.

Look Ahead:

- Value Engineering proposals.
- Baseline Schedule approval.

KEY ISSUES:

- HDOT approval and DPP grading plan approval.
- Baseline Schedule.

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 is April 21, 2016. The MSF-HART team is evaluating a one week time extension requested by KKJV due to weather events to date in 2015.

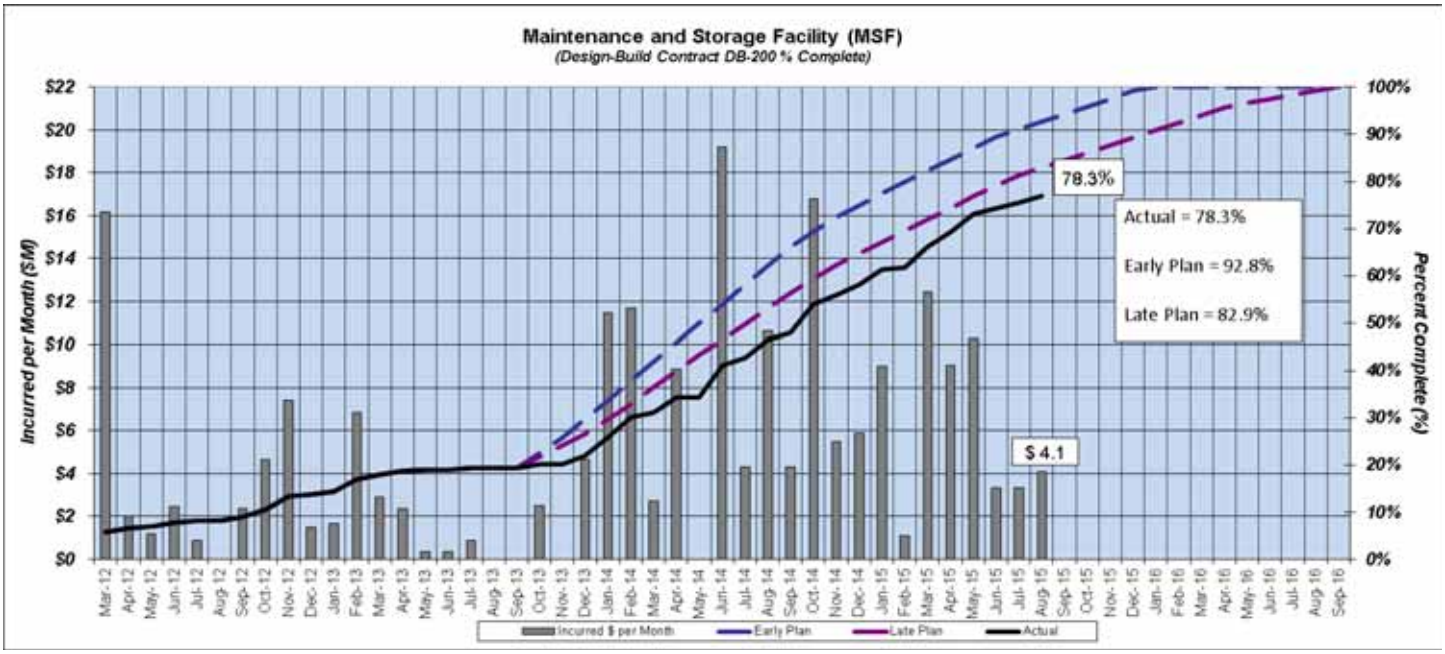
COST INFORMATION:

Original Contract: $195,258,000	Incurred-to-Date: $215,270,970
Current Contract Value[1]: $274,878,772	Incurred in August: $4,076,622

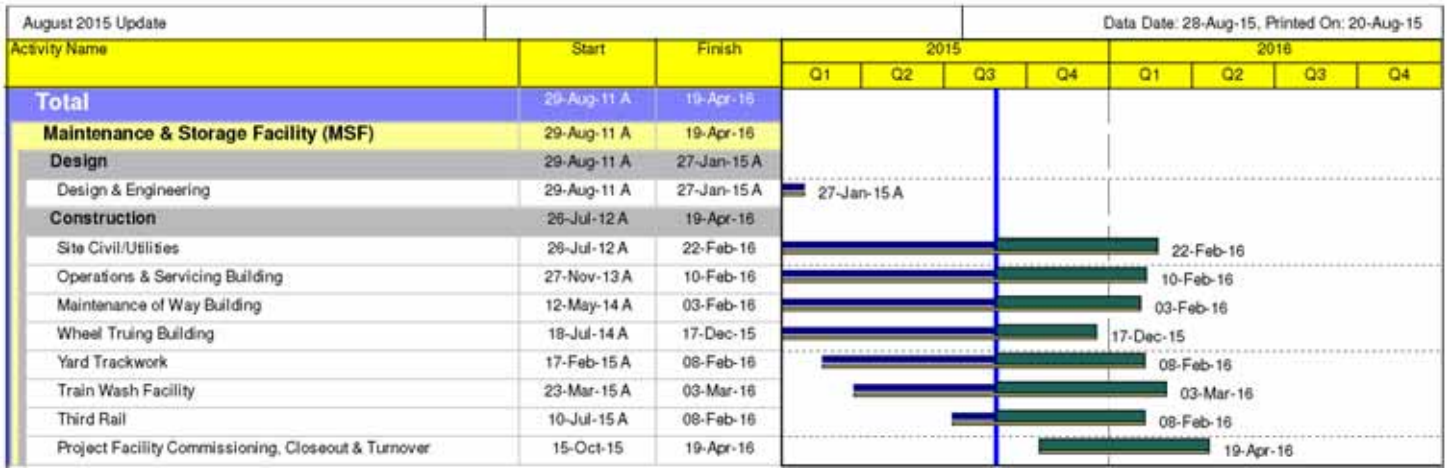
[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*

DBE Participation	
Actual DBE Participation:	$337,114
DBE % Attained:	0.17%

August Change Orders		
Change No.	Description	Amount ($)
CO0033	Electrical Operational Switch (EOS) Foundation	$44,179
	Cumulative to Date	**$79,620,772**



SCHEDULE:



CRITICAL PATH ISSUES:

- 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 80% Complete Overall as of 9/30/15	
Element	**% Complete**
OSB	85%
MOW Building	87%
WTB	96%
TWF	40%
Rail Procurement	98%

WORK PROGRESS:

Activities this Month:

Earned Value: 79% [(Total Achieved to August 2015 ($209 million) + Projected September 2015 Period ($7.5 million))/Total Contract Including Executed Change Orders ($275 million)]. Planned Value: 85%

Yard/Utilities

- Completed testing and checking switchgear, and HECO provided power for MOW, OSB, WTB and TWF.
- Installing conduit for systems, communications, train control, traction power, site electrical and exterior lighting.
- Construction of storm water outfall is ongoing.
- Completed utility installation for fire pump.

Operations and Servicing Building (OSB)

- Completed installation of rail on pillars for the M-6 and M-7 tracks, painted support pillars and extended conduits.
- Completed installing handrail and placing concrete for the car access platforms.
- Installation of mechanical/electrical/plumbing is ongoing.
- Installing service and emergency lighting.
- Installing drywall and interior and exterior building finishes.
- Installing framing for fixed ceilings.
- Installing exterior metal siding and ventilation louvers.
- Installation of turntables and hydraulic lifts.
- Installing conduit inside OSB subgrade ahead of slab on grade.
- Installing metal door frames and glazing.
- Installing power distribution cabinets.

Look Ahead:

Yard/Utilities

- Continue train wash and ready track work.
- Continue contact rail installation.
- Continue installation of exterior yard and perimeter lighting.
- Complete Signal and Control Raceway.
- Complete construction of storm water outfall.

OSB

- Continue installation of turntables and hydraulic lifts.
- Complete slab on grade in OSB 1st Floor.
- Complete interior partitions.
- Interior finishes/HVAC.
- Install elevator.

MOW

- Complete power distribution.
- Interior and exterior finishes.
- Continue electrical, mechanical and plumbing.
- Complete installation of roll up and personnel doors and glazing.

Activities this Month (continued):

Maintenance of Way (MOW)

- Installing drywall and interior and exterior building finishes.
- Installing mechanical/electrical/plumbing systems.
- Installing power distribution cabinets.
- Installing doorframes for passage/personnel doors.
- Completed sprinkler system installation.
- Completed demonstration for polished floors.

Wheel Truing Building (WTB)

- Installing personnel doors, interior partitions and interior finishes.
- Installed crane.
- Installing framing for wheel lathe.
- Installing mechanical/electrical/plumbing.
- Installing power distribution.

Train Wash Facility (TWF)

- Completed underground utility installation.
- Trench drain system installation is complete.
- Structural steel delivered to site.
- Completed embedded track foundation and grade beam construction.

Rail Procurement and Installation

- Installation of contact rail is ongoing.
- Receiving materials and installing turnouts is ongoing.
- Distributing rail materials to WOFH is ongoing.
- Installation of pre-curved rail is ongoing.
- Preparing subgrade for ready tracks RL1 – 3 and W1.
- Formed and poured hosteler pad for test track.

Administration

- Continued working with the CSC to resolve design interface issues and turned over raceways for CSC cable pulling activities.

Look Ahead (continued):

- Elevator installation.
- Tile floor installation.

WTB

- Release Building Systems raceway to CSC.
- Install wheel truing lathe.

Train Wash Facility

- Begin structural steel installation.
- Begin masonry wall installation.

KEY ISSUES:

- **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.
- **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 assembly, including site access and internal movement of assembled rail cars.
- Orderly completion of traction power, train control and building services conduits.

QUALITY MANAGEMENT:

- Overall quality of the contract is good.
- NCR 27 concerns additional reinforcing required around HVAC opening cut in CMU wall.
- NCR 28 concerns application of fire stops and seals in rated walls.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
28	26	2

PROJECT PICTURES:

Placed concrete for the hosteler pad soffit slab and staircase landing along east side of M 7 track.

Installing strut brackets in traction power pull boxes.

OSB exterior metal panel installation.

MOW metal door frame installation.

WTB wheel truing machine jack assembly.

TWF direct fixation slab concrete placement.

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: June 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 has moved to the balanced cantilever area east of the H-1 overpass 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. Permanent ITS work continues to be installed along with traffic signals. Temporary ITS work has been completed and is operational, as of Sept. 16, 2015. Utility relocations along the alignment continue to progress, but may be impacted by third-party schedules, primarily HECO.

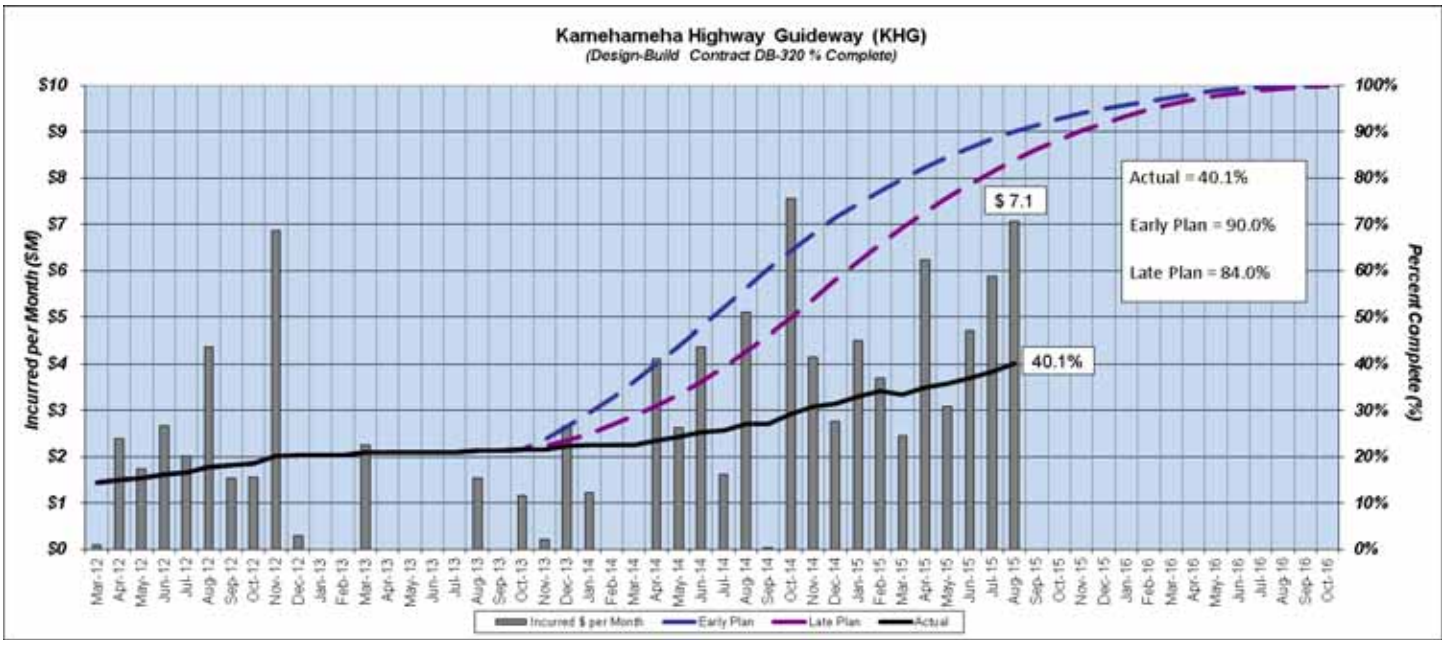
COST INFORMATION:

Original Contract: $372,150,000	Incurred-to-Date: $159,847,073
Current Contract Value[1]: $388,817,654	Incurred in August: $7,064,882

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

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

August Change Orders		
Change No.	Description	Amount ($)
CO0017	Relocate Sewer Near 935+00 to 947+00; DSC Buried Bone at 94	$181,291
	Cumulative to Date	**$16,667,654**



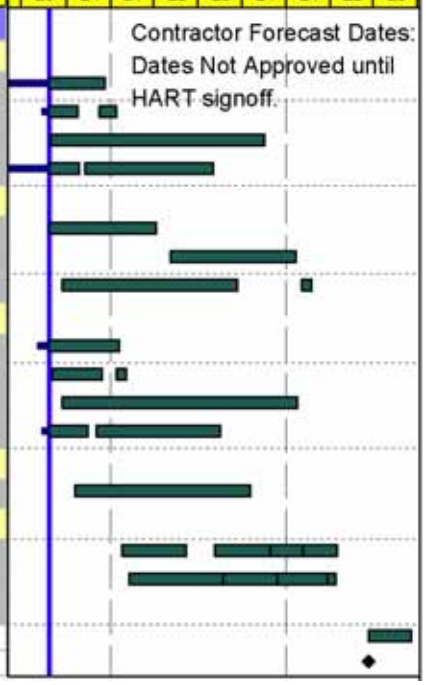
Progress payment 48 (July 2015) has been processed.

SCHEDULE:

- The approved re-baselined schedule was dated Oct. 28, 2013, 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. HART has requested re-submittal via the change order process. KIWC is reflecting additional delay to complete the civil portion of the Work.
- Schedule has continued to slip due to various factors including, but not limited to, weather, lower productivity rates on structures, and third-party construction of utility relocation work. HART has noted that KIWC's lack of coordination with third-parties contributed to the schedule slip.

Aug 2015 Update — Data Date: 28-Aug-15, Printed On: 01-Sep-15 16:16

Activity Name	Start	Finish
Total	03-Nov-14 A	18-Sep-17
Drilled Shafts	03-Nov-14 A	15-Nov-16
KHG Area 1	03-Nov-14 A	22-Dec-15
KHG Area 2 (Balanced Cantilever)	12-Aug-15 A	13-Jan-16
KHG Area 3	31-Aug-15	15-Nov-16
KHG Area 4	03-Mar-15 A	01-Aug-16
Precast Segment Erection	24-Aug-15 A	22-Feb-17
KHG Area 1	24-Aug-15 A	06-Apr-16
KHG Area 3	06-May-16	22-Jan-17
KHG Area 4	24-Sep-15	22-Feb-17
Columns	05-Aug-15 A	23-Jan-17
KHG Area 1	05-Aug-15 A	18-Jan-16
KHG Area 2 (Balanced Cantilever)	03-Sep-15	02-Feb-16
KHG Area 3	24-Sep-15	23-Jan-17
KHG Area 4	14-Aug-15 A	18-Aug-16
Cast BC Segments	19-Oct-15	19-Oct-16
KHG Area 2 (Balanced Cantilever)	19-Oct-15	19-Oct-16
Trackwork	26-Jan-16	18-Sep-17
Direct Fixation Trackwork	26-Jan-16	17-Apr-17
Third Rail	10-Feb-16	13-Apr-17
KHG Project Finish Work, Demob, Punchlist	21-Jun-17	18-Sep-17
KHG Project Finish Work, Demob, Punchlist	21-Jun-17	18-Sep-17
KHG Substantial Completion		21-Jun-17



CRITICAL PATH ISSUES:

- Start of column work at Phase 1 had been delayed by over 9 months from the October 2014 schedule, which resulted in float for columns going from 69 days to -143 days in the most recent update.
- HECO forecasts at conflicts 11-920-M1 and 8-860-M1 has resulted in further delays to the project. The delays have been partially mitigated through resequencing of the road widening work.
- In the most recent schedule submitted, the longest path increased to -277 days of total float. The total float was at -223 days in the previous month and -200 days in the October 2014 update.

WORK PROGRESS:

KHG Construction Status as of 9/18/15

Utility Status	Qty to Date	Final Qty	% Complete
Water Line	4,269	4,362	98%
Gas Line	12,097	12,641	96%
Sewer Line	429	492	87%
Drainage	586	2,081	28%
Elec/Telecom	14,759	19,455	76%
Signals/ITS/ Lights	13,293	18,486	72%

Structure Element	***Total to Date	Planned to Date: Accepted Schedule*	Planned to Date: Revised Schedule**	Total Qty	% Complete
Shafts	69	93	55	186	37%
Columns	10	68	36	168	6%
Segment Casting	282	911	507	2,075	14%
Spans Stressed	0	58	4	166****	0%

* Accepted Schedule was submitted in 2013.
** Revised Unaccepted Schedule was submitted in 2014. Revised schedule shows a 7 month delay in completion.
*** Total quantity for the construction items has been revised to reflect the latest Issued for Construction number of shafts, columns, segments and spans.
**** During QA audit updated spans stressed.

Activities this Month:

Earned Value: 43.6% [(Total achieved to July 2015 ($152.6 million) + August and September projection ($17 million))/Total contract including executed Change Orders ($389 million)]. Planned Value: 86.3%

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. To date, 38 of 49 drawing packages have been issued for construction.

Activities this Month (continued):

Shaft/Column/Segments

- 69 of 186 shafts have been installed.
- 10 of 168 columns have been constructed.
- 282 of 2,075 segments have been cast.
- Column construction has halted on KHG. Column crews have remobilized to WOFH.
- Continued construction of footings for "C" piers at shafts 277, 278 and 279.

Utility Relocation Progress

- Wall 8 fiber optic bypass and drainage continue.
- Fuel line tie-ins in Phases 6, 7 and 12.
- 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.
- Pile driving for streetlights continues at various intersections
- Fuel Line D relocation and tie-in completed.
- Fuel line "O" tie-in in front of Pearl Kai Shopping Center is being finalized.
- Fuel line "D" tie-in has been completed.
- Installation of Waimalu drain line in Phase 5.

Balanced Cantilever Structure

- KIWC completed the shafts west of the H-1 and has placed footings at Piers 305 and 306.
- All but one of the BCS shafts east of the H-1 overcrossing has been completed.

Precast Yard

- KIWC has cast 282 of the 2,075 segments.

Traffic Signals

- Traffic signal installation is ongoing at various intersections throughout the alignment.

Roadway Widening

- Roadway widening is ongoing in Phases 9 and 11.

Look Ahead (continued):

Shaft/Column/Segments

- Construction of shafts will continue. There are currently 6 more shafts to place and all shafts will have been completed between the west end of the project and the H-1 overcrossing.
- Shaft construction in front of Pearl Kai Shopping Center will begin in January 2016 to minimize impacts to merchants along the corridor in this area.

Utility Relocation

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

Balanced Cantilever Structure

- KIWC will finish drilling shafts at the BCS east of the H-1, and begin footing installations at shafts 307 and 308.

Precast Yard

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

Roadway Widening

- Roadway widening will continue throughout the alignment.
- HART has issued RFCRs to the contractor for identified HDOT betterments. Work is anticipated to begin after issuance of a change order.

KEY ISSUES:

- **Community Noise Complaints** – Mitigation measures for noise, dust and traffic impacts continue to be explored. HART will continue to work with the community.
- **HDOT Betterments** – HART has issued eight RFCRs to date for HDOT betterments. Negotiations with KIWC, concurrence from HDOT, and source of funding all need to be finalized.
- **HECO Clearance and Schedule Issues** – HART is working together with HECO to resolve clearance issues. This issue, along with the lack of HECO schedule certainty, may impact the project schedule.

QUALITY MANAGEMENT:

- **Quality Process** – KIWC continues to follow an established quality process. There have not been any significant findings through quality audits.
- **Latest Construction Plans** – Current shaft, column, and footing construction is proceeding with only minor quality issues.
- **Drilled Shaft Quality** – KIWC currently has 13 open NCRs due to velocity reduction exceeding 10%. KIWC has been reviewing their means and methods for placing concrete to reduce the issue with velocity reduction.
- **Flatwork Audit** – A field audit for KHG flatwork was completed on Sept. 17, 2015, between KIWC and HART.

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
80	57	23

PROJECT PICTURES:

Placing concrete Column 267, Phase 1.

Constructing Shaft 278 C-Pier footing, Phase 1.

Balanced cantilever footing reinforcement, Phase 4.

Installation of signal foundation piles, Phase 5.

Drilling shaft Pier 294, Phase 3.

Tying in Gasline O, Phase 10.

B. Ramp H2R2

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

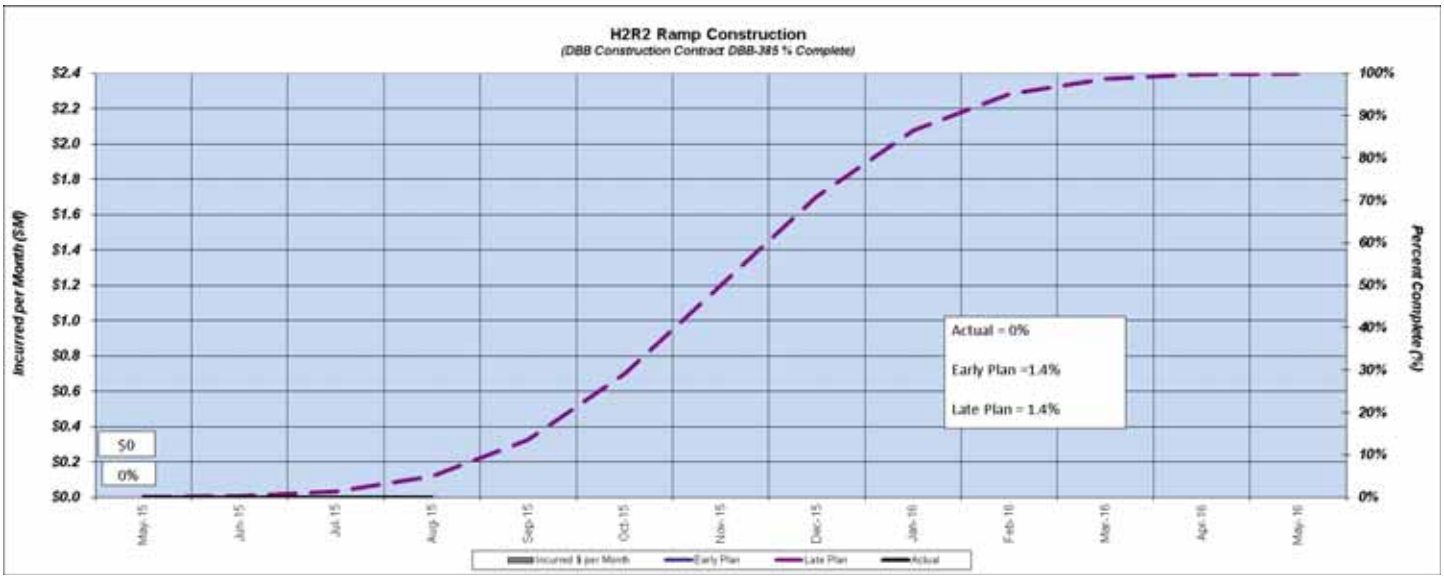
COST INFORMATION:

Original Contract: $5,203,646	Incurred-to-Date: $0
Current Contract Value[1]: $5,203,646	Incurred in August: $0

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

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

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



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

SCHEDULE:

CRITICAL PATH ISSUES:

- DPP has signed-off on Final Design documents. Contractor to apply for NPDES permit.
- A Contractor Schedule and Organization Chart were submitted and returned with revisions required.
- Waiting for FTA approval to allow TMK 9-6-004:006 to proceed with soil remediation process.

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; Planned Value: 0%

- Required Forms, Reports and Certifications continue to be submitted.
- Review of revised baseline schedule based on restricted work area.

Look Ahead:

- Complete all required submittals.
- Site mobilization planned for November 2015.

KEY ISSUES:

- Contractor to obtain NPDES permit and submit revised work schedule.

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 and was advertised in a construction solicitation on Aug. 18, 2015. In addition, the H2R2 Ramp was broken out and expedited under a separate Design-Bid-Build contract that was awarded in May 2015.

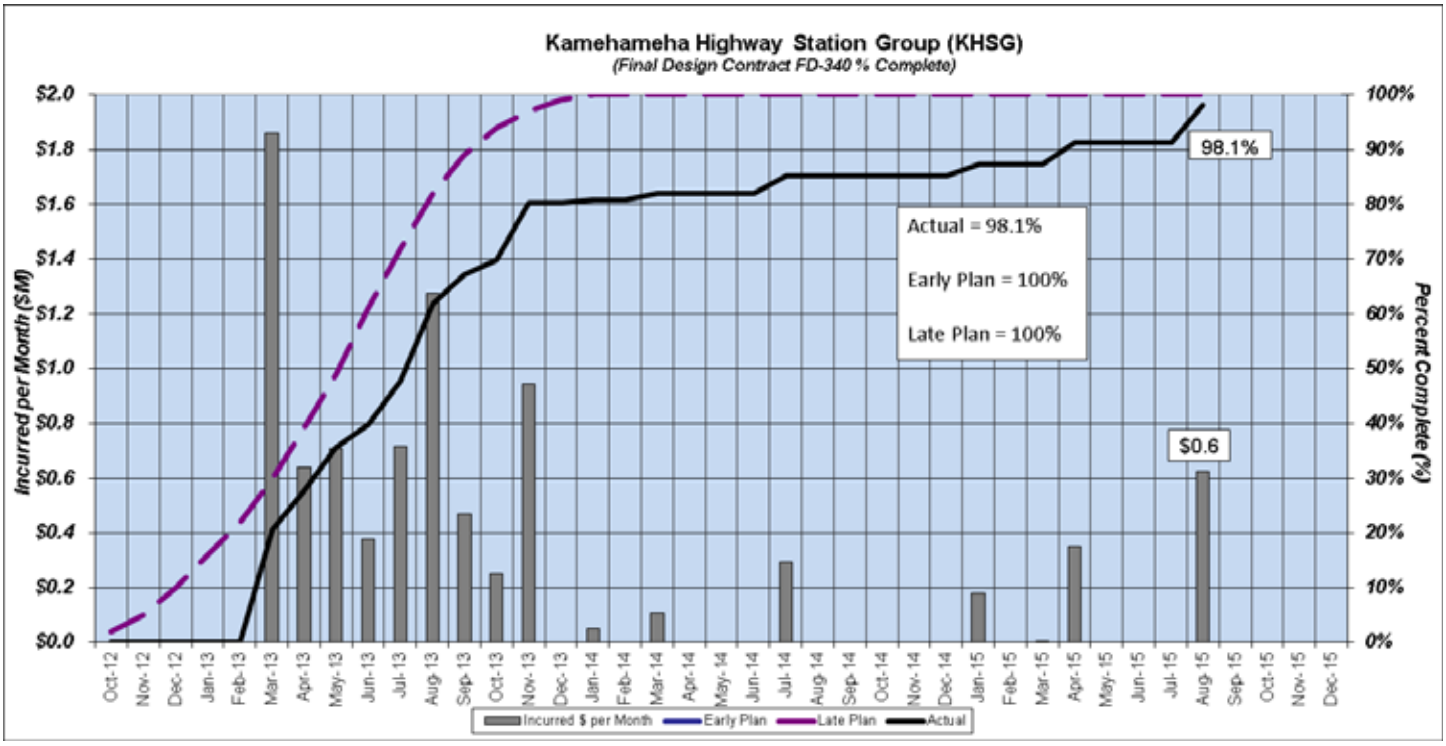
COST INFORMATION:

Original Contract: $8,702,592
Current Contract Value[1]: $9,636,290
Incurred-to-Date: $8,843,841
Incurred in August: $624,522

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

DBE Participation	
Actual DBE Participation:	$3,503,139
DBE % Attained:	40.25%

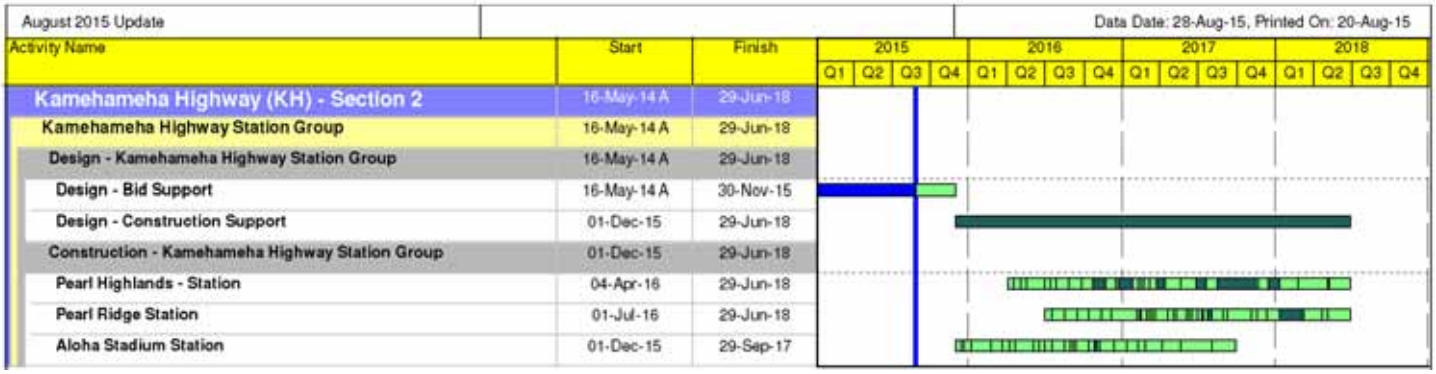
August Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
CA0007	PH Coord PB&BC&NHC/Bike Ramps/PH PR AS Canopy/PR TO	$624,522
	Cumulative to Date	**$976,698**



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

The design phase of this contract is substantially complete.

SCHEDULE:



August 2015 Update — Data Date: 28-Aug-15, Printed On: 20-Aug-15

Activity Name	Start	Finish
Kamehameha Highway (KH) - Section 2	16-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	30-Nov-15
Design - Construction Support	01-Dec-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 overseeing the finalization of design interface agreements between the final design consultant and the WOFH, CSC and EE contracts.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 99%.
- Responding to Requests for Information (RFIs) from prospective bidders.

Look Ahead:

- Obtain third-party final approvals on remaining construction documents.

KEY ISSUES:

- Supporting ongoing active procurement.

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)
  - In active DB procurement

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 closeout

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 remaining portions, which have been combined with the Airport Stations in an active design-build procurement.

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 currently in active procurement.

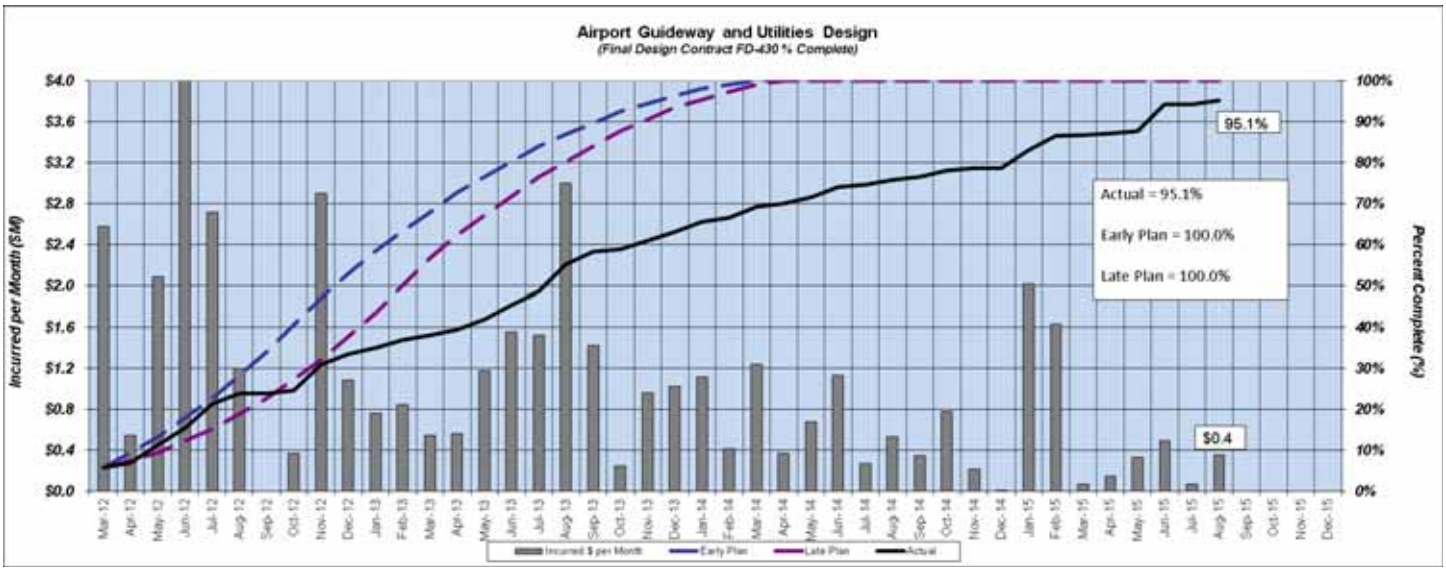
COST INFORMATION:

Original Contract: $38,840,960	Incurred-to-Date: $41,008,758
Current Contract Value[1]: $43,134,472	Incurred in August: $352,779

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

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

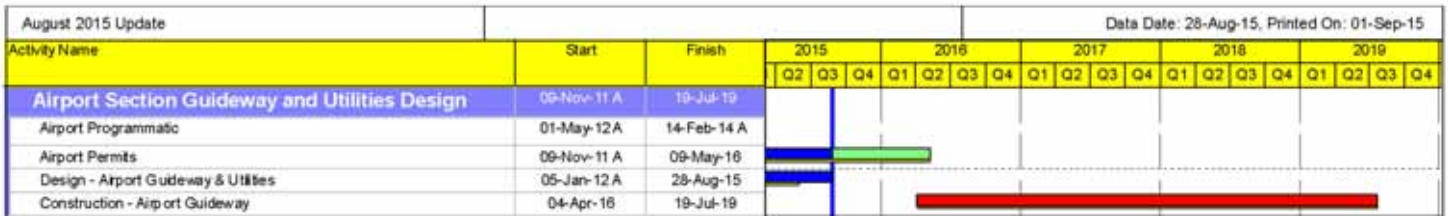
August Change Orders/Amendments		
Change No./Amend	Description	Amount ($)
None	---	---
	Cumulative to Date	**$4,293,512**



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

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

SCHEDULE:



August 2015 Update			Data Date: 28-Aug-15, Printed On: 01-Sep-15
Activity Name	Start	Finish	
Airport Section Guideway and Utilities Design	09-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	28-Aug-15	
Construction - Airport Guideway	04-Apr-16	19-Jul-19	

CRITICAL PATH ISSUES:

- The schedule of this procurement was extended to allow additional time for DB qualifications proposals.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 98.2%.
- Released DB RFP Part 2.

Look Ahead:

- Award of DB contract.

KEY ISSUES:

- Finalizing all right-of-way acquisitions.

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: August 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 completed at 3 of the 4 sites. The 4th site needs power which is outside of this contract. Three of the 4 sites are operational and undergoing commissioning. Utility work was impacted due to lack of Navy ROE, however ongoing coordination with the Navy has allowed them to grant access. Details are still being finalized at this time. Meanwhile, Nan, Inc. continues to develop and submit outstanding submittals.

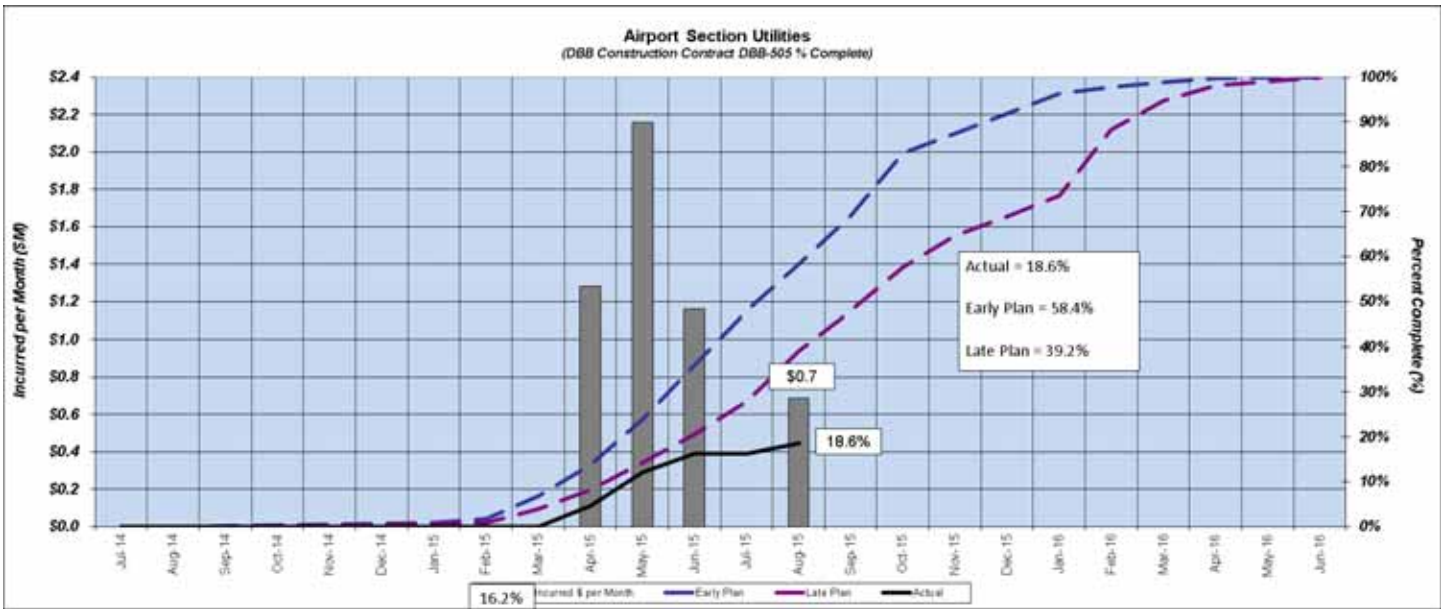
COST INFORMATION:

Original Contract:	$28,413,974	Incurred-to-Date:	$5,279,921
Current Contract Value[1]:	$28,413,974	Incurred in August:	$684,728

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

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

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

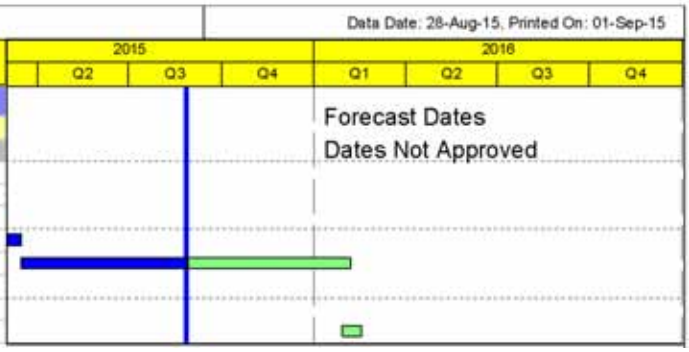


The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 01-Sep-15

Activity Name	Start	Finish
Airport Section Utilities	30-Jun-14 A	17-Feb-16
Airport - Section 3	30-Jun-14 A	17-Feb-16
Airport Utility Relocation	30-Jun-14 A	17-Feb-16
Construction - Airport Utilities Relocation	30-Jun-14 A	17-Feb-16
Construction - Airport Utilities Relocation	30-Jun-14 A	12-Feb-16
Airport Utilities Relocation - Execute Contract	30-Jun-14 A	30-Jun-14 A
Permits for Airport Utilities Construction	22-Jan-15 A	16-Mar-15 A
Airport Utilities Construction	16-Mar-15 A	06-Feb-16
Airport Utility Relocation - Substantially Complete		12-Feb-16
Utility Relocation Inspection	29-Jan-16	17-Feb-16
Inspect and Accept Airport Section Utilities Relocations	29-Jan-16	17-Feb-16



CRITICAL PATH ISSUES:

- No critical path issues at this time.

WORK PROGRESS:

Activities this Month:

Earned Value: 18.5%; Planned Value: 20%

- Nan, Inc. has received approved permits to work in DOT-Airport property. (Revocable staging permit still pending.)
- Nan, Inc. is finalizing coordinating to bring LPR's online.
- 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.

Look Ahead:

- Ongoing utility work on Kamehameha Highway (24-inch waterline and connection, telecom duct line and gas line).
- Summarizing descoped items to be added to the guideway contract.
- Installation of new sewer line.

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 7 months behind schedule; due to the delay in access to construction sites as well as other factors.
- Navy sewer line repair is concurrently being coordinated with the Navy and could potentially result in a claim.

QUALITY MANAGEMENT:

- HART performed a Combined QA and Buy America Compliance Audit of Nan, Inc. on Aug. 13, 2015.

Airport Utilities NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
15	13	2

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, 2105. 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 August:	$0

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

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

August Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$508,241**

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

CRITICAL PATH ISSUES:

- None - All work has been completed; currently in the process of processing a final Change Order and closing the contract out.

WORK PROGRESS:

Activities this Month:

Earned Value: 100%; Planned Value: 100%

- As-builts have been submitted.
- CIL's and Spec Conformance checklist have been signed.

Look Ahead:

- HART is processing a change order 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.
  - Force Account work for Pier 548 Utility Conflicts.
- HDCC/CJA JV has the following items to submit for Contract Closeout:
  - Complete entering Certified Payrolls to LCP Tracker.
  - Provide Release of Liens.
  - Submit final DBE forms.
  - Submit final invoice.

KEY ISSUES:

- None.

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
  - In active DB procurement

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.

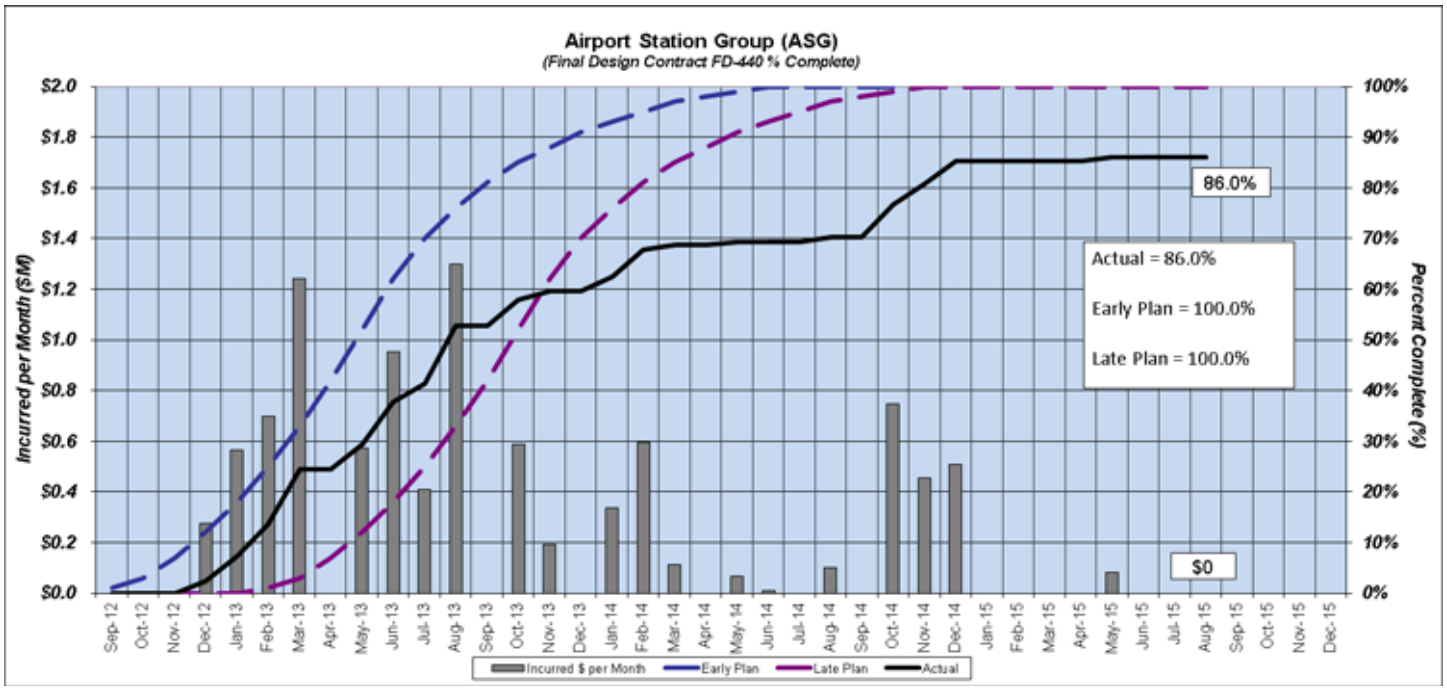
COST INFORMATION:

Original Contract:	$10,177,365	Incurred-to-Date:	$9,801,978
Current Contract Value[1]:	$11,672,205	Incurred in August:	$0

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

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

August Change Orders		
Change No.	Description	Amount ($)
CA0005	Design-Build Bridging Documents	$270,000
	Cumulative to Date	**$1,514,840**



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

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

SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 01-Sep-15

Activity Name	Start	Finish
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
HNI 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 pursuing access to a small number of remaining properties.
- HART is coordinating with project stakeholders to monitor the relocation of an AM radio tower currently located near Middle Street Station.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88%.

Look Ahead:

- Award DB contract.
- Monitor relocation of AM antenna.

KEY ISSUES:

- Maintain procurement 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)
  - In active DB procurement
- Potential Expedited Utilities Package (DBB): January 2016

Project Description: The City Center Guideway and Utilities final design contract consists of 4.2 miles of elevated transit guideway serving eight (8) passenger stations, in addition to roadway widening, utility relocation and other improvements to facilitate construction of the guideway.

Project Overview: This section of the guideway has been combined with eight (8) stations into a single City Center Guideway and Stations (CCGS) Design-Build package. The first part of the two-part CCGS procurement was advertised on Aug. 4, 2015. Part 2 is scheduled for December 2015. An expedited package consisting of early utility and roadway widening work is anticipated for January 2016.

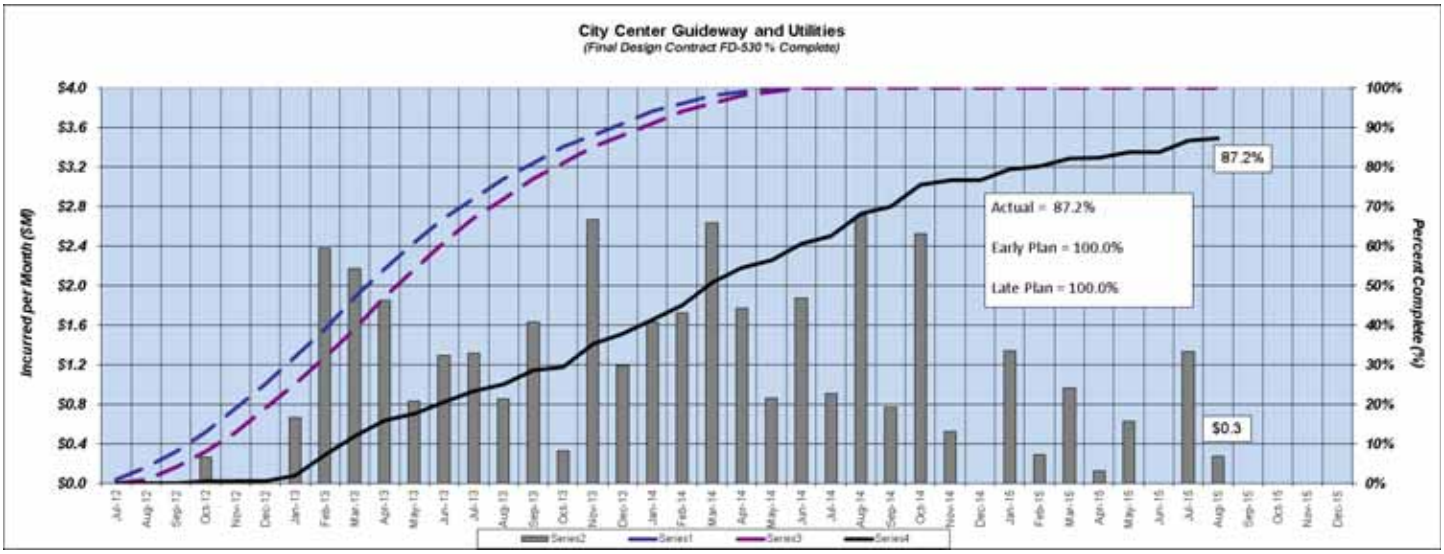
COST INFORMATION:

Original Contract: $43,948,220
Current Contract Value[1]: $46,183,523
Incurred-to-Date: $40,284,180
Incurred in August: $270,154

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

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

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



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

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

SCHEDULE:

August 2015 Update			Data Date: 28-Aug-15, Printed On: 01-Sep-15
Activity Name	Start	Finish	
City Center Section Guideway and Utilities Design	19-Aug-11 A	31-Dec-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	28-Aug-15	
Construction - City Center Guideway and Utilities	01-Jun-16	31-Dec-19	

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 93.0%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights of entry.
- Demolition of various properties (On-Call Contractor).

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
  - In active procurement

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.

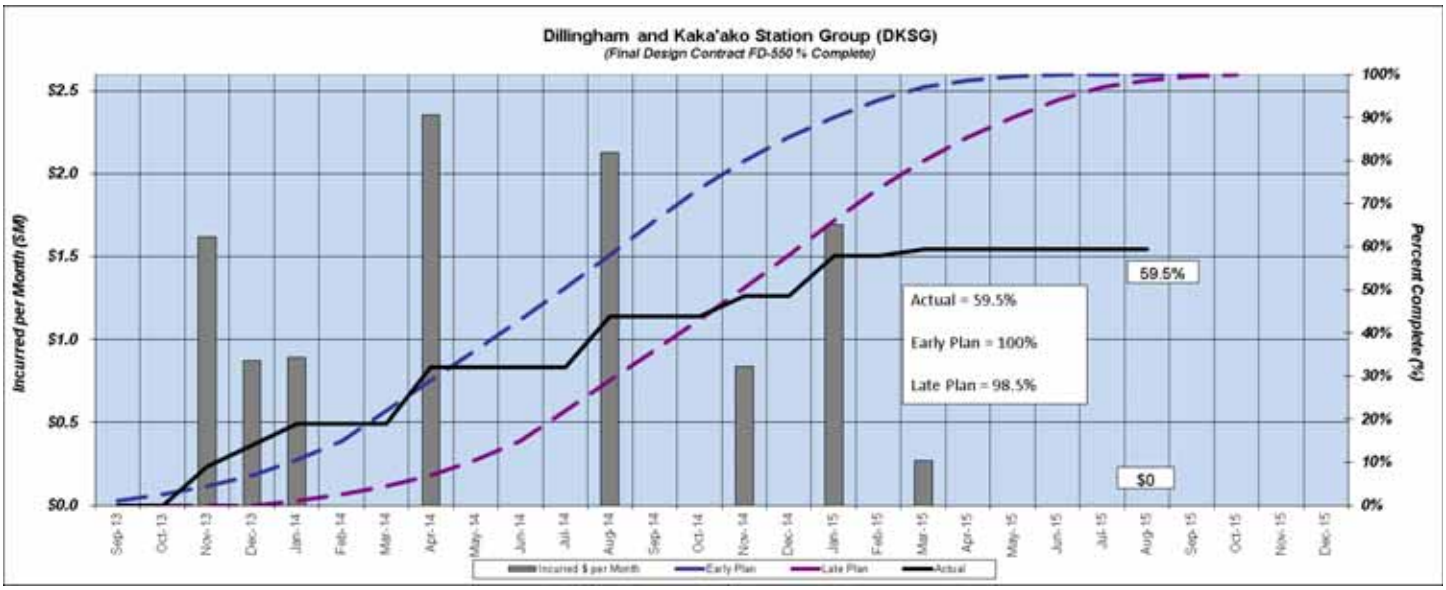
COST INFORMATION:

Original Contract: $18,321,918	Incurred-to-Date: $10,667,500
Current Contract Value[1]: $19,308,042	Incurred in August: $0

[1] *Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders*
[2] *Actual amount adjusted due to incorrect value of pay request #08*

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

August Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$1,046,743**



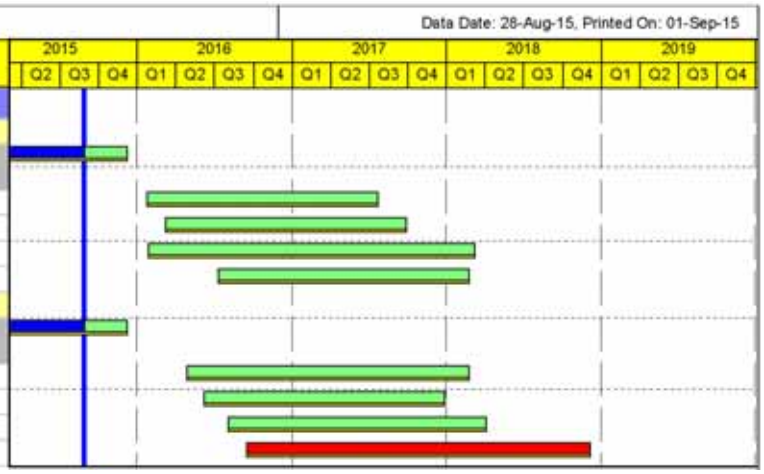
The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

The consultant is currently supporting HART with preparing the technical requirements for the DB procurement package.

SCHEDULE:

August 2015 Update — Data Date: 28-Aug-15, Printed On: 01-Sep-15

Activity Name	Start	Finish
City Center (CC) - Section 4	15-Oct-12 A	05-Dec-18
Dillingham Station Group	15-Oct-12 A	08-Mar-18
Design - Dillingham Station Group	15-Oct-12 A	08-Dec-15
Construction - Dillingham Station Group	25-Jan-16	08-Mar-18
Kalihi Station	25-Jan-16	20-Jul-17
Kapalama Station	07-Mar-16	27-Sep-17
Iwilei Station	27-Jan-16	08-Mar-18
Chinatown Station	11-Jul-16	21-Feb-18
Kaka'ako Station Group	15-Oct-12 A	05-Dec-18
Design - Kaka'ako Station Group	15-Oct-12 A	08-Dec-15
Construction - Kaka'ako Station Group	26-Apr-16	05-Dec-18
Downtown Station	26-Apr-16	21-Feb-18
Civic Center Station	06-Jun-16	28-Dec-17
Kaka'ako Station	01-Aug-16	02-Apr-18
Ala Moana Center Station	16-Sep-16	05-Dec-18



CRITICAL PATH ISSUES:

- HART is pursuing property rights and coordinating station designs with surrounding developments.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 68%.
- Ongoing coordination with private developers and other project stakeholders.
- Engaged design consultant in preparing DB bid package documents.
- Coordinated with HECO to maintain clearances to power lines.

Look Ahead:

- Coordinating rights of entry.
- Design coordination with adjacent land owners.
- Support ROW acquisition efforts with design input.
- Issue DB RFP Part 2 package.

KEY ISSUES:

- Evaluating incorporation of photovoltaic power system into the DB bid 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.

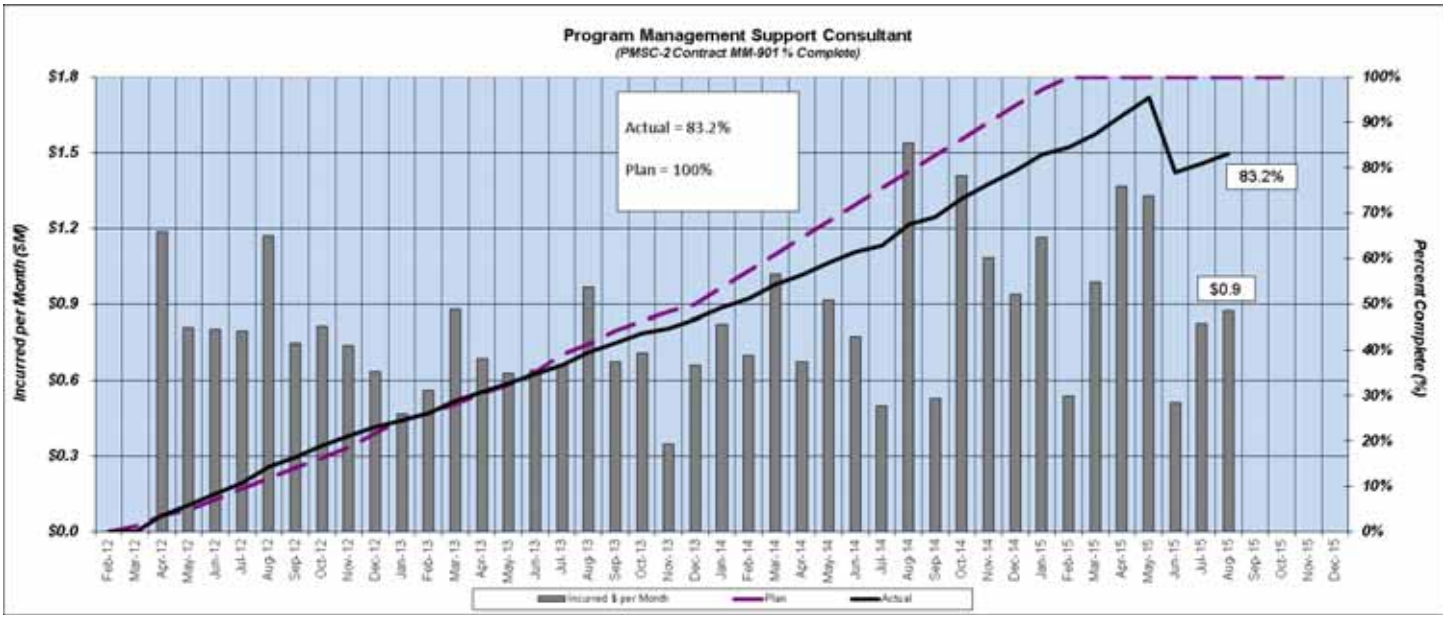
COST INFORMATION:

Original Contract: $33,376,897	Incurred-to-Date: $34,090,427
Current Contract Value[1]: $40,993,274	Incurred in August: $874,004

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

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

August Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	$7,616,377



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

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

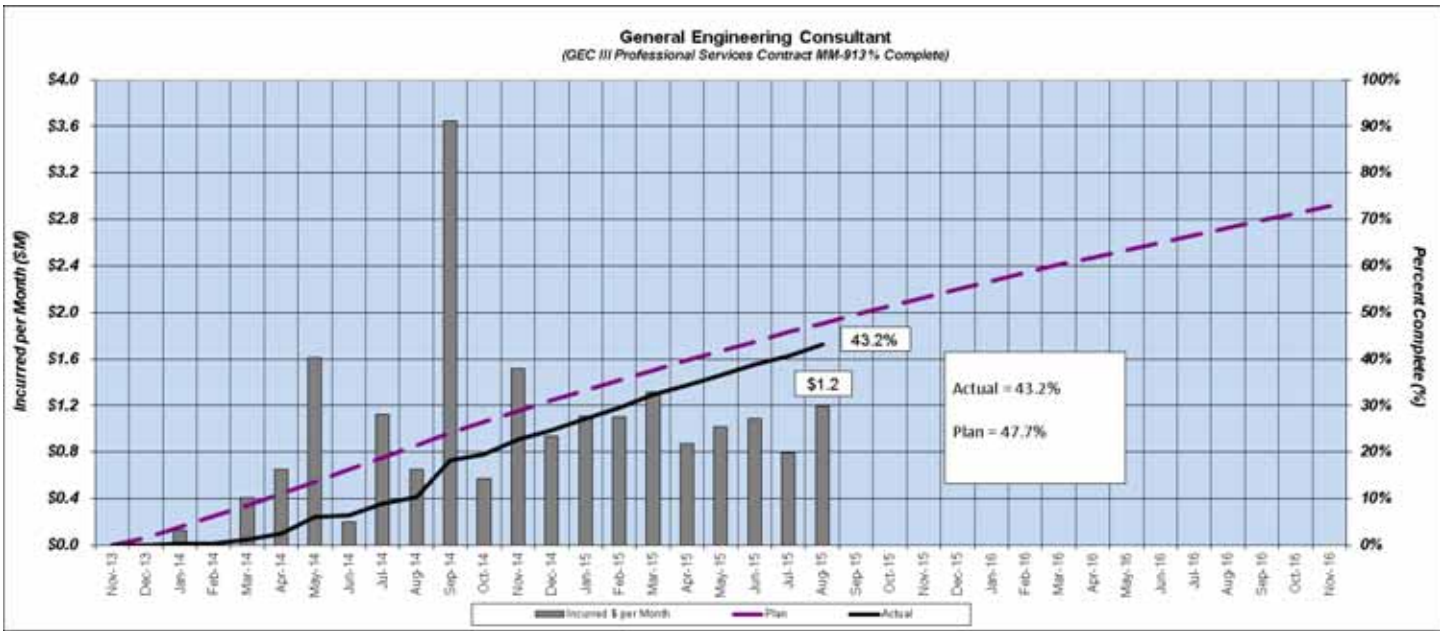
COST INFORMATION:

Original Contract: $46,143,277	Incurred-to-Date: $19,945,438
Current Contract Value[1]: $46,143,277	Incurred in August: $1,198,938

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

DBE Participation	
Actual DBE Participation:	$1,471,081
DBE % Attained:	3.2%

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



KEY ISSUES:

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

C. Construction Engineering & Inspection West Side Sections

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

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

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

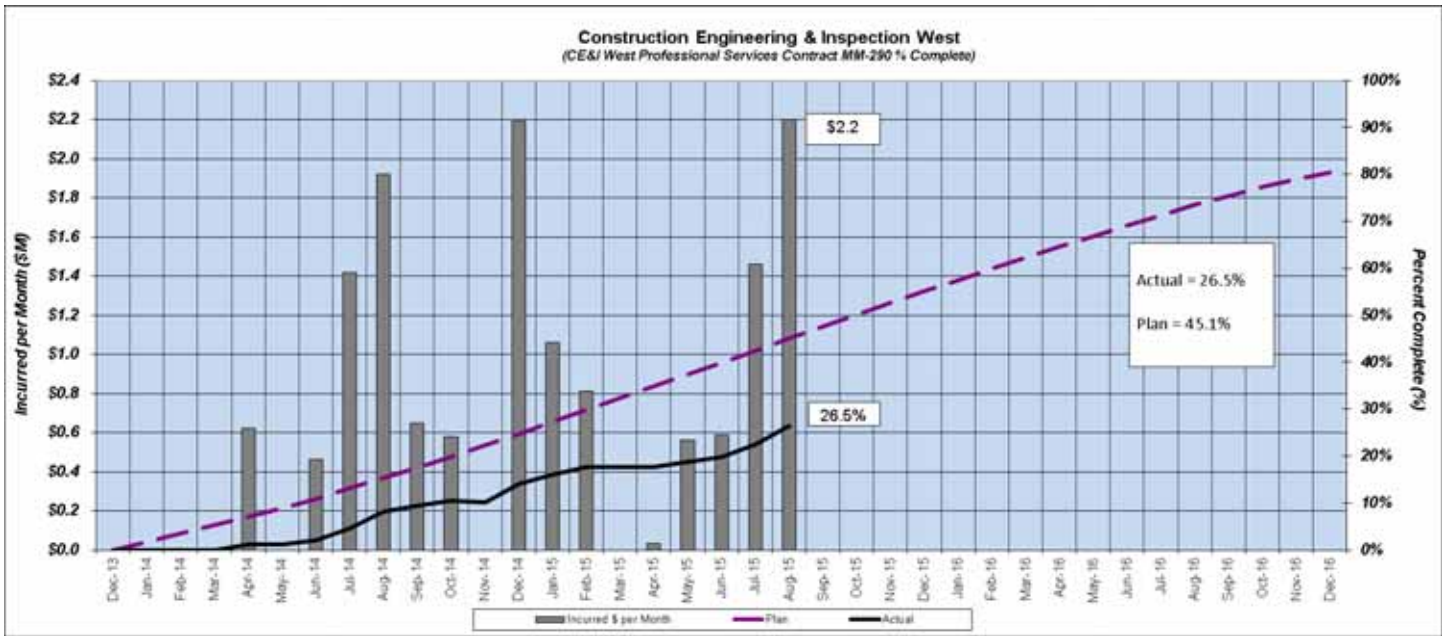
COST INFORMATION:

Original Contract: $54,232,480	Incurred-to-Date: $14,390,510
Current Contract Value[1]: $54,232,480	Incurred in August: $2,199,798

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

DBE Participation	
Actual DBE Participation:	$981,762
DBE % Attained:	1.81%

August 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 and stations 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 2015 (MOD no. 1)
Projected Substantial Completion: August 2018

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

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

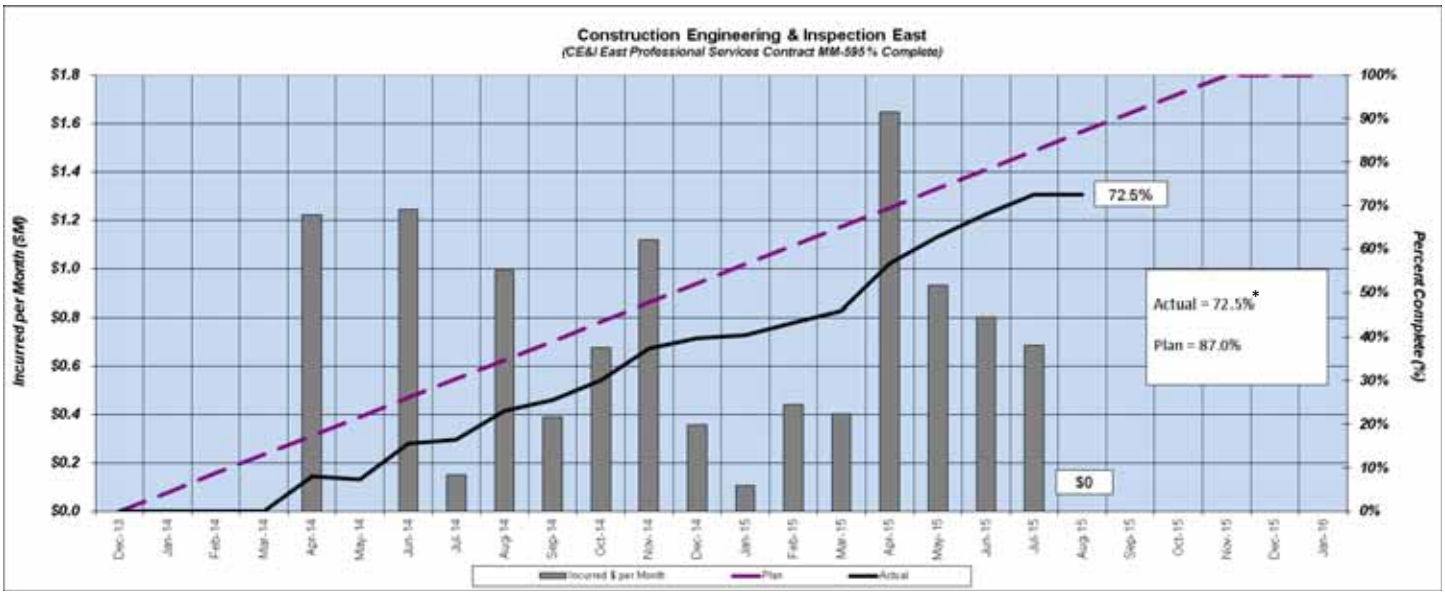
COST INFORMATION:

Original Contract: $63,083,417	Incurred-to-Date: $11,059,211
Current Contract Value[1]: $15,257,000	Incurred in August[2]: -$17,243

[1] *Current Contract Value = Original contract value (not including contingency) + executed Change Orders*
[2] *Incurred amount modified due to payment request adjustment*

DBE Participation	
Actual DBE Participation:	$1,323,195
DBE % Attained:	2.1%

August Change Orders		
Change No.	Description	Amount ($)
CA0001	Reduce Scope and Funding	-$47,826,417
	Cumulative to Date	**-$47,826,417**



*Actual percentage adjusted due to reduced scope and funding.

KEY ISSUES:

- Construction continues on ASU with the primary focus being the installation of the water and sewer lines along Navy property. Nan has submitted a delay claim as a result of the Navy ROE issue which is under review by HART.
- Final project closeout of the A7 Shafts project is expected to be completed soon, and will include HART processing the last change order submitted by Hawaiian Dredging.
- Construction continues on the Royal Contracting On-Call Construction activities in support of the overall HRTP.
- Placement of contaminated soils on ASU project by Nan from HDOT Airport projects is being monitored, reviewed, and mitigation discussions are ongoing with Nan.
- The new CE&I consultant for the East Section was issued NTP in September. The URS team immediately began a transition that will occur from NTP through Oct. 9, 2015. The URS project closeout is expected to be complete 30 days after the completion of the transition.

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 oversight of the Core Systems Design-Build-Operate-Maintain (DBOM) contract. The major systems of the Core Systems DBOM contract are the vehicles, automated train control (ATC) system, traction electrification system, communications system, and platform screen gate system (PSGS). Services include review and approval of design submittals, manufacturing oversight, installation oversight, operation/maintenance design oversight and support, system testing/acceptance, and contract close-out.

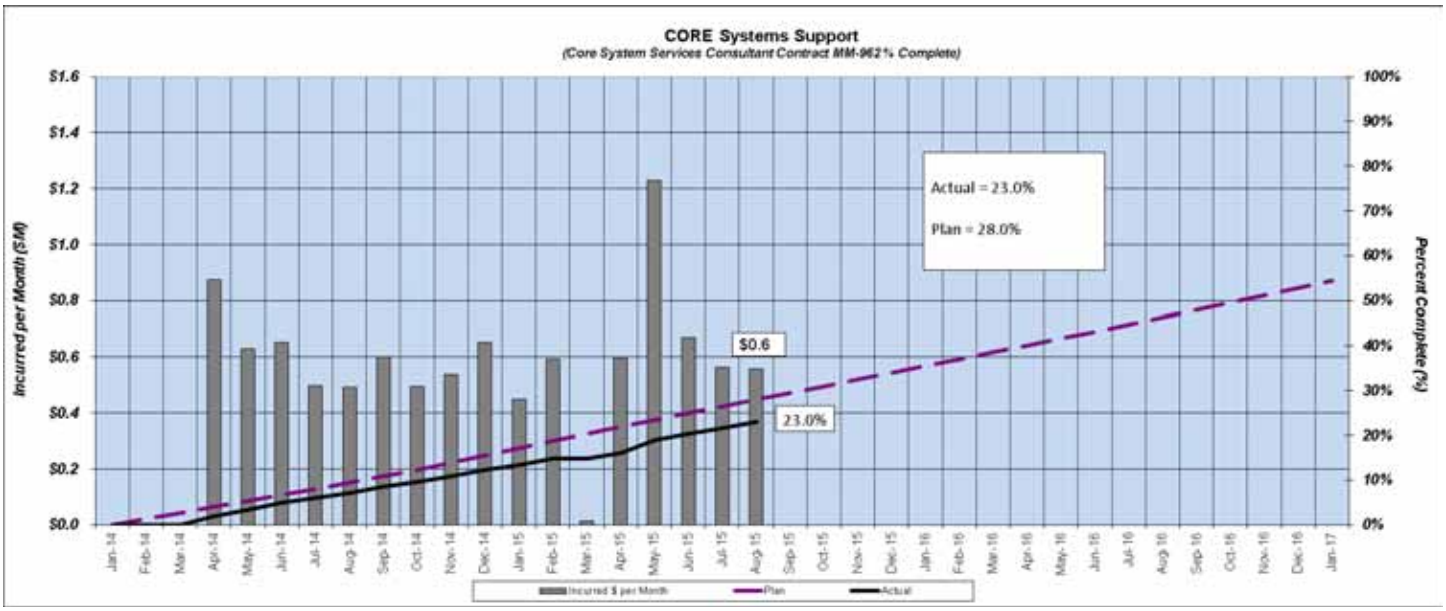
COST INFORMATION:

Original Contract: $43,988,989	Incurred-to-Date: $10,101,405
Current Contract Value[1]: $43,988,989	Incurred in August: $557,751

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

DBE Participation	
Actual DBE Participation:	$251,920
DBE % Attained:	0.57%

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



KEY ISSUES:

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

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.

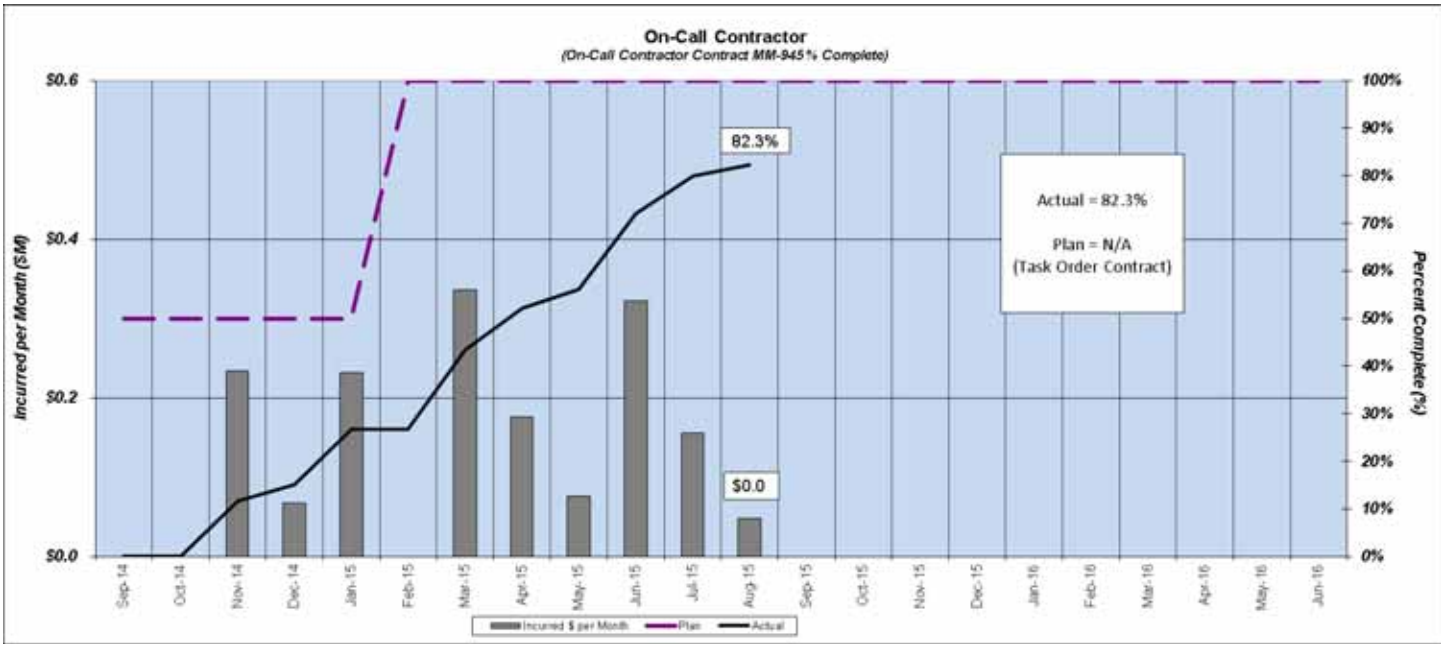
COST INFORMATION:

Original Contract:	$1,000,000	Incurred-to-Date:	$1,646,552
Current Contract Value[1]:	$1,999,951	Incurred in August:	$48,494

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

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

August Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$999,951**



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. Twenty trees located at the Pearl Harbor Interchange will be relocated in October. An additional 80 trees will also be relocated in October
  - 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 have been resolved and demolition activities have resumed. Twenty-five (25) of the 28 buildings targeted for demolition were completed by the end of September. All demolition work includes the abatement of any hazardous materials identified prior to demolition. Two remaining structures are scheduled for demolition in January 2016, as the current tenant has not yet relocated from the building.

5 OVERALL PROJECT-WIDE ACTIVITIES

Permits (Section 5.1)

OVERVIEW

- HART and Kiewit have increased noise monitoring and associated mitigation efforts in order to address resident concerns about noise levels in construction areas along the West Oʻahu/Farrington (WOFH) and Kamehameha Highway Guideway (KHG) sections.

KEY ISSUES

- HART continues to work with Hawaiʻi Department of Health (HDOH) regarding ongoing community noise issues in the WOFH and KHG sections.
- HART is working with the Navy and HDOH on monitoring and mitigation of known contaminated sites along project construction areas.

Hawaiʻi Department of Transportation (HDOT) Agreements (Section 5.2)

OVERVIEW

- Ongoing coordination for ITS, MOT and final operational expectations. Temporary ITS is almost fully operational and temporary Closed Circuit Cameras are in place to observe traffic and make appropriate adjustments to signal timing as necessary.

KEY ISSUES

- Discussions begin with HDOT to include project funding for betterments being requested by HDOT. An MOU is drafted and being transmitted for HDOT comment.
- Ensure all agreement requirements have been met for HDOT Airports.

Utility Agreements (Section 5.3)

OVERVIEW

- Draft City Center Construction Agreements have been issued to HTI, TW telecom, and Oceanic for review and comment. Review of current status and outstanding comments to be addressed this month.
- Executed Memorandum of Understanding (MOU) between HECO and HART regarding Rights-of-Entry (ROEs) associated with the HECO Rearranged Facilities.
- The Utility Agreements Status table (Section 5.3) is being updated to reflect outstanding agreements, pending amendments, and any applicable MOUs to better communicate the full scope of work pending and accomplished in the agreement section.
- Some issues in construction of utility work may necessitate additional amendments to clarify and include utility work not originally anticipated, especially in the Airport Utility contract. As these are unknown, they have not yet been reflected in Section 5.3.

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.
- Researching required amendments or new agreements necessary for temporary pole relocations in City Center guideway work.

Right-of-Way (Section 5.4)

(Data as of Sept. 17, 2015)

OVERVIEW

- Currently, there are no ROW actions impeding construction work, although the ROW team continues to seek site access or complete acquisitions to ensure construction is not delayed. The process has started for parcels that may require eminent domain proceedings, although HART is simultaneously continuing negotiations with owners to obtain access.

KEY ISSUES

- Working to resolve third-party agreements with UH West O'ahu and Honolulu Community College (HCC) in order to allow construction to proceed without delay.
- Working to obtain right of entry from Aloha Stadium for station park-and-ride construction.
- 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 eminent domain. 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 Real Estate Acquisition and Relocation Management Plan (RAMP) to include this approach. HART is refining the proposal to address the owners' concerns.
- Eminent Domain:
  - Five cases were forwarded by staff to the HART Board of Directors on May 21, 2015, to support the schedule for the Airport Guideway and Stations DB contract. Although the HART Board approved the resolutions and the Honolulu City Council had no objections, the HART staff is striving to reach an agreement with each owner.
  - Twenty (20) cases were forwarded to the HART Board on June 25, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. Although the HART Board approved the resolutions and the Honolulu City Council had no objections, HART is striving to reach an agreement with each owner.
  - Four cases were presented to the HART Board on July 30, 2015, primarily to support the City Center Guideway and Stations DB contract. The HART Board approved the resolutions. Staff forwarded the matter to the Honolulu City Council, which rejected one of the cases. HART anticipates bringing the remaining cases back to the HART Board on Sept. 24, 2015.
  - Seven cases were presented to the HART Board on Aug. 27, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. The HART Board approved the resolutions and six of the cases were forwarded to the Honolulu City Council. One case required an amendment and was withheld. HART anticipates bringing these cases back to the HART Board for their October meeting.
  - Four cases will be presented to the HART Board on Sept. 24, 2015, to support the Airport, and the City Center Guideway and Stations DB contracts. HART anticipates bringing these cases back to the HART Board for their November meeting.
  - HART continues to negotiate with each property owner in an attempt to reach mutual agreement. However, several more parcels may be proposed to the HART Board of Directors for eminent domain to support east DB contracts.

5.1 Permits

- **Permits Submitted and In-Progress**
  - HART completed an over-the-shoulder review for the West O'ahu Station Group (WOSG) National Pollutant Discharge Elimination System (NPDES) construction permit and Municipal Separate Storm Sewer System (MS4).
  - HART has notified the HDOH to authorize the WOSG and the Pearl Highlands Garage and Transit Center (H2R2) contractors to represent HART for the submittal of the NPDES permit.
  - HART submitted a Notice of Non-Compliance submittal to the Hawai'i Department of Health Clean Water Branch for a waterline break that occurred on Aug. 11, 2015, along Kamehameha Highway in Halawa.
  - ASU contractors have submitted a permit application for their staging area to Hawai'i Department of Transportation, Highways Division.

- **Permits and Approvals Granted**
  - HART received a "No Permit Required" determination for the Aolele Ditch Stream Channel Alteration Permit (SCAP).
  - HART received an approval from HDOH for the Airport Section Utilities (ASU) Noise Variance permit, which enables night construction work in the section.

- **Look Ahead**
  - Upcoming significant permit activity:
    - HART will submit a letter requesting determination of permit required to the US Army Corps of Engineers (USACE) for Nuuanu Stream.
    - HART will submit the extension for the KHG Noise Variance permit, which expires in December 2015.

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 (Corporation)	Executed	5/11/11	12/20/11	5/18/12	Including with Airport	Combining KHG & City Center and AT&T Gov	12/26/13		Including with Airport
	NTP	5/12/11	12/21/11						
	Amd 01	7/1/11							
AT&T (Government Solutions)	Executed			12/26/13		Combining with AT&T Corp	12/26/13		Combining with AT&T Corp
	NTP								
Chevron	Executed	12/4/09		11/4/11					
	NTP	12/22/09		11/15/11					
	Amd 01	7/1/11							
Hawaiian Telcom	Executed	5/20/10	11/17/14	5/10/12	12/31/14	5/28/15	9/27/13		Draft sent to HTI
	NTP	6/14/10	11/18/14						
	Amd 01	7/1/11		4/13/15					
	Amd 02	5/10/12							
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					
	Expired	11/29/13		11/29/13					
		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	Clarifying Schedule	11/25/13	Clarifying Schedule
	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	12/19/14	4/3/13		Draft sent to Oceanic
	NTP	12/22/09					4/4/13		
	Amd 01	7/1/11	2/27/14						
	Amd 02	10/7/13							
Pacific Lightnet/ Wavecom	Executed	4/28/10	3/12/12	2/15/12					
	NTP	4/29/10	3/13/12	2/16/12					
	Amd 01	7/1/11							
Sandwich Isle Communications	Executed	5/20/10		4/20/12					
	NTP	6/8/10							
	Amd 01	7/1/11							
Hawai'iGAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	8/19/14	9/27/13		5/8/15
	NTP	12/22/09	7/12/11			8/20/14			5/11/15
	Amd 01	7/1/11	10/17/14		8/28/14				
TW telecom	Executed	12/2/09		2/14/12	Oceanic to relocate for TW telecom for KHG		10/11/12		Draft sent to TW telecom
	NTP	12/22/09		2/16/12					
	Amd 01	7/1/11							
Tesoro	Executed			2/15/12	9/12/13		8/27/13		
	NTP			2/16/12			9/3/13		
	Amd 01				9/12/14				
	Amd 02				5/13/15				

Legend: = Action this month; = Not applicable

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

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.
- Processing Hawai'iGas UCA Amendment No. 02.

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 HART on behalf of HECO has requested a waiver from the Department of Labor. HART is coordinating to resolve this with HECO.
- **HECO 46kV Substation near MSF area –** HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the MSF area due to requirements in HECO Rule 13. Initial planning indicates that a currently un-used location on the MSF property may be suitable for this facility. HECO is investigating a 'system' substation, which would also feed the area surrounding the MSF.
- **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. Installation of the MSF service is complete, buildings are energized.
  - ***Passenger Stations and Systems Sites –*** HECO service request reviews are in progress and approvals are anticipated for the west side stations and systems sites. HECO is working to finalize its designs and cost estimates.

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

BUDGET

	Baseline Budget	Expended	Remaining Budget Balance	Estimate to Completion	Forecast Variance
Acquisition	$ 201.70	$ 75.70	$ 126.00	$ 112.30	$ 13.70
Relocation	$ 20.50	$ 8.20	$ 12.30	$ 16.90	$ (4.60)
Total (Million)	$ 222.20	$ 83.90	$ 138.30	$ 129.20	$ 9.10

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

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 or N/A	Letters of Offer Sent or N/A	Offers Accepted or N/A	Possession Granted For Condemnation	Agreements Completed	Site Control Obtained	Relocations Completed	Properties Available for Contractor	Acquisitions Completed
Full Acquisition												
W.Oahu\Farrington	16	16		16	14	13	1	2	16	12	16	15
Kamehameha	3	3		3	3	3			3	1	3	3
Airport	5	5		5	5	5			4	3	4	4
City Center	20	18		18	16	16			16	14	13	16
TOTAL	*44*	*42*		*42*	*38*	*37*	*1*	*2*	*39*	*30*	*36*	*38*
Partial Acquisition												
W.Oahu\Farrington	11	3		3	2	2			3		2	2
Kamehameha	19	4		4	3	2	1		3		3	1
Airport	11	11		11	5	1		1	6		4	1
City Center	94	79	1	77	63	13			7		3	2
TOTAL	*135*	*97*	*1*	*95*	*73*	*18*	*1*	*1*	*19*		*12*	*6*
Easement												
W.Oahu\Farrington	19	17		17	1	1		6	12		10	6
Kamehameha	6	6		6				1	6		6	1
Airport	50	34		34	7	1		2	27		27	2
City Center	44	29		29	5			1	1		1	1
TOTAL	*119*	*86*		*86*	*13*	*2*		*10*	*46*		*44*	*10*
GRAND TOTAL	*298*	*225*	*1*	*223*	*124*	*57*	*2*	*13*	*104*	*30*	*92*	*54*

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:
  - Obtained site control for nearly all needed properties for the WOFH section.
  - Continuing negotiations with UH West O'ahu to secure construction right of entry for the WOFH guideway.

KAMEHAMEHA

- Issues:
  - Site access is complete for all right-of-way private property for Kamehameha.
  - Continuing negotiations with Aloha Stadium Authority to obtain right of entry for the construction of the station park-and-ride. HART has obtained the right of entry to construct the guideway.

- In order to support the relocation of utility easements in the Kamehameha section, eminent domain proceedings have been initiated. Negotiations are continuing with the private property owner in the Kamehameha section in an attempt to reach mutual agreement.
  - The HART Board of Directors approved this case in August, and the resolution – which allows staff to forward the matter to the Honolulu City Council for consideration – was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in October.

AIRPORT

- Issues:
  - Negotiations are continuing with the Post Office.
  - Continuing to monitor the Airport Station mapping process.
  - In order to support the upcoming procurement for the Airport Guideway and Station Design-Build contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the Airport section in an attempt to reach mutual agreement.
    - The HART Board approved five cases in May and the Honolulu City Council had no objections. While HART has received eminent domain approval, HART continues to strive to reach an agreement with each owner.
    - The HART Board approved one case in June and the Honolulu City Council had no objections. While HART has received eminent domain approval, HART continues to strive to reach an agreement with the owner.
    - The HART Board approved one case in July, and the resolution – which allows staff to forward the matter to the Honolulu City Council for consideration – was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board on Sept. 24, 2015.
    - The HART Board approved one case in August, and the resolution – which allows staff to forward the matter to the Honolulu City Council for consideration – was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in October.
    - One case will be forwarded to the HART Board of Directors on Sept. 24, 2015, for eminent domain. HART anticipates bringing the matter back to the HART Board in November.
- Look Ahead:
  - Continue to work towards completing Post Office acquisition and Airport agreements.

CITY CENTER

- Issues:
  - Continuing to place priority on obtaining site control and acquiring parcels in the Dillingham section.
  - In order to support the upcoming procurement for the City Center Guideway and Station Design-Build contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the City Center section in an attempt to reach mutual agreement.
    - The HART Board approved eighteen cases in June and the Honolulu City Council had no objections. While HART has received eminent domain approval, HART continues to strive to reach an agreement with each owner.
    - The HART Board approved three cases in July, and the resolutions – which allow staff to forward the matter to the Honolulu City Council for consideration – were forwarded to the City Council. The City Council rejected one of the cases. HART anticipates bringing the matter on the two cases back to the HART Board on Sept. 24, 2015.
    - The HART Board approved five cases in August, and the resolutions – which allow staff to forward the matter to the Honolulu City Council for consideration – were forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in October.
    - Two cases will be forwarded to the HART Board of Directors on Sept. 24, 2015, for eminent domain. HART anticipates bringing the matter back to the HART Board in November.
    - Other parcels may be presented to the HART Board for eminent domain in the coming months, to ensure that the construction schedule is maintained. HART continues to negotiate with each property owner in an attempt to reach mutual agreement.
- Look Ahead:
  - Evaluate and address the need to advance additional recommendations for eminent domain in order to achieve the Project's schedule.
  - Closely monitor the acquisitions in relation to construction schedules for City Center.

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	10		7
City Center	16	66		82	31	46	23	49
Grand Total:	***34***	***89***	***1***	***124***	***52***	***71***	***34***	***85***

WEST O'AHU/FARRINGTON

- Look Ahead:
  - The Phase II ESA report has been received for TMK 9-6-004-006. A tentative settlement has been reached and is subject to FTA concurrence.

AIRPORT

- Look Ahead:
  - Plans are continuing for several relocations by October.

CITY CENTER

- Look Ahead:
  - Planning and monitoring several relocations.

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	November 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	November 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	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry for Station	Executed		WOFH	
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	

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Honolulu Community College (HCC) Construction Right of Entry for Station	Pending	November 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	November 2015	WOFH	Easement documents in process.
City Dept. of Parks & Recreation (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	November 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 for guideway & station	Executed		KHG	
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway	Executed		KHG	Limited ROE granted for staging for Kiewit for KHG contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway	Executed		KHG	Construction ROE in place.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway	Pending	November 2015	KHG	Easement in process.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for station park and ride	Pending	November 2015	KHG	In negotiations.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway	Pending	November 2015	KHG	Process Easement Agreement.
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	December 2015	Airport	Process Easement Agreement.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport leased/revenue parcels	Pending	November 2015	Airport	Sub-agreement in process.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Pending	November 2015	City Center	Sub-agreement in process.
HDOT SOA MOU	Executed		Program	
OCCC/Hawai‘i Department of Public Safety Agreement Dillingham Blvd.	Pending	December 2015	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	November 2015	City Center	Coordination is ongoing.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Department of Accounting & General Services (DAGS)/HHFDC Right of Entry	Pending	November 2015	City Center	Consent to construct in process.
Department of Accounting & General Services (DAGS)/HHFDC Easement	Pending	November 2015	City Center	Process Easement Agreement.
City Dept. of Transportation Services (DTS) (Middle St.)	Pending	November 2015	Airport	Joint Use MOU in process. Pending design.
U.S. Navy Licenses	Executed		WOFH, KHG, Airport	Consent to construct received. Formal notification is forthcoming, however, immediate access is granted.
U.S. Navy	Pending	December 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 acquisition	Pending	December 2015	Airport	In negotiations.
U.S. Gov't/GSA/Federal Courthouse Agreement & Landscape Plan	Pending	December 2015	City Center	Draft agreement is under review and discussions are ongoing.
City Dept. of Transportation Services (DTS) (Middle St./Kamehameha Hwy)	Pending	November 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	November 2015	City Center	Joint Use MOU in process.
City Dept. of Facility Maintenance (DFM) (Kohou St.)	Pending	November 2015	City Center	Joint Use MOU in process.

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

Safety and Security (Section 6.1)

OVERVIEW

- **S&S Certification Program**
  - **Certification documents:** See status chart.
  - **Design Criteria Conformance Checklists (DCCC) development and verification:** See status chart.
  - **Civil – Construction Spec Conform Checklist (CSCC) development/verification:** See status chart.
  - **Core Systems – Spec/Testing Conform Checklists (STCC) development/verification:** See status chart.
  - **Base Operational Readiness Conformance Checklists (ORCC):** Being reviewed and revised – projected for Oct./Nov. SSRC approval.
  - **PHAs and Core Systems SSHAs/O&SHAs:** (See certification document status chart)
  - **TVA:** No changes – on hold.
  - **Open Items List (OIL):** See new status chart.
  - **Hazard Tracking Log:** No changes.
  - **Interim Certification Requirements:**
    - A review of the MSF and rail yard completion status along with the projected PV delivery date is planned for October 2015 that will refine actual interim certification requirements.
    - HART Safety's *"Interim Certification Guidance Document"* was updated on Sept. 14, 2015, to reflect current status.
  - **Key S&S Certification related meetings held in September 2015**:
    - Safety and Security Certification Working Group (SSCWG) meetings, Sept. 1 and 30, 2015
    - Fire Life Safety Working Group (FLSWG) meeting, Sept. 8, 2015
    - Core Systems PM Certification Training, Sept. 15, 2015
    - PV Certification Meeting, Sept. 15, 2015
    - Safety and Security Review Committee (SSRC) meeting, Sept. 23, 2015
    - Bi-weekly and/or monthly project coordination meetings with Core Systems, MSF, WOFH and KHG
    - HART Safety and Security weekly meeting with HDOT
  - The SSRC reviewed and approved, on Sept. 23, 2015, the following certification documents:
    - CSC – Wayside ATC Operations and Support Hazards Analysis (O&SHA)
    - CSC – Central ATC O&SHA
    - MOW Vehicles Base DCCC
    - WOFH, North Road Underpass DCCC design verification
- **S&S Certification Certificates:**
  - DBB-525 Airport Section 7-Piers Contract S&S Certification Certificate and Certificate of Conformance for the Certifiable Element *"Guideway"* was signed on Sept. 21, 2015.
- **Construction Safety and Security:** See status chart.

KEY ISSUES

- At the recent FTA Quarterly Meeting, FTA noted:
  - HART needs to ensure that HART Safety and Security needed to be integrated into the review and approval process for deviations and design/construction change orders. HART is accomplishing that now.
  - The construction submittal review and approval process needs to be consistent across contracts to facilitate HART Safety and Security Certification verification.
- The nature of Design-Build contracts could potentially make DCCC and CSCC lag behind DBB certification activities. HART is taking steps to pro-actively mitigate these concerns.
- The rail plinths remain an outstanding issue. The extended fasteners beyond the Compendium of Design Criteria (CDC) requirement must be approved and signed off by the RE's prior to HART Safety and Security acceptance.

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 and less Nonconformance Reports (NCR) are reported or encountered.
- Overall quality of the Project is good.
- There are two (2) major NCRs remaining on the WOFH and KHG contracts 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 in the Key Issues of Section 6.2.
- Closed Combined QA and Buy America (BA) audit of Nan, Inc. on Airport Section Utility (ASU), on Sept. 22, 2015.
- Closed QA audit of KIWC and KKJV on WOFH, KHG and MSF on Survey Work, on Sept. 1, 2015.
- Performed Combined QA and Buy America Audit of Schindler Elevators and Escalators on the DFIM contract, on Sept. 10, 2015.

KEY ISSUES

- Erection of spans (12-segments) and installation of permanent "shear keys" between the WOFH guideway columns and spans.
- Construction of KHG drilled shafts, columns and segments (Casting Facility).
- Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 repair, 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.
- Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy.
- Final Assembly of passenger vehicles at AB Inc. facility in Pittsburg, CA.
- Pre-shipment, I&T and First Article Inspections (FAI) of wayside core system and passenger vehicles materials, parts and components.
- Close-out 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

- On Aug. 4, 2015, all Buy America "observation" findings made previously by HART were closed. There are no new issues this month.

Disadvantaged Business Enterprise (Section 6.4)

OVERVIEW

- $27,876,272 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 9/30/15.

Planning and Environment (Section 6.5)

OVERVIEW

- HART's Planning and Environmental team continues to collaborate with city, state, and federal agencies to ensure proper environmental review occurs in front of procurement and construction activities.

KEY ISSUES

- HART is completing final review of environmental documentation and requirements for Airport and City Center Stations and Guideway bid packages.

Risk Management (Section 6.6)

OVERVIEW

- There are a total of 148 risks in the September 2015 risk register. There were 2 risks deleted and 1 new risk added for the month. Reviews were conducted for Core Systems, Kamehameha Highway Station Group, H2R2 Ramp, Maintenance and Storage Facility, West O'ahu Station Group and Farrington Highway Station Group contracts.

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. The GET extension to cover capital cost overruns due to court and procurement protest delays has made it through the Legislature and Governor's approvals.
    - All that remains is City Council approval to once again fund the capital construction and provide replacement funding for the 5307 bus monies. Without City Council approval, there is an emerging risk that HART will experience increased costs and delay in advertisement of the City Center Guideway and Stations procurement.
    - 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 as well as various required permits for noise and in water work.

Community Outreach (Section 6.7)

OVERVIEW

- HART achieved a key milestone with the completion of four miles of guideway in West O'ahu.
- HART's business outreach programs continue to grow. Since the launch of the Shop & Dine on the Line program in August, businesses continue to sign up for the program. More than 85 businesses are now participating in the discount program.
- HART's outreach team participated in nearly two dozen presentations, meetings and events this month, including construction updates in the Waipahu and Pearl City areas. Meetings with businesses and stakeholders in the urban core also continued this month.

KEY ISSUES

- Traffic and traffic management continue to be key issues surrounding construction work in the project's corridor. HART's public outreach team responded to more than 170 public inquiries. Inquiries were related to traffic, construction and business outreach programs.
- Business mitigation remains a priority for HART's outreach team. With several door-to-door canvassing efforts this month, HART connected with dozens of businesses to provide information about construction, upcoming Business Alliance meetings, and to listen to feedback on how to enhance existing business mitigation programs.

Staffing (Section 6.8)

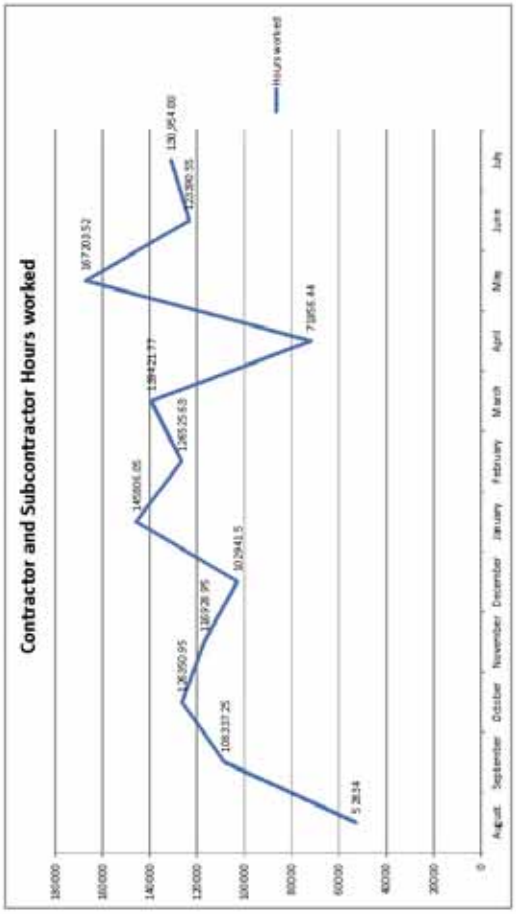
OVERVIEW

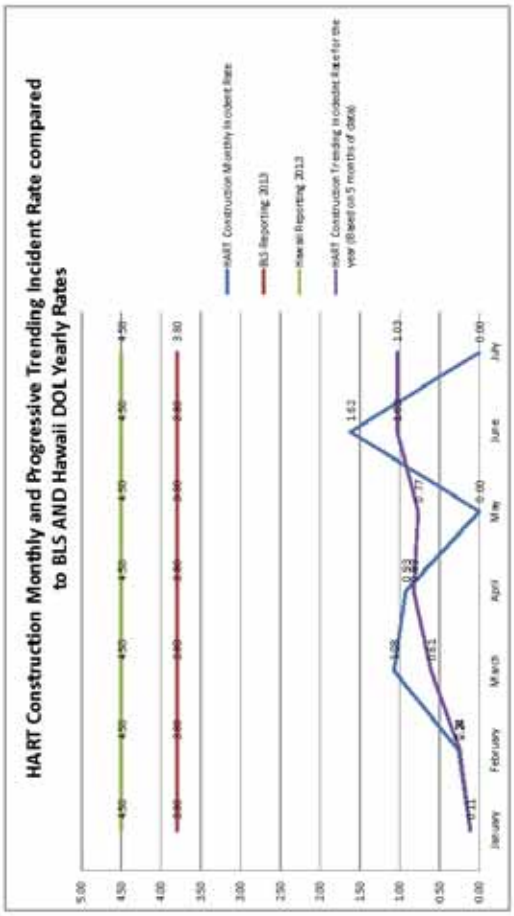
- The Deputy Director of Procurement and Contracts started on Sept. 4, 2015.
- The Safety Certification Manager position was filled on Sept. 28.
- The Director of Planning, Permitting and Right-of-Way will be departing the project at the end of October. Recruitment has commenced and interviews will be conducted in early October.
- The HART Safety Specialist departed the project and the need for a replacement is currently being evaluated.
- HART prioritizes filling all vacancies with City employees and supplements the City staff with consultants when required and appropriate.

KEY ISSUES

- The revised organization chart was submitted at the Project Quarterly Meeting and is included with this report.

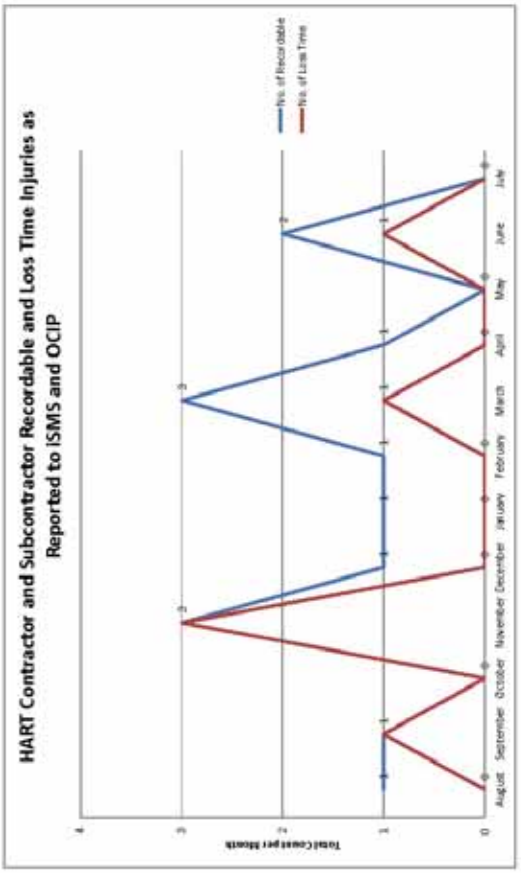
6.1 Safety and Security





	2014			2015		
	Hours worked	No. of Recordable	No. of Loss Time	Hours worked	No. of Recordable	No. of Loss Time
January				145806.05	1	0
February				126525.63	1	0
March				138421.77	3	1
April				71866.44	1	0
May				167203.52	0	0
June				123380.55	2	1
July				130954.00	0	0
August	52834	1	0			
September	108337.25	1	1			
October	126350.95	0	0			
November	138928.95	3	3			
December	102941.5	1	0			
Total	905157.95	6	4	905157.95	8	2

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 September 2015	Loss Type	Date	Event Description
Environment	15	1	Minor Damage	9/30/2015	KHG - Hydraulic leak occurred on a drill rig at Pearl City Plaza.
Loss or Damage	21	1	Minor Damage	9/8/2015	Airport Utilities - Contractor damaged newly installed 2" lateral on 6" irrigation line by equipment tracking over it.
*Reportable Occupational Injury/Illness	0	0			
Security	54	1	Theft	9/8/2015	KKJV - Subcontractor A1 Electrician material container and work truck broken into.
**Loss Time Occupational Injury/Illness	6	0			
Road/Vehicle - Driving	79	1	Minor Damage	9/2/2015	WOFH - Employee backed a front end loader into the truck bed and trailer of a subcontractors.
Service Strike	62	2	Minor Damage Minor Damage	a) 9/4/2015 b) 9/29/2015	a) Airport Utilities - While digging a diversion channel to address a leaking 2" irrigation line, contractor struck 6" irrigation line. b) Airport Utilities - While excavating for new 16" waterline, an existing 6" transite irrigation pipe was struck.
*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.					

HART S&S Certification "Open Items List" Last 3 Months Status						
"Open Items" - Design/Construction and Verification Issues						
Month - 2015	Total #	Total # Open	Total # Closed	% Closed Overall	# closed In Month	% Closed In Month
July	**143**	81	62	**43%**	48	34%
August	**154**	88	66	**43%**	4	3%
September	**155**	88	67	**44%**	1	1%

Key HART S&S Certification Documents Update & Approval Status			
S&S Project Plans, PHAs, Core Systems SSHA and O&SHA, and TVA			
Documents	Revision #	Date Approved	Comments
Safety and Security Management Plan (SSMP)	Rev 5	Pending	Update completed - under internal review
Safety and Security Certification Plan (SSCP)	Rev 4	Pending	Update underway to reflect updated PMP and SSMP
WOFH SSCP	Rev 0	10/22/2014	SSRC approved - No future updates: HART SSCP in affect
Construction Safety & Security Plan (CSSP)	Rev 2	10/22/2014	SSRC approved - Pending signatures
Security Sensitive Information (SSI) Plan	Rev 0	7/22/2015	SSRC approved - Pending signatures
Project Preliminary Hazard Analysis (PHAs)	Rev 2A	Pending	Rev 2A – DRAFT annual update completed 9/3/2015
- MSF – Yard and Shop	Rev 2A	-	3/30/2015 A – Presented to SSRC as IFO 8/26/2015
- Alignment	Rev 2A	-	3/30/2015 A – Update completed – under internal review
- Tracks	Rev 2A	-	3/30/2015 A – Update completed – under internal review
- Stations	Rev 2A	-	6/22/2015 A – Update completed – under internal review
- Traction Power	Rev 2A	-	Update on-hold - Pending approval of TES SSHA and O&SHA
- Train Control	Rev 2A	-	Update on-hold - Pending approval of ATC related SSHA & O&SHA
- Vehicles	Rev 2A	-	Update on-hold - Pending approval of PV related SSHA & O&SHA
- Communications	Rev 2A	-	Update on-hold - Pending approval of Comms SSHA and O&SHA
Core Systems Contract (CSC) PHAs (DBOM)	Rev D	-	9/14/2015 – under review
- Central ATC O&SHA	Rev C	9/23/2015	SSRC approved
- Wayside ATC SSHA	Rev B	-	11/14/2014 – CSC Revise & Re-submit (R&R)
- Wayside ATC O&SHA	Rev D	9/23/2015	SSRC approved
- Wayside/ATC SHA	Rev C	-	1/6/2015 – CSC R&R
- SCADA O&SHA	Rev D	-	7/14/2015 – CSC R&R
- SCADA SSHA	Rev C	-	3/10/2015 – CSC R&R
- Vehicle Fire Hazard Analysis (FHA)	Rev B	-	8/28/2015 – CSC R&R
- Vehicle SSHA	Rev A	-	8/31/2015 – CSC R&R
- Vehicle O&SHA	Rev A	-	Under development – high priority - vehicle under production
- Vehicle/ATC SSHA	Rev D	-	7/16/2015 – CSC R&R
- Vehicle/ATC O&SHA	Rev D	-	6/9/2015 – CSC R&R
- TES SSHA	Rev A	-	11/17/2014 – CSC R&R
- TES O&SHA	Rev A	-	5/22/2015 – CSC R&R
- PSGS PHAs	Rev A		Under development
- PSGS O&SHA	Rev A	-	12/8/2014 – CSC R&R
- PSGS SSHA	Rev B	-	9/21/2015 – Under review
- UPS O&SHA	Rev B	-	8/19/2015 – CSC R&R
- Communications SSHA	Rev A	-	8/14/2015 – CSC R&R
- Communications O&SHA	Rev A	-	8/14/2015 – CSC R&R
- FDAS SSHA	Rev A	-	7/28/2015 – under review
- FDAS O&SHA	Rev A	-	8/17/2015 – CSC R&R
- MOW Support Vehicles O&SHA	Rev A	-	Under development
Threat & Vulnerability Assessments (TVAs)			
- Project TVA	Rev 1	1/16/2015	On hold pending contract restructure & re-design

S & S Design Criteria Conformance Checklist (DCCC) Civil and Core Systems Contracts Verification Status						
Design Phase				Construction / Installation /Testing		
Contracts: FD, DB, DBOM	% Verified	+ / - % Change	Comments: Design SSRC Approval Date	% Verified	+ / - % Change	Comments: C/I/T SSRC Approval Date
Civil Contracts Under Construction						
FD-430, 7 – Shafts	100%	N/A	6/17/2015	100%	N/A	8/26/2015
FD-430, Airport Utilities	100%	N/A	6/25/2014			
DB-200, MSF	99%	-	1/28/2015			
DB-120, WOFH Guideway - 38 total – Sub CEL/CIL Packages	99%	-	34 Sub - CELs/CILs SSRC approved	20%	+20%	
DB-320, KHG Guideway - 40 total – Sub CEL/CIL Packages	97%	-	32 - Sub CELs/CILs, SSRC approved			
FD H2R2 Ramps	96%	-	5/27/2015			
FD-240, Farrington Hwy Station Group	94%	-	1- station- 6/17/2015			
FD-140, West Oahu Station Group	46%		Waiting for DCCC update			
Civil Contracts Under Design or in Pre-bidding Status						
FD-340, Kamehameha Highway Station Grp	99%	-	3 Stations – 8/26/2015			
FD-530, City Center Utilities	-	-	On hold – re-designing			
MI-930, Elevators & Escalators	-	-	Base DCCC 8/26/15			
Transit ART Program, 23 artists/contracts	-	-	Base DCCC under review			
DB-xxx Fare Collection System	-	-	Under Development			
DB-275, Pearl Highlands PS/BTC	-	-	Base DCCC under review			
FD-600, West O'ahu Park & Ride	-	-	Base DCCC under review			
DB-xxx, Traction Power Generator System	-	-	Base DCCC under review			
DB-xxx, Airport Guideway & Stations Grp	-	-	On hold re-designing			
DB-xxx, City Center Guideway & Stations Grp	-	-	On hold re-designing			
DBOM-920 Core Systems Contracts Under Procurement - Production - Manufacture - Installation						
DBOM-920, Core Systems						
- Passenger Vehicles	-	-	Designer input underway			
- Traction Electrification System (TES)	-	-	Designer input underway			
- Yard Control Bungalow (YCB)	64%	-	Base DCCC – 5/27/2015			
- MOW Vehicles	-	-	Base DCCC 9/23/2015			
DBOM-920 Core Systems Contracts Under Design						
DBOM-920, Core Systems						
- Traction Power Generator Back-up System	-	-	Base DCCC under review			
- Communication System	-	-	Designer input underway			
- Fire Detection Alarm System	-	-	Designer input underway			
- Train Control System (TCS)	-	-	Designer input underway			
- SCADA	-	-	Designer input underway			
- Platform Screen Gate System (PSGS)	-	-	Designer input underway			

S & S Construction Specification Conformance Checklists (CSCC) Civil - Contracts Verification Status			
Construction - Installation – Start-up & Testing Phases			
Contracts	% Verified	+ / - % Change	Comments
Civil Contracts Under Construction			
DBB-525, Airport Section, 7 - Drilled Shafts	98%	-	1-open item – As-Built Drawings, 8/26/2015 SSRC approved
DB-200, MSF	33%	**+2%**	Verification underway
DB-120, WOFH Guideway	37%	-	Verification underway
DB-320, KHG Guideway	4%	-	Verification underway
DBB-505, Airport Utilities	23%	-	Base CSCC approved 8/26/2015 – verification underway
DBB-385, H2R2 Ramps	-	-	Base CSCC approved, 5-27-2015
DBB-271, Farrington Hwy Station Group	-	-	Base CSCC approved 7/22/2015
DBB-171, West O'ahu Station Group	-	-	Draft Base CSCC updated 8/6/2015 under PM review
Civil Contracts Under Design or in Bidding - Pre-bidding Phases			
DBB-371, Kamehameha Hwy Stations Grp	-	-	Draft Base CSCC Updated 8/20/2015 under PM review
MI-930, Elevators & Escalators	-	-	Base CSCC SSRC approved 8/26/2015
Transit Art Program, 23 Artists/contracts	-	-	Draft Base CSCC under review
DBB-xxx, Dillingham Utilities & Road Widening	-	-	Draft Base CSCC in hand – on hold pending re-design
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	TBD
DB-xxx Fare Vending System	-	-	Under Development
DBB-600, West O'ahu Park & Ride	-	-	TBD
DB-xxx, Airport Guideway & Stations Grp	-	-	On hold pending re-design
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	On hold pending re-design

S & S Specification/Testing Conformance Checklists (STCC) Core Systems - Contracts Verification Status			
Procurement - Production - Manufacture - Installation - Start-up & Testing Phases			
Contracts	% Verified	+ / - % Change	Comments
DBOM-920 Core System Contracts under Procurement - Production - Manufacture - Installation - STCC			
Passenger Vehicles/Cars			
1) General Requirements – Applies to all PVs	-	-	Draft base STCC under review, pending Oct/Nov SSRC approval
2) Vehicle - Interim Cert – for Dynamic Testing	-	-	Draft base STCC under review, pending Oct/Nov SSRC approval
3) Train/4-PV Cert for Pre-revenue Service	-	-	Base STCC under development
Traction Electrification System (TES)	-	-	
1) General Requirements – Project Wide	-	-	Draft base STCC under review
2) MSF – Rail Yard	-	-	Draft base STCC under review
3) Functional Track – WOFH Guideway	-	-	Draft base STCC under review
4) WOFH and KHG Guideways	-	-	Draft base STCC under review
5) Airport and City Center Guideways	-	-	Draft base STCC under review
Yard Control Bungalow (YCB) Civil	-	-	Draft base STCC under review
MOW Vehicles	-	-	Draft base STCC under review
DBOM-920 Core Systems Contracts Under Design- STCC			
- System Integration Testing (SIT)	-	-	Draft base STCC under review
- Traction Power Generators Back-up System	-	-	Draft base STCC under review
- Communication Systems	-	-	Base STCC under development
- Fire Detection Alarm System (FDAS)	-	-	Base STCC under development
- Train Control System (TCS)	-	-	Base STCC under development
- Supervisory Control & Data Acquisition (SCADA)	-	-	Base STCC under development
- Platform Screen Gate System (PSGS)	-	-	Base STCC under development
- Operational Readiness Conformance Checklists	-	-	Draft base ORCC under review

6.2 Quality Management

- **Overview**
  - The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less and less Nonconformance Reports (NCR) are reported or encountered.
  - Overall quality of the Project is good.
  - Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP). Currently reviewing QAP of Nan, Inc. for the WOSG contract and QAP of Hawaiian Dredging for the FSHG contract.
  - 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: MSF (Cable Pulling and Testing by AHJV/Watts); ASU (HTI Duct Line Demolition); and CSC (Pre-Shipment and testing of NGD DVT and Waipahu TPSS).
  - Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 10

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	12/01 - 12/08		
	Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only		15-009 SS	12/01 - 12/08		
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	8/4/15
CT-HRT-10HO137	WOFH & KHG Casting Facility	KIWC - HI	15-011	7/15 - 7/16	7/15 - 7/16	
CT-HRT-11HO195						
CH-HRT-10HO449	WOFH Surveying, KHG and MSF Audit and Alignments	KIWC/KKJV - HI	15-013	8/20- 8/21	8/20	9/1/15
CT-HRT-11HO195						
CT-HRT-10HO137						
CT-HRT-1200106	Core Systems Contract (CSC) & AB 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	7/6	7/14/15
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

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 10

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 AVA - CA	15-002	6/3 - 6/04	6/3	6/8/15
SC-HRT-1200111	H2R2 Final Design	AVA - HI AVA - CA	15-004	1/28	1/28	2/3/15
SC-HRT-1400049	CSC Support Services	L + E	15-016	11/23 - 11/24		
DB	Pearl Highlands Parking Structure/Bus Transit Center Construction	TBD	TBD	TBD		
CR-HRT-1500309	H2R2 Ramp Construction	Royal Contracting	TBD	TBD		
CR-HRT-1500503	West Oahu Station Group Construction	NAN, Inc	TBD	TBD		
CT-HRT-1500236	Farrington Hi-way Station Group Construction FHSG	Hawaiian Dredging	TBD	TBD		
DB	Kamehameha Hi-way Station Group Construction	TBD	TBD	TBD		
SC-HRT-14000323	Airport Section Utilities Construction	NAN, Inc	15-012	8/13 - 8/14	8/13 - 8/14	9/22/15
CT-HTR-1500060	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		

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 10

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
DB-	City Center Section Guideway and Stations	TBD	TBD	TBD		
DB	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 US Schindler - NJ	15-015	9/10 - 9/11	9/10	
SC-HRT-1400050	West Side Station Group CE&I	PGH Wong - HI	TBD	TBD		
	West Oahu Farrington Highway and Kamehameha Highway Guideways CE&I		15-014	10/21 - 10/23		
	MSF CE&I			10/21 - 10/23		
	Elevator and Escalator - CE&I			10/21 - 10/23		
	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		
SC-HRT	Airport Section Guideway & Stations CE&I	TBD	TBD	TBD		
	City Center Secion Guideway & Stations CE&I		TBD	TBD		
SC-HRT-1400027	General Engineering Consultant Final Design and Construction (GEC 3)	CH2M Hill	15-007	5/20 - 5/21	5/20 -5/21	7/14/15

- **Key Issues**

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
33 (Audits)	33	0
1 (Construction)	1	0

- Continue updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees 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 15 Open NCRs (opened two) on WOFH and 13 NCRs (closed two) on KHG, which are related to CSL Reports. It is a QA Hold Point. To date, there are 292 (added four) and 69 (added eleven) drilled shafts completed as of this reporting period on WOFH and KHG, respectively. 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.
- **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 has evaluated the damages, disposition and the proposed corrective actions. KIWC has submitted a Remediation Plan to HART, which was approved by HART (CE&I, Design and Construction Department, and GEC-3). Therefore, the disposition on the NCR is Repair. KIWC is currently preparing for the Pre-Activity meeting on the repair of the cracked segments. Repair completion of Span 17 is not in the critical path.

- Timely closeout of contractors, consultants and suppliers open NCRs.
- QA Audit of PGH Wong (CE&I West) on WOFH, KHG, MSF and E&E contracts.
- Erection of spans (12-segments) and construction of "shear keys" between columns and spans on WOFH guideway.
- Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 repair, 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 and KHG Balanced Cantilever Segmental Spans.
- Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy.
- Final Assembly of Passenger Vehicles in Ansaldo Breda, Inc. facilities in Pittsburg, CA.
- Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.
- Close-out 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)

- **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**
  - $27,876,272 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 9/30/15
    - 6.2% = DBE utilization on total disbursed FTA funds received to date ($27,876,272 divided by $449,705,091)
    - 1.58% = DBE utilization to date on total Project FTA funds ($27,876,272 divided by $1,763,903,901)

Total DBE Participation = $27.9M
(previous report = $26.1M)

Figure 17. DBE Participation this Month

DBE Participation in September		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-1400061 MM-964	$57,521
ADS System Safety Consulting	SC-HRT-1400061 MM-964	$88,599
LKG-CMC	SC-HRT-1400049 MM-962	$17,409
PAC Electric	CT-HRT-10H0137 DB-120	$1,000,557
AMR Estimating Services	SC-HRT-1400027 MM-913	$55,963
The Solis Group	SC-HRT-1400027 MM-913	$85,487
PSC Consultants	SC-HRT-1400051 MM-595	$6,063
FIC, LLC	SC-HRT-1400051 MM-595	$236,809
LKG-CMC	SC-HRT-1400051 MM-595	$37,699
Don's Makiki	CT-HRT-10H0449 DB-200	$34,159
David's Fencing	CT-HRT-10H0449 DB-200	$10,313
Island Hauling	CT-HRT-10H0449 DB-200	$146,823
TOTAL FOR THE MONTH		**$1,777,402**

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

6.5 Planning and Environment

- **Activities this month**
  - Programmatic Agreement Activities:
    - HART's Programmatic Agreement (PA) team met with Hawai'i State Historic Preservation Division (SHPD) on Tuesday, Sept. 8, 2015, as part of ongoing consultation with the division.
    - A selection team is currently reviewing submittals from the RFP to award the new contract for the Kāko'o Programmatic Agreement Manager II.
    - A site visit to rail construction sites in Ewa, O'ahu was held in consultation with Kanehili Cultural Hui (KCH), a Consulting Party (CP) to the PA, on Sept. 2, 2015. This visit allowed KCH to indicate specific points where they were concerned HART's construction activities were having direct, indirect, and cumulative effects on historic resources in the area. HART planning and engineering staff attended this site visit accompanied by the project Kāko'o, SHPD staff, and Kanehili. On Sept. 22, 2015, the Kāko'o released a report documenting the field visit (*Results of Field Visit to Address Kanehili Cultural Hui Concerns at Specific Areas in Honouliuli, Ewa, O'ahu*), concluding that "no issues of historic concern were validated."
    - HART attended the monthly Kāko'o Meeting with PA Signatory and Consulting Parties on Sept. 24, 2015.

  - Planning, Environmental, and Cultural Activities:
    - HART is awaiting FTA review of the Project's voluntary Cultural Monitoring Plan.
    - HART continues to assist the Oahu Metropolitan Planning Organization (OMPO) in updating the regional long-range travel demand forecasting model.
    - HART met with recognized cultural descendants on Sept. 2, 2015, to notify them of the implementation of burial treatment plan actions and permanent protective measures for iwi kupuna.

- HART began the implementation of permanent protective measures for all burials identified during AIS, on Sept. 14, 2015.
- HART led an alignment tour for the Asia-Pacific Real Estate Conference on Sept. 12, 2015.

- **Looking Ahead**
  - Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail's interim opening date.
  - HART's next consultation meeting with recognized cultural descendants is scheduled for Wednesday, Oct. 7, 2015.
  - HART's next consultation with the Oʻahu Island Burial Council (OIBC) is scheduled for Wednesday, Oct. 14, 2015.
  - Conduct regular monthly HART/SHPD consultation meetings.
  - Attend monthly scheduled Kākoʻo Meetings with Programmatic Agreement Signatory and Consulting Parties.
  - Continue resolution of Post-ROD documentation, including submittals for Hōlau Market and the related Ai-Goto Building.
  - 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 to improve cost estimates and forecasting methods as well as cost containment measures are paying dividends. Bids have been received within a reasonable range of the Engineer's Estimate.
- Industry outreach efforts last winter appear to be paying off as there are more bidders per solicitation than there was prior. This is an indication that HART has responded to industry feedback about the quality of contract documents and incremental improvements in the procurement process. Subcontractor coverage remains a concern as does the supply of qualified craft labor to meet the ultimate demand of 100% of contracts in place.
- Additional focus is being placed on Hawaiian Electric Co. coordination and issue resolution.

ADDITIONAL BACKGROUND

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 and specific actions being taken. Dates are tracked separately. 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 this month are: A) Market Conditions, B) Utilities, and C) Right-of-Way.

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. 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 in each of the first two quarters of 2015 was over 3%. These conditions may impact the supply of experienced craft labor which will in turn affect contractor productivity rates and traffic mobility issues.

Mitigation Plan:

- Refine list of primary and secondary mitigation measures.
    - ***Finalize recommendations for primary and secondary mitigation measures and submit to Project Director for Action based on an approved Revised Financial Plan.***
- Identify opportunities within project scope for alternative funding sources.
    - ***Reach agreement on possible HDOT betterment projects to funding of utility, widening, ITS and Intersection Improvements.***
    - ***Research State Law relative to Public Private Partnership funding relative to TOD and parking opportunities. Pursue alternative funding for the Pearl Highlands Parking Structure.***
- Seek additional GET extension of funding to close the gap for market conditions and delay beyond HART's control. ***Actions: The GET extension to cover capital cost overruns due to court and procurement protest delays has made it through the Legislature and Governor's approvals. All that remains is City Council approval.***
    - ***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. Mitigation Plan:

- Resources to relocate HECO facilities are not readily available to resolve utility conflicts. 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. Executives agree to continue meeting weekly to coordinate efforts.***
    - ***Revise Utility Agreements accordingly to respond to revised dates for service connections, utility/rail conflict resolution, and resolution of overhead clearance requirements.***
- 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:***
    - ***HART to define and evaluate relocation options due to horizontal and vertical clearance requirements and seek HECO input on relocation options. Options include relocate to a new corridor, attach to the guideway or underground. HART to make recommendation to Executive Management for discussions with HECO.***

C) Right-of-Way – There are 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 on the west. The goal is to provide site access to the contractors on the east to avoid associated inefficiencies related to re-sequencing the work plan which would have a negative impact to the revenue service date.

Mitigation 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, with information available to other Departments in advance.***

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 September 2015								
Current Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Sep '15 Risk Rating	Aug '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	Cost estimates for remaining guideway contracts may be low due to adjustments using pricing from WOFH Bid.	90%	5	5	4	22.5	22.5
6.06	City Center Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule. (Dillingham bottleneck)	75%	4	4	5	18	18
34.06	City Center Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties.	75%	4	5	4	18	18
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	4	18	18
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	16	16
37.06	City Center Guideway	Additional utility easements may be required for private utility companies.	50%	3	5	5	15	15
6.13	Airport Station Group	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	3	4	14	14
34.04	Kamehameha Highway Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties and elected officials.	75%	4	4	3	14	14
34.05	Airport Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties and elected officials.	75%	4	4	3	14	14
83.06	City Center Guideway	Delay of utility easement identification for City Center Guideways may result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14	14
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

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 September 2015							
Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Risk Rating
188.18	H2R2	Hazardous Material clean up of +/-20 Cubic Yards is necessary to clear right of way.	25%	2	2	2	4

Figure 21. Risks Deleted

Risks Deleted in September 2015					
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating	
				Sep. '15	Aug. '15
72.12	Kamehameha Highway Station Group	Interface - Systems interfaces at West Side stations may result in schedule delay by Station designer.	Design is complete and interface coordinated. All that remains is sign off on documentation.	0	3
146.07	Maintenance Storage Facility	Utilities - HECO Connections (Traction Power and Facilities) are not in place for MSF to test vehicle on test track.	HECO provided connections.	0	10

6.7 Community Outreach

- **Activities this month**
  - HART's public outreach included presentations to business organizations, school leaders and community groups. Presentations included construction and financial updates provided to the Japanese Chamber of Commerce, several neighborhood boards, and the Native Hawaiian Convention.

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

- *1,873 presentations and events*
- *1,016 Neighborhood Board meetings*

- **Construction Outreach**
  - HART canvassed several retail and business centers along Kamehameha Highway and in the Waipahu area to provide the latest construction information and to hear feedback on what additional programs are needed to enhance the agency's Business Outreach Program. The Business Outreach Program includes ensuring proper access, signage and collateral for businesses in the project's construction zones. In addition, HART created a Business Alliance partnership, which includes more than 400 businesses in the construction corridor. The program provides tailored construction briefings, free business development workshops, and regular contact with HART to jointly develop additional programs to assist local businesses during construction.
  - HART's public outreach team continues its work with businesses along the alignment, including school officials and businesses in the Dillingham and Kaka'ako areas in preparation for construction in the urban core.

Figure 22. HART participated in nearly two dozen community events, workshops and meetings to discuss the progress of the rail project.

HART provided a project update at state Sen. Will Espero's Town Hall meeting in Ewa. The update included the latest construction information.

- **Community Input**
  - HART's public information team responded to more than 170 inquiries and requests in September that came in via the agency's website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities, particularly traffic impacts, and requests for information regarding HART's Shop & Dine on the Line program.
- **Look Ahead**
  Coming in October:
  - HART provides a media tour of the project's 43-acre Rail Operations Center.
  - HART continues its Business Outreach program, and expands its Shop & Dine on the Line program to assist businesses along the rail route during construction.

6.8 Staffing

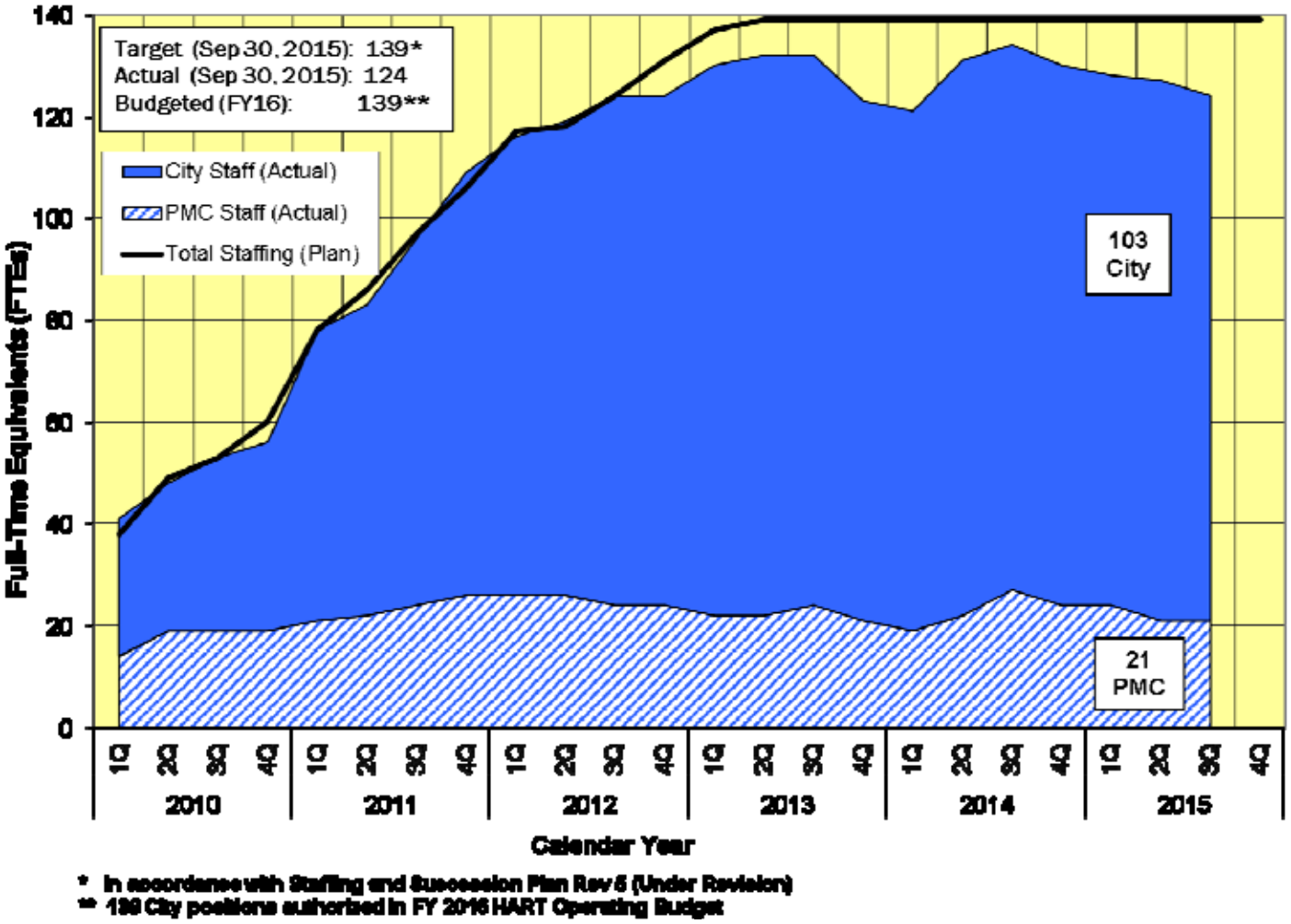
Figure 23. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
System Safety & Security				
Safety Certification Manager	System Safety & Security	Existing (PMC)	Filled	Sep
Safety Specialist	System Safety & Security	Existing (City)	Evaluating position	
Design and Construction				
West Area Construction Manager	Construction	New (City)	Creating Position	
Project Manager (KHSG/H2R2 Ramp)	Construction	New (City)	Recruiting	
Project Manager (City Center DB)	Construction	New (City)	Creating Position	
Assistant Project Manager (City Center DB)	Construction	New (City)	Creating Position	
Traffic Engineer	Utilities & Traffic Engineering	Existing (PMC)	Filled	Sep
Utilities Engineer	Utilities & Traffic Engineering	Existing (City)	Filled	Sep
Electrical Engineer	Core Systems	Existing (City)	Selected/Processing	Oct
Budget and Finance				
Accountant II	Budget and Finance	Existing (City)	Recruiting/Interviewing	
Procurement				
Deputy Director of Procurement & Contracts	Procurement & Contracts	Existing (City)	Filled	Sep
Planning, Permits & Right-of-Way				
Director of Planning, Permits & ROW	Planning, Permits & ROW	Existing (City)	Recruiting/Interviewing	
Planner III* (Environmental)	Planning	Existing (City)	Recruiting	
Operations and Maintenance				
Director of Operations & Maintenance	Operations & Maintenance	Existing (PMC)	Recruiting/Interviewing	
Quality Assurance				
Quality Assurance Engineer * (Civil)	Quality Assurance	Existing (City)	Recruiting	
Administrative Services				
Personnel Clerk	Administrative Services	New (City)	Recruiting via Civil Service	
Public Information				
Information Specialist II	Public Information	Existing (City)	Recruiting/Interviewing	
Project Controls				
Lead Scheduler	Project Controls	Existing (City)	Recruiting	

*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. HART is currently working with the Department of Facility Maintenance (DFM) on creating a Memorandum of Understanding (MOU).

Figure 24. Project Staffing (Actual vs. Planned)



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

Note: For a project organization chart, see Appendix 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 HECO issue with Davis-Bacon requirements	HART/FTA	Mar 2014	On-going		Open – HECO waiver is pending document review. HART provided MOU to PMOC.
2	**Updates resulting from Risk Refresh:**					
2a	Update the Contract Packaging Plan	HART	Aug 2014	Dec 2015		In progress – Draft provided to PMOC but changes may be incorporated on updated estimate and schedule.
2b	Re-baseline Financial Plan	HART	Apr 2014	TBD		Pending final update of budget and schedule.
2c	Re-baseline budget	HART	Apr 2014	Dec 2015		In progress. (EAC will be available in October, but an approved re-baseline budget will not occur until late 2015.)
2d	Re-baseline MPS	HART	Apr 2014	TBD		In progress – PMOC is reviewing draft update; will be discussed at Monthly Progress Meetings.
2f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept 2013	TBD		In progress – PMOC provided review comments on early draft, but updated draft will be prepared to reflect revised budget and schedule.
3	MPS Workshop	HART/ PMOC	Feb 2015	Sep 2015	Sep 2015	Held during week of September Progress Meeting.
4	Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap	FTA/PMOC	Apr 2015	Sep 2015		OP 54 provided to HART; PMOC to provide sample report.
5	Hold conference call to discuss use of P3 for Pearl Highlands Parking Structure	FTA/HART	Aug 2015	Nov 2015		
6	Provide list of HART procedures that are to be updated	HART	Aug 2015	Oct 2015		
7	Provide EAC in SCC format	HART	Aug 2015	Oct 2015		
8	HART to provide updated list of Post-Rod changes	HART	Sep 2015	Oct 2015	Sep-15	Completed.
9	HART to provide target date for Federal Courthouse resolution/sign-off	HART	Sep 2015	Dec 2015		

Appendix B. Project Contingency Management General Background and Clarifications

Current Contingency Balance = $492.9M

Current Known Changes Contingency = $0M

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

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

The $643.6M Baseline Budget for Total Project Contingency does not include amounts for Known Changes yet to be finalized at the time the Bottom-Up Estimate (BUE) was prepared.

As the project progresses, budget transfers will be executed, moving budgeted project scope and budgeted contingencies as appropriate to reflect either a realized cost savings, cost overruns, or a transfer of scope. It is expected that project contingency will continue to be drawndown as the overall design is further developed, risks are identified, and construction progress continues to advance. The following list details ways in which project contingency can either increase or decrease:

1) The budgeted amount for a contract package is either lower or higher than the actual executed contract amount. Contingency will increase if the budgeted amount is higher than the actual contract amounts which results in a budget surplus, and vice versa if the budgeted amount is lower.
2) Increase of a contract amount through the execution of a change order or contract amendment. Contingency is decreased and transferred to the appropriate SCC.
3) Transfer of work scope, e.g. utility relocation, between contract packages through a change order. The scope value from one contract is decreased and transferred to Contingency. Contingency is then decreased by the same scope value and transferred to the other contract. Contingency is used as a "holding account" in this instance.
4) Revisions to contract packaging. Further evaluation of contract packages may be considered to seek budget savings and/or to mitigate cost or schedule impacts. Budget savings, if any, would be transferred to Contingency.
5) Utilization of allowance in design contracts. The allowance amount to be utilized will decrease this contingency category and will be transferred to the appropriate SCC.

Changes Identified and Project Performance

HART and the PMOC continue to hold a monthly breakout session to review 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

Data as of 09/25/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
July '12 (Bottoms-Up Estimate)			**Beg. Balance:**	**$643.6**	
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer at Bottoms-Up-Estimate from Project Scope to Contingency (contract allowance)	$58,443	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	$2,054,108	90.02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	($35,627)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer for Contract Award above the KHG DB contract budget	($200,867)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	$3,995,230	90.02 - Allocated Contingency
			July '12 Contingency Drawdown	**$5,851,273**	
			July '12 - Ending Contingency Balance	**$649.4**	
August '12			**Beg. Balance:**	**$649.4**	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSG FD contract budget	$1,808,200	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCGU FD contract budget	$5,817,945	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 17 - Procure and Install Portable Buildings	($2,570,000)	90.02 - Allocated Contingency
			August '12 Contingency Drawdown	**$5,056,145**	
			August '12 - Ending Contingency Balance	**$654.5**	
September '12			**Beg. Balance:**	**$654.5**	
	N/A	N/A	No Contingency Drawdown	$0	
			September '12 Contingency Drawdown	**$0**	
			September '12 - Ending Contingency Balance	**$654.5**	
October '12			**Beg. Balance:**	**$654.5**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	($56,868)	90.02 - Allocated Contingency
			October '12 Contingency Drawdown	**($56,868)**	
			October '12 - Ending Contingency Balance	**$654.4**	
November '12			**Beg. Balance:**	**$654.4**	
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	$227,784	90.03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	$202,469	90.03 - Contract Allowance
3)	MM-905	General Engineering Consultant	Budget Transfer to align contract budget with Committed value	($120,630)	90.02 - Allocated Contingency
			November '12 Contingency Drawdown	**$309,623**	
			November '12 - Ending Contingency Balance	**$654.7**	
December '12			**Beg. Balance:**	**$654.7**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 01 - Design & Engineering Cost Estimates	($275,000)	90.02 - Allocated Contingency
			December '12 Contingency Drawdown	**($275,000)**	
			December '12 - Ending Contingency Balance	**$654.4**	
January '13			**Beg. Balance:**	**$654.4**	
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 01 - Acacia Rd alternative analysis	($15,981)	90.02 - Allocated Contingency
			January '13 Contingency Drawdown	**($15,981)**	
			January '13 - Ending Contingency Balance	**$654.4**	
February '13			**Beg. Balance:**	**$654.4**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/ Additional BUDV at Ft. Weaver Rd	($1,670,176)	90.02 - Allocated Contingency
			February '13 Contingency Drawdown	**($1,670,176)**	
			February '13 - Ending Contingency Balance	**$652.8**	
March '13			**Beg. Balance:**	**$652.8**	
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	($3,995)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Ins. Covg Requirements/ Dbl Crossovers Insulated Joints	($484,816)	90.02 - Allocated Contingency
			March '13 Contingency Drawdown	**($488,781)**	
			March '13 - Ending Balance	**$652.3**	
April '13			**Beg. Balance:**	**$652.3**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	($91,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	$1,670,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 08	$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	$600	90.02 - Allocated Contingency
			April '13 Contingency Drawdown	**$2,023,765**	
			April '13 - Ending Contingency Balance	**$654.3**	
May '13			**Beg. Balance:**	**$654.3**	
	N/A	N/A	No Contingency Drawdown	$0	
			May '13 Contingency Drawdown	**$0**	
			May '13 - Ending Contingency Balance	**$654.3**	
June '13			**Beg. Balance:**	**$654.3**	
	N/A	N/A	No Contingency Drawdown	$0	
			June '13 Contingency Drawdown	**$0**	
			June '13 - Ending Contingency Balance	**$654.3**	

HART Project Contingency Drawdown with Details

Data as of 09/25/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown ($)	Contingency Code
		July '13	**Beg. Balance:**	**$654.3**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	($484,114)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2	($2,000,000)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Maintenance & Storage Facility Yard Switch Machines	($553,000)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 09 - Yard Layout Revisions	($514,476)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 10 - Train Configuration	($27,700)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 11 - Preliminary Design & Supplemental Project Mgt	($594,866)	90.02 - Allocated Contingency
			July '13 Contingency Drawdown	**($5,354,106)**	
			July '13 - Ending Contingency Balance	**$649.1**	
		August '13	**Beg. Balance:**	**$649.1**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Provisional Part 2	($5,800,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 32 - Kalo Channel Station Mod Concept	($72,391)	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension	($1,186,094)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Ho'opili Station Relocation Design	($480,615)	90.02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 06 - Archeological Inventory Survey (AIS) Provisional Part 2	($1,500,000)	90.02 - Allocated Contingency
6)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 02 - Canopy Redesign	($504,360)	90.03 - Contract Allowance
7)	MI-830	Elevator & Escalator Install/Maint	Budget Transfer for Contract Awarded under E&E I/M contract budget	$3,738,472	90.02 - Allocated Contingency
			August '13 Contingency Drawdown	**($6,824,004)**	
			August '13 - Ending Contingency Balance	**$643.2**	
		September '13	**Beg. Balance:**	**$643.2**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 33 - Provisional Sum HDOT Joint Use and Occupancy	($4,800,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	($120,813)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalation	($923,500)	90.02 - Allocated Contingency
4)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 10 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract	($270,984)	90.02 - Allocated Contingency
			September '13 Contingency Drawdown	**($6,115,297)**	
			September '13 - Ending Contingency Balance	**$637.1**	
		October '13	**Beg. Balance:**	**$637.1**	
1)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 13 - Ins. Covg Requirements/ Roof Access Modification	($382,155)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements	$266,500	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 37 - Ala Ike Street Mod/ WB at DR Horton & Farrington HWY	$24,815	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Design Build O/M	Executed Change Order No. 05 - Platform Screen Gates Systems	($23,301,857)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-550	Dillingham and Kalaeloa Stations Group FD	Budget Transfer for Contract awarded under DKSG FD contract budget	$1,157,780	90.02 - Allocated Contingency
			October '13 Contingency Drawdown	**($22,134,917)**	
			October '13 - Ending Contingency Balance	**$615.0**	
		November '13	**Beg. Balance:**	**$615.0**	
1)	DB-120	West Oahu/Farrington Highway Guideway DB	Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013	($1,600,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu/Farrington Highway Guideway DB	Budget Transfer for Change Order No. 038 for Ins. Covg. Requirements	$1,600,000	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2	($214,846)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification	($1,722,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 015 for Ins. Covg. Requirements	$222,000	90.02 - Allocated Contingency
6)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension	($532,800)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Station Group FD	Budget Transfer for Contract Award for FHSG FD II	($2,000,000)	90.01 - Unallocated Contingency
			November '13 Contingency Drawdown	**($4,047,651)**	
			November '13 - Ending Contingency Balance	**$610.0**	
		December '13	**Beg. Balance:**	**$610.0**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Ulima St redesign scope impact	($249,864)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design relocation of HECO 46Kv and fiber optic lines	($23,032)	90.02 - Allocated Contingency
			December '13 Contingency Drawdown	**($272,896)**	
			December '13 - Ending Contingency Balance	**$609.8**	
		January '14	**Beg. Balance:**	**$609.8**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension	($7,300,400)	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 02 - Soil Resistance Test and Max Sag Calculation	($400,153)	90.02 - Allocated Contingency
3)	MM-290	Construction Engineering & Inspection West	Budget Transfer for Contract Award less than CE&I West contract budget	$181,088	90.02 - Allocated Contingency
4)	MM-595	Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget	$1,102,817	90.02 - Allocated Contingency
			January '14 Contingency Drawdown	**($1,420,748)**	
			January '14 - Ending Contingency Balance	**$608.3**	
		February '14	**Beg. Balance:**	**$608.3**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 07 - Resist & Sag Geotech Investigation	($132,800)	90.02 - Allocated Contingency
2)	HRT-201	HART ODC	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	($11,467)	90.02 - Allocated Contingency
3)	MM-910	GEC II	Budget Transfer for Contract Award - Archeological & Cultural Monitoring & Core Systems Support contracts	($4,424,173)	90.02 - Allocated Contingency
4)	MM-960	Archeological & Cultural Monitoring	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	$36,761	90.02 - Allocated Contingency
5)	MM-962	Core Systems Support	Budget Transfer for Contract Award - Core Systems Support contract	$4,398,899	90.02 - Allocated Contingency
			February '14 Contingency Drawdown	**($132,900)**	
			February '14 - Ending Contingency Balance	**$608.2**	

HART Project Contingency Drawdown with Details

Data as of 09/25/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
		March '14	**Beg. Balance:**	**$608.2**	
	N/A	N/A	No Contingency Drawdown	$0	
			March '14 Contingency Drawdown	**$0**	
			March '14 - Ending Contingency Balance	**$608.2**	
		April '14	**Beg. Balance:**	**$608.2**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 04 - East Kapolei Staff Room Pre-Final Submittal	($60,343)	90 03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment No. 08 - Notice-to-Proceed 4&5/Provisional Sum for Design Support during bid	($1,588,014)	90 03 - Contract Allowance
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 016 - Rail Lubricators	($103,000)	90 02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 017 - Yard Layout Reconfiguration/Automated Train Operation Design	($2,125,000)	90 02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 018 - Rail Material Storage Plan	($375,000)	90 02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 019 - Train Wash Facility Shortening	$0	90 02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 040 - Precast Yard Alternative Site	($12,400,000)	90 02 - Allocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 041 - Revised Track Alignment and Profile	($45,000)	90 02 - Allocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 042 - Sandwich Isles Communications Utility Relocation @ North South Rd	($798,949)	90 02 - Allocated Contingency
10)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 005 - Rebar Clear Spacing Design Criteria	$0	90 02 - Allocated Contingency
			April '14 Contingency Drawdown	**($17,490,782)**	
			April '14 - Ending Contingency Balance	**$590.7**	
		May '14	**Beg. Balance:**	**$590.7**	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Executed Contract Amendment No. 05 - Final Design for relocated Hoopili Station	$220,123	90 02 - Allocated Contingency
2)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 008 - APEC work restrictions/abandoned utilities removal	($505,874)	90 02 - Allocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	($300,000)	90 02 - Allocated Contingency
4)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 007 - Relocate TPSS to system site #3	$867,054	90 02 - Allocated Contingency
5)	MM-915	HDOT MOT Consultant	Budget Transfer for Executed Contract Amendment No.002 - Increase T&M contract value	$297,391	90 02 - Allocated Contingency
6)	MM-875	NSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	($9,910)	90 02 - Allocated Contingency
7)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - CSC consolidated changes construction	($22,500,000)	90 01 - Unallocated Contingency
8)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 025 - OSB reconfiguration	$170,000	90 02 - Allocated Contingency
			May '14 Contingency Drawdown	**($22,310,016)**	
			May '14 - Ending Contingency Balance	**$568.4**	
		June '14	**Beg. Balance**	**$568.4**	
1)	DB-200	Maintenance & Storage Facility DB	Board Approved RFCC 00010 - Amendment 1 Non-Rail Escalation	($5,000,000)	90 02 - Allocated Contingency
			June '14 Contingency Drawdown	**($5,000,000)**	
			June '14 - Ending Contingency Balance	**$563.4**	
		July '14	**Beg. Balance**	**$563.4**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 009 - Platform Screen Gates Mobilization	($999,194)	90 02 - Allocated Contingency
2)	ROW	Real Estate/Right-of-Way	Budget Transfer for Contract Award above the Real Estate Map & Survey budget	($1,344,612)	90 02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,007,860	90 02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,566,107	90 02 - Allocated Contingency
			July '14 Contingency Drawdown	**$321,161**	
			July '14 - Ending Contingency Balance	**$563.7**	
		August '14	**Beg. Balance**	**$563.7**	
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 010 - Delay in issuance of Notice-to-Proceed 2 & 3	($1,829,000)	90 02 - Allocated Contingency
2)	FD-140	West Oahu Stations Group FD	Executed Amendment No. 006 - Passenger screen gates	($60,233)	90 02 - Allocated Contingency
3)	DBB-505	Airport Section Utility Construction DBB	Budget Transfer for Contract Award above Airport Section Utility Construction original budget	($2,155,321)	90 02 - Allocated Contingency
4)	MM-846	On Call Hazmat Removal Consultant	Budget Transfer due to scope transfer from ROW to Hazmat consultant	$476,823	90 02 Allocated Contingency
5)	MM-845	On Call Contractor	Budget Transfer for Contract Award above On Call Contractor original budget	($130,433)	90 02 - Allocated Contingency
			August '14 Contingency Drawdown	**($4,323,166)**	
			August '14 - Ending Contingency Balance	**$559.4**	
		September '14	**Beg. Balance**	**$559.4**	
1)	MM-850	OCIP Consultant Contract	Budget Transfer to unallocated contingency as estimate at completion is less than current budget	$750,000	90 02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 027 - Traditional Cultural Properties (TCP) Suspension	($472,500)	90 02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 028 - Insurance Coverage Requirements 2014	($1,112,000)	90 02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 011 - Revised Vehicle Criteria/Construction Safety Security Plan	($231,500)	90 02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 012 - Insurance Coverage Requirements 6/1/13 - 6/30/14	($1,400,000)	90 02 - Allocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 045 - Standard Specification Revision 2.0	($2,860,000)	90 02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 046 - Insurance Coverage Requirements 2014	($3,400,000)	90 02 - Allocated Contingency
8)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 004 - Aesthetic Station Column	($271,850)	90 02 - Allocated Contingency
9)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 005 - City Center Section Rescue Cart Scope Impact	($72,000)	90 02 - Allocated Contingency
10)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 001 - Special Provisions Update/Shear Wave Analysis	($27,922)	90 03 - Contract Allowance
11)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 003 - Historic Architect/Replace Highway Sign	($71,311)	90 03 - Contract Allowance
12)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 006 - Added Bus Shelters at Aloha Stadium Station	($29,853)	90 03 - Contract Allowance
13)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 010 - Aesthetic Station Column and Pearl Harbor Station Redesign	($238,750)	90 02 - Allocated Contingency
14)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 011 - Airport Section Rescue Cart Scope Impact	($45,000)	90 02 - Allocated Contingency
15)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment 007 - Traffic Signal Conflict UH/WOH/Hoopili Access Road	($82,722)	90 03 - Contract Allowance
			September '14 Contingency Drawdown	**($9,336,151)**	
			September '14 - Ending Contingency Balance	**$550.1**	
		October '14	**Beg. Balance**	**$550.1**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 009 - WOFH Guideway Alignment for CSC	($145,000)	90 02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 029 - Escalation due to Schedule Impacts	($9,500,000)	90 01 - Unallocated Contingency

HART Project Contingency Drawdown with Details

Data as of 09/25/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown ($)	Contingency Code
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 013 - Station Load & Configuration Mods	($1,950,000)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 047 - Station Load & Configuration Mods	($4,400,000)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 002 - Extension of PM Services	($790,000)	90.02 - Allocated Contingency
6)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 003 - Add Pedestrian Bridges to HIA Stations	($434,840)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 001 - Extension of PM Services	($297,500)	90.03 - Contract Allowance
8)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 002 - Incorporation of Comments	($789,755)	90.01 - Unallocated Contingency
9)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 003 - Value Engineering	($412,705)	90.01 - Unallocated Contingency
10)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 004 - EOR/AOR	($149,529)	90.01 - Unallocated Contingency
11)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 010 - Temporary Parking Lot Near UHWO/UHWO & Ho'opili Sewage Holding Tank	($102,298)	90.03 - Contract Allowance
12)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 011 - Extension of PM Services	($297,500)	90.02 - Allocated Contingency
			October '14 Contingency Drawdown	**($10,307,130)**	
			October '14 - Ending Contingency Balance	**$531.8**	
November '14			**Beg. Balance**	**$531.8**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 012 - Delete Ticket Vending Machines	$10,350,000	90.02 - Allocated Contingency
2)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendement No. 002 - General Excise Tax credit	$385,586	90.02 - Allocated Contingency
			November '14 Contingency Drawdown	**$10,735,586**	
			November '14 - Ending Contingency Balance	**$542.5**	
December '14			**Beg. Balance**	**$542.5**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 010 - HRT Train Mock-up Shipment/Delivery	($83,715)	90.02 - Allocated Contingency
3)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 013 - HECO Connection Charges	($150,000)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 014 - Escalation due to Schedule Impacts	($3,500,000)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 048 - Escalation due to Schedule Impacts	($15,000,000)	90.01 - Unallocated Contingency
			December '14 Contingency Drawdown	**($18,713,715)**	
			December '14 - Ending Contingency Balance	**$523.8**	
January '15			**Beg. Balance**	**$523.8**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 011- Eliminate Station Manager Booths	$310,000	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 050 - Escalation due to Schedule Impacts Subcontractor Ameron Aggregate	($484,413)	90.01 - Unallocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 051 - Escalation due to Schedule Impacts Subcontractor Anti-Graffiti Paint	($21,476)	90.01 - Unallocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 052 - Escalation due to Schedule Impacts Subcontractor HPO Spec Duty Officer	($156,123)	90.01 - Unallocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 053 - Escalation due to Schedule Impacts Subcontractor MESA Blocks	($71,883)	90.01 - Unallocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 054 - Escalation due to Schedule Impacts Subcontractor Road Builder	($716,855)	90.01 - Unallocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 055 - Escalation due to Schedule Impacts Subcontractor Post Tension Strand Accessories	($767,177)	90.01 - Unallocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 056 - Escalation due to Schedule Impacts Subcontractor Ameron Rolled Drilled Shaft Casings	($132,675)	90.01 - Unallocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 057 - Escalation due to Schedule Impacts Subcontractor PAC Electric	($777,883)	90.01 - Unallocated Contingency
10)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 014 - Eliminate Secondary Emergency Access at MSF	$50,000	90.02 - Allocated Contingency
11)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 012 - Contaminated Soil, 7 Piers, Wayside Lubricators	($59,700)	90.02 - Allocated Contingency
12)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendment No. 003 - Scope for Downtown Sta/Civic Center Sta/Kapalama Sta & Bike Ramps	($480,017)	90.02 - Allocated Contingency
13)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendment No. 004 - Ala Moana Transit Ctr-Chinatown Sta Geotech Expedited Station Loads	($610,717)	90.02 - Allocated Contingency
14)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 005 - Addition of Bike Ramps to FHSG Stations	($17,744)	90.02 - Allocated Contingency
15)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 006 - Addition of 30' Guideway Section West Loch and Waipahu Stations	($57,000)	90.02 - Allocated Contingency
16)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 007 - MODS to West Loch and Waipahu Order Design	($30,000)	90.02 - Allocated Contingency
			January '15 Contingency Drawdown	**($3,988,243)**	
			January '15 - Ending Contingency Balance	**$519.8**	
February '15			**Beg. Balance**	**$519.8**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 058 - Kalo'i Drainage Channel Geotechnical	($387,501)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 059 - Revision of Waipahu Guideway, LCC Station & Pedestrian Vibration Criteria	($301,382)	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 060 - Waiawa Scour Design Actuals	($288,494)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 061 - Kalo'i Scour Design Actuals	($636,571)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 062 - West Loch and UHWO Station Revisions of Guideway	($94,212)	90.02 - Allocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 063 - Procurement & Delivery LCC Modular Bldg	($1,919,021)	90.01 - Unallocated Contingency
			February '15 Contingency Drawdown	**($4,596,651)**	
			February '15 - Ending Contingency Balance	**$515.6**	
March '15			**Beg. Balance**	**$515.6**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Amendment No. 015 - Test and Storage Track Changes at MSF	($2,510,000)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Stations Group FD	Executed Change Amendment No. 010 - WOSG Rebid and VE Items, 4&6 Bay Station Canopy Roofs, Change to CSC Dev location	($360,000)	90.02 - Allocated Contingency
3)	FD-140	West Oahu Stations Group FD	Executed Change Amendment No. 010 - WOSG Rebid and VE Items, 4&6 Bay Station Canopy Roofs, Change to CSC Dev location	($240,000)	90.03 - Contract Allowance
4)	FD-530	City Center Guideway Utilities FD	Executed Change Amendment No. 006 - Management Extension thru October 2014	($852,300)	90.02 - Allocated Contingency
5)	DBB-525	Airport Section Guideway 7 Pier Construction	Executed Change Order No. 001 - HDOT A Utility Relocation at Piers	($480,063)	90.02 - Allocated Contingency
6)	FD-340	Kamehameha Highway Stations Group FD	Executed Change Amendment No. 006 - Misc RFI's Interface Items	($309,176)	90.02 - Allocated Contingency
7)	FD-340	Kamehameha Highway Stations Group FD	Executed Change Amendment No. 006 - Aloha Stadium Low Impact Development Requirement	($43,000)	90.03 - Contract Allowance
			March '15 Contingency Drawdown	**($4,510,539)**	
			March '15 - Ending Contingency Balance	**$510.7**	
April '15			**Beg. Balance**	**$510.7**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 014 - Redesign of East kapolei Escalator	($66,000)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 014 - Hoopili Grading	($175,000)	90.03 - Contract Allowance
3)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 015 - Redesign of TPSS Trench at SS3 and CSC Cabinets at East Kapolei	($28,500)	90.02 - Allocated Contingency
4)	DBB-525	Airport Section Guideway 7 Pier Construction	Executed Change Order No. 002 - Contractor to Perform CSL Testing	($17,278)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 049 - Hazmat Assessment for LCC Portables	($9,174)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 09/25/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
			April '15 Contingency Drawdown	($295,662)	
			April '15 - Ending Contingency Balance	**$510.4**	
		May'15	**Beg. Balance**	**$510.4**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 016 - PSG/Rev to Canopy Design/Power to Hoopili Sta/Scour Countermeasures	($192,000)	90.03 - Contract Allowance
2)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 009 - West Loch Generator	($7,000)	90.03 - Contract Allowance
3)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 004 - HIA Obstruction Investigation	($28,000)	90.03 - Contract Allowance
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 016 - Delay to Method Shaft B	($121,000)	90.02 - Allocated Contingency
5)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 018 - Delete Passenger Counters Onbrd Time -Will Provision on Veh	$114,161	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - OSB 1st FlBldg Int Ext System Design Rev	($499,000)	90.02 - Allocated Contingency
			May '15 Contingency Drawdown	($615,839)	
			May '15 - Ending Contingency Balance	**$509.8**	
		Jun'15	**Beg. Balance**	**$509.8**	
1)	MM-823	HDOT Coordination Consult City Center	Budget Transfer from Inactive CPP, HDOT Airport consultant took on City Center scope	$1,084,782	90.01 - Unallocated Contingency
2)	MM-860	Archeological & Cultural Monitoring	Budget Transfer to Provide funding for FY2015	($551,000)	90.01 - Unallocated Contingency
3)	MM-923	HDOT cordi	Executed Contract Amendment No. 013 - Airport Design Build Package	($523,640)	90.02 - Allocated Contingency
4)	MM-801	Program Management Support Const(PMSC-2)	Budget Transfer for excercised option for one year extension of services	($7,618,377)	90.01 - Unallocated Contingency
5)	DBOM-920	Core Systems Contract Design Build O/M	Budget Transfer for On Call Contractor performing CSC related scope at the ROC	($500,000)	90.02 - Allocated Contingency
			June '15 Contingency Drawdown	($8,108,327)	
			June '15 - Ending Contingency Balance	**$501.7**	
		Jul'15	**Beg. Balance**	**$501.7**	
1)	CCH-100	City and County of Honolulu	Inactive CPP, (DTS costs), reduces budget to incurred costs	$416,596	90.01 - Unallocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Contract Change Order No. 065 - Reloc of LCC Probable/Park Lot	($480,870)	90.01 - Unallocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Contract Change Order No. 066 - Revise Offset LT Lane at Kahuaili	($755,993)	90.01 - Unallocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Contract Change Order No. 067 - Revised West Yard Lead	($134,501)	90.01 - Unallocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Contract Change Order No. 031 - MOW Interior Bldg. Systems Devices	($100,000)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Contract Change Order No. 022 - Deletion of Vegetative Roof Request	$163,415	90.02 - Allocated Contingency
			Jul '15 Contingency Drawdown	($967,454)	
			July '15 - Ending Contingency Balance	**$500.7**	
		Aug'15	**Beg. Balance**	**$500.7**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Contract Change Order No. 068 - Delay NTP1, 2 & 4 - CMC Escalation	($8,228,445)	90.01 - unallocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Contract Change Order No. 033 - B/OS Foundation	($44,178)	90.02 - Allocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 017 - Relocate Sewer Near 935+00 to 947+00	($181,281)	90.02 - Allocated Contingency
4)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 017 - Power to UHWO Station and Electrical Bonding	($48,000)	90.03 - Contract Allowance
5)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 010 - Pedestrian Bridge Modifications	($18,750)	90.03 - Contract Allowance
6)	FD-340	Kamehameha Highway Stations Group FD	Executed Change Amend No. 007 - Value Engineering Reduce Stn Cost and PH, PR and AS New Platform Canopy Coordination	($604,527)	90.02 - Allocated Contingency
7)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 005 - Design Build Bridging Documents	($270,000)	90.02 - Allocated Contingency
8)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 017 - Voltage Flicker Study	($37,850)	90.02 - Allocated Contingency
10)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Change Amend No. 00005 - Scope of Change - Schedule Extention	($333,595)	90.02 - Allocated Contingency
			Aug '15 Contingency Drawdown	($7,788,630)	
			Aug '15 - Ending Contingency Balance	**$492.9**	
***July '15 - Board Approved Changes Only - Pending execution**					
1)	DBOM-920	Core Systems Contract Design Build O/M	HFCR 000 16 - Four Car Consists	$5,200,000	90.02 - Allocated Contingency
***August '15 - Board Approved Changes Only - Pending execution**					
		N/A			
			Subtotal Board Approved Contingency Drawdowr	$5,200,000	
			August '15 - Ending Contingency Balance (Pending Execution)	**$498.1**	

Appendix C. Project Cost Reports (data as of Aug. 28, 2015)

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

Project Costs by Contract

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 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
			COMMITTED			AFE	INCURRED	PERCENT
			Original	Changes	Current *	AFE**	Incurred To Date	%
ART	ART Contracts	T&M	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH		15,348,443	0	15,348,443	0	14,925,228	97%
CCH-101	HART/ City Dept of BFS		105,092	0	105,092	0	0	0%
CCH-102	HART/ City DDC Land Division		256,201	0	256,201	0	173,182	68%
CCH-107	HART/ City Corporation Counsel (COR)		1,662,880	0	1,662,880	0	146,078	9%
CCH-108	HART / Board of Water Supply (BWS)		928,325	0	928,325	0	928,325	100%
DB-120	West Oahu/Farrington Hwy Guideway DB	SOM	482,924,000	148,282,384	631,206,384	631,206,384	451,439,511	72%
DB-200	Maintenance & Storage Facility DB	SOM	195,258,000	79,620,772	274,878,772	207,909,506	215,270,970	78%
DB-320	Kamehameha Hwy Guideway DB	SOM	372,150,000	16,667,654	388,817,654	388,817,654	159,847,073	41%
DB-450	Airport Section Guideway and Sta. DB	SOV	100,000	0	100,000	0	52,461	52%
DBB-171	West Oahu Station Group DBB	SOV	56,088,470	0	56,088,470	0	0	0%
DBB-185	SPCD - West Side SG Construction	SOV	0	0	0	0	0	0%
DBB-271	Farrington Highway Station Group DBB	SOV	78,999,000	0	78,999,000	78,999,000	0	0%
DBB-275	SPCD-Pearl Highlands Pkg. Str Cnstr.	SOV	0	0	0	0	0	0%
DBB-385	H2R2 Ramp	SOV	5,203,646	0	5,203,646	5,203,646	0	0%
DBB-450	SPCD-Airport Section Utility Reloc.		0	0	0	0	0	0%
DBB460	SPCD-Airport Guideway/Util Cnstr.		0	0	0	0	0	0%
DBB-470	SPCD-Airport Station Group Cnstr.	SOV	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Cnstr.	SOV	28,413,974	0	28,413,974	28,413,974	5,279,921	19%
DBB-510	City Ctr Section Utilities Cnstr DBB	SOV	0	0	0	0	0	0%
DBB-520	SPCD-Airport-City Center Gdway Cntr.	SOV	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier Cnst	SOV	3,973,000	508,241	4,481,241	4,481,241	3,796,241	85%
DBB-550	SPCD-City Segment Util Relocations		0	0	0	0	0	0%
DBB-560	SPCD-City Center Guideway Cnstr.		0	0	0	0	0	0%
DBB-570	SPCD-Dillingham Stat Group Cnstr.		0	0	0	0	0	0%
DBB-572	SPCD-City Center Station Constr.		0	0	0	0	0	0%
DBB-580	SPCD-Dillingham/Kaka'ako S G Cntr.	SOV	0	0	0	0	0	0%
DBB-600	Park-and-Ride Lots Construction	SOV	0	0	0	0	0	0%
DBOM-920	Core Systems Design Build O/M	SOM	573,782,793	21,280,894	595,063,687	579,148,675	143,620,180	24%
FD-140	West Oahu Station Group FD	SOM	7,789,000	2,225,305	10,014,305	9,793,311	9,094,052	91%
FD-240	Farrington Highway Stations Group FD	SOM	9,300,696	4,897,349	14,198,045	13,855,393	12,546,293	88%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	SOM	0	0	0	0	0	0%
FD-340	Kamehameha Hwy Station Group FD	SOM	8,702,592	933,698	9,636,290	9,605,016	8,843,841	92%

* 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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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No	Title		A COMMITTED Original	B COMMITTED Changes	C=A+B COMMITTED Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
FD-430	SPCD-Airport Sect. Guideway/Util FD	SOM	38,840,960	4,293,512	43,134,472	43,134,472	41,008,758	95%
FD-440	Airport Station Group FD	SOM	10,177,365	1,494,840	11,672,205	10,734,146	9,801,978	84%
FD-530	SPCD - City Center Guideway/Util FD	SOM	43,948,220	2,235,303	46,183,523	43,567,202	40,284,180	87%
FD-542	SPCD-City Center Stations (3), FD		0	0	0	0	0	0%
FD-550	SPCD - Dillingham and Kaka'ako SG FD	SOM	18,321,918	986,124	19,308,042	15,732,737	10,667,500	55%
FD-600	Park-and-Ride Lots Final Design	SOM	0	0	0	0	0	0%
HRT-200	HART Labor		40,951,942	0	40,951,942	0	41,610,603	102%
HRT-201	HART ODC Contracts		15,759,154	0	15,759,154	0	16,577,274	105%
MI-900	Fare Collection DFI	MI	0	0	0	0	0	0%
MI-930	Elevators & Escalators Install/Maint	SOM	50,982,714	0	50,982,714	5,442,108	4,503,158	9%
MM-180	SPCD-West Oahu/Farrington Stat CEI		0	0	0	0	0	0%
MM-280	SPCD-WOFH/KHSG CE&I (REPACKAGED)	CPFF	0	0	0	0	0	0%
MM-290	Construction Engrg & Inspection West	CPFF	54,232,480	0	54,232,480	16,650,000	14,390,510	27%
MM-385	SPCD-Pearl Highlands Garage Rmps CEI	CPFF	0	0	0	0	0	0%
MM480	SPCD-Airport Guideway/Utilities CEI		0	0	0	0	0	0%
MM-500	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-525	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-580	SPCD-City Center Guideway/Util CEI		0	0	0	0	0	0%
MM-590	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-595	SPCD - Const. Engrg & Insp. East	CPFF	63,083,417	-47,826,417	15,257,000	(32,569,417)	11,059,211	72%
MM-600	SPCD-UHWO Pkg-Hoopili Stn Frsh CEI	CPFF	0	0	0	0	0	0%
MM-900	Program Mgt Support Conslt (PMSC-1)	CPFF	36,727,162	0	36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Conslt (PMSC-2)	CPFF	33,376,897	7,616,377	40,993,274	34,297,167	34,090,427	83%
MM-905	MM-905 Gen Engrg Conslt EIS/PE	CPFF	0	78,564,942	78,564,942	78,564,942	74,157,822	94%
MM-910	MM-910 Gen Engrg Conslt FD-Construct	CPFF	150,000,000	0	150,000,000	150,000,000	149,446,962	100%
MM-913	MM-913 Gen Engrg Recompete	CPFF	46,143,277	0	46,143,277	13,078,208	19,945,438	43%
MM-915	HDOT Traffic Mgmt. Consult.	T&M	1,600,000	1,400,000	3,000,000	4,000,000	2,621,948	87%
MM-920	HDOT Coordination Conslt WOFH	T&M	3,000,000	7,500,000	10,500,000	10,000,000	6,316,890	60%
MM-921	HDOT Coordination Conslt KHG	T&M	10,000,000	-1,400,000	8,600,000	5,000,000	3,666,816	43%
MM-922	HDOT Coordination Conslt. Airport	T&M	12,000,000	-5,600,000	6,400,000	3,000,000	2,236,596	35%
MM-923	HDOT Coordination Conslt City Center	T&M	0	0	0	0	0	0%
MM-925	HDOT Labor - WOFH/KHG Agreements	T&M	550,000	1,265,633	1,815,633	3,081,266	1,530,186	84%
MM-926	HDOT Labor - Airport Agreements	T&M	0	0	0	0	0	0%

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 2015

Project Monthly Cost Report by Contract - One Line Summary

			A	B	C=A+B	D	E	F
			COMMITTED			AFE	INCURRED	PERCENT
CPP No	Title		Original	Changes	Current *	AFE**	Incurred To Date	%
MM-930	HDOT State SOA Manager & Consultant	T&M	1,272,400	583,142	1,855,542	843,167	783,335	42%
MM-935	Real Estate Consultant	T&M/TI	3,000,000	3,327,665	6,327,665	4,817,665	5,042,440	80%
MM-937	Real Estate Consultant - Maps/Surv.	CPFF	2,998,000	0	2,998,000	1,500,000	508,128	17%
MM-940	Kako'o Consultant	T&M/TI	1,000,000	0	1,000,000	500,000	506,139	51%
MM-945	On-Call Contractor	T&M/TI	1,000,000	999,951	1,999,951	1,799,951	1,646,552	82%
MM-946	On-Call Hazmat Removal Contractor	T&M/TI	3,075,000	0	3,075,000	1,000,000	1,979,897	64%
MM-947	On-Call Contractor 2	T&M/TI	7,500,000	0	7,500,000	1,000,000	853,001	11%
MM-950	OCIP Consultant	FFF	1,250,000	0	1,250,000	1,250,000	903,125	72%
MM-951	Owner-Controlled Insurance Program	FFF	41,000,000	0	41,000,000	0	21,534,368	53%
MM-960	Archeological & Cultural Monitoring	T&M	1,010,609	0	1,010,609	1,010,609	872,479	86%
MM-962	Core Systems Support	CPFF	43,988,989	0	43,988,989	3,600,000	10,101,405	23%
MM-964	Safety and Security Consultant	FFF	4,699,573	112,751	4,812,324	2,612,751	2,149,436	45%
MM-975	LEED Commissioning Services for MSF	T&M	278,630	9,910	288,540	288,540	79,835	28%
OTHER	All Project Wide Documents		0	0	0	0	0	0%
PA-101	Programmatic Agreement Humanities	PA	0	0	0	0	0	0%
PA-102	Programmatic Agreement HPC	T&M/TI	400,000	0	400,000	200,000	172,325	43%
PA-103	Programmatic Agreement HPC Park Impr	PA	0	0	0	0	0	0%
ROW	Real Estate / Right-of-Way		89,885,511	0	89,885,511	121,992	80,531,186	90%
UTIL	Utility Company Contracts	T&M	91,526,631	17,142,123	108,668,755	88,016,065	33,596,061	31%
Total Project:			**2,764,566,960**	**347,122,152**	**3,111,689,113**	**2,490,407,369**	**1,671,139,324**	

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Project Costs by SCC – Summary

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 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
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10.	Guideway & Track Elements	1,114,215,147	46,008,500	1,160,223,647	550,992,093	37,178,532	70,898	1,160,223,647	0	228,193,387
20.	Stations,Stops,Terminals,Intermodal	421,804,740	(25,138,472)	396,666,268	186,070,184	0	0	396,666,268	0	4,503,158
30.	Support Facilities;Yards,Shops, Admin	92,535,015	22,007,354	114,542,369	114,542,369	18,198,705	0	114,542,369	0	75,445,757
40.	Sitework & Special Conditions	983,178,121	45,586,326	1,028,764,447	734,120,642	171,274,609	(332,046)	1,028,764,447	0	487,344,831
50.	Systems	221,284,301	26,296,231	247,580,532	232,420,319	27,038,099	0	247,580,532	0	30,769,005
60.	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	93,215,331	329,820	5,900,000	197,926,568	0	85,873,101
70.	Vehicles	186,829,020	4,645,501	191,474,521	191,474,521	1,446,224	0	191,474,521	0	28,647,706
80.	Professional Services	1,087,830,119	30,721,122	1,118,551,241	1,001,714,889	92,044,266	(14,141,990)	1,118,551,241	0	728,439,043
A.C.	Provisional Pay Requests	0	0	0	0	0	0	0	0	1,433,844
Subtotal:		4,305,074,410	150,655,184	4,455,729,594	3,104,550,348	347,510,255	(8,503,138)	4,455,729,594	0	1,670,649,831
2. NTP										
NTP	Authorized For Expediture	0	0	0	0	2,138,899,825	0	0	0	0
Subtotal:		0	0	0	0	2,135,399,825	0	0	0	0
3. Contingency										
CNTR	Allocated Contingency	541,689,343	(95,687,278)	446,002,065	7,138,765	3,997,289	312,893,843	446,002,065	0	489,493
PRJ	Unallocated Contingency	101,871,170	(54,967,905)	46,903,265	0	0	0	46,903,265	0	0
Subtotal:		643,560,513	(150,655,184)	492,905,330	7,138,765	3,997,289	312,893,843	492,905,330	0	489,493
4. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	(0)	5,121,693,166	3,111,689,113	2,490,407,369	304,390,705	5,121,693,166	0	1,671,139,324
4. Finance Charges -Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	(0)	5,163,693,166	3,111,689,113	2,490,407,369	304,390,705	5,163,693,166	0	1,671,139,324

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Project Costs by SCC – Level 2

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 2015

Project Monthly Cost Report by SCC Details

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		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10. Guideway & Track Elements		1,114,215,147	46,008,500	1,160,223,647	550,992,093	37,178,532	70,898	1,160,223,647	0	228,193,387
10.02	Guideway: At-grade semi-exclusive	0	17,378	17,378	17,378	17,378	0	17,378	0	17,378
10.04	Guideway: Aerial Structure	1,022,380,671	43,014,961	1,065,395,632	465,671,878	27,499,427	70,898	1,065,395,632	0	179,647,473
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,056,688)	6,436,256	6,436,256	0	0	6,436,256	0	0
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	48,528,536
10.11	Track: Ballasted	3,293,724	(595,849)	2,697,875	2,697,875	0	0	2,697,875	0	0
10.12	Track: Special (Switches, turnouts)	1,700,603	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0
20. Stations, Stops, Terminals, Intermodal		421,804,740	(25,138,472)	396,666,268	186,070,184	0	0	396,666,268	0	4,503,158
20.01	At-grade station, stop, shelter,..	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0
20.02	Aerial Station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	135,087,470	0	0	273,163,457	0	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0
20.07	Elevators, Escalators	54,721,186	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	4,503,158
30. Support Facilities; Yards, Shops, Admin		92,535,015	22,007,354	114,542,369	114,542,369	18,198,705	0	114,542,369	0	75,445,757
30.02	Light Maintenance Facility	7,591,888	(5,095)	7,586,793	7,586,793	0	0	7,586,793	0	1,661,094
30.03	Heavy Maintenance Facility	38,099,138	4,978,668	43,077,806	43,077,806	5,220,776	0	43,077,806	0	24,771,232
30.04	Storage or Maintenance of Way Buil	7,797,460	773,770	8,571,230	8,571,230	835,320	0	8,571,230	0	5,297,687
30.05	Yard and Yard Track	39,046,529	16,260,011	55,306,540	55,306,540	12,142,609	0	55,306,540	0	43,715,744
40. Sitework & Special Conditions		983,178,121	45,586,326	1,028,764,447	734,120,642	171,274,609	(332,046)	1,028,764,447	0	487,344,831
40.01	Demolition, Clearing, Earthwork	29,980,158	(7,241,059)	22,739,099	8,589,446	692,302	0	22,739,099	0	2,458,715
40.02	Site Utilities, Utility Relocation	299,449,756	9,347,657	308,797,413	211,092,736	23,715,892	47,255	308,797,413	0	91,404,007
40.03	Haz. mat'l, contam'd soil removal	9,199,237	(5,300,634)	3,898,603	3,212,085	137,085	(379,301)	3,898,603	0	2,116,982
40.04	Environmental Mitigation	26,979,122	4,983,249	31,962,371	16,549,945	9,137	0	31,962,371	0	9,965,033
40.05	Site structures, retaining walls,	7,998,960	6,540,840	14,539,800	14,381,274	274,780	0	14,539,800	0	3,417,879
40.06	Pedestrian/bike access/landscaping	41,073,897	741,177	41,815,074	4,991,868	(4,566)	0	41,815,074	0	50,000
40.07	Auto, bus, van accessways	181,979,367	(15,949,515)	166,029,852	36,321,054	1,552,538	0	166,029,852	0	4,535,519
40.08	Temporary Facilities/Indirect Cost	386,517,624	52,464,611	438,982,235	438,982,235	144,897,440	0	438,982,235	0	373,396,696
50. Systems		221,284,301	26,296,231	247,580,532	232,420,319	27,038,099	0	247,580,532	0	30,769,005
50.01	Train control and signals	81,982,556	24,381,140	106,363,696	106,363,696	23,961,050	0	106,363,696	0	2,250,972
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	0	10,251,336	0	0
50.03	Traction power supply: substation	29,500,926	1,379,880	30,880,806	30,880,806	(87,485)	0	30,880,806	0	2,649,029
50.04	Traction power distribution: cate	32,878,150	5,059,838	37,937,988	33,029,111	7,941,115	0	37,937,988	0	16,769,209

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 2015

Project Monthly Cost Report by SCC Details

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SCC	Title	A Baseline	B Transfers	C=A+B Current	D Committed Current *	E AFE**	F Changes ID'd***	G Est. At Completion****	H=C-G Variance	I Incurred To Date
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
1. Subtotal 10 - 80 SCC Costs										
50.	Systems	221,284,301	26,296,231	247,580,532	232,420,319	27,038,099	0	247,580,532	0	30,769,005
50.05	Communications	53,691,339	6,133,477	59,824,816	59,824,816	5,573,419	0	59,824,816	0	10,231,696
50.06	Fare collection system and equipme	9,159,277	(10,291,178)	(1,131,901)	(1,131,901)	(10,350,000)	0	(1,131,901)	0	(1,131,901)
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	0
60.	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	93,215,331	329,820	5,900,000	197,926,568	0	85,873,101
60.01	Purchase or lease of real estate	179,360,664	250,821	179,611,485	86,269,854	52,020	5,000,000	179,611,485	0	76,281,284
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,945,477	277,800	900,000	18,315,083	0	9,591,817
70.	Vehicles	186,829,020	4,645,501	191,474,521	191,474,521	1,446,224	0	191,474,521	0	28,647,706
70.01	Light Rail	166,721,386	5,847,191	172,568,577	172,568,577	1,446,224	0	172,568,577	0	20,855,245
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	7,792,461
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80.	Professional Services	1,087,830,119	30,721,122	1,118,551,241	1,001,714,889	92,044,266	(14,141,990)	1,118,551,241	0	728,439,043
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	20,905,682	0	118,699,447	0	102,945,648
80.02	Final Design	228,321,632	(2,061,977)	226,259,655	209,362,308	34,447,882	(4,935,353)	226,259,655	0	164,361,426
80.03	Project Management Design & Cons	363,849,768	(28,383,713)	335,466,055	375,547,518	73,563,102	(17,323,901)	335,466,055	0	296,075,522
80.04	Constr. Admin. & Management	199,656,728	(35,961,200)	163,695,529	110,604,651	(43,779,981)	160,000	163,695,529	0	73,407,917
80.05	Professional Liability & other Ins	46,549,724	28,781,938	75,331,662	43,174,657	700,500	0	75,331,662	0	23,396,793
80.06	Legal; Permits,Review Fees ect..	67,641,005	(3,206,464)	64,434,541	36,800,153	3,782,053	0	64,434,541	0	19,845,317
80.07	Surveys, Testing, Investigation, I	21,759,336	47,139,037	68,898,373	67,789,497	1,463,121	33,073	68,898,373	0	26,910,227
80.08	Start up	65,996,664	(230,685)	65,765,980	48,868,977	961,909	7,924,191	65,765,980	0	21,496,193
A.C.	Provisional Pay Requests	0	0	0	0	0	0	0	0	1,433,844
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	1,433,844
Subtotal:		4,305,074,410	150,655,184	4,455,729,594	3,104,550,348	347,510,255	(8,503,138)	4,455,729,594	0	1,670,649,831
2. NTP										
NTP	Authorized For Expediture	0	0	0	0	2,138,899,825	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	2,138,899,825	0	0	0	0
Subtotal:		0	0	0	0	2,138,899,825	0	0	0	0

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: August 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
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
3. Contingency										
CNTR	Allocated Contingency	541,689,343	(95,687,278)	446,002,065	7,138,765	3,997,289	312,893,843	446,002,065	0	489,493
90.02	Allocated Contract Contingency	540,101,329	(97,901,008)	442,200,322	3,997,289	3,997,289	307,750,786	442,200,322	0	489,493
90.03	Allowances	1,588,014	2,213,729	3,801,743	3,141,476	0	5,143,057	3,801,743	0	0
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0
PRJ	Unallocated Contingency	101,871,170	(54,967,905)	46,903,265	0	0	0	46,903,265	0	0
90.01	Unallocated Project Contingency	101,871,170	(54,967,905)	46,903,265	0	0	0	46,903,265	0	0
Subtotal:		643,560,513	(150,655,184)	492,905,330	7,138,765	3,997,289	312,893,843	492,905,330	0	489,493
4. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
100.1	Finance Charges:Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		**5,121,693,166**	**(0)**	**5,121,693,166**	**3,111,689,113**	**2,490,407,369**	**304,390,705**	**5,121,693,166**	**0**	**1,671,139,324**
4. Finance Charges -Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		**42,000,000**	**0**	**42,000,000**	**0**	**0**	**0**	**42,000,000**	**0**	**0**
Total Project:		**5,163,693,166**	**(0)**	**5,163,693,166**	**3,111,689,113**	**2,490,407,369**	**304,390,705**	**5,163,693,166**	**0**	**1,671,139,324**

* 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

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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 08 '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 19 '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	Jun 14 '17
FD-430	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 26 '11	Dec 22 '11	Jan 05 '12	Jun 30 '17
FD-530	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 30 '12	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	Mar 30 '12	Nov 7 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and	Perkins+Will	Nov 16 '12	Aug 15 '13	Aug 19 '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	Oct 09 '15
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 20 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-960	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Jan 31 '12	May 10 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Jun 04 '13	Apr 09 '14	Apr 09 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	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	Jun 11 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 07 '16
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jun 28 '17
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 11 '17
MM-925	HDOT Labor Master Agreement WOFH	HDOT		Oct 27 '10	Oct 27 '10	Oct 27 '19
MM-945	On-Call Construction Contractor	Royal Contracting Co. Ltd.	Jun 02 '14	Aug 6 '14	Aug 14 '14	Mar 03 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Feb 15 '17
MM-947	On-Call Construction Contractor II	Royal Contracting Co. Ltd.	Mar 17 '15	May 21 '15	May 21 '15	May 21 '20
MM-596	Construction Engineering and Inspection (CE&I) "II" Contract	Stantec Consulting Services	Mar 25 '15	Sep 10 '15	Sep 14 '15	Dec 31 '19
DBB-385	Ramp H2R2	Royal Contracting Co. Ltd.	Jan 30 '15	May 18 '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
DBB-271	Farrington Hwy Stations Group Construction	Hawaiian Dredging Construction Company, Inc.	Dec 19 '14	Jun 22 '15	Aug 17 '15	NTP+ 29 months
DBB-171	West O'ahu Stations Group Construction	Nan, Inc.	Apr 13 '15	Jul 20 '15	TBD	NTP+ 29 months

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
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	-	Sep 14 '15	Dec 31 '19
DB-450	Airport Guideway and Stations	Apr 07 '15	Aug 11 '15	Feb 23 '16	Apr 05 '16	NTP + 53 months
	Section 106 Programmatic Agreement Project Manager Kāko'o II	Jun 26 '15	Jul 31 '15	-	TBD	TBD
DB-550	City Center Guideway and Stations	Aug 04 '15	Nov 18 '15	TBD	Jun 01 '16	TBD
MI-900	Fare Systems Contract	Aug 11 '15	Oct 30 '15	-	Jan 15 '16	NTP + 120 months + 2 year option
DBB-371	Kamehameha Hwy Stations Group Construction	Aug 18 '15	Nov 17 '15	-	Dec 15 '15	Aug 31 '18
DBB-510	Dillingham Utilities and Road Widening	Jan 11 '16	Mar 15 '16	-	Apr 13 '16	Jun 12 '18, NTP + 26 months
DBB-600	East Kapolei and UH/West O'ahu Park and Ride Lots	Nov 14 '16	Feb 16 '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 ASSY & WELDING Station #7	CAR SHELL ASSY & WELDING Station #8	CAR SHELL CALIBRATION & TESTING	WATER TEST	PAINTING	INSULATION	FLOORING	FRONT MASK (E CAR ONLY)	CAR SHELL FINAL INSPECTION	COMPLETED CAR SHELL	FAI	CRADLES INSTALLED	SHIPPED
M/001													N/A				N/A					
E/001													N/A						3-Aug			8/3/2015
M/002										2-Sep			N/A				N/A		15-Sep	N/A		
E/002	E/003		E/003										N/A						11-Sep	N/A		
M/003							9/9/2015						N/A				N/A			N/A		
E/003	USED FOR E/2		USED FOR E/2										N/A							N/A		
M/004													N/A				N/A			N/A		
E/004													N/A							N/A		
M/005													N/A				N/A			N/A		
E/005													N/A							N/A		
M/006													N/A				N/A			N/A		
E/006													N/A							N/A		
M/007													N/A				N/A			N/A		
E/007													N/A							N/A		
M/008													N/A				N/A			N/A		
E/008													N/A							N/A		
M/009													N/A				N/A			N/A		
E/009													N/A							N/A		
M/010													N/A				N/A			N/A		
E/010													N/A							N/A		
M/011													N/A				N/A			N/A		
E/011													N/A							N/A		
M/012													N/A				N/A			N/A		
E/012													N/A							N/A		
M/013													N/A				N/A			N/A		
E/013													N/A							N/A		
M/014													N/A				N/A			N/A		
E/014													N/A							N/A		
M/015													N/A				N/A			N/A		
E/015													N/A							N/A		
M/016													N/A				N/A			N/A		
E/016													N/A							N/A		
M/017													N/A				N/A			N/A		
E/017													N/A							N/A		
M/018													N/A				N/A			N/A		
E/018													N/A							N/A		
M/019													N/A				N/A			N/A		
E/019													N/A							N/A		
M/020													N/A				N/A			N/A		
E/020													N/A							N/A		

COMPLETE	
IN PROCESS	
CHANGED	
NON CONFORMIT	

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 9/30/15)						
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	$63,134	$199,750
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	$75,391	
				CT-DTS-1100195 DB-320	$60,714	$673,136
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	$5,388,519	$5,388,519
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	$217,880	
				SC-HRT-1400049 MM-962	$251,920	$5,853,539
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	$740,962	
				SC-DTS-0700001 **** MM-910	$150,141	
				SC-HRT-1400061 MM-964	$838,015	$1,729,118
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	$388,609	
				SC-DTS-0700001 **** MM-910	$392,920	$781,529
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	$402,791	

DBE Participation (9/24/07 to 9/30/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
				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 SC-HRT-1200149 FD-530	$162,813 $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	$3,503,139	$3,503,139
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	$135,281	
				SC-HRT-1400027 MM-913	$676,715	$811,996
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	$3,843	$3,843
Hawaiya Technologies	238210	APA	F	CT-HRT-10H0449 DB-200	$27,514	
				CT-HRT-1200106 DBOM-920	$20,142	$47,656
Element Environmental	541620	APA	M	SC-HRT-1400050 MM-290	$674,556	$674,556
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290 SC-HRT-1400051 MM-595	$188,284 $6,063	$194,347
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	$1,099,252	$1,099,252
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	$794,366	$794,366
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	$164,970	$164,970
ADS System Safety Consulting *****	541620	BA	M	SC-HRT-1400061 MM-964	$1,151,415	$1,151,415
Dovetail Consulting	541330	BA	F	MOU-11-SO-1 MM-930	$783,335	$783,335
Total						**$27,876,272**

** 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

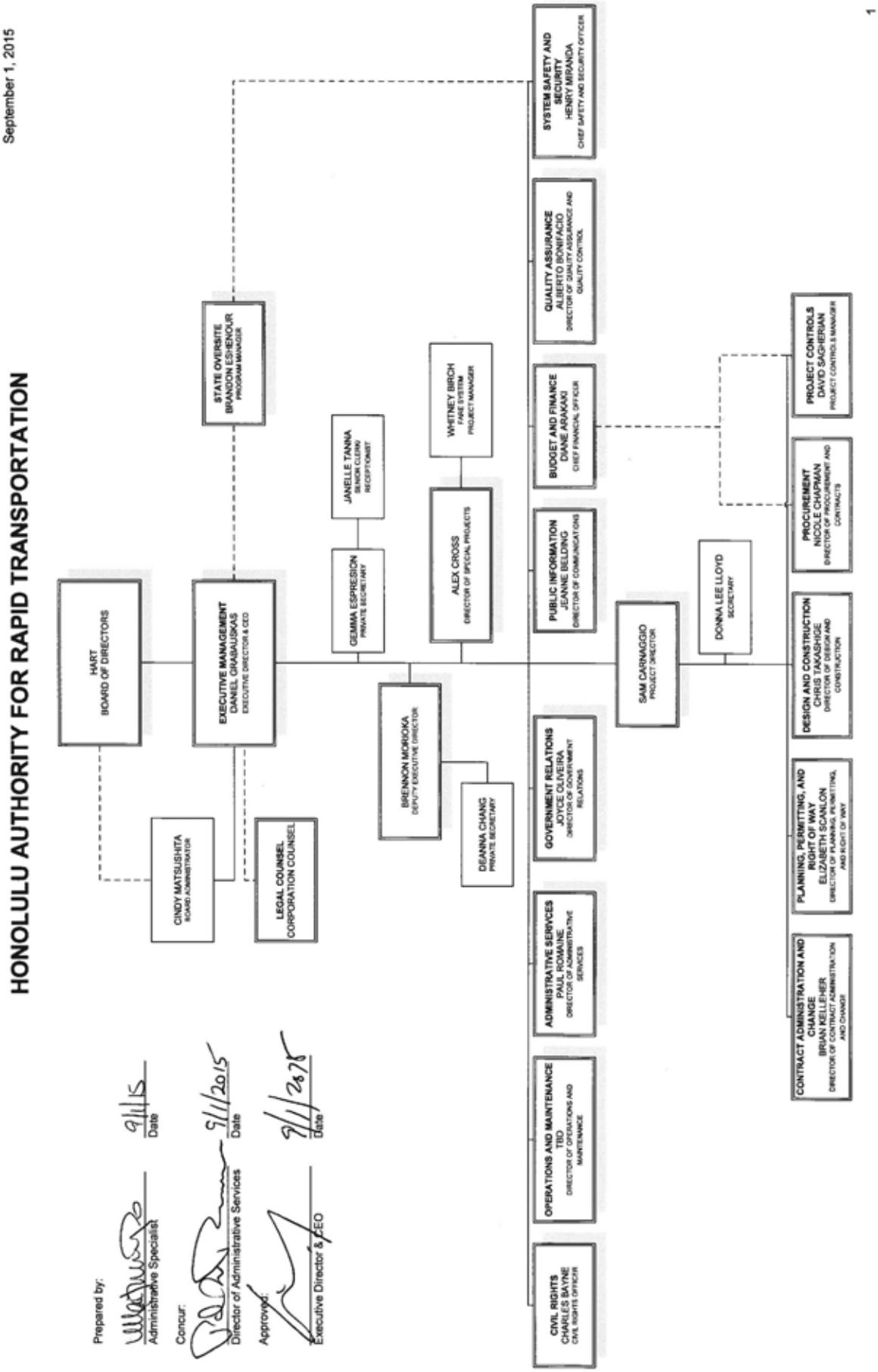
Appendix G. Risk

Risk by Contract Package				
Contract Packages	August 2015 # of Risks	September 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	4	4	0	0
WOFH Guideway	21	21	0	0
Pearl Highlands Garage	3	3	0	0
Maintenance and Storage Facility	5	4	0	1
Kamehameha Highway Guideway	16	16	0	0
Core Systems Contract	8	8	0	0
Elevator/Escalator	4	4	0	0
Airport Utilities	1	1	0	0
Farrington Highway Stations	4	4	0	0
H2R2 Ramp	1	2	1	0
West Oahu Stations	5	5	0	0
Kam. Highway Stations	8	7	0	1
Airport Guideway	17	17	0	0
City Center Guideway	26	26	0	0
Airport Section Stations	12	12	0	0
City Center Section Stations	14	14	0	0
Total	**149**	**148**	**1**	**2**

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. They will be tracked separately in the mean time.

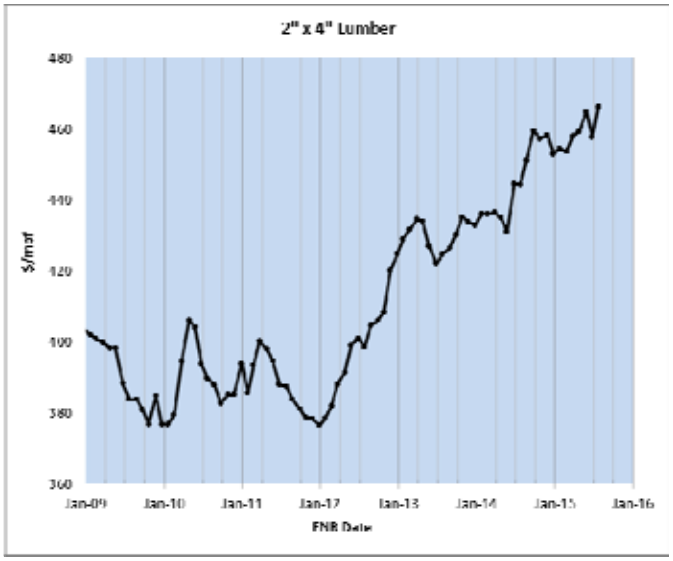
Comparison of Risk Ratings								
Contract Package/Section	August 2015 Update # of Risks				September 2015 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	4	1	2	1	4	1	2	1
WOFH Guideway	21	3	13	5	21	3	13	5
Pearl Highlands Garage	3	0	3	0	3	0	3	0
Maintenance and Storage Facility	5	1	1	3	4	0	1	3
Kamehameha Highway Guideway	16	2	9	5	16	2	9	5
Core Systems Contract	8	0	5	3	8	0	5	3
Elevator/Escalator	4	2	2	0	4	2	2	0
Airport Utilities	2	0	2	0	2	0	2	0
Farrington Highway Stations	4	0	4	0	4	0	4	0
H2R2 Ramp	1	0	1	0	2	0	2	0
West Oahu Stations	5	0	5	0	5	0	5	0
Kam. Highway Stations	8	1	2	5	7	1	2	4
Airport Guideway	17	5	11	1	17	5	11	1
City Center Guideway	26	12	11	3	26	12	11	3
Airport Stations	11	2	7	2	11	2	7	2
City Center Stations	14	2	10	2	14	2	10	2
Total	**149**	**31**	**88**	**30**	**148**	**30**	**89**	**29**

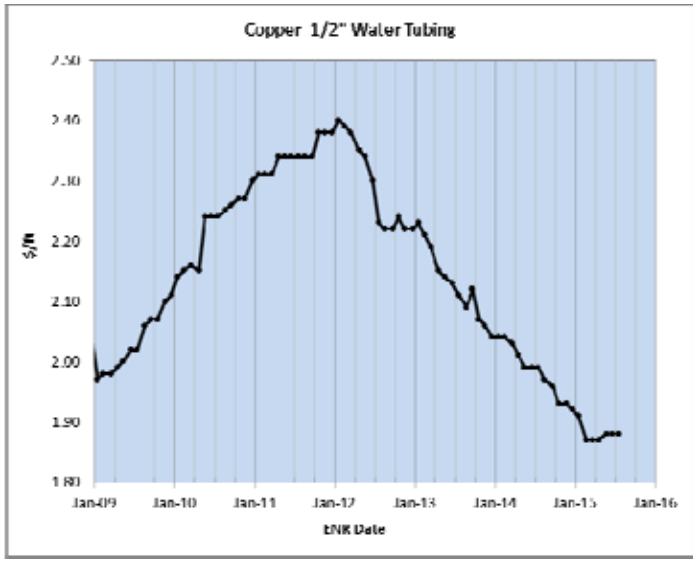
Appendix H. Project Organization Chart

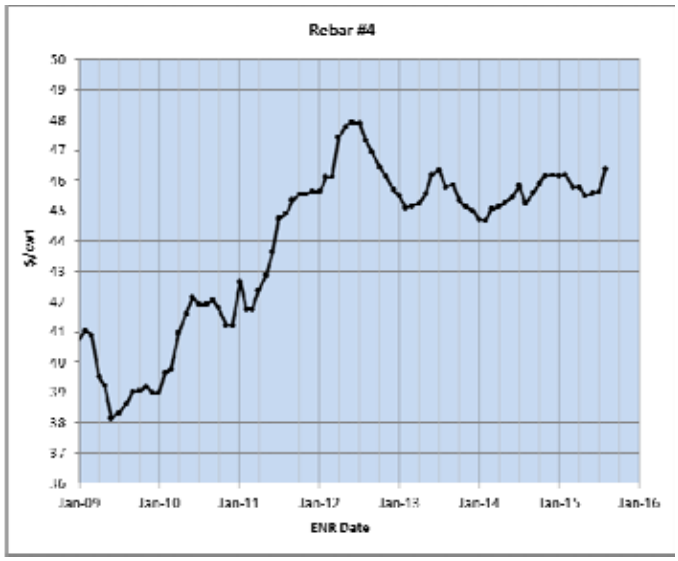


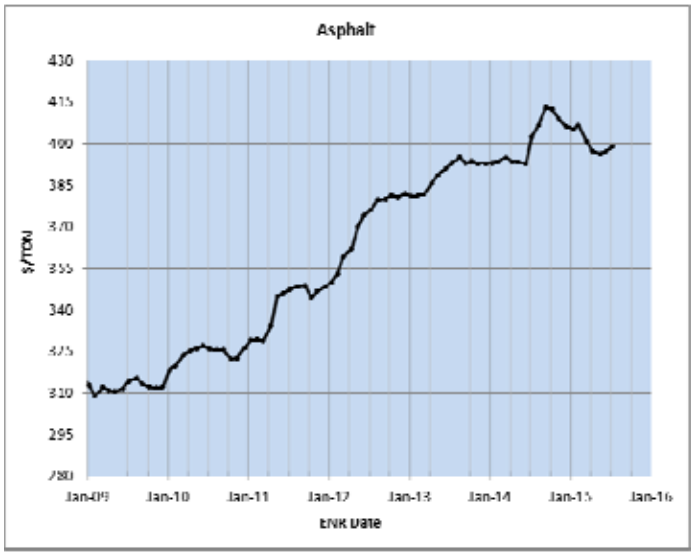
Appendix I. Indices on Key Commodities

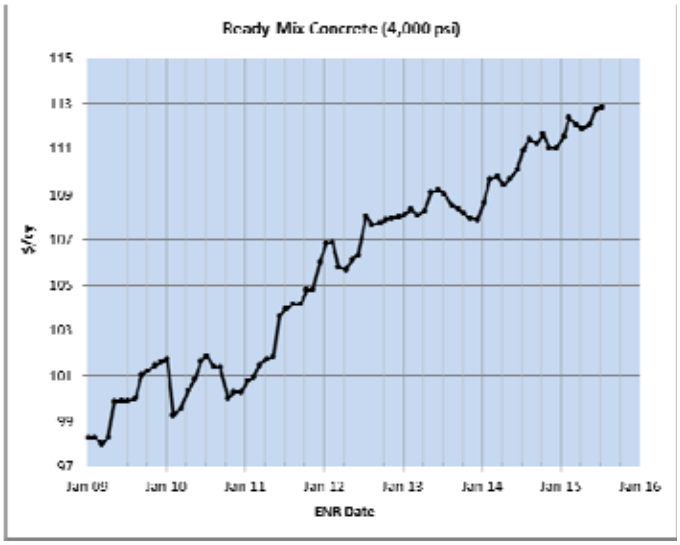
The following charts represent the cost trends on some of the key materials used in the program.

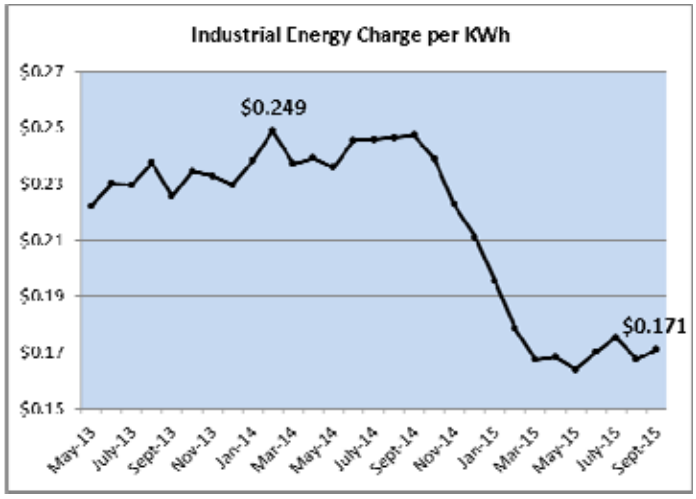












Source: HECO: Effective Rate Summary for DS Rate

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

September 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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1.0 EXECUTIVE SUMMARY

1.1 Project Description

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

1.2 Project Status

- Overall project is approximately 37.5% complete as of July 2015. The planned completion at this time is approximately 54.6% (based on S-curve late plan).
- Overall design of the project is approximately 86.6% complete as of July 2015. The planned completion at this time is approximately 96.7% (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 28.8% complete as of July 2015. The planned completion at this time is approximately 46.6% (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	71.7%	81.3%	6 months behind
Kamehameha Highway Guideway (KHG) DB Contract	39.6%	84%	8 months behind
Maintenance and Storage (MSF) DB Contract	79%	85%	1 week
Core Systems Design-Build-Operate-Maintain (DBOM) Contract	24%**	29.7%	3 months behind***
Airport Advanced Utilities Construction Contract	15.7%	16.8%	7 months behind

*As of July 2015
**Based on expenditures. All others are based on Earned Value.
***Contract schedule is to be re-baselined to incorporate new milestone dates due to re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations.

1.3 Core Accountability Items

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	38.1% (as of July 31, 2015)	
	Based on Earned Value*	38.1%	

*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.
***Does not reflect revised Master Project Schedule, which is under review.

Major Issues	Status	Comments/Planned Action
Potential Cost & Schedule Delays	HART has experienced delays and has incurred costs as a result of the state and federal lawsuits as well as protested procurements.	See PMOC Monthly Report Section 1.4 for status.
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 clearance requirement for facility maintenance including pole replacement	See PMOC Monthly Report Section 1.4 for status.
Next Quarterly Meeting:	November 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 revising 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. It is critical that HART take into consideration both allocated and unallocated contingency when revising the

project budget to reflect their EAC. HART must also then update the contingency drawdown curve for inclusion in the Risk and Contingency Management Plan and Monthly Reports.

- Funding – DRAFT Financial Plan was submitted to the FTA/PMOC on August 14, 2015 and is based on the HART's preliminary updated EAC and MPS. The draft financial plan accounts for the GET extension, some savings associated with low interest rates and an improved borrowing plan, and some offsetting costs to account for the need to borrow for a longer period. The PMOC is concerned the EAC does not include all potential costs, does not provide sufficient contingency to complete the project, and is based on a Revenue Service Date (RSD) that may be unrealistic. The FTA/PMOC has not validated HART's reported exceedance of the FFGA budget and RSD. To complete the review, the PMOC has identified additional cost and schedule supporting documentation.

- 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 at a 5 percent growth rate. The Governor signed the bill on July 14, 2015. 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 July 1, 2016. If passed by the City Council, the Mayor must then sign the measure. The PMOC is concerned that the delay of the City Council's action beyond the planned target dates for issuance of the City Center Guideway and Stations DB RFP Part II may further impact the project budget and schedule.

- 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:
    - Review of contract general terms and conditions to eliminate unique conditions and ambiguities that result in added costs
    - Significant revision of the project's contract packaging strategy to simplify interface and create cost reduction opportunities through contractor proposed innovations
    - 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 – The Master Project Schedule has undergone significant 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. HART then transmitted a work-in-progress (draft) MPS to the PMOC for review on July 8, 2015 and identifies a Target Completion Date (TCD) for the start of full revenue service of June 2021. Although a project sponsor's TCD may be earlier than the FTA Revenue Service Date (RSD), the TCD provided by HART is based on an 8% level of confidence. It was noted by FTA at the Quarterly Progress Meeting on August 19, 2015 that such a low level of confidence is unacceptable. The updated MPS did not contain any unallocated contingency. HART and the PMOC held a schedule workshop on September 8, 2015 and HART indicated that they would provide a revised MPS in October 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. To date, HECO is still paying a different wage scale instead of prevailing wages required by the Department of Labor (DOL). The DOL has denied HECO request for waiver on its collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly. An appeal is pending. HART may have to pay for HECO prevailing wages if the appeal is denied by DOL. The potential HECO prevailing wage costs are not reflected in HART's revised EAC. If the appeal is denied, it is unclear whether HART would be required to pay HECO's prevailing wage costs retroactively to cover any field work that has been completed by HECO for the project. HART and HECO met with DOL officials in September 2015. They are awaiting a final determination from the DOL.

    - 50-foot Clearance Issue – HECO and HART have continued high-level meetings to discuss numerous issues including the offset issue. HECO has now indicated

that the clearance is required to accommodate future pole replacement. The proposed use of a telescoping bucket truck would only mitigate some but not all line maintenance issues. This may have a tremendous impact on both schedule and cost. Resolution of this issue 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. HART has assembled a Task Force Committee to review all options to help mitigate clearance issues. 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 at this time. 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 costs. HART has indicated that they have incorporated some exposure into their EAC for this, but not enough to cover the full cost if the HECO clearance preferred solution requires complete undergrounding.

2.0 BODY OF REPORT

2.1.1 Project Status

- Overall project is approximately 37.5% complete as of July 2015. The planned completion at this time is approximately 54.6% (based on S-curve late plan).
- Overall design of the project is approximately 86.6% complete as of July 2015. The planned completion at this time is approximately 96.7% (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 28.8 complete as of July 2015. The planned completion at this time is approximately 46.6% (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 – The contract was awarded to the lowest bidder, Hawaiian Dredging Construction Company, Inc., on June 10, 2015 in the amount of $79.0 million.
- West Oahu Stations Group – The contract was awarded to the lowest bidder, Nan, Inc., on July 20, 2015 in the amount of $56.1 million.
- Kamehameha Highway Station Stations Group – IFB was issued on August 18, 2015.
- Airport Guideway and Stations DB Contract – This contract will include a two-part Request for Proposals (RFP). RFP Part I (qualifications) responses were received in August 2015. Part II responses (price and technical) will be due in February 2016.
- 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. The PMOC strongly recommends that HART does not issue NTP for this contract unless the HECO clearance issues are resolved.
- 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 canceled this solicitation on July 1, 2015 and they will begin actively investigating a Public Private Partnership (PPP).
- H2R2 Ramp – The contract was awarded to the lowest bidder, Royal Contracting, in May 2015 in the amount of $5.2 million.
- Fare Collection Technical Support Consultant – Proposals were received on April 27, 2015. Two proposals were received. An additional notice of request for qualifications was issued on May 28, 2015. No further responses were received. An exception to the three proposal requirement was approved. HART is evaluating the two proposals received.
- Fare Collection System - Request for Proposal (RFP) was issued August 11, 2015.

2.1.3 Status of Primary Construction Contracts

- West Oahu/Farrington Highway (WOFH) Design-Build (DB) Contract –
  - Contract is approximately 71.1% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 81.3%.
  - The 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. 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 four-miles of guideway have been erected.
  - Overall quality of the contract is good.
- Kamehameha Highway Guideway (KHG) DB Contract –
  - The contract is approximately 39.6% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 84%.
  - The contract is approximately eight 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 October/November 2015. HECO transmission line clearance issues associated with the guideway delayed the shaft and guideway erection.
  - KIWC has mobilized a third guideway erection truss to help mitigate the WOFH and KHG delays.
- Maintenance and Storage (MSF) DB Contract –
  - The contract is approximately 79.0% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 85%.
  - Building structures are essentially complete with interior buildout continuing.
  - Contract substantial completion is essentially on time.
  - Overall quality of the contract is good.
- Airport Advanced Utilities Construction Contract –
  - Contract is approximately 15.7% based on Earned Value. The planned earned value at this time is approximately 16.8%.
  - The contract is approximately seven months behind schedule. The delay was due to issues with Navy right of entry (ROE) for construction.

2.1.4 Status of Core Systems Contract

Core System Description	Status
General	
Overall	Contract is approximately 24% complete based on expenditures (design, manufacturing, and construction activities). The planned completion at this time is approximately 29.7% (based on late plan S-curve). 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.
Design	Following are the approximate levels of design completion • LRVs – 94% (Interim Design), 55% (Final Design) • Train Control – 88% (Interim Design), 94% (Final Design) • Traction Power – 100% (Interim Design), 97% (Final Design) • Communications – 100% (Interim Design), 37% (Final Design) • Fire Detection – 100% (Interim Design), 55% (Final Design) • PSG, UPS, MPV – N/A (Interim Design), 80% (Final Design) (Note: HART reports earned value only for the overall contract, not for design of the individual components.)
Construction	Limited construction work (MSF signal house) began 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	Several key personnel positions are vacant. AHJV needs to move quickly to address these vacancies and fill the open positions with experienced staff.
NTP Delay Claim	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. Negotiations have been completed, and the proposed settlement has been presented to the HART Board.
System Performance Design	There are some concerns with AHJV's method for calculating headways and round-trip times. Alignment changes from Airport and City Center Fixed Facility Contractors may affect system performance. A full analysis 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 Pittsburg, CA is scheduled to begin in September 2015. The first car shell arrived at the final assembly plant on August 29, 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. AHJV received approval from the US Maritime Agency to ship the first 4 vehicles from a non US carrier.
Traction Electrification Subsystem	
Middle Street AM Antenna	HART has identified an alternate location to relocate the AM Antenna. ROW is working to execute the agreement and relocate. Shielding is no longer necessary.
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 have concluded.
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

- Currently, there are no ROW actions impeding construction work, although the ROW team continues to seek site access or full acquisition to ensure no delay to construction. HART is working to obtain all ROW and parcels that are necessary for construction. The PMOC will continue to closely monitor progress of the ROW actions to help any avoid impacts to construction.
- It appears that some parcels may require condemnation. The number of outstanding parcels remains significant:
    - HART has completed 53 of 222 acquisitions.
    - HART has completed 213 of 222 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, to support the schedule for the Airport Guideway and Stations DB contract. Although the HART Board approved the resolutions and the Honolulu City Council had no objections, the HART staff is striving to reach an agreement with each owner that would eliminate the need to proceed with the eminent domain process.
    - Twenty cases were forwarded to the HART Board on June 25, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. The HART Board approved the resolutions, which allowed staff to forward the matter to the Honolulu City Council for consideration. HART brought these cases back for the HART Board meeting on August 27, 2015.
    - Four cases were presented to the HART Board on July 30, 2015, primarily to support the City Center Guideway and Stations DB contract. HART anticipates bringing these cases back to the HART Board for their September 2015 meeting.
    - Seven cases were presented to the HART Board on August 27, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. HART anticipates bringing these cases back to the HART Board for their October meeting.
    - HART continues to negotiate with each property owner in an attempt to reach mutual agreement. However, several more parcels may be proposed to the HART Board of Directors for eminent domain to support east DB contracts.
- All private property site access for the guideway is complete for KHG. KIWC has identified 3 permanent easement locations for relocated utilities. HART is working with KIWC to resolve these easements, and while they are critical there is not currently an impact on construction work.
- High turnover of HART's real estate consultant staff had a negative impact on production. However, it has been noted that the consultant staffing has stabilized. The PMOC will continue to monitor ROW production.

- Negotiations for parcel acquisitions were delayed because project staff could not obtain definitive answers for certain technical questions (e.g. legal descriptions of the takings; how utilities will be addressed on the project.) However, HART has improved communication and coordination between the ROW and engineering and construction staffs by assigning a liaison.

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. This agreement will become very critical in early 2016.
- 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 – On June 22, 2015, the Navy issued HART a License Agreement, which is a construction right of entry to complete work on Navy property or on Navy facilities such as utility lines. Work has commenced, and HART continues close coordination with the Navy.

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 plan is being updated.	Draft PMP submitted to the PMOC for review in July 2015 without detailed budget and schedule information. HART will incorporate this information when it becomes available (tentatively 4th Quarter of 2015). PMOC comments were provided to HART.

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. Draft Financial Plan submitted to FTA/PMOC for review.	Draft Financial Plan submitted to FTA/PMOC on August 14, 2015 which is based on HARTs preliminary EAC and MPS. HART needs to await final action on the GET extension and approval of a revised FFGA budget by the FTA before they can update the plan.
Real Estate Acquisition and Management Plan (RAMP)	Approved for FFGA.	FINAL RAMP submitted on September 1, 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.

The PMOC is concerned that key HART staff has departed the project, which has left some gaps in their Management Capacity and Capability. The following is a summary of key open positions with anticipated fill dates:

- Director of Planning & Right-of-Way (Existing Position) – TBD
- Director of Operations & Maintenance (Existing Position) – October 1, 2015
- West Area Construction Manager (New Position) – October 15, 2015
- Project Manager Kamehameha Highway Station Group (KHSG)/H2R2 Ramp (New Position) – November 1, 2015
- Project Manager City Center (New Position) – November 1, 2015
- Assistant Project Manager City Center (New Position) – December 15, 2015

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 – $1.630.5 billion (through July 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**	**209,103,727**
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	161,310,964
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	47,775,385
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**	**4,362,333**
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	4,362,333
30	**SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS**	**99,425,456**	**92,535,013**	**6,890,443**	**73,402,849**
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	1,575,472
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	23,297,845
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	5,105,444
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	43,424,088
40	**SITEWORK & SPECIAL CONDITIONS**	**1,103,867,264**	**980,569,426**	**123,297,838**	**480,562,379**
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	2,441,405
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	87,128,329
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	2,112,047
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	9,674,761
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	3,417,879
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	4,535,519
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	371,202,439
50	**SYSTEMS**	**247,460,781**	**221,284,483**	**26,176,298**	**30,769,005**
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	2,649,029
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	16,769,209
50.05	Communications	59,889,234	53,691,339	6,197,895	10,231,696
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**	**798,200,293**

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
60	**ROW, LAND, EXISTING IMPROVEMENTS**	**222,188,386**	**197,397,947**	**24,790,439**	**85,609,306**
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	76,078,884
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	9,530,422
70	**VEHICLES**	**208,501,186**	**186,829,020**	**21,672,166**	**28,540,009**
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	20,747,548
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	7,792,461
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**	**717,699,284**
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	102,690,269
80.02	Final Design	257,934,908	228,321,632	29,613,276	162,191,050
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	292,889,561
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	71,301,910
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	21,429,198
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	19,496,762
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	26,204,341
80.08	Start up	73,560,706	65,996,664	7,564,042	21,496,193
90	**Subtotal (10 - 80)**	**4,846,763,750**	**4,305,164,589**	**541,599,161**	**1,630,048,892**
	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**	**1,630,048,892**
	FINANCE CHARGES	173,058,242			0
	Total Project Cost (10 - 100)	**5,121,693,162**	**4,305,164,589**	**643,470,331**	**1,630,048,892**
	Provisional Request for Payment				
	Total Project Cost (10 - 100)	**5,121,693,162**	**4,305,164,589**	**643,470,331**	**1,630,048,892**

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. It is critical that HART take into consideration both allocated and unallocated contingency when revising the project budget to reflect their EAC. HART must also then update the contingency drawdown curve for inclusion in the Risk and Contingency Management Plan and Monthly Reports.

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 $1.521 billion in GET funds since 2007.
- HART has received approximately $1.143 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 identified substitute funding to address the loss of these funds in the Draft Financial Plan that was submitted to the FTA/PMOC on August 14, 2015.

2.5 Project Schedule

The Master Project Schedule has undergone significant 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. HART then transmitted a work-in-progress (draft) MPS to the PMOC for review on July 8, 2015 and identifies a Target Completion Date (TCD) for the start of full revenue service of June 2021. Although a project sponsor's TCD may be earlier than the FTA Revenue Service Date (RSD), the TCD provided by HART is based on an 8% level of confidence. It was noted by FTA at the Quarterly Progress Meeting on August 19, 2015 that such a low level of confidence is unacceptable. The updated MPS did not contain any unallocated contingency. HART and the PMOC held a schedule workshop on September 8, 2015 and HART indicated that they would provide a revised MPS in October 2015.

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

Period: October 2015 – December 2015		
Activity	**Responsibility**	**Date**
Risk Refresh	FTA, HART and PMOC	To be determined
Monthly Progress Meeting	FTA, HART and PMOC	October 14, 2015
Monthly Progress Meeting	FTA, HART and PMOC	November 4, 2015
Monthly Progress Meeting	FTA, HART and PMOC	December 9, 2015
Quarterly Meeting	FTA, HART and PMOC	TBD

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 KWIC 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. This issue has been technically resolved and a recommendation to proceed with the repair has been issued. 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 – 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 has successfully repositioned the span and made necessary repairs of minor spalling. They also have developed a procedure for final span alignment to prevent this issue from reoccurring.
- 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	430	372	58
DB-200	Maintenance and Storage Facility	28	26	2
DB-320	Kamehameha Highway Guideway	78	52	26
DBOM-920	Core Systems Contract	214	177	37

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 its Safety and Security Management Plan (SSMP), Safety and Security Certification Plan (SSCP), and Construction Safety and Security Plan (CSSP) to conform to the update of the PMP which was submitted on August 4, 2015.
- 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 HART Certification Plan.
- HART Safety and Security Certification Manager position has been vacant for approximately 3 months. HART Chief Safety and Security Manager and other HART staff are filling the gap while a search for a new candidate is undertaken.
- The Airport 7 Pier Project is nearing completion. HART will perform close out, including

final safety certification.

- HART to include HDOT SSOA critical review and approval dates to HART roadmap and also to the safety and security MPS schedule.

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	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending. HART provided MOU to PMOC.
2	**Updates resulting from Risk Refresh:**					
2a	Update the Contract Packaging Plan	HART	Aug-14	Dec-15		In progress – Draft provided to PMOC but changes may be incorporated on updated estimate and schedule
2b	Re-baseline Financial Plan	HART	Apr-14	TBD		Pending final update of budget and schedule
2c	Re-baseline budget	HART	Apr-14	Dec-15		In progress (EAC will be available in July, but an approved re-baseline budget will not occur until late 2015.)
2d	Re-baseline MPS	HART	Apr-14	TBD		In progress – PMOC is reviewing draft update; will be discussed at September Progress Meeting
2f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	TBD		In progress – PMOC provided review comments on early draft, but updated draft will be prepared to reflect revised budget and schedule.
3	MPS Workshop	HART/PMOC	Feb-15	Sep-15		Will be held during week of September Progress Meeting
4	Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap	FTA/PMOC	Apr-15	Sep-15		OP 54 provided to HART; PMOC to provide sample report
5	Hold conference call to discuss use of P3 for Pearl Highlands Parking Structure	FTA/HART	Aug-15	Sep-15		
6	Provide list of HART procedures that are to be updated	HART	Aug-15	Sep-15		
7	Provide EAC in SCC format	HART	Aug-15	Sep-15		
8	HART to provide updated list of Post-Rod changes	HART	Sep-15	Oct-15	Sep-15	Completed
9	HART to provide target date for Federal Courthouse resolution/sign-off	HART	Sep-15	Oct-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	$33,216,423	81.0%	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	$18,746,500	40.6%	2.88%	Dec 2013	Mar 2019
Notes/Issues:		▪ None at this time									
MM-290	Construction Engineering and Inspection (West)	PGH Wong Engineering, Inc	$54,232480			$54,232480	$12,190,712	22.5%	1.81%	Jan 2014	Jan 2020
Notes/Issues:		▪ None at this time.									
MM-595	Construction Engineering and Inspection (East)	AECOM/URS Corporation	$63,083,417			$63,083,417	$11,076,454	17.6%	1.65%	Jan 2014	Dec 2018
Notes/Issues:		▪ 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	$9,543,654	21.7%	0.53%	Feb 2014	Aug 2019
Notes/Issues:		▪ None at this time.									
DB-120	West Oahu/Farrington Highway DB	KIWC	$482,924,000	$142,053,939	22.5%	$624,977,939	$436,572,684	69.9%	1.11%	Nov 2009	Jul 2016
Notes/Issues:		▪ 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	$79,576,593	40.7%	$274,834,593	$211,194,348	76.9%	0.08%	Jun 2011	Apr 2016
	Notes/Issues:	▪ 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 6 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	$16,486,363	4.4%	$388,636,363	$152,782,191	38.4%	0.08%	Jun 2011	Sep 2016
	Notes/Issues:	▪ 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 eight 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	$21,280,894	3.7%	$595,139,998	$143,512,483	24.1%	0.029%	Nov 2011	Mar 2019
	Notes/Issues:	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. HART settled the NTP delay claim for $8.5 million. AHJV's NTP delay claim amount was originally for $9 million. ▪ 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. HART and AHJV negotiated the 4-car train credit for $5.2M and also negotiated the NTP delay claim for $8.5M in July 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	$4,362,333	8.6%	0%	May 2013	Jul 2018
	Notes/Issues:	▪ None at this time.									
FD-140	West Oahu Station Group Construction FD	URS, Inc.	$7,789,000	$2,777,305	34%	$10,014,305	$9,094,145	91.7%	0%	Jun 2012	Dec 2016
	Notes/Issues:	▪ 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	$5,017,093	54%	$14,198,045	$12,546,293	89.4%	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:	▪ 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 28, 2015. HART is proceeding with award of the contract in June 2015 and issuing NTP in July 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%	40.25%	Nov 2012	Dec 2016
	Notes/Issues:	▪ 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	$4,293,512	11.0%	$43,134,472	$40,655,979	94.3%	0.42%	Dec 2011	Jun 2017
	Notes/Issues:	▪ 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	$9,801,978	86.0%	2.31%	Nov 2012	Jul 2017
	Notes/Issues:	▪ 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	$40,014,026	86.6%	0.44%	Jul 2012	May 2018
	Notes/Issues:	▪ 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. ▪ The PMOC strongly recommends that HART does not issue NTP for this contract unless the HECO clearance issues are resolved.									
FD-550	Dillingham and Kaka'ako Station Group Construction FD	Perkins & Will	$18,321,918	$1,046,743	5.71%	$19,308,042	$10,677,500	59.5%	0%	Jun 2013	Jul 2018
	Notes/Issues:	▪ 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	$4,595,193	16.2%	0%	Jul 2014	Jun 2016

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
Notes/Issues		▪ The contract is approximately seven months behind schedule. The delay is due to issues with Navy right of entry (ROE) for construction.									
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		▪ Construction activities ongoing.									

Appendix C: PMOC Team

Name	Position	Background
Tim Mantych, PE	Program Manager	Overall responsibility for the Jacobs PMO program. He has spent 16 years in key management roles on the PMO program, including Program Manager and Task Order Manager, effectively managing oversight services for major capital projects in Regions V and IX.
Bill Tsiforas	Task Order Manager	Responsible for oversight of this task order. He has over 25 years of experience and has served as Task Order Manager and as a systems integration manager in the PMO Program since 2008. His project management experience covers a wide range of transit projects including BRT, monorail, streetcar, light rail, and heavy rail systems. In rail projects and other transportation modes, he has experience in management of project planning, engineering, and architecture service contract, engineering design, and construction management.
Keith Konradi, PE	Civil Engineer	Has extensive over 40 years of experience as a civil engineer and trackwork expert who can provide informed reviews of all issues regarding the design and construction of civil, railroad, and transit. He has specialized in railroad and transit projects, designing new alignments, realignments, profiles, yard, and maintenance facility layouts, connections, and interlockings.
Charles Neathery	Construction Management Manager	**R**esponsible for oversight of construction management activities and project scheduling. He has served on the PMO Program since 1995 in various key positions: Deputy Program Manager, Task Order Manager, Construction Manager, Risk Manager, and Technical Specialist. His heavy civil construction background as a construction contractor Project Manager and as Program and Controls Director combines experience on both sides of the industry as a builder and a manager.
Tim Morris	Cost Estimating Manager	**R**esponsible for oversight of cost estimating and cost control. He brings 34 years of experience in cost estimating. His background includes: construction and project management of heavy civil projects; cost estimating; field engineering; scheduling; project controls; change order negotiations; and procurement.
Dorothy Schulz, PhD	Systems Safety Manager	Responsible for oversight of safety and security activities. She has been Director of Transit Security Practice at Interactive Elements for more than 20 years. She performs safety and security studies and oversights for various agencies. She also performs FTA State Oversight Agency (SOA) audits as well as Safety and Security Readiness Reviews (SSRRs). Dr. Schulz has written and/or reviewed numerous TVAs, PHAs, SSPPs, and SSPs; all require comprehensive understanding of the 882C Standard.
Arun Virginkar	Rail Equipment Engineer	**R**esponsible for oversight of rail vehicle engineering and Buy America compliance. He has been involved with the PMOC Program since 1994. He has experience in contract management, vehicle and systems equipment engineering, operations and maintenance planning, system integration and testing, safety certification plans, and quality and system assurance. He also has specialized experience in Buy America Pre-Award and Post-Delivery audits of car builders.
Bob Merryman	Real Estate Manager	**R**esponsible for oversight of real estate activities on the project. He has 35 years of practical experience in the implementation of the Uniform Act in federally funded projects. In addition, he has written three text books used by FHWA, as well as the one additional course text used by the FTA discussing the implementation of the Uniform Act. He also served as lead investigator on the business retrospective study for the Federal Highway Administration. The information gleaned from this investigation was to develop the most recent revisions to 49 CFR Part 24.
David Sillars, PhD	Risk Assessment Manager	Responsible for oversight of the risk management activities for the project. He has over 35 years of experience in risk and management consulting and transportation research. He assisted FTA with editing and developing the updated MAP-21 Risk and Contingency Management Oversight Procedure (OP 40) and updated FTA risk workbook. He has co-developed and delivered the New Starts risk management training program for the National Transit Institute on behalf of the FTA.

Appendix D: Project Overview and Map (Transmitted as a separate file)

Appendix E: Safety and Security Checklist (Transmitted as a separate file)

Appendix D: Project Overview and Map

Date:	September 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

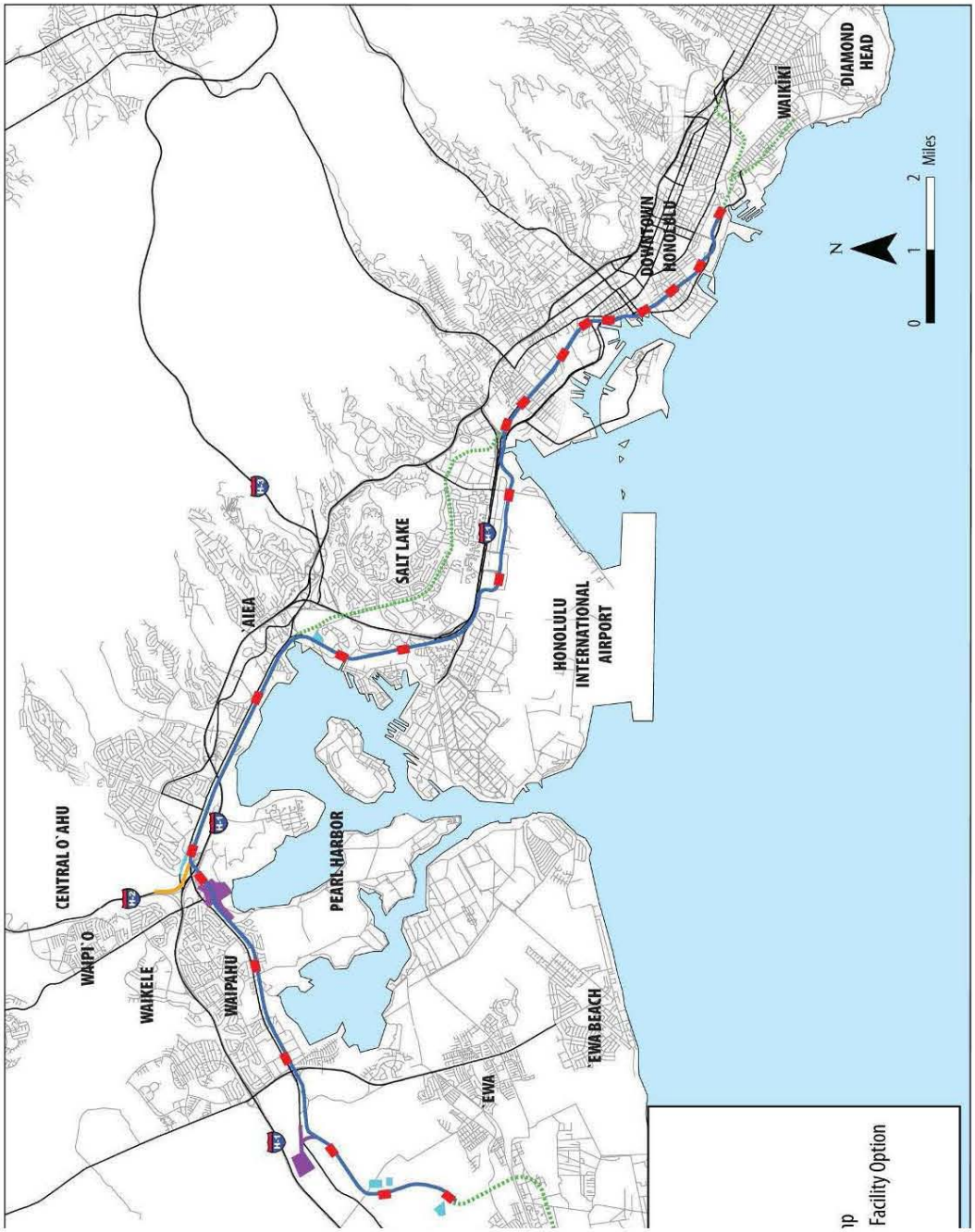
10/09 Approval Entry to PE	03/19 Estimated RSD at Entry to PE
12/11 Approval Entry to FD	03/19 Estimated RSD at Entry to FD
06/12 Request for FFGA	03/19 Estimated RSD at Request for FFGA
12/12 FFGA	01/20 RSD at FFGA

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

$1.630.5B Amount of Expenditures at date of this report
38.1% complete (Total Project Expenditures/Total Project Cost)

Honolulu Rail Transit Project Map



Appendix E: Safety and Security Checklist

Project Overview			
Project Name	Honolulu Rail Transit Project		
Project mode (Rail, Bus, BRT, Multimode)	Rail		
Project phase (Preliminary Engineering, Final Design, Construction, or Start-up)	FD		
Project Delivery Method (Design/Build, Design/Build/Operate Maintain, CMGC, etc.)	DB, DBB and DBOM		
Project Plans	**Version**	**Review by FTA**	**Status**
Safety and Security Management Plan	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 evaluated 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: • 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	

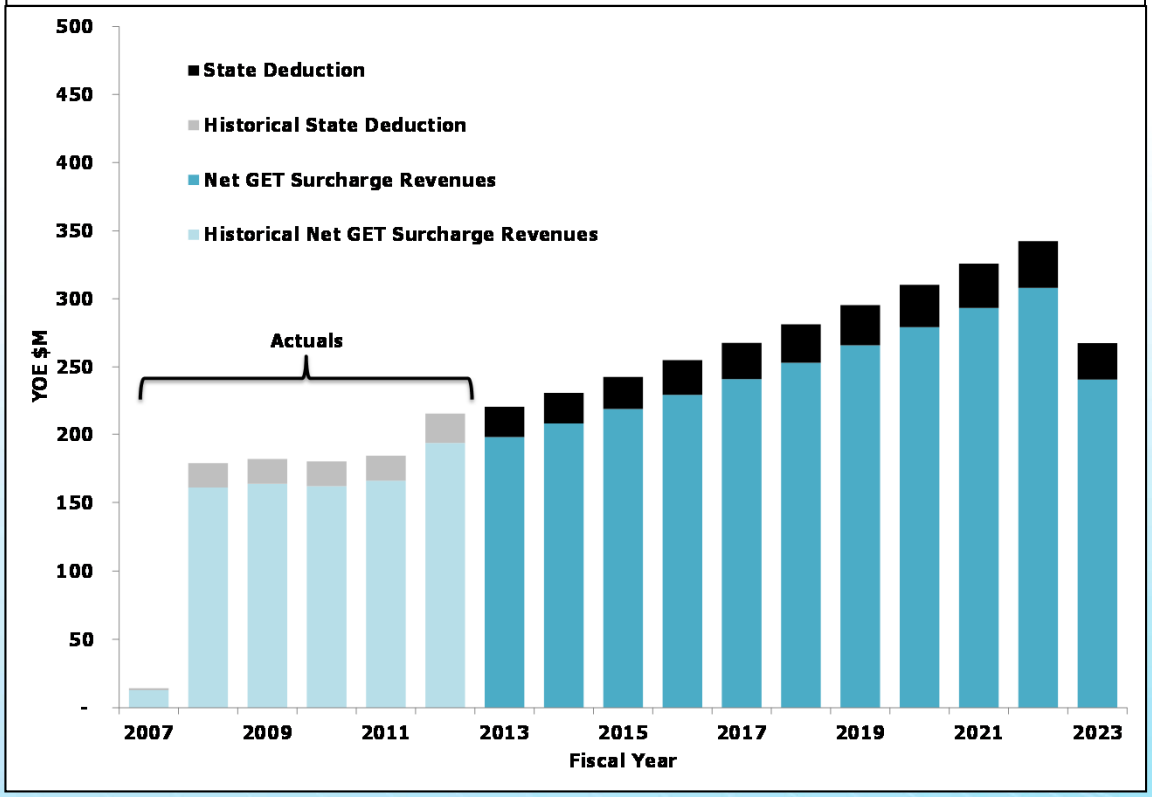
FFGA Financial Plan Update:
GET Revenue Growth Rate Discussion

Michael McGrane
Budget & Finance

GET Growth Assumptions in Original FFGA Financial Plan

- **Original Financial Plan assumes GET Surcharge revenues to grow at the 30 year historical average**
  - **5.04% Compounded Annual Growth Rate**
- **In the original plan, the GET expires on 12/31/2022**
- **Total FFGA Financial Plan GET revenue totals $3.291billion**
- **Actual to Date: $39 million under plan**

Original FFGA Financial Plan
GET Revenue Projection
(June 2012)

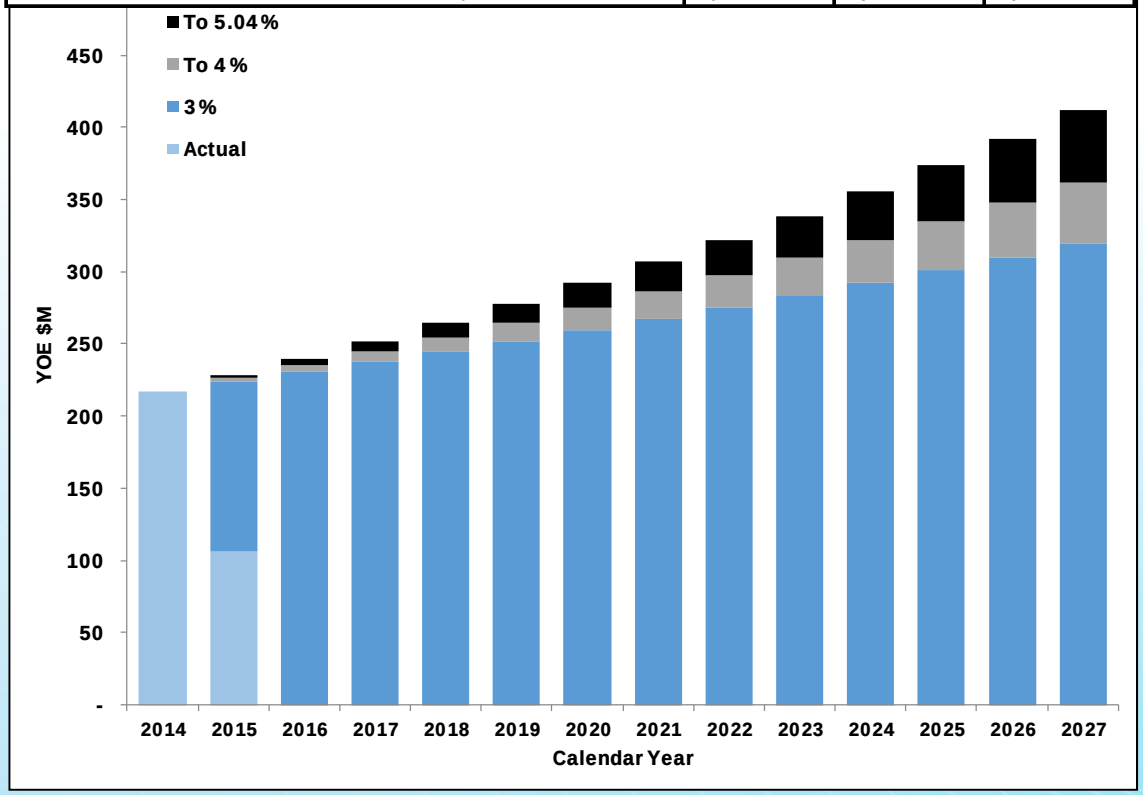


Source: Final Financial Plan for Full Funding Grant Agreement (June 2012), page 2-7.
Note: GET surcharge implemented 1/1/2007. FFGA Financial Plan GET revenues begin with the grant's preliminary engineering date October 16, 2009.

GET Growth Assumptions from 3% to 5% through 12/31/2027

- Evaluated growth rates from 3%, 4%, & 5.04%
- Additional GET revenues range from approximately $1.2 billion to $1.8 billion
- Actual GET revenue compounded annual growth rate totals 4.07%

GET Surcharge Growth Rate	3%	4%	5.04%
Revenue ($ in billions, Oct 2009-Dec 2027)			
Total GET Revenue	$4.582	$4.815	$5.090
Increase over FFGA $3.291	$1.232	$1.524	$1.790



Note: Actual to date figure reflects GET receipts in first full Fiscal Year 2007-8 through the latest GET receipt (July 2015)

Refresh Plan at a 4% Growth Rate

- **Refresh uses 4% growth rate in the financial plan that we will submit to the FTA**
  - **Corrects for the $100 million GET shortfall identified in the December 14, 2014 Board Meeting**
  - **Reflects actual growth rate to date**
  - **Adds $1.524 billion through the 5 year extension (12/31/2027)**

FFGA Financial Plan Update:
Master Project Schedule

Jeff Mack, P.E.
Project Controls

FFGA (Full Funding Grant Agreement with the Federal Transit Administration)

Master Project Schedule

- **Update provides information in response to HART Board request and FTA/PMOC refresh**

- **Phase 1 (West Segments)**
  - **West Oahu / Farrington Highway Guideway (WOFH)**
  - **Kamehameha Highway Guideway (KHG)**
  - **East Kapolei to Aloha Stadium (9 Stations)**
  - **Rail Operations Center**
  - **9 Milestone Dates ("A" & "B")**

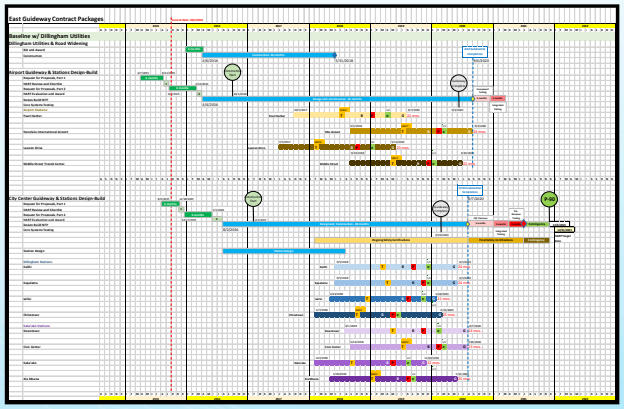
- **Phase 2 (East Segments)**
  - **Airport Guideway (AGS)**
  - **City Center Guideway (CCGS)**
  - **Pearl Harbor to Ala Moana Center (12 Stations)**
  - **6 Milestone Dates ("A" & "B")**

Subject to review and discussion with the FTA

Master Project Schedule Definitions

Milestone Dates

- **"A" Dates**
  - Substantial Completion of fixed facilities (guideway, stations, etc.)
  - Civil and roadway work complete
  - Major Maintenance of Traffic (MOT) measures are removed
  - Limited impacts on vehicular and pedestrian traffic
  - Establishes the new "normal conditions" along the corridor
- **"B" Dates**
  - Facilities are open for intended use
  - Passenger service



- **Activities between "A" and "B" Dates**
  - Vehicle delivery and systems installation
  - Completion of systems installation
  - Systems and vehicle testing
  - Completion of fire and life safety approval
  - System Certification

Phase 1 (West Segments)

Phase 1 Milestone Dates*

Facilities; guideway; systems ("A" Dates)

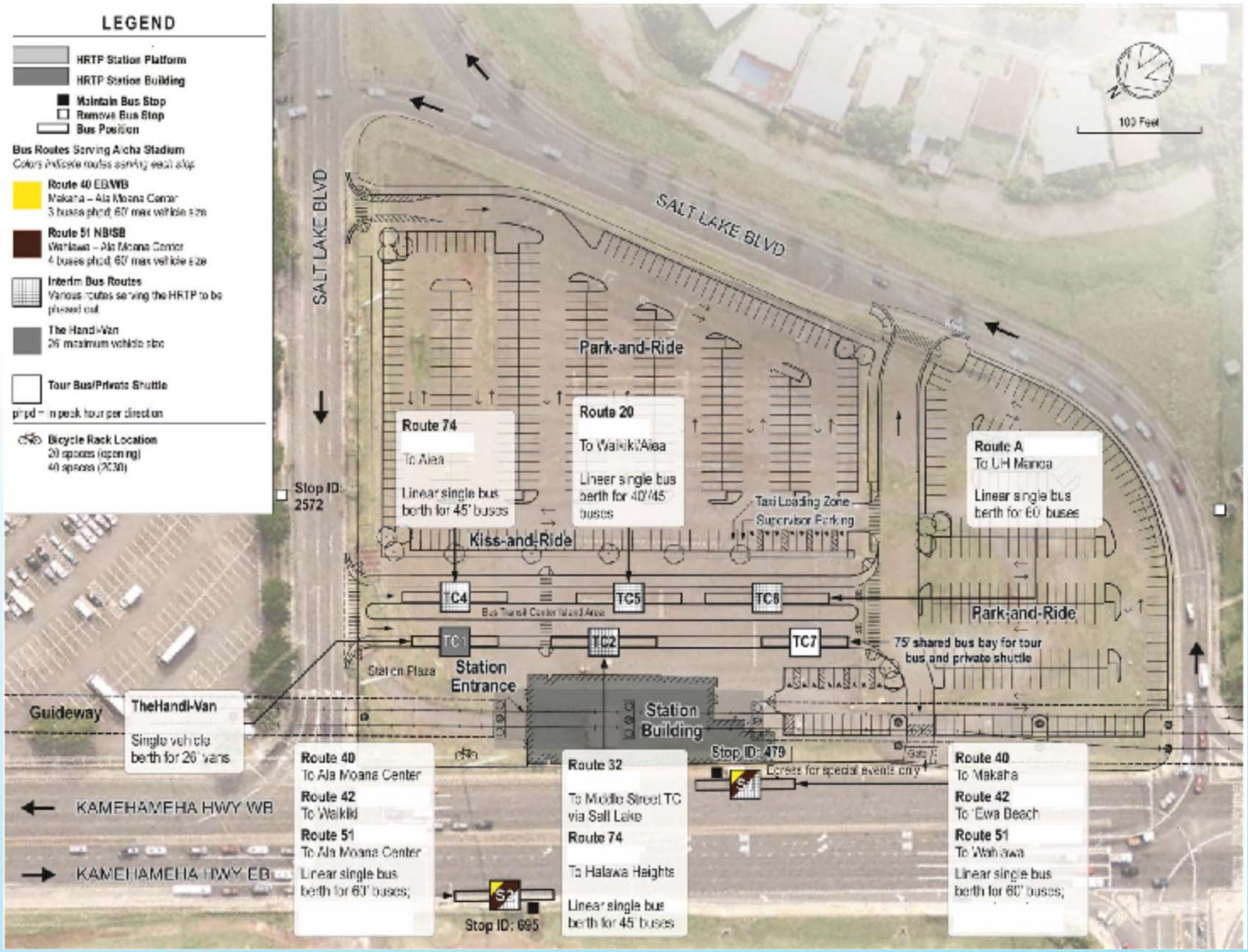
- 1st Vehicles Arrive: 1st Quarter 2016
- Rail Operations Center: 2nd Quarter 2016
- West Oahu/Farrington Guideway (6.8 miles): 3rd Quarter 2016
- Kamehameha Highway Guideway (3.9 miles): 2nd Quarter 2017
- West Oahu Stations: 4th Quarter 2017
  - East Kapolei; University of Hawaii/West Oahu; Ho'opili
- Farrington Highway Stations: 1st Quarter 2018
  - West Loch; Waipahu Transit Center; Leeward Community College
- Kamehameha Highway Stations: 3rd Quarter 2018
  - Pearl Highlands; Pearlridge; Aloha Stadium
- Systems Certification & Testing: 3rd Quarter 2018

Phase 1 Milestone ("B" Date)

- Ready for Revenue Service to Aloha Stadium: 3rd Quarter 2018

*Dates are consistent with Monthly Report dates

Aloha Stadium Station



Phase 1 Milestone Dates

East Kapolei Station to Aloha Stadium Station

- **Ready for Revenue Service : 3rd Quarter 2018**

Other Options:

1. Delayed or Deferred Interim Opening

System Operations is beneficial for adding Phase 2 segments

2.East Kapolei to Pearl Harbor

1 additional mile to Pearl Harbor and the Pearl Harbor Station is not in the current scope and would need to be added as a new requirement in the current Airport Segment solicitation

3. East Kapolei to Middle Street (adds Airport Segment)

According to the current contracting plan, this segment will be complete about the same time as the City Center Segment (3rd Quarter 2020)

Phase 2 (East Segments)

Phase 2 Milestones

Facilities; guideway; systems ("A" Dates)

- Airport Utilities: 3rd Quarter 2016
- Dillingham Boulevard Advance Utilities: 3rd Quarter 2018
- Airport Guideway (5.2 miles) & Stations: 3rd Quarter 2020
  - Pearl Harbor; Honolulu International Airport
  - Lagoon Drive; Middle Street Transit Center
- City Center Guideway (4.2 miles) & Stations: 3rd Quarter 2020
  - Kalihi; Kapalama; Iwilei; Chinatown
  - Downtown; Civic Center; Kaka'ako; Ala Moana

Phase 2 Milestone ("B" Dates)

- Systems Certification & Testing: 3rd Quarter 2021
- Ready for Revenue Service: 4th Quarter 2021

Subject to review and approval by the FTA

Opportunities for Earlier Opening

- **HART Master Project Schedule is based on:**
  - **Current information**
  - **Historical events**
  - **Lessons from ongoing construction operations**
- **Design/Build contractors may have different approaches to the work, such as:**
  - **More resources**
  - **More work zones (headings)**
  - **More efficient way of performing the work**
- **Potential limiting factors:**
  - **Systems installation capability to do concurrent work**
  - **Impact on businesses and traffic**
  - **Third Party access and utility relocations**

Subject to review and approval by the FTA

FFGA Financial Plan Update:

Project Cost Update

Corey Ellis, MBA
Project Controls

10/15/15

Objectives

- **Provide FFGA Financial Plan update based upon current cost escalation and Project schedule forecast**
- **Compare original FFGA Financial Plan dated June 2012 with refreshed cost and revised revenue and escalation growth percentage**
- **Next Steps**

Project Balance

FFGA:

June 2012

[A]

Project Finances	Value (M's)
Net FFGA Revenue Total[1]	$5,163
Project Capital Cost	($4,948)
Debt Financing Costs	($215)
Total Project Cost	($5,163)
Project Balance	**$0**

[1] Net FFGA Revenue is net of $193M Project Cash Balance.

Presentation Made:

December 18, 2014

[B]

Project Finances	Value (M's)
Net FFGA Revenue Total[1]	$5,163
Project Capital Cost	($4,948)
Debt Financing Costs	($215)
GET Projected shortfall	($100)
FTA 5307 Funds Reduction	($210)
Lawsuits and Delay Claims	($190)
Utility Relocations	($50)
Project Enhancements	($75)
Construction Cost Escalation	($45)
Allocated Contingency	($240)
Total Project Cost	($5,763)
Project Balance Adjustment	**($910)**

[1] Net FFGA Revenue is net of $193M Project Cash Balance.

Current Update:

October 15, 2015

[C]

Project Finances	Value (M's)	Slide Ref:
Net FFGA Revenue Total[1]	$5,163	
Project Capital Cost	($4,948)	
Debt Financing Costs	($215)	
GET Revenue from Extension[2]	$1,524	
FTA 5307 Funds Reduction	($210)	Slide 4
Lawsuits and Delay Claims	($190)	Slide 5
Utility Relocations	($120)	Slide 6
Project Enhancements	($130)	Slide 7
Construction Cost Escalation	($240)	Slide 8
Additional Debt Financing Cost	($95)	Slide 12
Allocated Contingency	($240)	Slide 13
Total Project Cost	($6,158)	
Unallocated Contingency	($299)	Slide 13
Project Balance	**$0**	

[1] Net FFGA Revenue is net of $193M Project Cash Balance and net of $110M in added revenue for Public/Private contributions for Pearl Highlands Transit Garage.

[2] GET Revenue from Extension. Pending City Council Consideration.

FTA Section 5307 Funds – $210M

- The updated FFGA Financial Plan recommends the $210M be deleted from Revenue/Contingency funding per Honolulu City Council Resolution No. 15-18.
- The Plan update assumes these 5307 funds will be replenished from the pending GET extension.

Project Delays – Projected $190M

Total Legal Delay Costs	$ 45,902,918
Total Other Delay Costs	$ 77,126,198
Escalation (combination of NTP & Legal)	$ 49,106,403
Total Delay Claims Cost	$ 172,135,519
Plus several remaining claims and escalation actuals	$ 10 - 20M
Estimated impact	**$ 190M**

(Data provided to HART Board Dec 18, 2014)

Utility Relocations/Upgrades - Projected $120M

- The difference between the 6/12 FFGA Financial Plan and 12/14 Plan update ($50M) is primarily due to:
  1) Additional cost projected for HEI utility relocations in the City Center segment - $25M
  2) Service connection costs for permanent power - $5M
  3) Cost to address clearance conflicts with HEI high voltage lines - $20M
- The difference between the 12/14 and 10/15 cost update ($70M) is primarily due to HART's estimated share to underground utilities (Dillingham Blvd)
- The investment in relocation and replacement of utilities along the guideway should improve aging island infrastructure (water, sewage, cable, gas, power, and etc.)

Project Enhancements – Projected $130M

- Platform Safety Gates - $28M (12/14)
- Additional Seats - $2M (12/14)
- Fare Collection Systems - $15M (12/14)
  - Includes $10M credit from Ansaldo
- Emergency Backup Generators - $15M (12/14)
- Public Highway Improvements - $15M (12/14) / $35M (10/15)
- Additional Escalators - $20M (10/15)

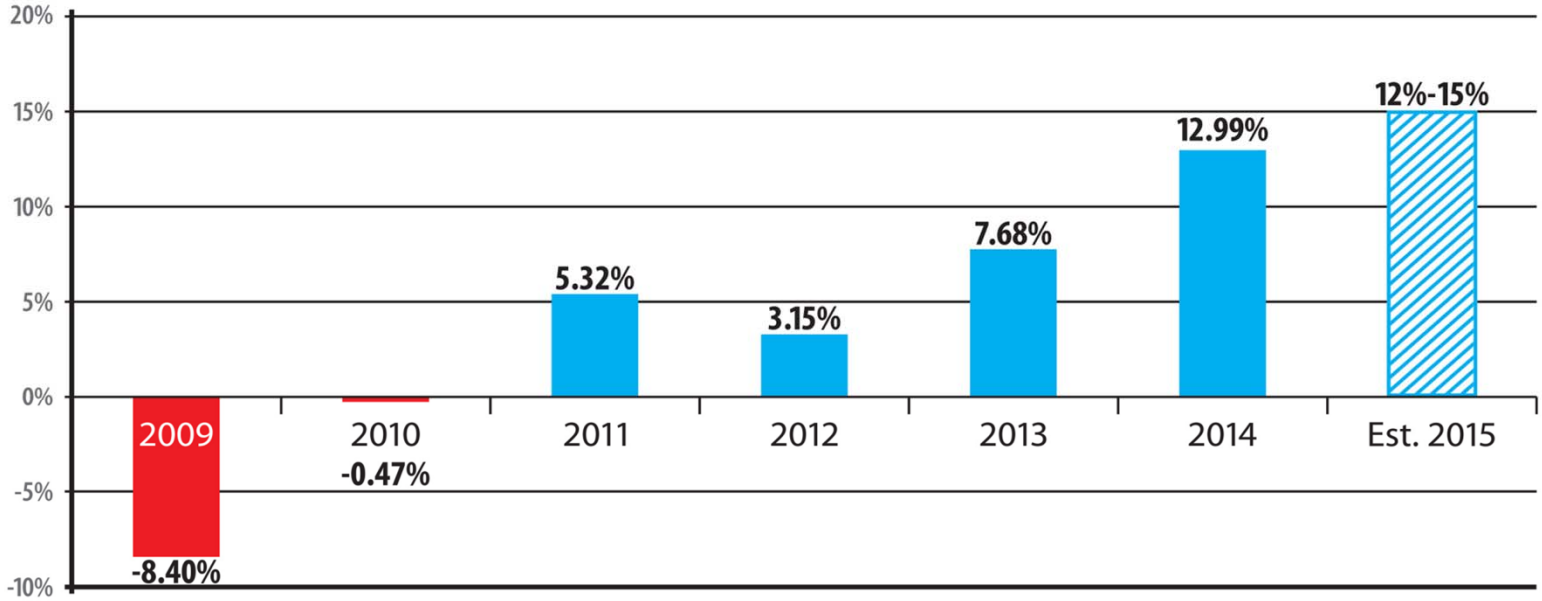
Cost Escalation – Projected $240M

- **The 6/12 FFGA budget utilized an average 4.5% per year rate of cost escalation.**
- **The actual construction cost escalation for Oahu for years 2013 and 2014 has averaged 10.3% per year, more than double the FFGA estimate.**
- **Based on most recent cost data*, the estimated construction escalations for Oahu are projected to be 12%-15% for 2015.**

*Rider Levett Bucknall

HONOLULU AUTHORITY for RAPID TRANSPORTATION

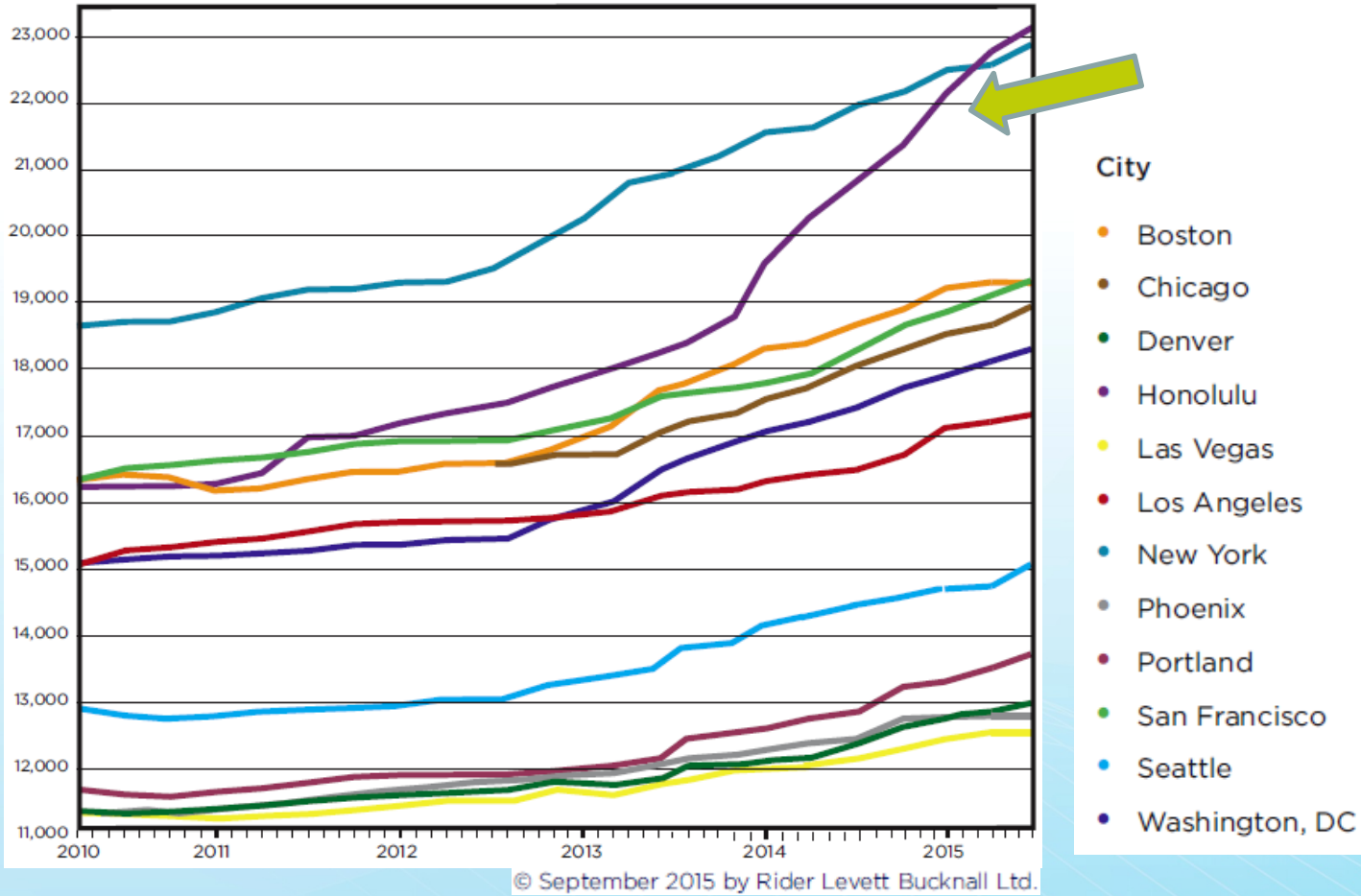
CONSTRUCTION COST % CHANGE FOR HONOLULU



Reference: Rider Levett Bucknall, Quarterly Construction Cost Reports 2009-2014.
The 2015 projection is based on discussions with Rider Levett Bucknall.

Extraordinary Market Conditions

COMPARATIVE COST INDEX



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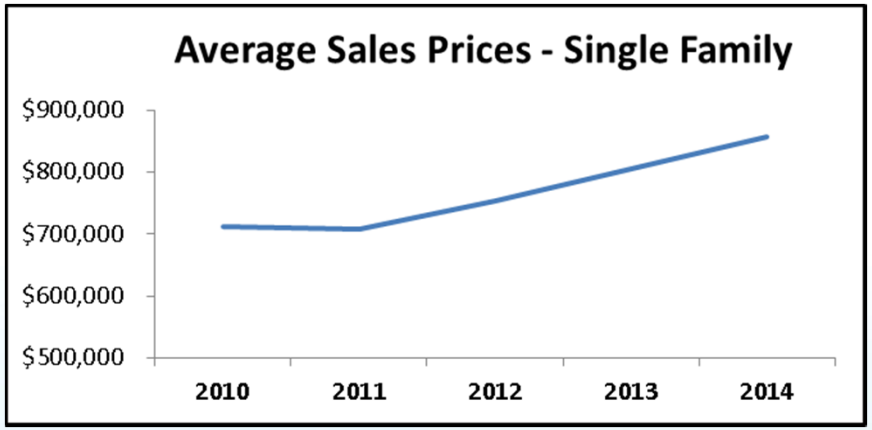
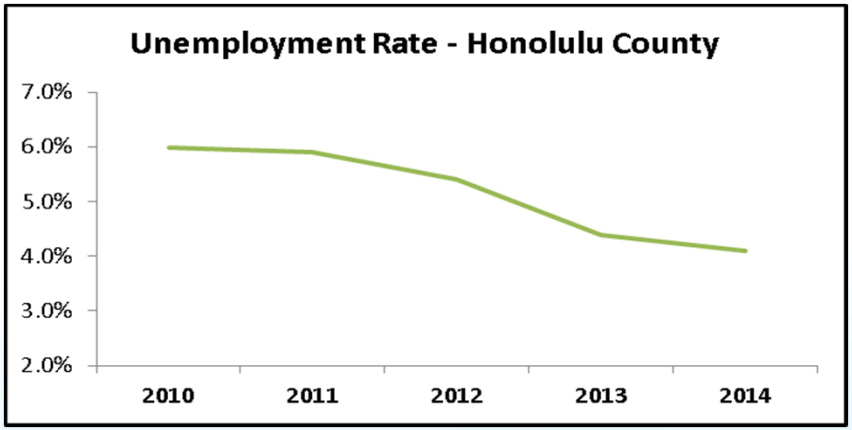
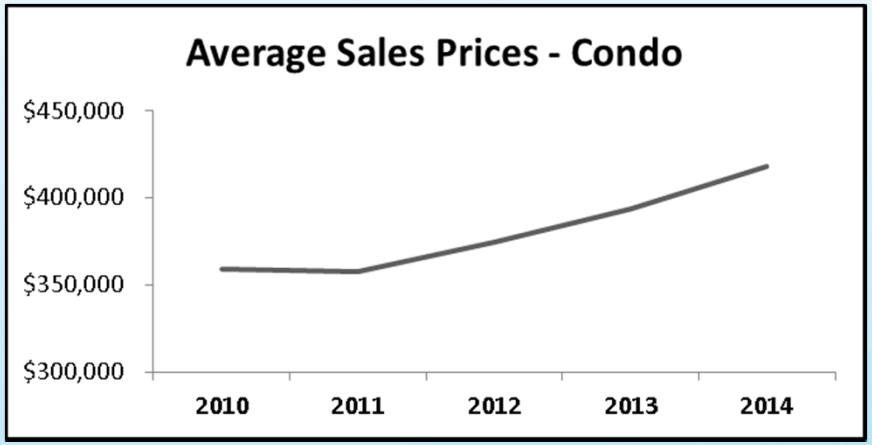
Extraordinary Market Conditions



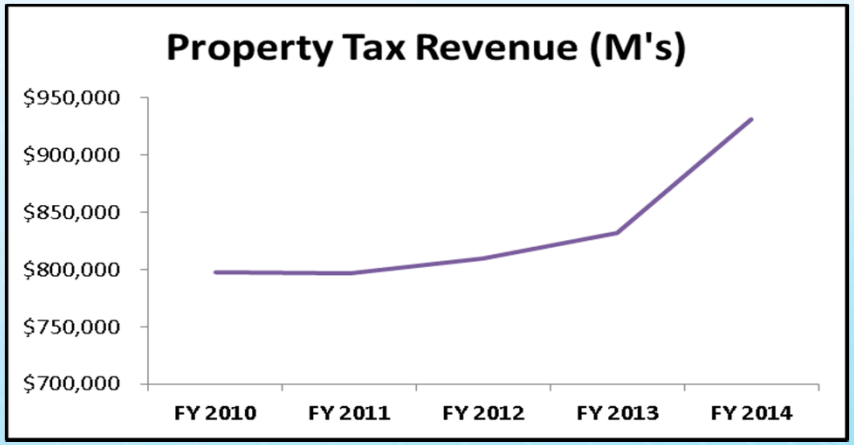
Source: Honolulu Board of Realtors



Source: UHERO Data Portal



Source: Honolulu Board of Realtors



Source: City and County of Honolulu CAFR

Additional Debt Financing - $95M

- The 12/14 cost update did not include additional financing cost for the estimated "$910M" project deficit.
- The 10/15 cost update assumes the projected cost increases will be financed over the length of the proposed 5 year extension.

Project Contingency - $539M

- The 10/15/15 FFGA updated Financial Plan proposes to replenish contingency by $240M in allocated and $299M in unallocated (total $539M)
- The FTA's most recent recommendation for Project contingency is 13% of Project cost; the updated plan would yield 14%.
- The updated Plan assumes the Pearl Highlands Garage, Freeway Off Ramp and new Bus Transit Facility will cost $240M compared to $173M in the 6/12 FFGA forecast. To offset these cost escalations, the Plan projects the garage ($110mil) will be funded via a Public Private Partnership

Next Steps

- **Provide updated Financial Plan to FTA Project Management Oversight for their analysis and review.**
- **Provide updated Financial Plan presentation to Administration and City Council.**

Closing Press Release: Sale of AnsaldoBreda and Ansaldo STS from Finmeccanica to Hitachi completed.

Tokyo, Japan, and Rome, Italy, 2 November, 2015 –

Finmeccanica and Hitachi today announce the closing of transactions relating to the acquisition by Hitachi regarding the business of AnsaldoBreda S.p.A, except for some revamping activities and certain residual contracts, and Finmeccanica's entire economic interest in Ansaldo STS S.p.A., equal to approximately 40% of its issued share capital.

Finmeccanica has selected Hitachi as the best industrial partner to ensure a successful long term repositioning of its Transportation business. The integration into Hitachi will secure the best possible future for the Ansaldo STS and AnsaldoBreda businesses and their employees.

Finmeccanica's CEO and General Manager Mauro Moretti said:

"With the sale of the Transportation business, Finmeccanica becomes a pure Aerospace, Defence and Security player. This is a key step in the execution of our Industrial Plan, aimed at focusing and strengthening the Group in the core business and at delivering on our economic and financial objectives. I am sure both, AnsaldoBreda and Ansaldo STS, will play a key role in the future development of Hitachi Rail business worldwide".

Alistair Dormer, Global CEO Hitachi Rail Group, comments:

"With these acquistions Hitachi will strengthen its position in signalling and traffic management systems, expand turnkey operations and enlarge its portfolio with world-class products. The combination of Ansaldo and Hitachi's complementary portfolios will also deliver a unique opportunity to pursue untapped growth potential in new markets".

As per the agreements signed on 24 February 2015 and further to the distribution of dividends of Eur 0.15 per share, announced on the 6th of March 2015, the purchase price of the Shares of Ansaldo STS amounts to Eur 9.50 per share, corresponding to a total consideration for the stake sold of Eur 761 million. Following the closing of the Ansaldo STS transaction, Hitachi will launch a mandatory tender offer for all the remaining shares of Ansaldo STS in accordance with Italian law.

The total net consideration at the closing date to be paid to Finmeccanica under the purchase agreement of AnsaldoBreda S.p.A. going concern, including real estate assets, amounts to ca. Eur 30 million.

As a result of these transactions, Finmeccanica Group's Net Debt will decrease by ca. Eur 600 million, reduction already factored into the full year 2015 guidance, with a capital gain (subject to the valuation of indemnities and price adjustments) estimated in ca. Eur 250 million.

Finmeccanica reminds that its FY2015 Guidance already includes the effects of the deconsolidation of the Transportation business.

Advisors

For the transaction, Finmeccanica was assisted by Mediobanca and UBS as financial advisors and by Grimaldi Studio Legale as legal advisor. The Independent Directors of Finmeccanica's Board were assisted by Equita Sim as financial advisor. Hitachi Group was assisted by Citi and Deutsche Bank as financial advisors and by Gianni Origoni Grippo Cappelli & Partners and Mori Hamada & Matsumoto as legal advisor.

Finmeccanica's Contacts

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Ansaldo Honolulu

A Partnership between Hitachi Group Companies

November 5, 2015

Honolulu Authority for Rapid Transportation
Ali'i Place, 17th Floor
1099 Alakea Street
Honolulu, Hawai'i 96813
Attention: Mr. Daniel A. Grabauskas, Executive Director and CEO

AHJV-PM-15173

Subject: Ansaldo Honolulu becomes part of Hitachi Group.

Reference:

Aloha Mr. Grabauskas:

Enclosed please find confirmation letters from Mr. Stefano Siragusa, CEO of Ansaldo STS, and Mr. Maurizio Manfellotto, Chairman and CEO of Hitachi Rail Italy (formerly AnsaldoBreda) regarding the acquisition by Hitachi Group.

Our team in Honolulu has spent the past six years working on providing a world class transit system for Honolulu. This acquisition will strengthen our ability to reach and exceed our goals.

We at Ansaldo Honolulu look forward to an exciting future with Hitachi Group.

Sincerely,

Enrico Fontana
Project Manager and Managing Director

Attachment: - Ansaldo STS' Letter "Ansaldo STS becomes part of Hitachi Group"
- Hitachi Rail Italy's Letter "AnsaldoBreda becomes part of Hitachi Group"

cc: Mr. Charles S. Carnaggio, HART
Mr. Justin Garrod, HART

Ansaldo Honolulu JV
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Honolulu, Hawaii 96813
Tel +1 808 356 3000 Fax +1 808 356 3020
www.ansaldohonolulurail.com
ABC-31120

Ansaldo STS

A Hitachi Group Company

Att.To: Daniel A. Grabauskas
Executive Director and CEO
HART

Date: 11.04.2015

Subject: Ansaldo STS becomes part of Hitachi Group

Dear Sir, Madam,

Following the transaction between Finmeccanica and Hitachi which occurred on November 3rd 2015, Ansaldo STS has become part of Hitachi Group, one of the most prestigious and well-known companies in the world.

The acquisition of our company by Hitachi Group is part of the strategy of Hitachi - but also of Ansaldo STS - to compete at the top of the global transportation business.
Technology and history will merge to create a company that will strengthen the combined global offerings in rail system solutions.
At this stage Ansaldo STS's integration process into Hitachi Group is limited to the change of its majority shareholder.

This change will be progressively notable through the Ansaldo STS logo on all the company's communications.

All legal information including addresses, registration numbers, capital, invoicing details and VAT numbers, as well as your contacts within Ansaldo STS shall remain unchanged. Furthermore projects and contractual agreements will not be impacted by the transaction with Hitachi as Ansaldo STS remains focused on the satisfaction of its clients through the full respect of all its commitments and contractual obligations.

We remain at your disposal for any further clarification concerning the above.

Yours faithfully

Ansaldo STS S.p.A.

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16151 Genoa - Italy
Phone +39 010 655 2111
Fax +39 010 655 2939

Branch with permanent representation:
Via Argine, 425
80147 Naples - Italy
Phone +39 081 243 1111
Fax +39 081 243 2099

Issued Capital € 100.000.000,00 fully paid up
Company Registration number
Genoa Chambre of Commerce
R.E.A. n. 421689
Fiscal Code and Value Added Tax n. 01371160662

www.ansaldo-sts.com

HITACHI
Inspire the Next

Att. To:

Honolulu Authority for Rapid Transportation

Ali'i Place, 17th Floor

1099 Alakea Street

Honolulu, Hawai'i 96813, USA

At the attention of Mr. Daniel A. Grabauskas

dgrabauskas@honolulu.gov

c.c.

Ansaldo Honolulu JV

737 Bishop Street, Suite 2860

Honolulu, Hawai'i 96813, USA

At the attention of Mr. Enrico Fontana

Enrico.Fontana@ansaldohonolulu.com

Naples, November 4th 2015

Letter no.HRI/SSP/004

Subject: AnsaldoBreda becomes part of Hitachi Group

Dear Dan,

From November 2nd, 2015, AnsaldoBreda has become part of the Hitachi Group, one of the most prestigious and well-known companies in the world.

The acquisition of our company is part of a larger project of expansion of the Hitachi "rail" sector, characterized by the birth of a new entity capable of competing with the major players, going to be placed at the top of the field in which we operate.

Technology and history will merge to create a Company that will offer, from the signaling to the conventional and driverless metros, from the regional to the high speed trains, a range of state of the art products.

Hitachi Rail Italy, SpA
Via Argine 425, 80147 Napoli – Italy Tel: +39 0812431111 Fax +39 0812432698
Tax code and VAT number: 13264171003
www.hitachirail.com

HITACHI
Inspire the Next

The Hitachi Group has over 100 years of successful track-record in delivering products, systems and services of superior technology, unsurpassed quality and proven reliability, resulting in a world-wide recognized reputation for excellence.

Fulfilment of commitments towards Customers is the core mission of Hitachi and you, as our highly valued Customer, can rely on us to meet your current and future expectations.

Leveraging on our proven experience in global markets and on our very sound financial strength, we will deploy our best resources to successfully complete the ongoing contracts with you and thus set the basis for a long-term relation.

Best regards

Maurizio Manfellotto

Hitachi Rail Italy S.p.A.