



**Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street
Honolulu, Hawaii 96813
Thursday, July 17, 2014 9:30 am**

MINUTES

PRESENT:

Ivan Lui-Kwan	William "Buzz" Hong
Michael Formby	Carrie Okinaga
George Atta	Damien Kim
Keslie Hui	Robert "Bobby" Bunda

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

Daniel Grabauskas	Lorenzo Garrido
Brennon Morioka	Russell Honma
Diane Arakaki	Gail Jennings
Michael McGrane	Allison Andrade
Duane Sayers	Cindy Matsushita
David Sagherian	Joyce Oliveira
Gary Takeuchi	Andrea Tantoco
Joyce Oliveira	Karley Halsted
Kate Froemming	

EXCUSED:

Donald G. Horner	Ford Fuchigami
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I. Call to Order by Chair

HART Board Chair Ivan Lui-Kwan called the meeting to order at 10:45 a.m.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony.

Barbra Armentrout provided testimony suggesting that HART construct two bathrooms at every rail station. She also voiced her concern regarding recent general excise tax revenues.

Mr. Lui-Kwan said that Arthur Tolentino from the Sheet Metal Workers Union had submitted a letter of testimony, attached hereto as Attachment A.

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Joseph O'Donnell, attorney for the Ironworkers Union, provided testimony suggesting that HART reconsider the bundling of the nine-station contract to allow smaller local contractors to satisfy bonding requirements. He also urged HART to employ a project labor administrator in accordance with the project labor agreement (PLA), to provide a liaison between the unions and HART.

Board member William "Buzz" Hong said that he, Mayor Caldwell during his tenure as the City Managing Director, and Board member Carrie Okinaga during her tenure as Corporation Counsel helped in the drafting of the PLA. He echoed Mr. O'Donnell's request that HART employ a project labor administrator.

Board member Michael Formby asked for a copy of the PLA, and HART Executive Director and CEO Daniel Grabauskas said he would provide both PLAs to the Board.

Russell Honma provided testimony in support of local labor.

III. Approval of the Minutes of the June 19, 2014 Board of Directors Meeting

Mr. Lui-Kwan said that the approval of minutes of the June 19, 2014 Board of Directors meeting would be postponed until the next meeting.

IV. June Monthly Progress Report

HART Project Controls Manager David Sagherian presented highlights of the June Monthly Progress Report, a copy of which is attached as Attachment B. He reported that the 100th column had been completed in the West Oahu/Farrington Highway (WOFH) section. To date, 50% of the foundations in the WOFH section were complete, and 40% of columns were complete. Mr. Sagherian also reported the steel framing on the Operations and Servicing Building at the Maintenance and Storage Facility was being erected.

Board member Robert "Bobby" Bunda thanked Mr. Sagherian for including commodity information. He requested information on electricity.

Board member Carrie Okinaga thanked Mr. Sagherian for adding information on contingency drawdowns.

V. Executive Director and CEO's 2014-2015 Performance Objectives

Ms. Okinaga introduced the Executive Director and CEO's performance objectives for 2014-2015 for adoption. A copy of the performance objectives is attached hereto as Attachment C.

Mr. Lui-Kwan invited public testimony. There was none.

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Ms. Okinaga moved for adoption of the 2014-2015 performance objectives, and Board member Damien Kim seconded the motion. All being in favor, the motion carried unanimously.

VI. Chair's Annual Report to the Mayor and City Council

Mr. Lui-Kwan said that pursuant to Revised Charter of the City and County of Honolulu (Charter), the HART Board of Directors was required to submit a report to the Mayor and City Council annually. He said that a draft had been circulated to Board members, some of whom had already provided their input. A copy of the draft report is attached hereto as Attachment D.

Mr. Lui-Kwan invited public testimony. There was none.

Mr. Lui-Kwan invited additional members' comments. He called for a motion for approval of the draft report with the caveat that additional comments could be made. Ms. Okinaga so moved, and Mr. Bunda seconded the motion. All being in favor, the motion carried unanimously.

VII. Limited Meeting

Mr. Lui-Kwan reminded members that a discussion occurred at the last meeting regarding a possible limited meeting to tour the rail alignment pursuant to HRS 92-3.1, which is an exception to the Sunshine Law requirement that all board meetings be public. He said that the Board must determine that the meeting is necessary and that the location is dangerous to the health and safety of the public, or that public attendance is impractical. He called for a motion to approve the limited meeting. Mr. Kim so moved, and Board member Keslie Hui seconded the motion. All being in favor, the motion carried unanimously.

VIII. Independent Financial Audit Services

Mr. Bunda, Chair of the Government Affairs/Audit/Legal Matters Committee, reported that HART held a four-year contract with financial auditor PKF Pacific LLP (PKF). On June 24, 2014, PKF had notified HART that it would not be able to perform under the contract. HART then embarked on an expedited procurement process to secure a new financial auditor. He reported that PKF had asked to assign the contract. The assignment would go to KMH LLP, a reputable local accounting firm, who will perform on the contract for two more years at same cost. Mr. Bunda thanked HART CFO Diane Arakaki for her assistance in spearheading this effort.

Mr. Bunda moved for approval of the assignment, so that Mr. Grabauskas as Chief Procurement Officer could execute the assignment. Mr. Kim seconded the motion.

Mr. Hui asked about the reason PKF was unable to perform. Mr. Lui-Kwan said that the departure of PKF partner Dwayne Takeno, who had been conducting HART's annual

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financial audits, left PKF without the capacity to perform HART's audit. HART subsequently notified PKF of its default, and had two options: reprocure the auditor, or allow PKF to assign its contract. Mr. Lui-Kwan said that Section 17-111 of the Charter requires the HART Board to contract for HART's financial auditor. He thanked Mr. Bunda and Ms. Arakaki for their efforts in bringing the matter to a resolution.

Board member Michael Formby asked if the terms included PKF turning their work product over to KMH. Ms. Arakaki said that HART would have access to the prior fiscal years' work papers.

Ms. Okinaga asked if the Board had approved the original contract, and Mr. Lui-Kwan said it did.

Mr. Hui asked if the assignment contained any holdover language. Ms. Arakaki said that she understood the entire contract was being assigned to KMH. Mr. Hui asked what would happen if there were any issues with KMH. Deputy Corporation Counsel Gary Takeuchi said that the City requires an assignor to commit to being responsible for the contract, so PKF remains responsible.

The motion having been made and seconded, Mr. Lui-Kwan called for a vote. All being in favor, the motion carried unanimously.

Mr. Grabauskas thanked Ms. Arakaki and Corporation Counsel for their quick action.

IX. Risk Review and Mitigation Strategies

Mr. Grabauskas said that HART had made a presentation to the Federal Transit Administration officials regarding risk, and that staff would be presenting it to the Board. A copy of the presentation is attached hereto as Attachment E. He introduced Jay McRae of CH2Mhill, HART's general engineering contractor, who serves as project manager and risk manager. HART Deputy Executive Director Brennon Morioka and Director of Design and Construction Lorenzo Garrido would also present.

Mr. McRae gave a brief summary of his presentation and the project goal, as well as risk management's goals. He outlined the risk management process, including the spectrum of risk categories.

He then outlined the significant challenges HART has overcome, including contract award protest delays of 12-24 months and lawsuits, which caused delays of 9 to 13 months. Mr. McRae added that the project would likely experience more litigation. The cost of the delays to date totals approximately \$120 million, including delays due to notice to proceed issues, Archaeological Inventory Survey, litigation, and the Traditional Cultural Properties suspension.

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Mr. McRae said that there were still unresolved impacts as a result of the delays, including escalation, a potential core systems contract delay, and access to real estate. Those delay costs total approximately \$60 million to date.

Mr. McRae said that current construction prices present a challenge that is the result of past delays. This includes inflation, competition for labor, lack of access to real estate, and schedule compression. HART intends to mitigate these challenges by maintaining its bid advertisement and contract packaging plans. Estimated delay costs to date for these risks are \$50 – 70 million. Mr. Grabauskas noted that while contracts were let early on in the project at favorable prices, delays cost the project additional money.

Mr. McRae detailed HART's recent successes, which include completing the AIS in 13 months and executing the Hawaiian Electric Company (HECO) Master and Utility Agreements.

He stated that the project is achievable through risk mitigation. Some of the mitigation strategies include work with external third parties, market factors, procurement, and safety and security certification. Mr. Grabauskas pointed out that there are some risks that HART has no control over, such as market factors. Mr. Morioka said that HART had been working with external partners HECO, the State Department of Transportation (HDOT), and the University of Hawaii (UH) at a very high level of coordination. Mr. Lui-Kwan said that he was encouraged by the amount of communication and coordination.

Mr. Lui-Kwan asked about the urban gardens, and Mr. Morioka explained that the gardens are part of UH's tropical agriculture program located along Kamehameha Highway. HART must acquire part of the urban gardens to widen Kamehameha Highway to accommodate the guideway. Mr. Lui-Kwan said that the media had recently inquired about the consideration paid by HART to HDOT for use of its rights of way. Mr. Grabauskas said that for the Airport station, HART will pay \$1 per year for a term of 65 years, subject to approval by the Federal Aviation Administration. Mr. Morioka added that HART will not pay HDOT for the use of rights of way for the remainder of the highway system.

Mr. McRae continued by saying that right of way acquisitions presented the highest short-term risk. Vehicle delivery, another risk, has been somewhat mitigated since HART staff recognized and worked on managing the issue with the contractor. Integration quality and timeliness will be key in mitigating train control and systems risk.

Other risks identified included traffic management, regulatory permits, procurement, subsurface archaeology, geotech, and utilities, fixed facilities, and technical capacity. Mr. McRae emphasized the importance of balancing project needs with the available resources. Ms. Okinaga asked about the technical capacity of the director of special projects position, which had been converted from a chief of staff position. Mr. Grabauskas said that generally, the challenge is to balance the right number of staff with the right combination of skills.

Mr. McRae said that safety and security certification was also a key variable that would require mitigation. Mr. Grabauskas said that HART was working with HDOT, who was performing safety oversight for the complex process of certification.

Mr. McRae summarized the risk presentation by saying that while the project has experienced external challenges which increased the complexity of the project, the interim opening date of 2017 was being held and the project would be safe and fully functional. Mr. Grabauskas thanked Mr. McRae.

Mr. Lui-Kwan said that the risk presentation was a critical guide that helps with transparency. He asked how Mr. Grabauskas would use the information. Mr. Grabauskas said that HART was constantly assessing risk, and would utilize the assessment as a list of items to pay attention to.

X. Right of Way Update

Mr. Grabauskas suggested that, in the interest of time, the right of way update be deferred to the following month. Mr. Lui-Kwan agreed, and there were no objections by the members.

Mr. Atta asked if sonar technology was being used to identify risks. West Oahu/Farrington Highway (WOFH) Project Manager Karley Halsted said that HART contractor One Call utilizes sonar prior to any digging. Kamehameha Guideway (KHG) Project Manager Matt Scanlon said that ground penetrating radar is also used.

XI. Construction and Traffic Update

Mr. Garrido said that Mr. Scanlon, Ms. Halsted, Information Specialist Scott Ishikawa, and Maintenance and Storage Facility (MSF) Project Manager Akira Fujita would present the construction and traffic update, which is attached hereto as Attachment F.

Mr. Fujita said that the steel frame of the Operations and Services Building at the MSF was nearly complete, as was sewer and water work. Ms. Halsted said that in the WOFH section, the column that would support the balanced cantilever had been completed. The height of the balanced cantilever in the town bound direction would be 28 ½ feet, while the height in the Ewa bound direction would be 36 feet. 110 columns and 139 shafts had been constructed in the WOFH section. Mr. Scanlon said that the test shaft in front of Pearl Highlands was nearing completion in KHG, with utility relocation and roadway widening continuing.

Mr. Ishikawa updated the Board on various lane closures and detours. He highlighted Kiewit's roadside safety campaign, which the contractor was working with the unions on. Mr. Grabauskas complimented Kiewit on being proactive.

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XII. Executive Director and CEO's Report

Mr. Grabauskas said that he, Mr. Lui-Kwan, Mr. Formby, Mayor Caldwell, Council Chair Martin, and representatives from the tourism industry had attended a press conference the previous day at which the Airport Station design was unveiled.

Ms. Okinaga requested that staff report on any developments in the risks associated with HECO, HDOT, and UH.

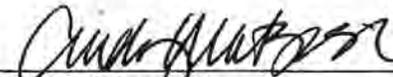
XIII. Executive Session

There was no need for executive session.

XIV. Adjournment

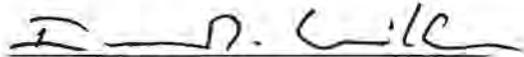
With no further business before the Board, Mr. Lui-Kwan adjourned the meeting at 12:57 pm.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Ivan Lui-Kwan, Esq.
Board Chair

AUG 14 2014

Date

ATTACHMENT A

LOCAL UNION



No. 293

Sheet Metal Workers' International Association

STE. 401 • 1405 N. KING STREET • HONOLULU, HAWAII 96817
PHONE (808) 841-5078

July 17, 2014

Honorable Chair, Ivan Lui-Kwan
and Members of the HART Board

Dear Chair Lui-Kwan:

My name is Rick Paulino, President, representing Art Tolentino, Business Manager of the Sheet Metal Workers' Union Local 293..

Thank you for the opportunity to express our concerns regarding the project.

We strongly advocate Local jobs for Local people!

Members and citizens alike have invested time and resources with the intent and hope of working on the project, while boosting our local economy.

We would like to encourage the board to create parameters that qualifies local contractors to participate in the bidding process.

Art Tolentino thanks and appreciates the opportunity to express our concerns and we ask for your future consideration.

Sincerely,

Arthur B. Tolentino
Business Manager / F.S.T.

Rick V. Paulino
President / Business Rep.

ATTACHMENT B

HONOLULU RAIL TRANSIT PROJECT



June 2014* MONTHLY PROGRESS REPORT

* Data Dates: Cost, Schedule 5/30; Other Activities 6/27

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

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

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

Lower right: Maintenance and Storage Facility site.

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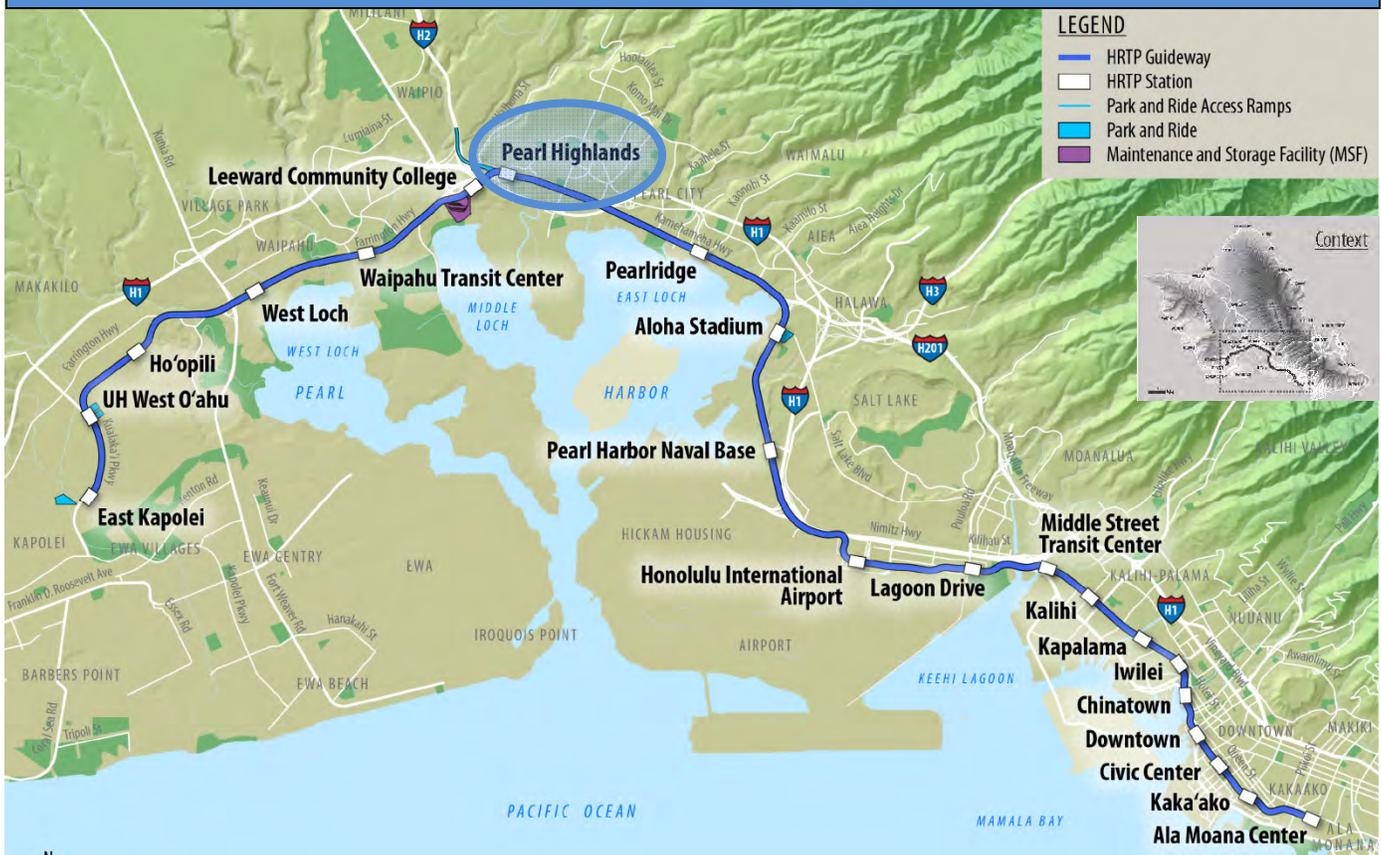
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PROJECT MAP



***HIGHLIGHT OF THE MONTH: PEARL HIGHLANDS STATION**

Serving the Pearl Highlands, Pearl Highlands Center, Pearl City and Outlying Residential Areas



Construction Timing:

- Operational in 2017

Station Features:

- ADA Pedestrian Access
- Bicycle Parking
- Elevator, Escalators and Stairs
- Kiss-and-Ride
- Park & Ride: 1,600 spaces
- Bridge to adjacent retail complex
- Taxi Area
- TheHandi-Van Pick-up/Drop-off
- Platform Type: Side
- Planned # of Entrances: 1

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

1 EXECUTIVE SUMMARY

KEY CURRENT ISSUES

Station Design:

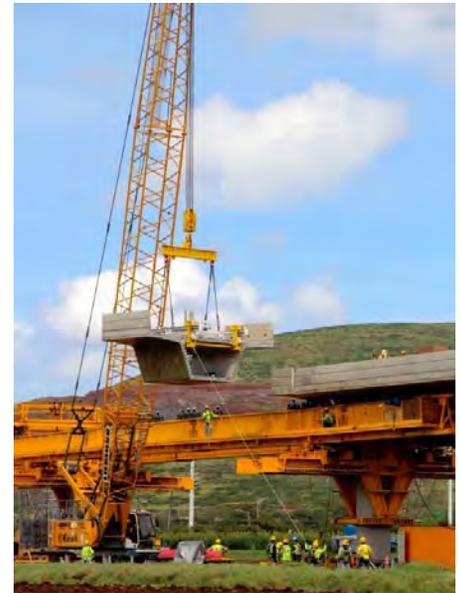
- HART has completed a revised draft Treatment Management Plan for Historic and Cultural Resources at Aloha Stadium Station.

KEY ACTIVITIES THIS MONTH

The Honolulu Authority for Rapid Transportation (HART) has begun installing the guideway for Honolulu’s rail system, placing 50-ton segments on top of the columns in West O’ahu.

Each span – the portion of the guideway between one column and the next – is made up of approximately 12 segments. The segments are produced at the 35-acre casting yard in Kalaeloa. No two segments are identical, as each segment must be configured specifically for the precise angle and alignment where it will be placed. Approximately 5,200 segments are needed to form the guideway for the first 10-miles of the alignment.

Workers will be installing spans in both directions, with work beginning near Kualakai Parkway, also known as North-South Road. Beginning this summer, column construction will proceed down Farrington Highway through Waipahu. The guideway will cross over Fort Weaver Road, with span placement following column installation down the median of the roadway.



Milestone Moment: 100 Columns Completed

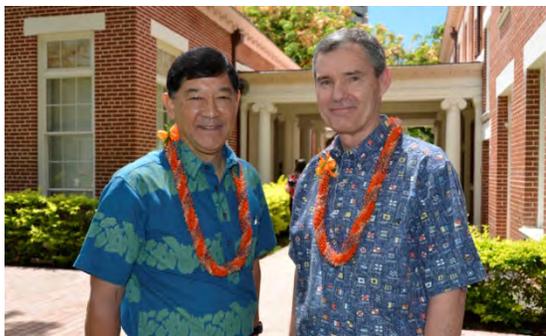
This month, crews finished work on the 100th column along Kualakai Parkway in East Kapolei. HART expects to have 220 columns up by the end of this year which will support the elevated guideway for the first 10-miles of the rail route.

"We're moving forward and are well on our way to providing a safe, reliable transportation system that will improve the quality of life for our island residents," said Honolulu Mayor Kirk Caldwell.

HART Board Chairman Ivan Lui-Kwan said, "This is a sign of how well we have been working together. Together, we have built 100 columns, about 130 foundations and have just put up the first segments of our guideway. Working

together, we will create a rail transit system to better the lives of residents by having them spend less time in traffic and more quality time at home with their families."

HART Board Elections



Ivan Lui-Kwan (l) and Don Horner (r) will lead the HART Board of Directors over the next year.

The members of the HART Board of Directors unanimously re-elected Ivan Lui-Kwan to a second term as HART Board chairman.

Lui-Kwan has been a member of the board since its inception in 2011. In addition to serving as Board chairman for the past year, he has also held the post of chairman of the board's Government Affairs, Audit and Legal Matters Committee.

Board members have also re-elected Don Horner as vice-chairman.

Lui-Kwan and Horner will begin serving their new terms on July 1.

PROJECT PROGRESS

Overall Progress:

Project Progress Through May 30, 2014			
	Actual	Early Plan	Late Plan
Overall Project Progress*	24.0%	33.3%	27.2%
Overall Construction Progress*	14.8%	22.9%	17.8%
Overall Design Progress*	75.6%	88.0%	75.6%
Overall Utilities Progress	6.5%	24.8%	20.0%

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

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

Schedule:

- HART is implementing measures to maintain the March 30, 2019 full revenue service date (RSD), 10 months ahead of the January 31, 2020 FFGA RSD.
- HART continues to work with contractors to refresh the Master Project Schedule (MPS) as a result of the approximately 1-year construction delay.

FINANCIALS

Incurred Cost:

- \$1B = Total Incurred Cost (actual expenditures plus approved requests for payment)
- \$37.6M = May 2014 incurred amount in costs (actual expenditures plus approved requests for payment)

Committed Amount:

- \$2.756B = Total Committed Amount (including awarded design contract allowances of \$4.3M, but excluding uncommitted contingencies and finance charges)

Authorized for Expenditure (AFE):

- \$2.055B = Total Amount AFE by way of Notices to Proceed (NTPs)
- \$106M = May 2014 total AFE increase as the result of issued NTPs, Adjustments and Change Orders.

Project Contingency:

- \$568.4M = Current Project Contingency Balance
- \$22.3M = May 2014 drawdown to Project Contingency
- \$30.1M = Current Known Changes Balance
- \$0.3M = May 2014 drawdown to Known Changes Balance

Funding:

- \$1,417M = Total Cash Received Since Preliminary Engineering (PE)
- FFGA:
 - \$0M = New Starts drawdown received in May 2014
- General Excise Tax (GET) Surcharge:
 - \$870M = amount received as of Q4, FY 2014, since the Project’s entry into FTA’s Preliminary Engineering phase of project development
 - \$1,248M = amount received since 2007
 - \$0 = GET surcharge revenue received in May 2014

Project Revenue and Costs:

- \$439.5M = Cash Balance as of 5/31/14

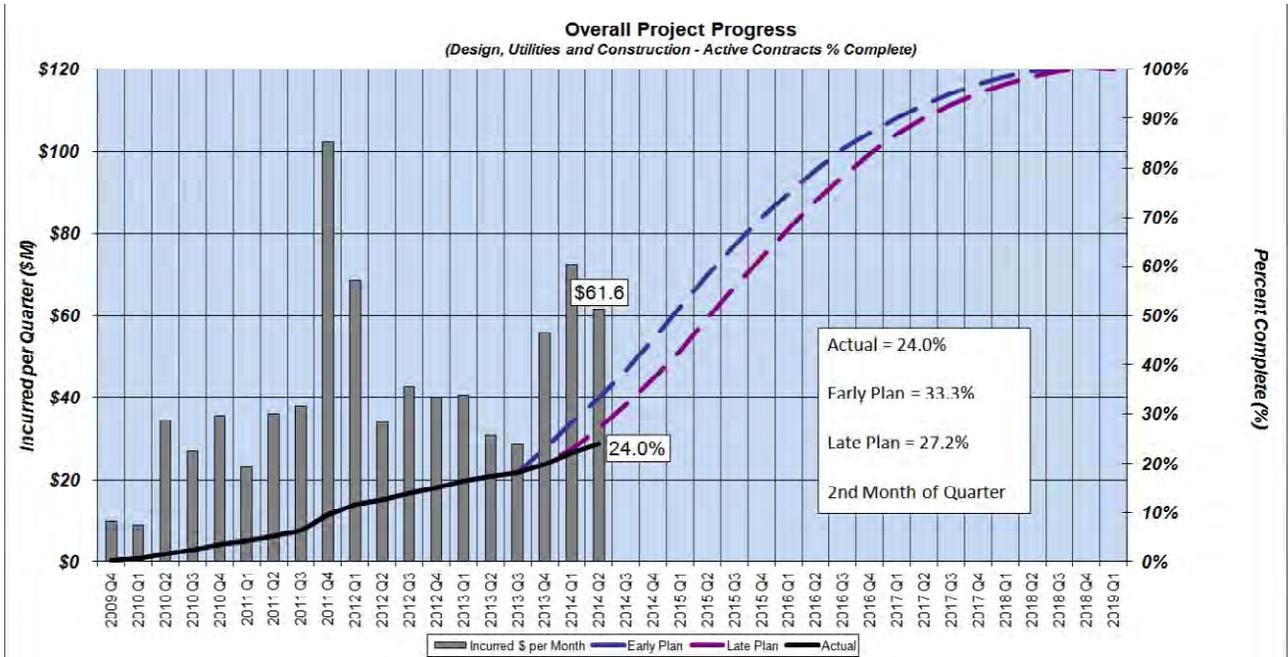
2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of May 30, 2014)

Note:

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

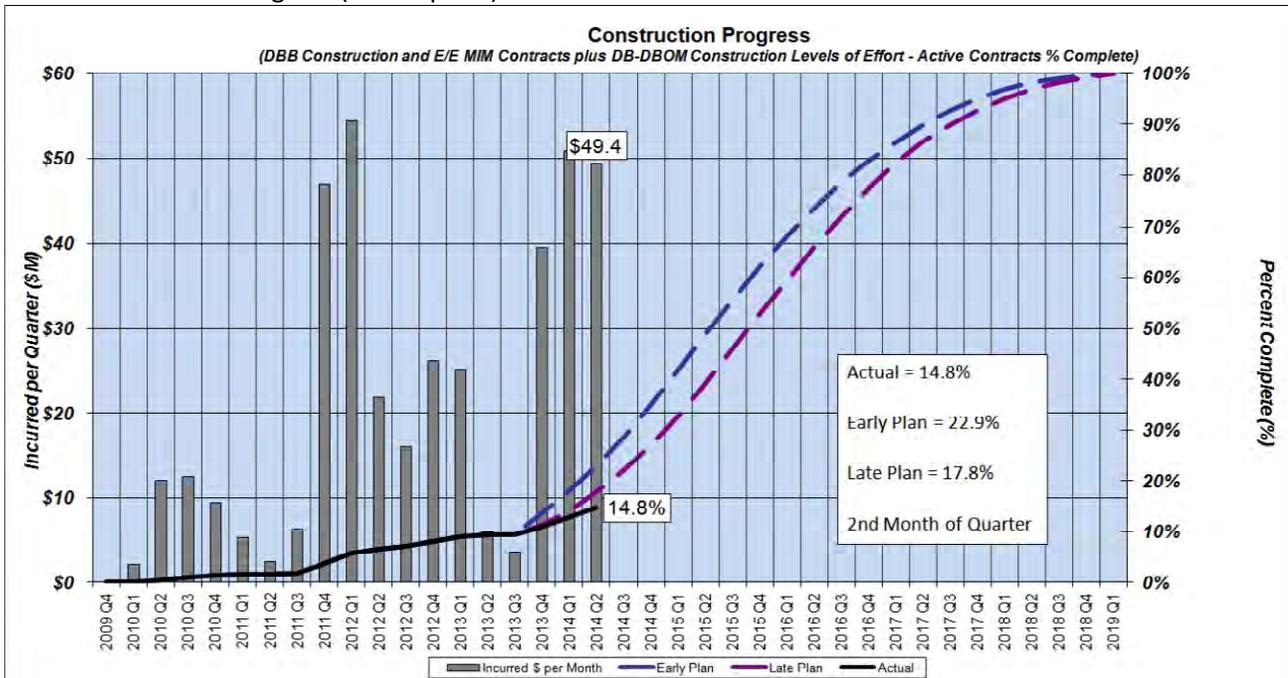
Figure 1. Overall Project Progress (% Complete)*



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

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

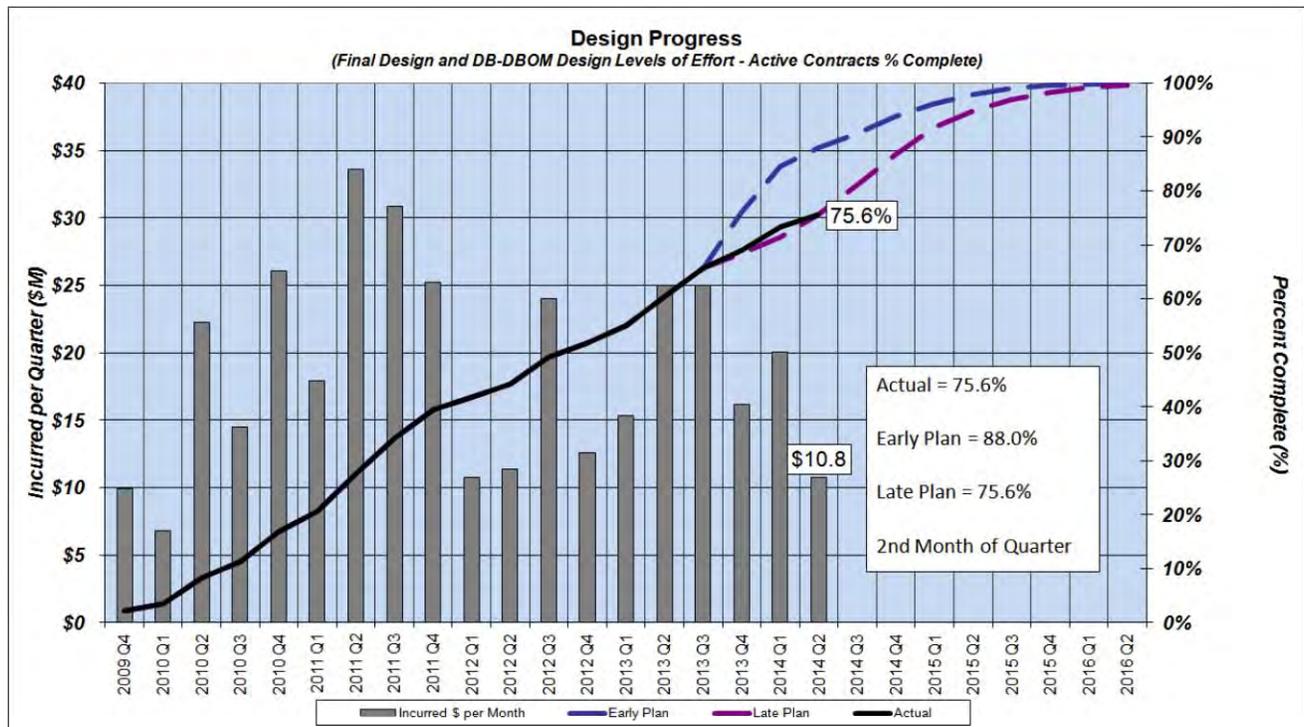
Figure 2. Construction Progress (% Complete)*



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

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

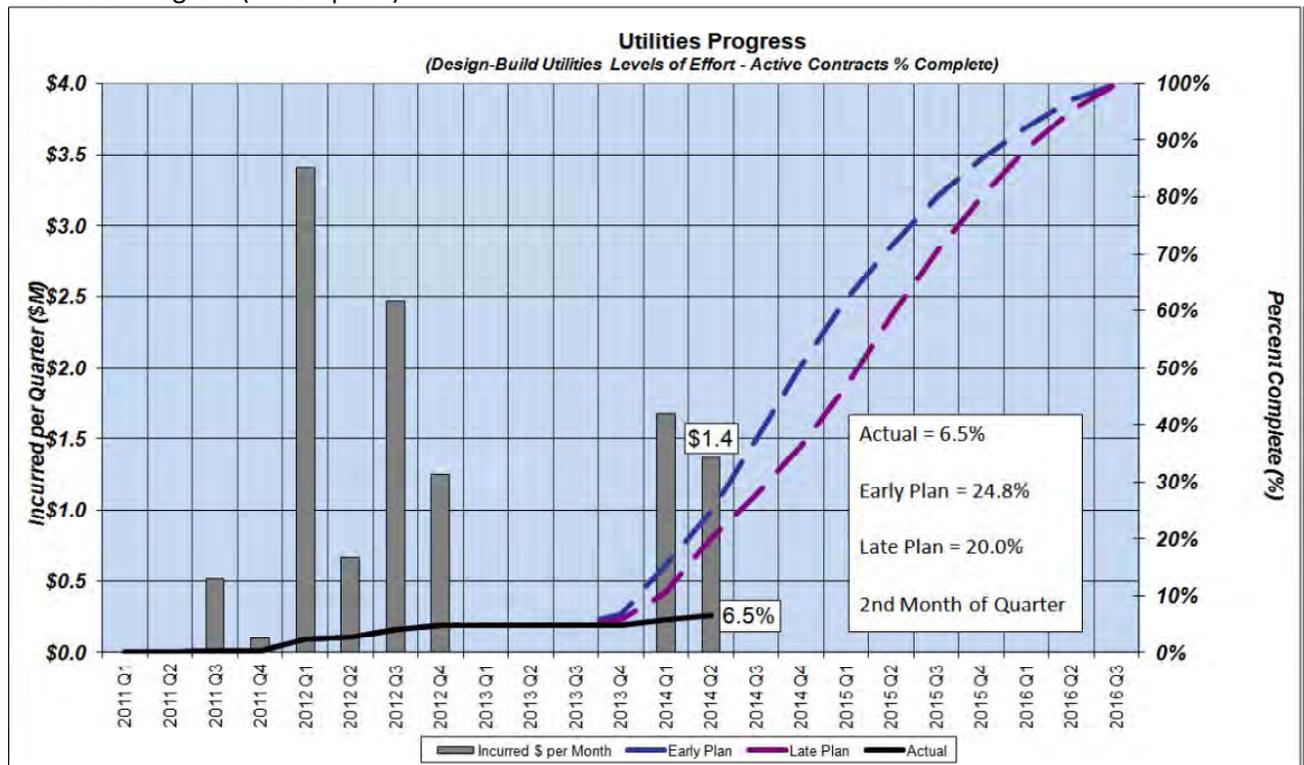
Figure 3. Design Progress (% Complete)*



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

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

Figure 4. Utilities Progress (% Complete)



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

2.2 Project Budget (data as of May 30, 2014)

- \$5.122B = Full Funding Grant Agreement (FFGA) Baseline Project Budget (includes approximately \$644M in allocated and unallocated contingencies and \$173M in finance charges)
 - Reported budget amounts relate to the FTA New Starts project and exclude \$42M in FTA-ineligible financing costs that will be incurred beyond FFGA completion.
- \$1B = Total Incurred Cost (actual expenditures plus approved requests for payment)
 - 23% of the FFGA Current Project Budget (excluding contingencies and finance charges) of \$4.328B.
 - \$37.6M = May 2014 incurred amount in costs (actual expenditures plus approved requests for payment).
- \$2.756B = Total Committed Amount (including awarded design contract allowances of \$4.3M, but excluding uncommitted contingencies and finance charges)
 - 63% of the FFGA Current Project Budget (excluding contingencies and finance charges).
- \$2.055B = Total Amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs)
 - 47.5% of the FFGA Current Project Budget (excluding contingencies and finance charges).
 - \$106M = May 2014 total AFE increase as the result of issued NTPs, Adjustments and Change Orders.

Total Incurred Cost = \$1B
(previous report = \$962.9M)

Total Committed Amount = \$2.76B
(previous report = \$2.725B)

Total Amount AFE = \$2.055B
(previous report = \$1.95B)

Figure 5. Total Authorized for Expenditure (AFE) Increase

Notices to Proceed			
Contract		Scope	Amount
MM-915	HDOT Traffic Mgmt Consult	NTP6	1,000,000
DBOM - 920	Core Systems Contract	NTP3	72,604,339
FD-140	WOSG	NTP4	55,726
FD-240	FHSG	NTP2	104,908
FD-340	KHSG	NTP4	77,979
MM-960	Archeological & Cultural Monitoring	NTP1	417,426
MM-962	Core Systems Support	NTP1	3,600,000
DB-200	MSF	Change Order 20	22,500,000
DB-200	MSF	Change Order 23	220,000
DB-200	MSF	Change Order 24	53,750
DB-200	MSF	Change Order 25	(170,000)
DB-320	KHG	Change Order 08	505,674
DB-320	KHG	Change Order 09	839,000
DBOM-920	Core Systems Design and Build	Change Order 07	(867,054)
MM-915	HDOT Traffic Mgmt Consult	Amendment #2	2,000,000
MM-935	Real Estate Consult	Adjustment	845,202
FD-140	WOSG	Amendment #5	1,449,877
MM-946	On Call Hazmat Removal Contract	Task Order #4	470,823
Net AFE Increase			105,707,650

- \$2.2B = FFGA Financial Plan (*Honolulu Rail Transit Project Final Financial Plan for Full Funding Grant Agreement*, June 2012, Tables 2-4 and A-1) projected cumulative capital expenditures through FY2014.

2.3 Project Contingency (data as of May 30, 2014)

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

- \$568.4M = Current Project Contingency Balance
- There was a \$22.3M contingency drawdown during the May 2014 reporting period due to the following contract modifications:
 - Contract amendment No. 05 for \$1.5M to West O’ahu Stations Group FD (FD-140) for Final Design for relocated Ho’opili Station; via budget transfer from future UHWO Pkg-Ho’opili Station Finishes FD (FD-600) contract package there was a net contingency credit of **(\$0.2M)**
 - Contract amendment No. 02 for \$2M to HDOT MOT Consultant (MM-915) to increase Time and Material (T&M) contract value; via budget transfer from future HDOT City Center Coordination Consultant (MM-923) contract package there was a net contingency credit of **(\$0.3M)**
 - Change Order No. 08 for \$0.5M to Kamehameha Highway Guideway DB (DB-320) for Asia-Pacific Economic Cooperation (APEC) work restrictions and abandoned utilities removal; contingency drawdown **\$0.5M**
 - Change Order No. 09 for \$0.8M to Kamehameha Highway Guideway DB (DB-320) for emergency walkway and insurance coverage requirements 2013; contingency drawdown **\$0.8M**
 - Change Order No. 20 for \$22.5M to Maintenance & Storage Facility DB (DB-200) for yard layout reconfiguration and Automated Train Operation (ATO) construction; contingency drawdown **\$22.5M**
 - Change Order No. 25 for **(\$0.2M)** to Maintenance & Storage Facility DB (DB-200) for Operation and Servicing Building (OSB) reconfiguration; contingency credit of **(\$0.2M)**
 - Change Order No. 07 for **(\$0.9M)** to Core Systems Contract DBOM (DBOM-920) to relocate Traction Power Sub-Station (TPSS) to system site #3; contingency credit of **(\$0.9M)**
- As of this reporting period, none of the executed change orders reduced the Baseline Budget Contingency amount below the buffer zone.
- \$30.1M = Current Known Changes Balance (down from the original amount of \$73.9M)
- There was a \$0.3M drawdown from Known Changes Contingency last period due to the following contract modifications:
 - Change Order No. 23 for \$0.2M to Maintenance & Storage Facility DB (DB-200) for Operational Control Center (OCC) layout and work station room; contingency drawdown **\$0.2M**
 - Change Order No. 24 for \$0.1M to Maintenance & Storage Facility DB (DB-200) for yard storage track crossings; contingency drawdown **\$0.1M**

*Current Contingency Balance = \$568.4M
(previous report = \$590.7M)*

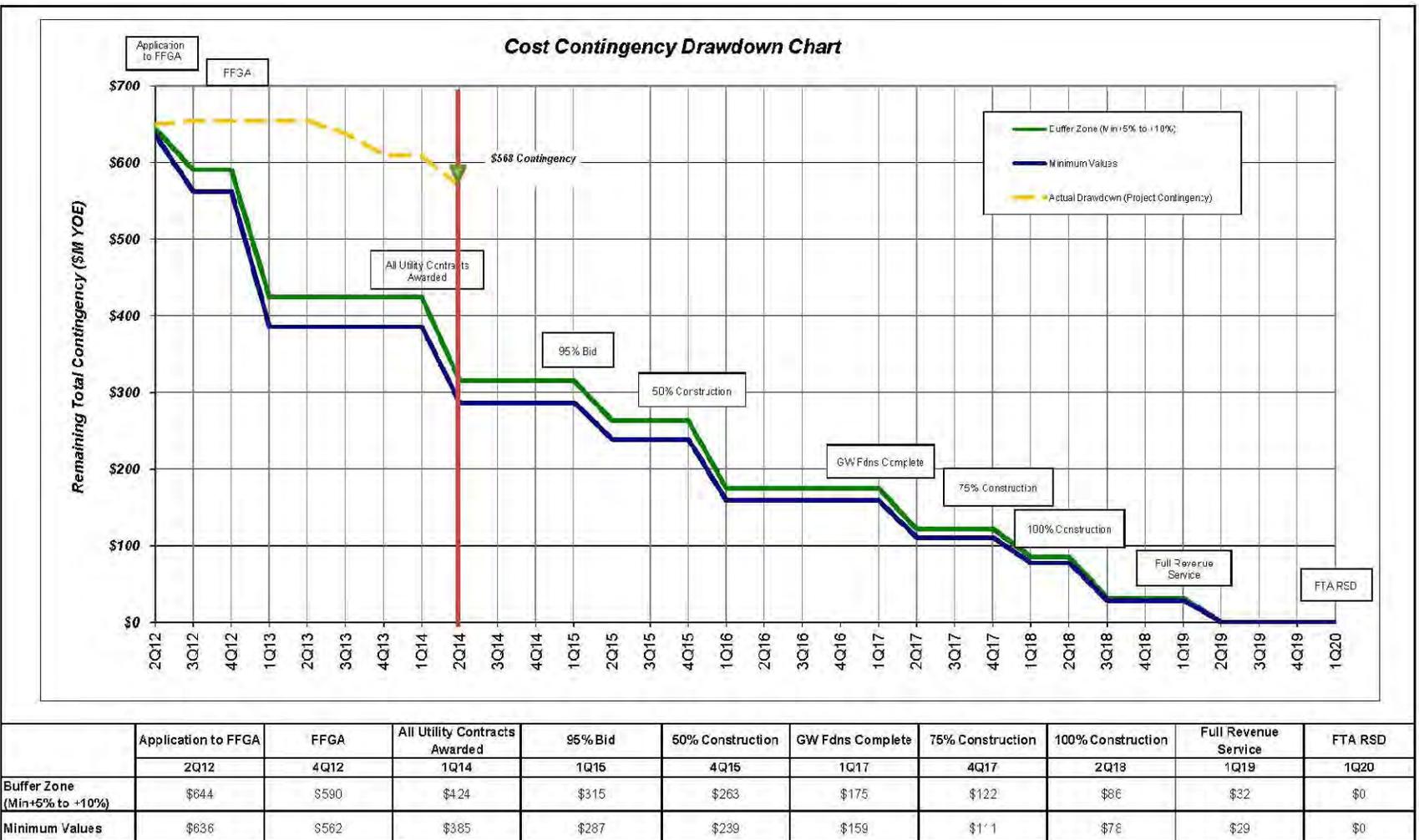
Figure 6. Project Contingency Budget

Project Contingency Budget		
Contingency	SCC Code	Budget (\$M)
Unallocated Contingency	90.01	\$101.9
Allocated Contingency	90.02	\$540.1
Allowances	90.03	\$1.6
Baseline FFGA Project Contingency Budget	90.01 - 90.03	\$643.6
Contingency Transfers to date	90.02 & 90.03	(\$75.2)
Current FFGA Project Contingency	90.01 - 90.03	\$568.4

Figure 7. FFGA Project Contingency Current Budget

FFGA Project Contingency Current Budget			
Report Month	Period Beginning: Current Budget Contingency (\$M)	Contingency Drawdown (\$M)	Period Ending: Current Budget Contingency (\$M)
	[a]	[b]	[c] = a + b
December '13 Monthly Progress Report	\$615.0	(\$5.0)	\$610.0
January '14 Monthly Progress Report	\$610.0	(\$0.3)	\$609.7
February '14 Monthly Progress Report	\$609.7	(\$1.4)	\$608.3
March '14 Progress Report	\$608.3	(\$0.1)	\$608.2
April '14 Monthly Progress Report	\$608.2	\$0.0	\$608.2
May '14 Monthly Progress Report	\$608.2	(\$17.5)	\$590.7
June '14 Monthly Progress Report	\$590.7	(\$22.3)	\$568.4

Figure 8. Draft Cost Contingency Drawdown Chart



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

2.4 Project Funding (data as of May 30, 2014)

Figure 9. Planned vs. Received Project Funding

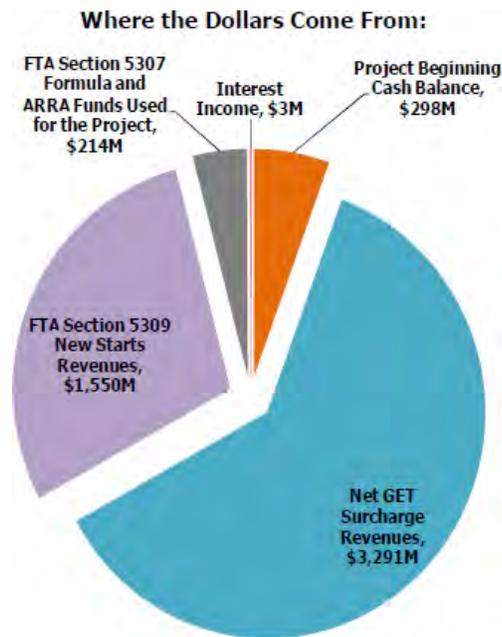
Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue	0	1,550	243	243
FTA Section 5307 Formula Funds	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	378	3,291	870	1,248
Total	385	5,356	1,417	1,802

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

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

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

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



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge
 - \$870M = amount received as of Q4, FY 2014, since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$898M = Projected Net GET Surcharge Revenue for FYs 2010-2014, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - \$0= GET surcharge received in May 2014.

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

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

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

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

Figure 11. New Starts Drawdown by Federal Fiscal Year

New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Plan New Starts Revenue
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	\$122,738,945	\$77,261,055	\$99,382,758
2013	\$236,277,358	\$0	\$236,277,358	\$258,280,277
2014 (pending pinning)	\$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	\$242,728,945	\$1,307,271,055	\$1,550,000,000

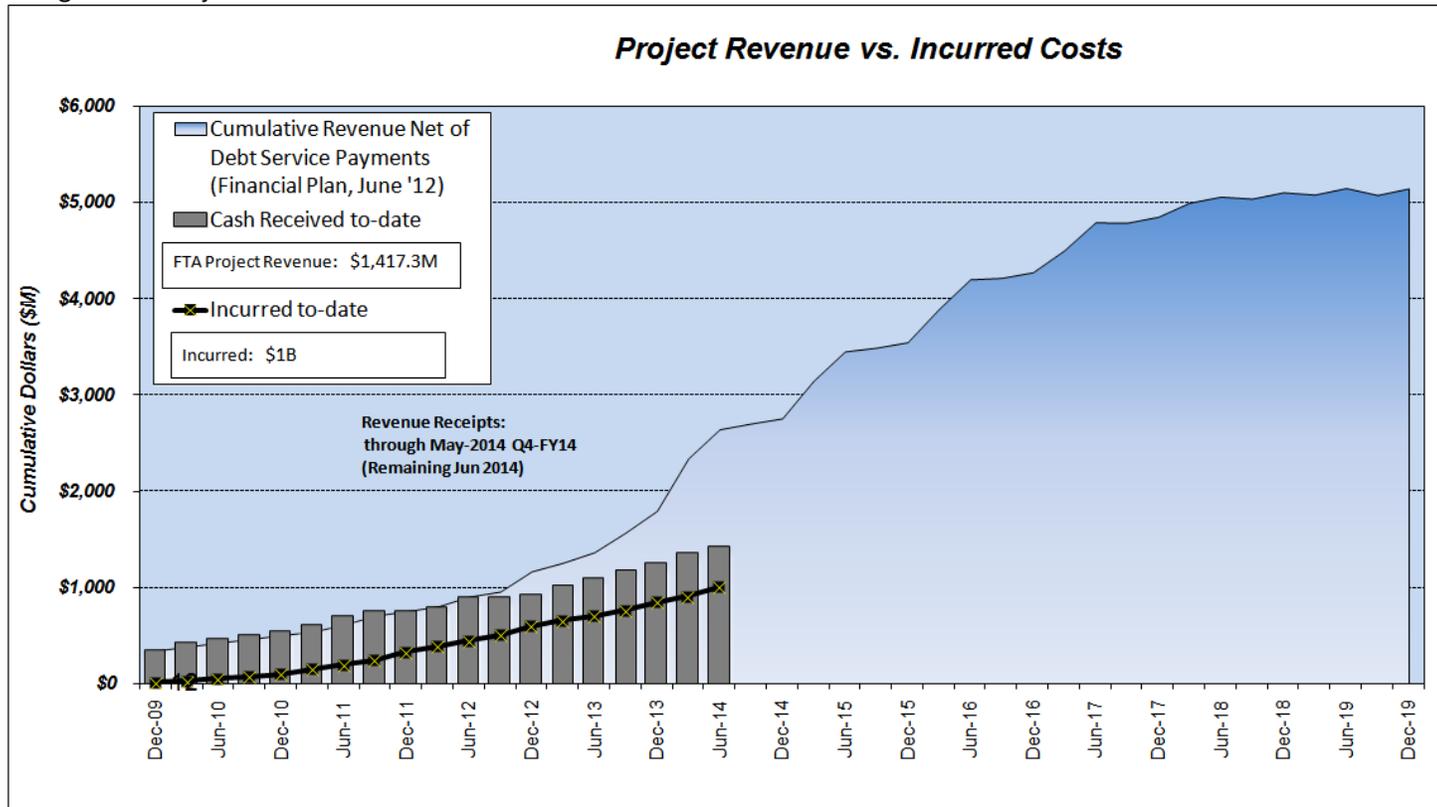
2.5 Project Revenue and Costs

(data as of May 30, 2014)

Ending Cash Balance 05/31/14 = \$439.5M

(previous report = \$482.5M)

Figure 12. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = May 30, 2014

Figure 13. Cash Balance Summary

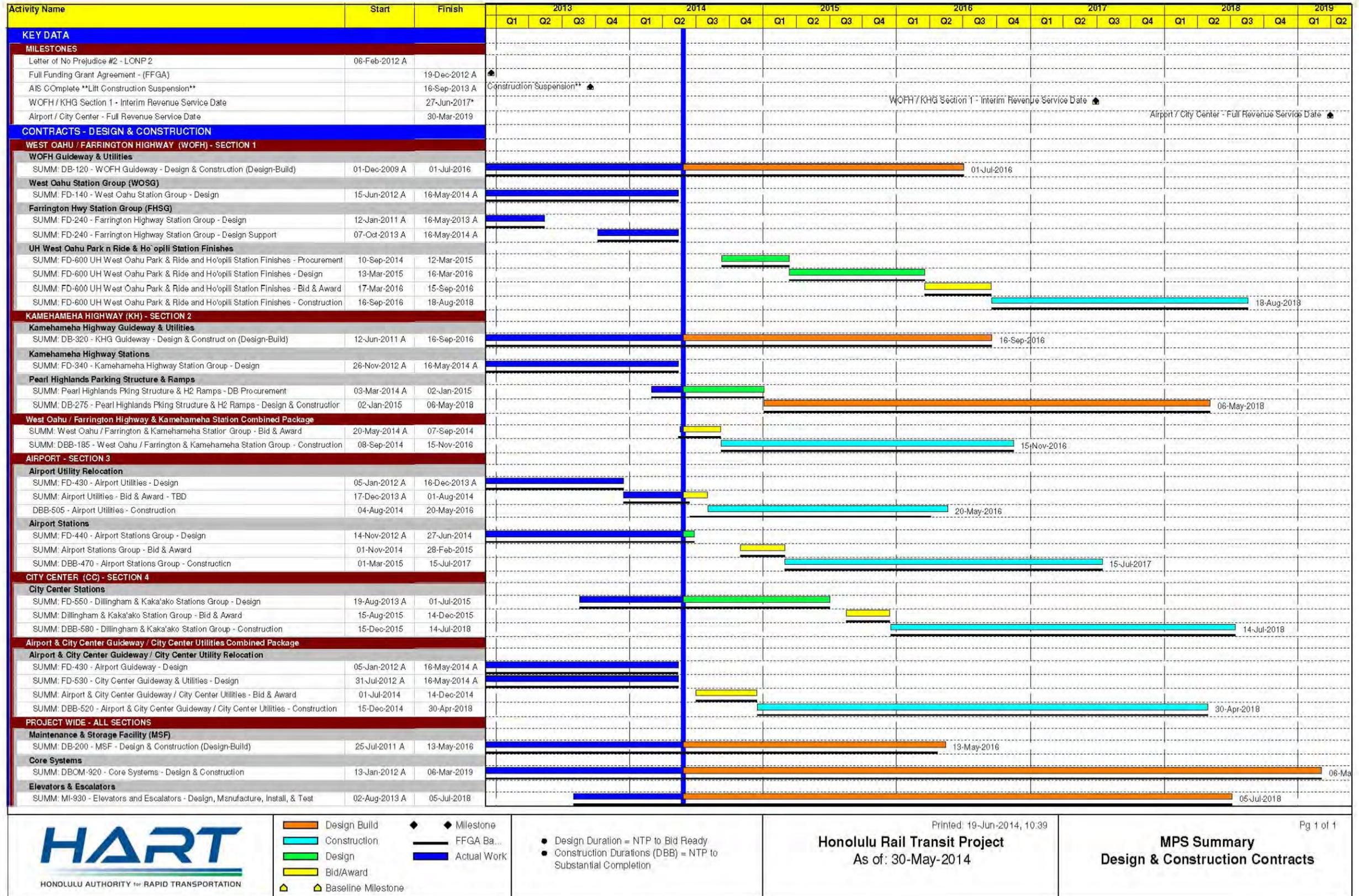
MAY 2014 CASH BALANCE SUMMARY		
	May	YTD Cumulative
Beginning Cash Balance	482,553,850	393,709,711
Expenditures:		
Operating Expenditures	(1,547,470)	(15,254,335)
Capital Expenditures	(41,580,043)	(258,125,208)
Expenditures Total:	(43,127,513)	(273,379,543)
Receipts:		
GET Surcharge	0	219,289,704
FTA Drawdown	0	98,891,481
Interest	25,790	275,693
Other (rental, refunds, copy fees, etc.)	54,233	719,313
Receipts Total:	80,022	319,176,191
Ending Cash Balance 05/31/14	439,506,359	439,506,359

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

3 SCHEDULE

Figure 14. HRT Master Project Schedule Summary (MPSS)

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



- █ Design Build
- █ Construction
- █ Design
- █ Bid/Award
- █ Actual Work
- ◆ Milestone
- FFGA Baseline
- ▲ Baseline Milestone

- Design Duration = NTP to Bid Ready
- Construction Durations (DBB) = NTP to Substantial Completion

Honolulu Rail Transit Project
As of: 30-May-2014

MPS Summary
Design & Construction Contracts

Printed: 19-Jun-2014, 10:39

Pg 1 of 1

3 SCHEDULE (continued)

- Despite the AIS delay, HART is implementing measures to maintain the March 30, 2019 full revenue service date (RSD), 10 months ahead of the January 31, 2020 FFGA RSD.
 - The March 2019 RSD is the milestone date reflected in the FFGA Master Project Schedule (MPS) and is consistent with all FFGA request submittals.
- HART continues to closely monitor and manage the MPS and all key milestones.
 - In an effort to mitigate the AIS delay, several contract packages are being combined to maximize economies of scale and reduce interface needs between design and construction contractors to achieve both cost and schedule benefits.

To date, nearly 72% of the planned design, construction and consultant support contracts have been awarded.

Figure 15. Awarded Contracts

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

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

4 CONTRACT STATUS

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Start-up Completion: March 2019

Project Description: Providing rail passenger vehicles, train control system, traction electrification system, communication systems, fare vending system and operation and maintenance of the Project.



COST INFORMATION:

Base Contract:	\$573,782,793	NTP 1:	\$20,285,221	NTP 2C:	\$250,363,206
Committed ¹ :	\$602,083,089	NTP 1A:	\$53,929,585	NTP 3:	\$72,604,339
Authorized ² :	\$586,168,077 (97.4%)	NTP 1B:	\$99,170,544		
Incurred-to-Date:	\$70,074,103	NTP 2:	\$23,703,585		
Incurred in May:	\$5,049,034	NTP 2B:	\$37,811,301		

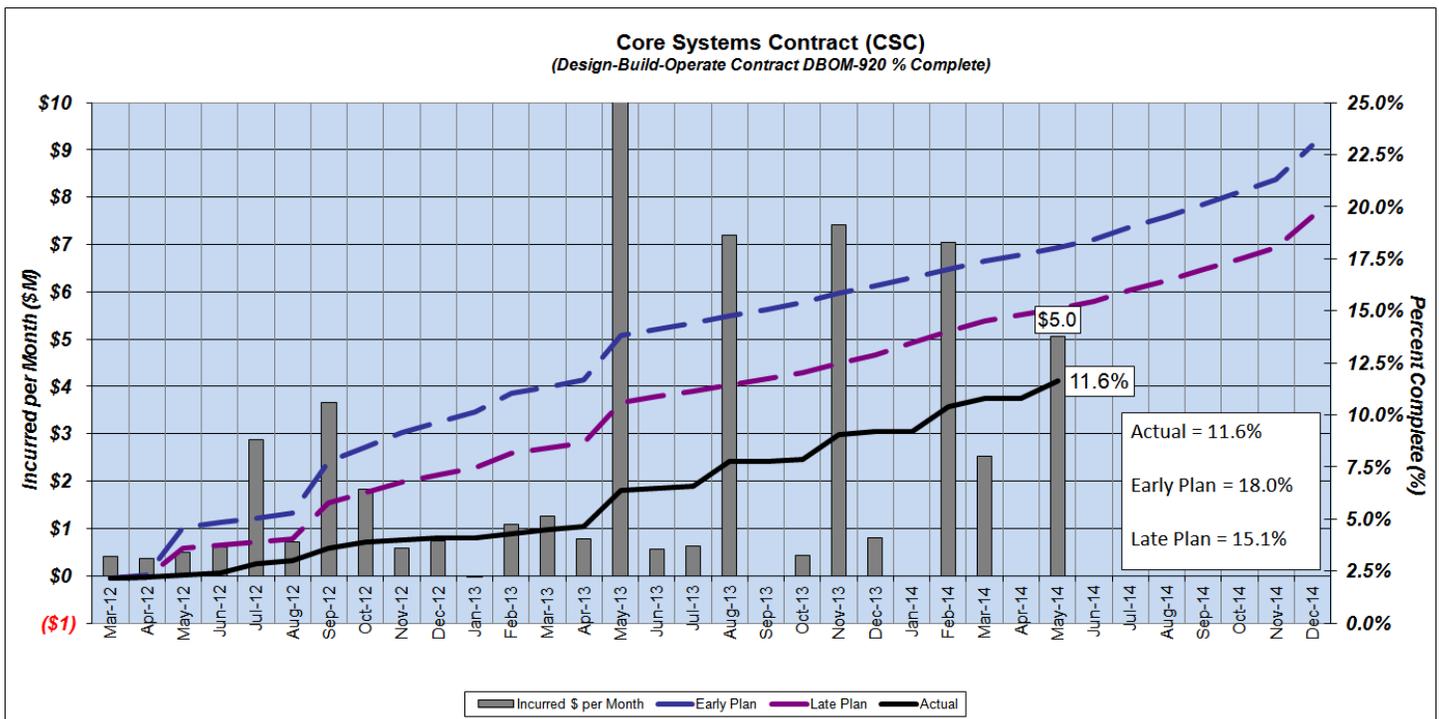
¹Commitment = Contract value (excluding contingency and \$823.6M O&M budget) + executed Change Orders

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

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

May Notices to Proceed	
NTP 3	\$72,604,339

May Change Orders	
Change No.	Amount (\$)
07	(\$867,054)
Cumulative to Date	\$28,300,296



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

SCHEDULE:

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

May 2014 Update					Data Date: 30-May-14 Printed On: 04-Jun-14 14:48																											
Activity ID	Activity Name	Start	Finish	Orig Dur	2013		2014			2015			2016			2017			2018			2019			2020							
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
	Core Systems & Vehicles (DBOM) Contract	17-Jan-12 A	31-Mar-19	2620d	[Gantt bar spanning from Q1 2012 to Q1 2019]																											
	Core Systems Design	17-Jan-12 A	25-Sep-15	847d	[Gantt bar from Q1 2012 to Q3 2015]																											
	Core Systems MSF Install	24-Feb-15	11-Jun-16	474d	[Gantt bar from Q2 2015 to Q2 2016]																											
	Core Systems Guideway Install	15-May-15	25-May-18	1107d	[Gantt bar from Q2 2015 to Q2 2018]																											
	Core Systems Stations Install	18-Mar-15	23-Nov-18	1347d	[Gantt bar from Q3 2015 to Q3 2018]																											
	Core Systems Vehicles	14-Mar-14 A	03-Jul-18	1559d	[Gantt bar from Q2 2014 to Q2 2018]																											
	Core Systems Local and Integrated Testing	24-Mar-16	31-Mar-19	1102d	[Gantt bar from Q2 2016 to Q1 2019]																											

WORK PROGRESS:

Activities this Month:

- Design is 43% complete.
- AHJV continued to participate in Interface meetings, to issue/respond to Requests for Interface Data (RFIDs) and to coordinate fixed facility contractor interfaces. HART’s interface partnering meetings continued jointly with AHJV and Kiewit to help expedite closure of interface issues. Final interfaces for the WOFH guideway are now being confirmed and accepted by AHJV.
- AHJV continued to participate in MSF Workshop meetings to expedite completion of yard reconfiguration.
- HART continued follow up with AHJV to resolve design submittals review comments.
- Interim Design and Final Design submittals continue particularly for Passenger Vehicles, Traction Electrification System, Train Control, Communications, and Maintenance of Way (MOW) Vehicles.
- HART participating in Passenger Vehicle Interim Design meetings at factory sites to expedite submittals.

Look Ahead:

- Resolve interface issues with fixed facility contractors, particularly MSF and WOFH/KHG to support construction schedule.
- Finalize rebaseline schedule as a result of revised access dates for fixed facilities.
- Continue Passenger Vehicle and other systems Interim Design Review.

CRITICAL PATH ISSUES:

- Design interface coordination and resolution of issues with other contractors.
- Passenger Vehicle delivery timing.
- Coordination with other contractors on construction interface milestones.
- Resolution of schedule issues.
- HECO coordination.

QUALITY MANAGEMENT:

- Attended and participated in the weekly coordination meetings of HART CS Group and AHJV (ASTS/AB).
- Attended and participated in the Final Design review of the core system (General Systems).
- Participated in the AHJV Quality Audit of Johnson Controls, Inc. on June 2–3.
- Performed QA Audit of AHJV Honolulu Office on June 26-27.
- Monitoring CSSC (L&E) and AHJV QA/QC compliance activities.

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



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

Contract No.: MI-930

Contractor: Schindler Elevator Corporation

Substantial Completion: May 2018

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

COST INFORMATION:

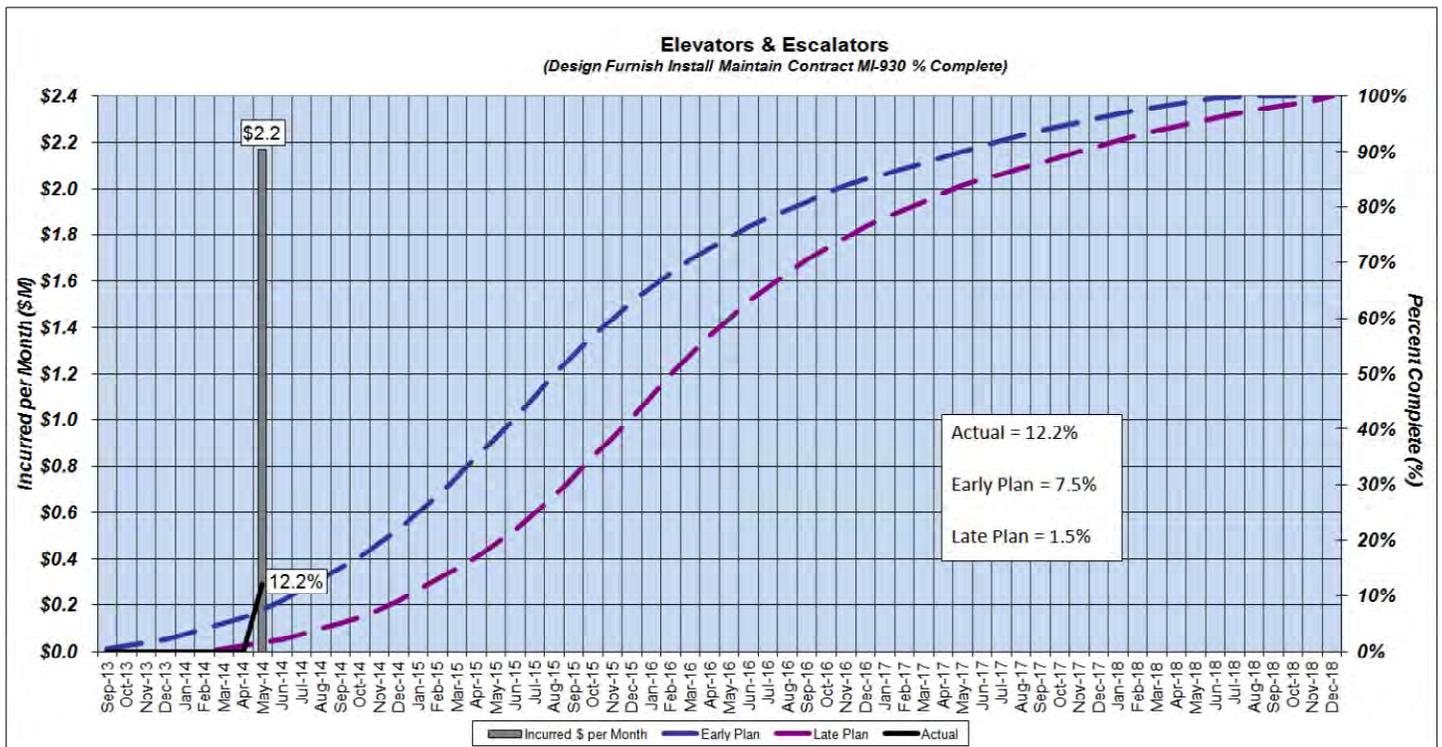
Base Contract:	\$50,982,714	NTP 1:	\$5,442,108
Committed ¹ :	\$50,982,714		
Authorized ² :	\$5,442,108 (10.7%)		
Incurred-to-Date:	\$2,171,751		
Incurred in May:	\$2,171,751		

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

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

May Notices to Proceed
None

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



SCHEDULE:

May 2014 Update					Data Date: 30-May-14, Printed On: 06-Jun-14																
Activity ID	Activity Name	Start	Finish	Orig Dur	13	2014			2015			2016			2017			2018			2019
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
W. Oahu/Farrington Highway (WOFH) - Section 1																					
Farrington Highway Station Group																					
Construction - Farrington Highway Station Group																					
Waipahu Transit Station																					
West Loch Station																					
W. Oahu Station Group																					
Construction - W. Oahu Station Group																					
Ho'opili Station																					
UH West Oahu Station																					
East Kapolei Station																					
Kamehameha Highway (KH) - Section 2																					
Kamehameha Highway Station Group																					
Construction - Kamehameha Highway Station Group																					
Pearl Ridge Station																					
Aloha Stadium Station																					
Pearl Highlands - Station																					
Airport - Section 3																					
Airport Station Group																					
Construction - Airport Station Group																					
Pearl Harbor Station																					
HNL Airport Station																					
Lagoon Drive Station																					
Middle Street Station																					
City Center (CC) - Section 4																					
Dillingham Station Group																					
Construction - Dillingham Station Group																					
Kalihi Station																					
Kapalama Station																					
Iwilei Station																					
Chinatown Station																					
Kaka'ako Station Group																					
Construction - Kaka'ako Station Group																					
Downtown Station																					
Civic Center Station																					
Kaka'ako Station																					
Ala Moana Center Station																					

WORK PROGRESS:

Activities this Month:

- Design is 3.5% complete.
- Design continued for the West Loch and Waipahu Transit Center Stations.
- Interface meetings between design teams and Core Systems Contractor continued.
- All draft equipment drawings for the 21 stations have been submitted for review and acceptance.

Look Ahead:

- Design continues for the West Loch and Waipahu Transit Center Stations.
- Elevator & Escalator team to continue meeting with Core Systems Contractor and final designers to discuss interface issues on a monthly basis.
- A workshop is scheduled for June 30 to obtain final approval on product being delivered.

CRITICAL PATH ISSUES:

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

QUALITY MANAGEMENT:

- Reviewed Schindler Elevator Corporation (Schindler) QAP and HART comments sent to Schindler.
- Scheduled a meeting with Schindler project manager and QA manager to discuss HART comments on the QAP and QA/QC expectations.

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

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

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Substantial Completion: June 2016

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



COST INFORMATION:

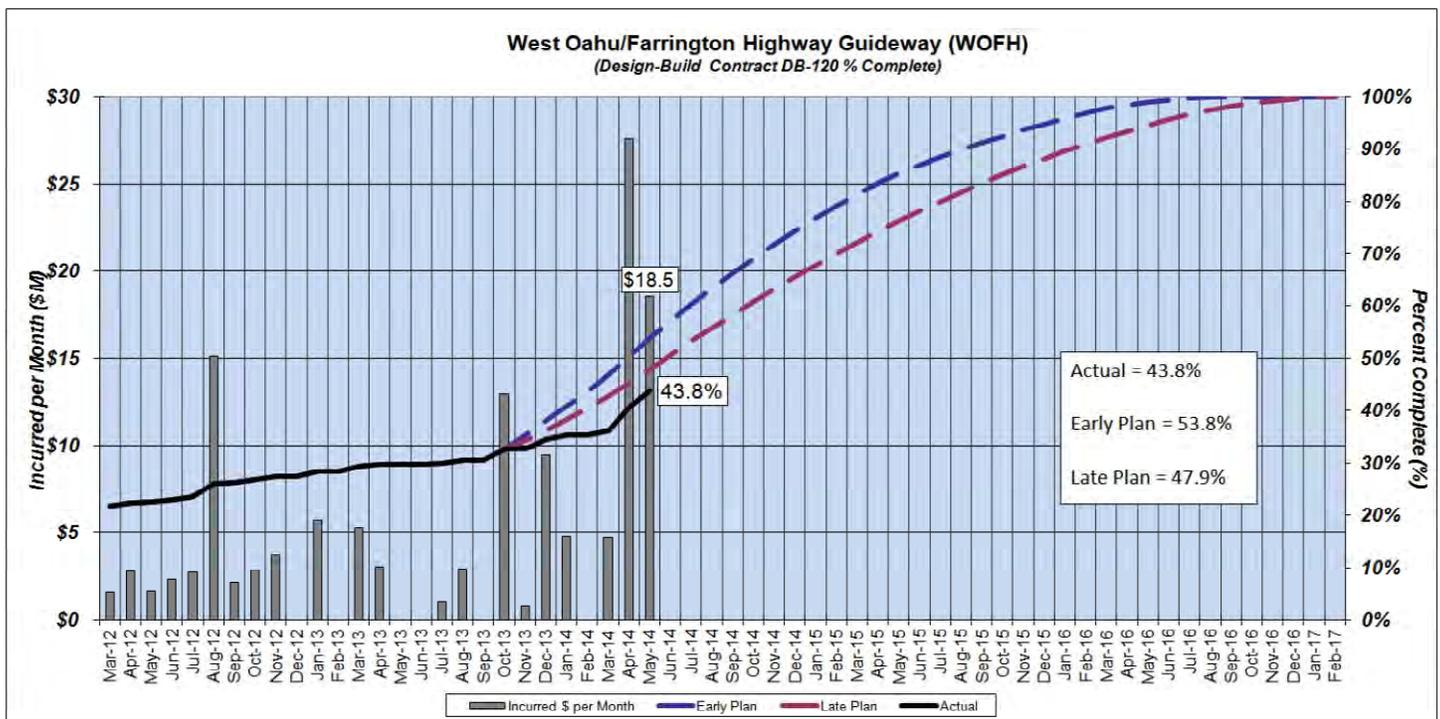
Base Contract:	\$482,924,000	NTP 1:	\$69,256,301	NTP 2:	\$61,975,961
Committed ¹ :	\$570,016,959	NTP 1A:	\$4,650,251	NTP 3:	\$3,871,885
Authorized ² :	\$570,016,959 (100%)	NTP 1B:	\$21,152,169	NTP 4A:	\$64,417,082
Incurred-to-Date:	\$259,209,857	NTP 1C:	\$14,034,417	NTP 4B:	\$21,800,000
Incurred in May:	\$18,533,834				

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

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

May Notices to Proceed
None

May Change Orders	
Change No.	Amount (\$)
None	---
Cumulative to Date	\$87,092,959



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

SCHEDULE:

- KIWC submitted a revised baseline schedule reflecting the updated substantial completion of June 2016. On May 12, 2014, HART accepted the revised baseline schedule with notes.

May 2014 Update		Data Date: 30-May-14, Printed On: 06-Jun-14 12:12											
Activity ID	Activity Name	Start	Finish	Org Dur	2013	2014	2015	2016	2017	2018	2019		
Total		08-Mar-12 A	20-Oct-16	1029d									
West Guideways & Structures		08-Mar-12 A	20-Oct-16	1029d									
W. Oahu/Farrington Highway (WOFH) - Section 1		08-Mar-12 A	20-Oct-16	1029d									
W. Oahu/Farrington Highway Guideway		08-Mar-12 A	20-Oct-16	1029d									
Kiewit WOFH Summary		08-Mar-12 A	20-Oct-16	1029d									
Foundations		08-Mar-12 A	28-Aug-15	610d									
Drilled Shafts		23-Apr-12 A	19-Aug-15	601d									
Columns		21-May-12 A	28-Aug-15	610d									
At Grade		08-Mar-12 A	06-Jan-15	67d									
Guideway		30-May-14	05-May-16	707d									
Precast Segment Erection		30-May-14	05-May-16	707d									
Balanced Cantilever Segments		12-Jun-14	14-Oct-15	490d									
Trackwork		28-Aug-14	20-Oct-16	785d									
Direct Fixation Trackwork		28-Aug-14	21-Sep-16	756d									
Third Rail		01-Apr-15	20-Oct-16	569d									

Contract Submittals	
# Received	# Currently Under Review
628	4

Anticipated Final Design Submittals		
Total #	# Complete	% Complete
122	88	72%

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

WORK PROGRESS:

Activities this Month:

- Design is 96.67% complete, based on Schedule of Milestones completion.
- KIWC continued maintenance activities along Farrington Highway as part of the Joint Use and Occupancy Agreement with HDOT.
- Transition zone, column and bearing pedestal installations are ongoing in Work Areas 1, 2 and 4.
- North Access Road Underpass - The falsework for the top deck, including reinforcing steel, was completed on June 6, 2014. The top deck concrete pour was completed on June 9, 2014. Approximately 380 cu. yds. were poured.
- Drilled shaft construction continued in Work Areas 1, 2 and 4.
- Two Wet Shafts, Piers 143 and 144, with temporary casing were poured west of Ft. Weaver overpass.
- Wet utility installation ongoing in Work Area 2.
- Precast Yard is continuing to cast typical, deviator, and expansion joint production segments.
- Dry utility work is continuing in Areas 2 and 4.
- Street light repairs (Joint Use and Occupancy Agreement) in Work Areas 2, 3 and 4.
- HART is continuing to work with KIWC to develop an issues list to identify critical changes that require immediate resolution.
- Segment erection Span 64 and 66, Work Area 1.
- Continued the 2-555-M1 and 2-526-M1 conflict relocations.
- Continued MOT and substructure preparation work at Pier 252 and 253.
- Continued coordination with Leeward Community College and Waipahu High School regarding campus improvements.
- Resolved NTP delay claim.

Look Ahead:

- Continue interface and final design activities.
- Resolution of escalation changes.
- HECO and HDOT coordination.
- LCC coordination and continued work.
- Continue the segment erection through Work Area 1 with two headings.
- Continue production segment casting at Precast Yard.
- Continue drilled shafts in Work Area 1, Area 2 and Area 4 at Waipahu High School.
- Installation of the Cane Haul Box Culvert.
- Continue segment erection in Area 1.
- Continue substructure and column construction of Balanced Cantilever at H1 area, Pier 252 to 254.

CRITICAL PATH ISSUES:

- Finalize and submit Schedule Revision C.
- Access restriction to Pier 254 and 255 due to Navy land disposal policy change impacts work availability at H1 area.
- Precast segment production quantity for segment erection.
- Coordination with other contractors at interface milestones.

UTILITY AGREEMENTS:

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

HAWAI'I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

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

RIGHT OF WAY:

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

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

- Acquisitions:
 - Negotiating offer for TMK 9-4-047-008.
 - Initiate surveying for TMKs 9-7-024-034, 9-6-004-023 and 9-6-0032-022, properties needed for the Pearl Highlands Garage/Ramps.
- Relocations:
 - Move initiated on TMK 9-6-004-006.
- Look Ahead:
 - Complete the acquisition of TMK 9-6-004-006, a full acquisition within the Banana Patch.
 - Complete negotiations with owners of TMK 9-4-047-008, a partial acquisition for West Loch Station.

QUALITY MANAGEMENT:

- Continued participation in Pre-activities meetings for construction scheduled activities (Decorative Form Liner).
- Monitoring the KIWC and CE&I Inspection and Test Plan (ITP) updates and its implementation.
- Continued reviewing KIWC QA/QC Close-out Plan for each column including substructures, and Pre-Cast segments in preparation for partial Safety and Security Certification of the Certifiable Items for Track and Structures, Civil Installations.
- Preparing Environmental Compliance Audit Report on WOFH and KHG for the environmental compliance audit held on May 20-21.
- Monitoring CE&I and KIWC QA/QC activities.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
147	132	15

SAFETY AND SECURITY:

West O'ahu / Farrington Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for June 2014	Loss Type	Date	Event Description
DB-120 W. O'ahu/ Farrington Highway Guideway	Environment	1	0			
	Loss or Damage	6	0			
	Near Miss	11	0			
	*Reportable Occupational Injury/Illness	0	0			
	**Loss Time Occupational Injury/Illness	2	0			
	Road/Vehicle - Driving	8	4	1. Equipment damage 2. Vehicle damage 3. Light pole damage 4. Minor	1. Jun 6, 2014 2. Jun 10, 2014 3. Jun 19, 2014 4. Jun 24, 2014	1. Citizen lost control of vehicle and crashed into crash attenuator. 2. Citizen rear-ended employee in company vehicle. No injuries to report. 3. Backhoe was backed into a light pole. 4. Drill rig made contact with an overpass bridge.
	Security	17	1	None	Jun 23, 2014	Trespassing in the yard.
	Service Strike	5	0			

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.

**Loss Time Injury: Time away from work due to injury.

PROJECT PICTURES:



Clean up of Transition Zone Pier 2R, after storm and prior to column cage installation.



Stripping column along Farrington Highway in Work Area 1.



North Access Road top slab rebar placement.



Spans 64, 65, 66 erected, two trusses operating.

B. West O’ahu Station Group Construction (WOSG)

Contract No.: FD-140

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

Construction Docs Bid-Ready: May 15, 2014

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



COST INFORMATION:

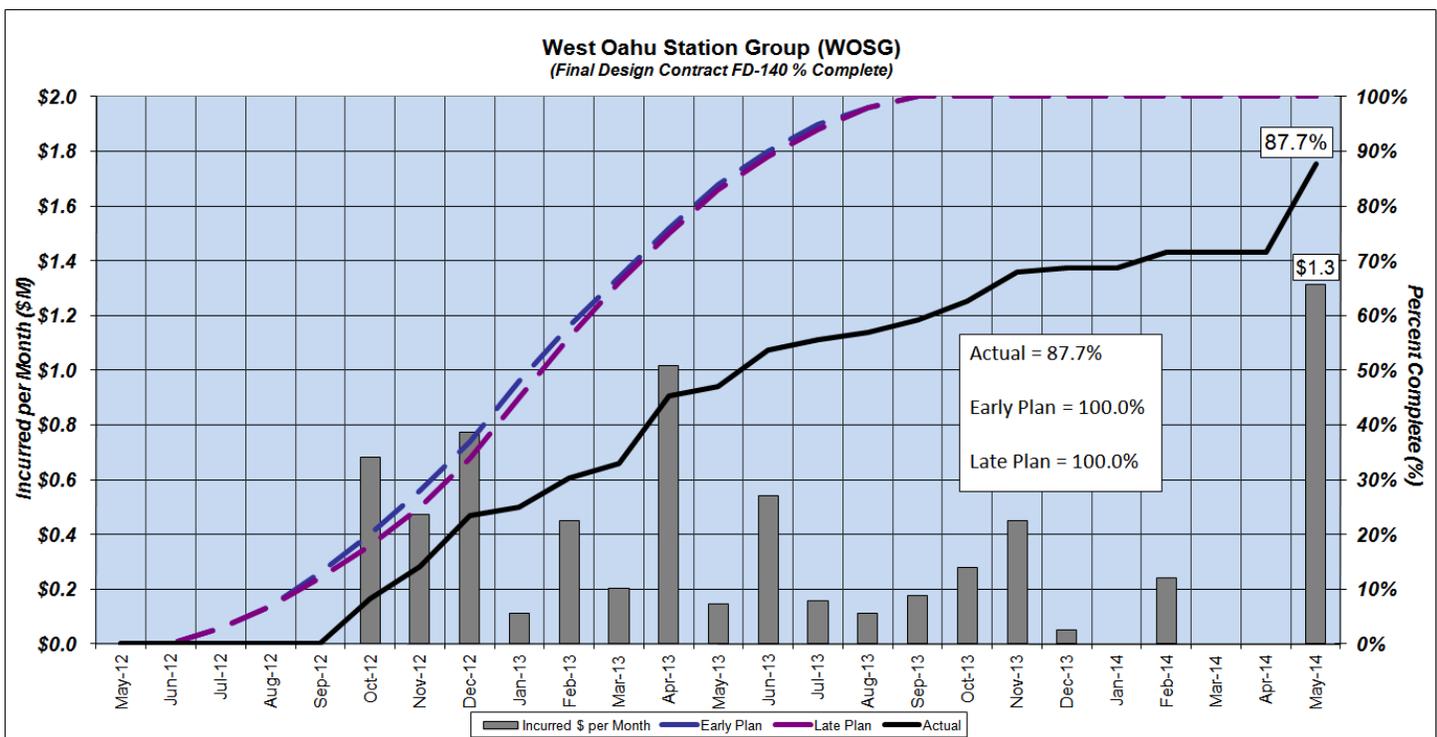
Base Contract:	\$7,789,000	NTP 1A:	\$326,420	NTP 3:	\$981,181
Committed ¹ :	\$9,262,805	NTP 1B:	\$2,064,757	NTP 4:	\$55,726
Authorized ² :	\$7,105,110 (76.7%)	NTP 2:	\$2,203,221		
Incurred-to-Date:	\$7,185,773				
Incurred in May:	\$1,314,568				

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

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

May Notices to Proceed	
NTP 4	\$55,726

May Change Orders	
Change No.	Amount (\$)
Amendment #5	\$1,449,877
Cumulative to Date	\$1,473,805



Current figure reflects adjustments to components of the budget baselines.

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240

Contractors:

URS Corporation

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

HDR Engineering, Inc.

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

Construction Docs Bid-Ready: May 15, 2014



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

COST INFORMATION:

Base Contract:	\$9,300,696	NTP 1.2:	\$1,756,031	NTP 1B REV2:	\$107,783	NTP 2 REV1:	\$33,939
Committed ¹ :	\$12,208,045	NTP 1A:	\$52,356	NTP 1B REV3:	\$12,500	NTP 2 REV2:	\$0
Authorized ² :	\$9,971,999 (81.7%)	NTP 1A REV1:	\$114,794	NTP 1B REV4:	\$0	NTP 3:	\$1,119,617
Incurred-to-Date:	\$9,651,484	NTP 1B:	\$536,955	NTP 2:	\$3,437,489	NTP OFFSET:	(\$320,000)
Incurred in May:	\$31,414	NTP 1B REV1:	\$108,278	NTP 2:	\$104,908		

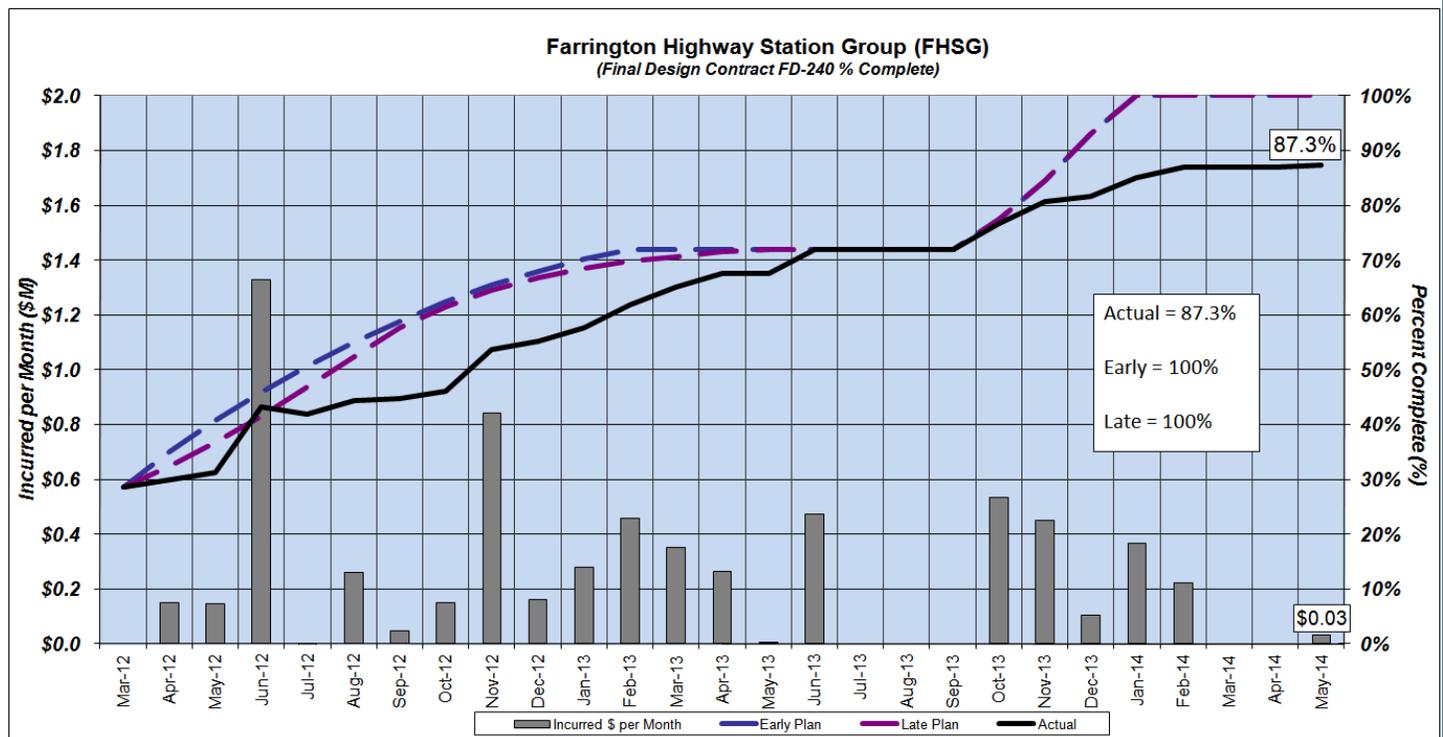
¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders

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

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

May Notices to Proceed	
NTP 2	\$104,908

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



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

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Substantial Completion: April 15, 2016

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



COST INFORMATION:

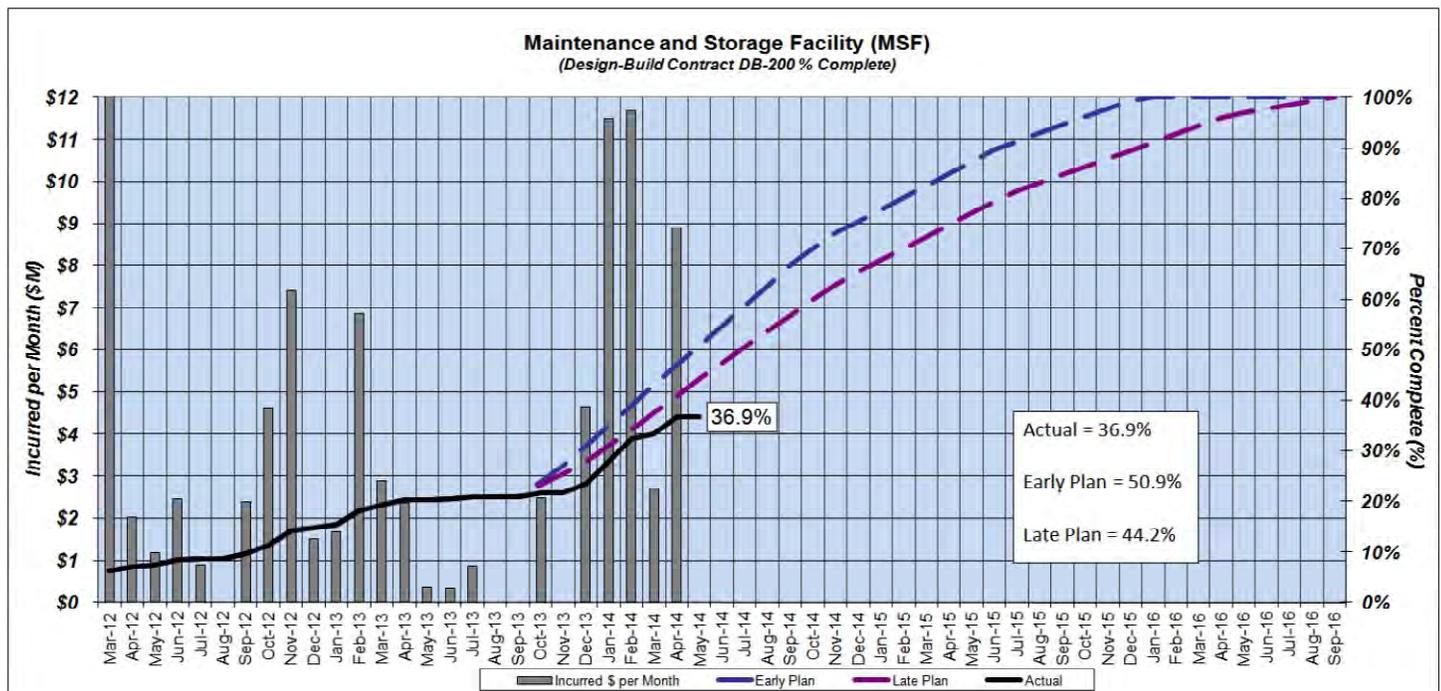
Base Contract:	\$195,258,000	NTP 1:	\$16,886,751	NTP 2 REV1:	\$12,749,013
Committed ¹ :	\$252,593,994	NTP 2:	\$66,261,187	NTP 3:	\$32,391,783
Authorized ² :	\$185,624,728 (73.5%)				
Incurred-to-Date:	\$95,989,872				
Incurred in May:	\$0				

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

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

May Notices to Proceed
None

May Change Orders	
Change No.	Amount (\$)
CO 00020	\$22,500,000
CO 00023	\$220,000
CO 00024	\$53,750
CO 00025	(\$170,000)
Cumulative to Date	\$57,335,994

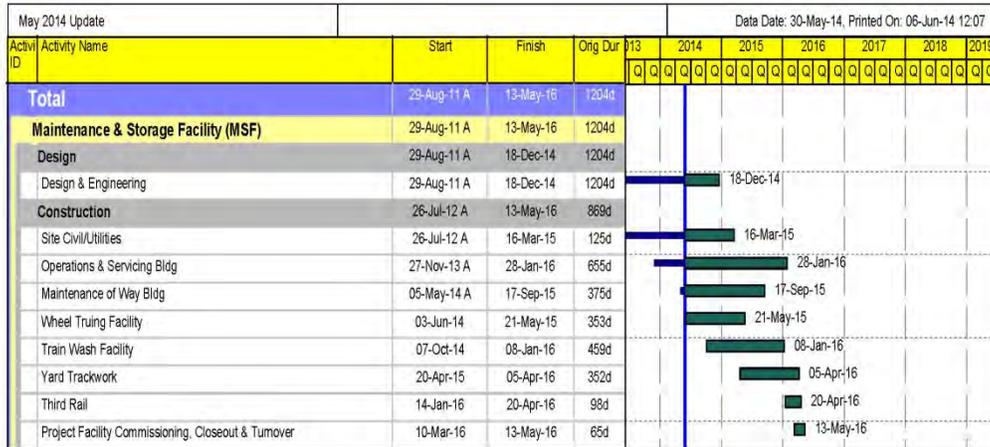


Variance in percentage complete is due to increased budget from awarded change order in the reporting period.

SCHEDULE:

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

Contract Submittals	
# Received	# Currently Under Review
430	8



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

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
171	1	2

WORK PROGRESS:

Activities this Month:

- The MSF design is 100% complete; construction is 20% complete.

Yard

- Redesign of the yard layout and facilities are underway due to the Core Systems Contractor (CSC) consolidated changes.
- KKJV continued monitoring Best Management Practice (BMP) measures for permit compliance.
- KKJV continued to excavate trenches for storm drain and sewer lines.
- KKJV continued to install storm drain and sewer lines with their respective manholes.
- KKJV continued installing site waterlines.
- KKJV commenced installing 8" PVC Fire Line.

Operations and Servicing Building (OSB)

- KKJV continued OSB foundations and stem walls.
- KKJV commenced the OSB underground electrical and plumbing rough in.
- KKJV applied waterproofing membrane on OSB stem walls.

Maintenance of Way (MOW)

- KKJV continued forming and pouring grade beams at MOW.
- KKJV formed and poured MOW elevator stem walls.
- KKJV applied waterproofing membrane on MOW stem walls.

Rail Procurement

- KKJV continued with the procurement of rail materials.
- KKJV continued stockpiling rail material in the Pasha yard.

Administration

- Continued working with the CSC to resolve design interface issues.
- Continued working with KKJV on interim milestone dates.

CRITICAL PATH ISSUES:

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

Look Ahead:

- Continue installing sewer lines and manholes.
- Continue installing storm drain lines and manholes.
- Continue with the OSB stem walls.
- Continue the OSB underground electrical and plumbing rough in.
- Continue placing topsoil with irrigation on the makai slope.
- Continue installing site waterlines.
- Continue working with the Core Systems Contractor to resolve design interface issues.
- Commence OSB slab on grade preparation and concrete pour.
- Commence MOW mechanical/electrical rough in.
- Commence MOW spread footings.
- Commence OSB structural steel erection.
- Commence underpass bridge deck.

QUALITY MANAGEMENT:

- Continued participation in Pre-activities meetings for construction scheduled activities (Structural Steel Erection and Rail Thermite Welding). Witnessed installation of first “Mesa Wall” blocks at the site, which includes: survey work, elevation benchmarks and levels, concrete foundation, and plastic mattings.
- Monitoring CE&I and KKJV QA/QC activities.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
14	8	6

SAFETY AND SECURITY:

Maintenance & Storage Facility						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for June 2014	Loss Type	Date	Event Description
DB-200 Maintenance & Storage Facility	Environment	4	0			
	Near Miss	2	0			
	Road/Vehicle - Driving	3	0			
	Security	5	1	Equipment damage	Jun 03, 2014	Connexes broken into, forklift door window broken and ignition switch broken, electrician van ignition broken and window pried open, hole cut into fence.

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.

**Loss Time Injury: Time away from work due to injury.

PROJECT PICTURES:



Compacting subbase at OSB; Gridline 6&7.



Installing rebar at MOW column footing; Pour #2.



Installing perforated drain line at OSB; Gridline 6&7.



Placing concrete at OSB; Pour #19; Gridline K&L 1-5.

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)

Substantial Completion: September 2016

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



COST INFORMATION:

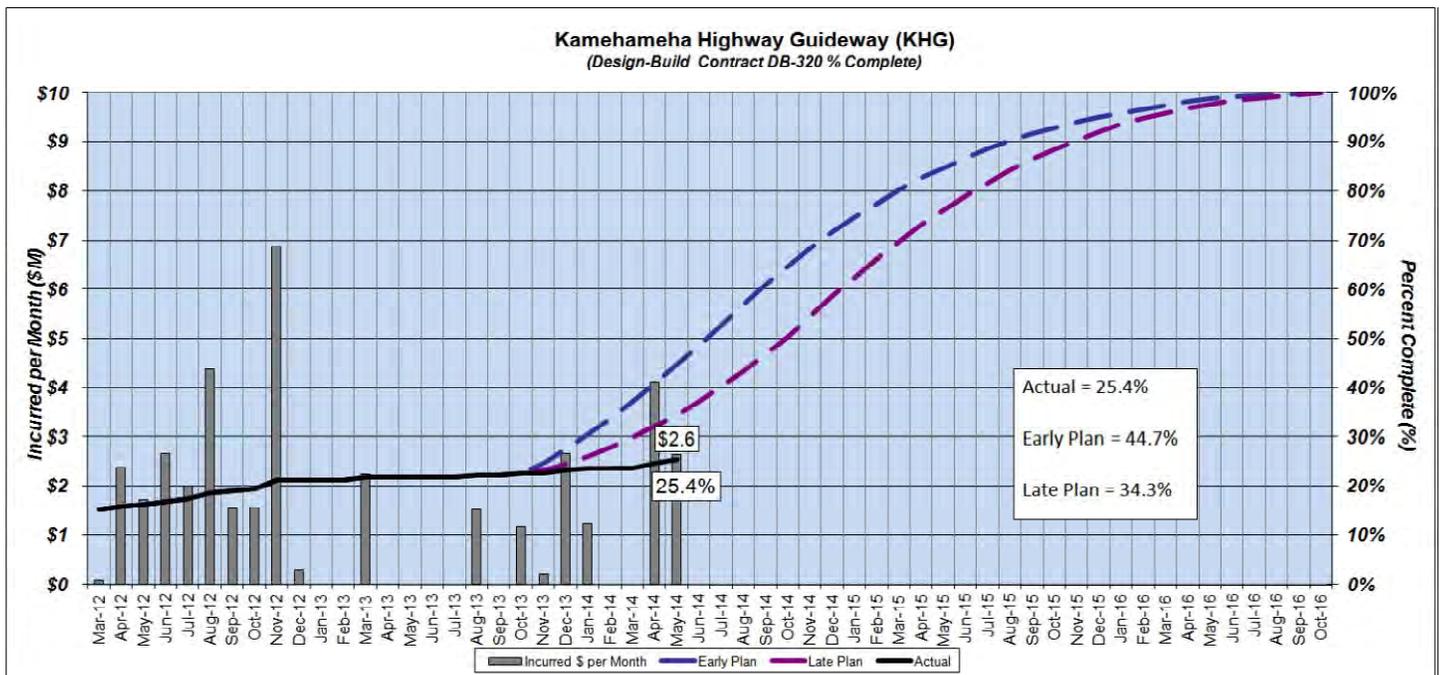
Base Contract:	\$372,150,000	NTP 1:	\$106,744,930	NTP 3A:	\$33,348,881
Committed ¹ :	\$380,205,655	NTP 2:	\$22,072,270	NTP 3B:	\$0
Authorized ² :	\$170,221,736 (44.8%)				
Incurred-to-Date:	\$96,618,031				
Incurred in May:	\$2,636,086				

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

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

May Notices to Proceed
None

May Change Orders	
Change No.	Amount (\$)
CO 00008	\$505,674
CO 00009	\$839,000
Cumulative to Date	\$8,055,655



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

SCHEDULE:

- KIWC’s revised schedule submitted as part of Progress Payment 29 is under review.

Contract Submittals	
# Received	# Currently Under Review
292	10

Final Design Submittals		
Total #	# Complete	% Complete
50	26	52%

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
86	0	---

May 2014 Update		Data Date: 30-May-14, Printed On: 06-Jun-14 12:27													
Activity ID	Activity Name	Start	Finish	Ong Dur	13	2014	2015	2016	2017	2018	2019				
Total		18-Nov-09 A	27-Dec-16	3232d											
West Guideways & Structures		18-Nov-09 A	27-Dec-16	3232d											
Kamehameha Highway (KH) - Section 2		18-Nov-09 A	27-Dec-16	3232d											
Kamehameha Highway Guideway		18-Nov-09 A	27-Dec-16	3232d											
KHG Permits Remaining		14-Jul-11 A	03-Nov-16	2862d											
Design - Kamehameha Highway Guideway		18-Nov-09 A	17-Aug-16	1687d											
Right of Way - Kamehameha Highway Guideway		29-Jul-11 A	30-Mar-12 A	244d											
Construction - Kamehameha Highway Guideway		12-Jul-11 A	04-Oct-14	546d											
Kiewit KHG Summary		03-Jun-14	27-Dec-16	939d											
Foundations		03-Jun-14	16-May-16	714d											
Drilled Shafts		03-Jun-14	31-Mar-16	668d											
Columns		22-Jul-14	16-May-16	665d											
Guideway		29-Aug-14	06-Jul-16	678d											
Precast Segment Erection		29-Aug-14	06-Jul-16	678d											
Cast BC Segments		18-Feb-15	04-Apr-16	412d											
Trackwork		17-Jul-15	17-Aug-16	398d											
Direct Fixation Trackwork		17-Jul-15	06-Jul-16	356d											
Third Rail		14-Aug-15	17-Aug-16	370d											
KHG Project Finish Work, Demob, Punchlist		18-Aug-16	27-Dec-16	132d											

WORK PROGRESS:

Activities this Month:

- Design is 54% complete; construction is 0.8% complete.
- Processed Progress Payment 29.
- Began road widening in Phase 12.
- Continued compilation of completed design package CIL for Safety and Security Certification.
- Continued ITS Phase 2 work.
- Continued relocation of Water Line “A.”
- Continued relocation of Drain Line “B.”
- Continued relocation of electrical duct banks.
- Continued relocation of gas lines.
- Completed base grouting and load test for Test Shaft 15.
- Analyzed cores from Test Shaft 12.
- Began demobilization of Test Shaft 15.
- Completed demobilization of Test Shaft 12.

Look Ahead:

- Continue interface and design activities.
- Continue JUAO activities.
- Continue utility relocation work.
- Finish demobilization for Test Shaft 15.
- Begin roadway widening in Phase 1 fronting UH Urban Gardens.
- Continue roadway widening in Phase 1.
- Process progress payments for February, March and April.

CRITICAL PATH ISSUES:

- Maintenance of Traffic along Congested Corridor.
- Coordination with other contractors on construction interface milestones.

UTILITY AGREEMENTS:

- Oceanic agreement was executed on June 2, 2014.
- No UCA’s for Chevron and SIC will be needed.
- Looking Ahead:
 - Execute HTI KHG UCA.

HAWAI’I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

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

RIGHT OF WAY:

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

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

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

QUALITY MANAGEMENT:

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

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
24	13	11

SAFETY AND SECURITY:

Kamehameha Contracts						
Contract	Event Type	Total Number of Events since 1/1/2007	Total Number of Events for June 2014	Loss Type	Date	Event Description
DB-320 Kamehameha Highway Guideway	Environment	2	0			
	Loss or Damage	6	0			
	Near Miss	3	1	Near miss	Jun 12, 2014	Unauthorized opening of HECO Vault; lid fell into vault.
	Road/Vehicle - Driving	5	1	Motor vehicle collision	Jun 16, 2014	Vehicle collision.
	Security	7	1	Theft	Jun 12, 2014	Stolen generator.
	Service Strike	4	1	Minor damage	Jun 21, 2014	Minor damage to 2" gas line.

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.

**Loss Time Injury: Time away from work due to injury.

PROJECT PICTURES:



Transverse cutter on Phase 2.



Rock layer in utility trench.



Road widening in Phase 12.



Concrete coring at Test Shaft 12.

B. Kamehameha Highway Station Group (KHSB)

Contract No.: FD-340

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

Construction Docs Bid-Ready: May 15, 2014

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



COST INFORMATION:

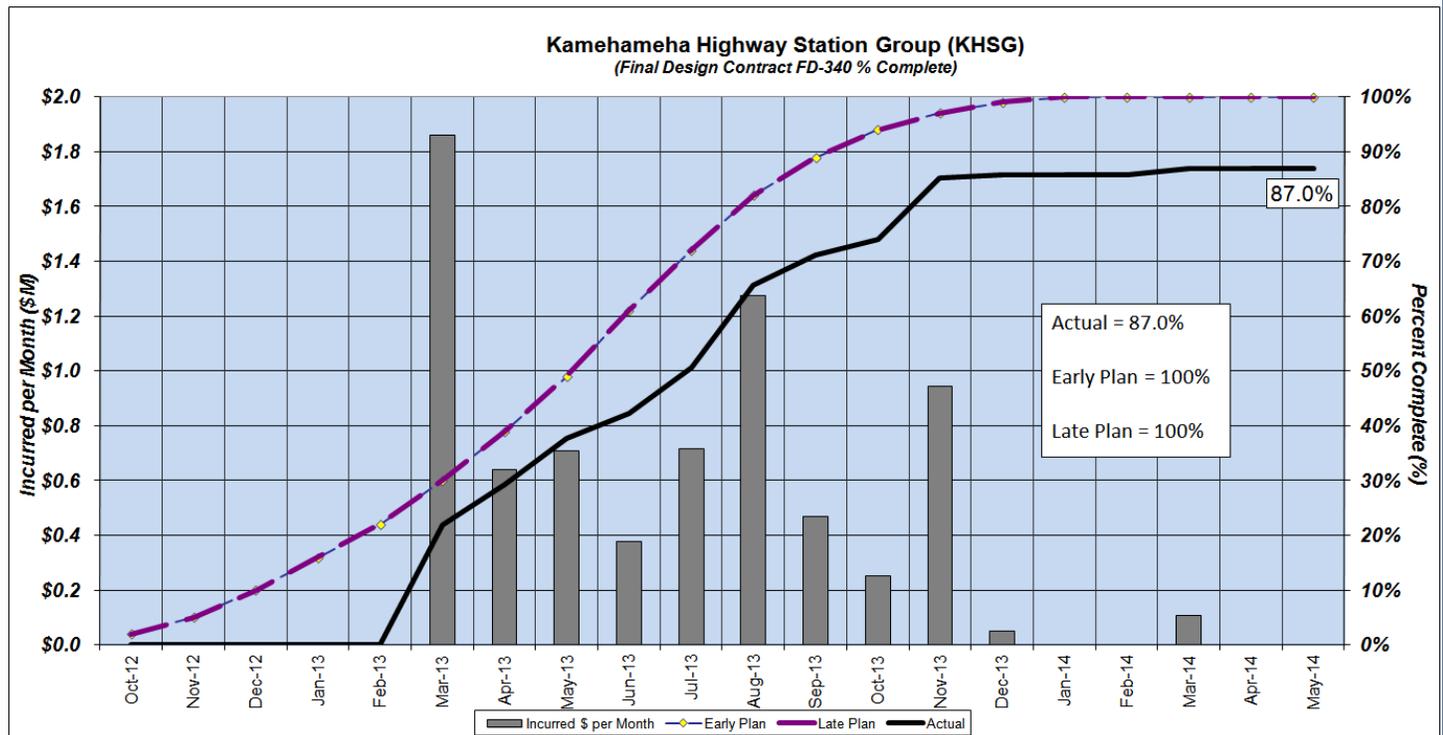
Base Contract:	\$8,702,592	NTP 1A:	\$491,104	NTP 3:	\$1,913,030
Committed ¹ :	\$8,702,592	NTP 1B:	\$2,533,421	NTP 4:	\$77,979
Authorized ² :	\$7,875,760 (90.5%)	NTP 2:	\$2,860,226		
Incurred-to-Date:	\$7,393,143				
Incurred in May:	\$0				

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

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

May Notices to Proceed	
NTP 4	\$77,979

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



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

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)

Construction Docs Bid-Ready:

Utilities: Dec. 2013
Guideway: June 2014

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

COST INFORMATION:

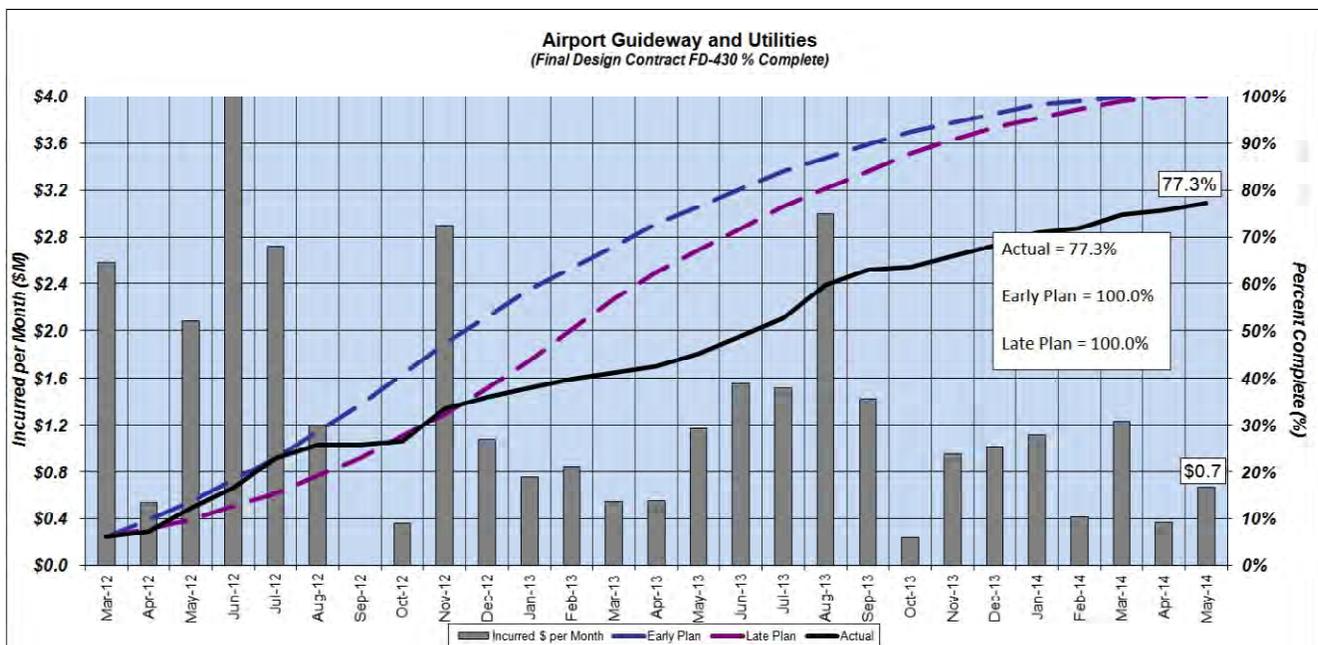
Base Contract:	\$38,840,960	NTP 1A:	\$784,136	NTP 3:	\$293,939
Committed ¹ :	\$42,268,382	NTP 1B:	\$13,233,957	NTP 3A:	\$5,892,216
Authorized ² :	\$40,680,368 (96.2%)	NTP 2:	\$17,048,698		
Incurred-to-Date:	\$32,655,487				
Incurred in May:	\$672,408				

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

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

May Notices to Proceed
None

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



Current figure reflects adjustments to components of the budget baselines.

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

SCHEDULE:

May 2014 Update					Data Date: 30-May-14, Printed On: 03-Jun-14 10:21																	
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018		
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total		09-Nov-11 A	10-Oct-17	2314																		
Airport Programmatic		01-May-12 A	04-Feb-14 A	306																		
Airport Permits		09-Nov-11 A	08-Dec-15	2314																		
Design - Airport Guideway & Utilities		05-Jan-12 A	17-Aug-14	997																		
Construction - Airport Guideway & Utilities		19-Dec-14	10-Oct-17	1027																		

WORK PROGRESS:

Activities this Month:

- Continued final design development on the guideway package which is approx. 90% complete.
- Processing pending changes.
- Continued coordination with HDOT (Highway and Airport Divisions), utility companies, U.S. Navy and other stakeholders.
- Continued weekly progress/design and interface meetings.

Look Ahead:

- Continue guideway final design development.
- Continue working on request for changes.
- Continue geotechnical investigations.
- Continue environmental reports.

CRITICAL PATH ISSUES:

- Coordination with other contractors on design and construction interface milestones.
- Coordination of existing utility relocations with HECO.
- Coordination of work at Post Office area with USPS.
- Coordination with DOT-Airports for construction contract interface.
- Coordination with U.S. Navy/General Services Administration (GSA) for land disposal at Makalapa Gate.

UTILITY AGREEMENTS:

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

HDOT AGREEMENTS:

- Looking Ahead: Airport Joint Use and Occupancy expected to be executed mid-2014.

RIGHT OF WAY:

Airport Right-of-Way for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	5	5	1	4	5	5			4		1
Partial Acquisition	6	6	3					1	1		1
Easement	38	36	2	1	1			23	23		23
TOTAL	49	47	6	5	6	5		24	28		25

Airport Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
	8		8	5	6		3

- Acquisitions:
 - Negotiating offer on TMK 1-1-016-007.
 - Started appraisal on TMKs 1-2-013-020 and 021.
 - Offer accepted on TMK 9-9-003-066. Opened escrow.
- Relocations:
 - Move ongoing for tenant at TMK 1-1-016-006.
- Look Ahead:
 - Complete the appraisals for the remaining partial acquisitions and easements along Waiwai Loop, Post Office and Middle Street.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

SAFETY AND SECURITY:

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

*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.

**Loss Time Injury: Time away from work due to injury.

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B. Airport Station Group (ASG)

Contract No.: FD-440

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

Construction Docs Bid-Ready: June 2014

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



COST INFORMATION:

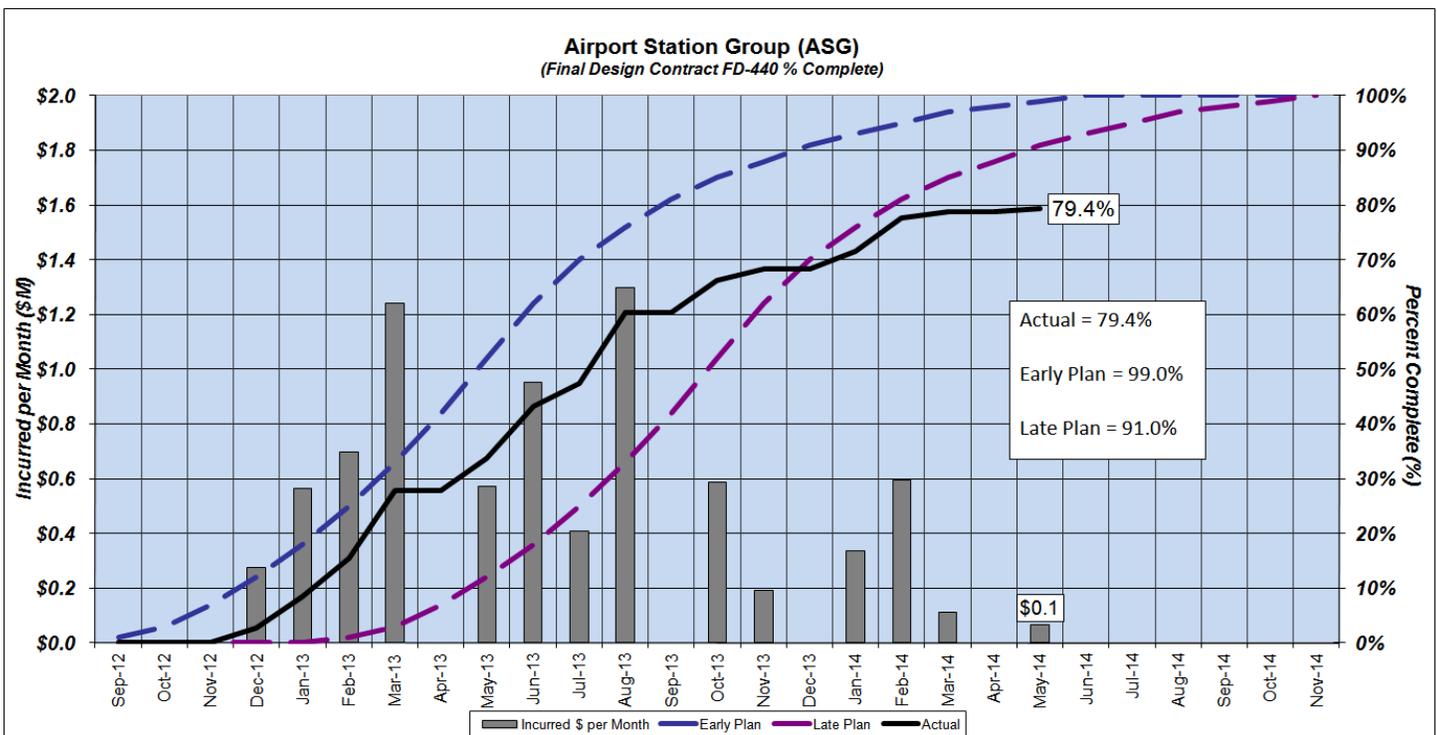
Base Contract:	\$10,177,365	NTP 1A:	\$276,035	NTP 2:	\$3,626,123
Committed ¹ :	\$10,177,365	NTP 1B:	\$2,602,508	NTP 3:	\$2,623,356
Authorized ² :	\$9,128,022 (89.7%)				
Incurred-to-Date:	\$7,899,867				
Incurred in May:	\$65,709				

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

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

May Notices to Proceed
None

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



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

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)

Construction Docs Bid-Ready:

Guideway & Utilities: June 2014



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

COST INFORMATION:

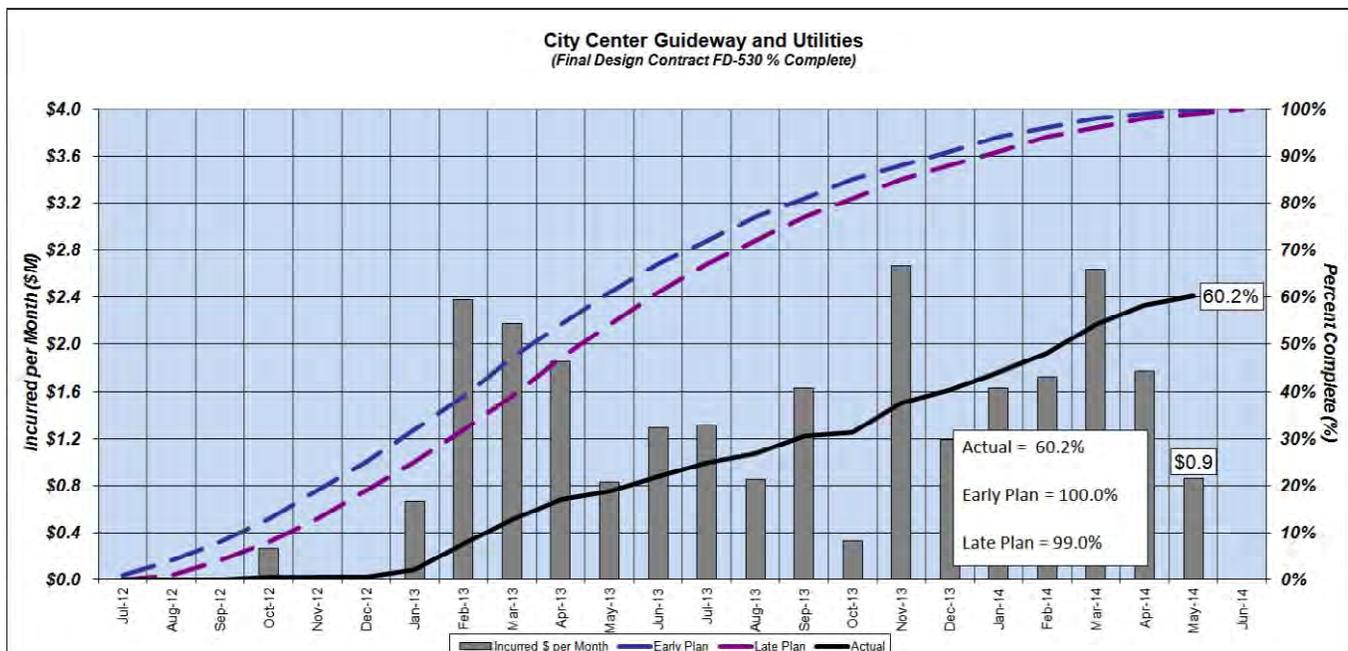
Base Contract:	\$43,948,220	NTP 1A:	\$537,870	NTP 2:	\$18,680,227
Committed ¹ :	\$44,887,173	NTP 1B:	\$15,411,551	NTP3:	\$6,315,814
Authorized ² :	\$41,884,415 (93.3%)				
Incurred-to-Date:	\$26,050,891				
Incurred in May:	\$864,540				

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

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

May Notices to Proceed
None

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



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

SCHEDULE:

May 2014 Update					Data Date: 30-May-14, Printed On: 03-Jun-14 10:28																				
Activity ID	Activity Name	Start	Finish	Orig Dur	2013		2014				2015				2016				2017				2018		
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Total		19-Aug-11 A	31-May-18	3918																					
City Center Programmatic		01-Nov-11 A	06-Nov-14	517																					
City Center Permits		19-Aug-11 A	08-Dec-15	3918																					
Design - City Center Guideway & Utilities		01-Jul-12 A	13-Aug-14	696																					
Construction - City Center Guideway & Utilities		19-Dec-14	31-May-18	1260																					

WORK PROGRESS:

Activities this Month:

- Design is 75% complete.
- Continued weekly progress/design and interface meetings.
- Continued final design development.
- Continued to meet with various private and public stakeholders to coordinate station and guideway interface with their planned developments.
- Continued geotechnical investigations.

Look Ahead:

- Continue final design development.
- Continue coordination with various private and public stakeholders.
- Continue geotechnical investigations.
- Continue environmental reports.

CRITICAL PATH ISSUES:

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

UTILITY AGREEMENTS:

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

HDOT AGREEMENTS:

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

RIGHT OF WAY:

City Center Right-of-Way for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	16	16	1	14	10	7			7	3	3
Partial Acquisition	80	70	7	1	2	1					
Easement	42	38	1					2	2		2
TOTAL	138	124	9	15	12	8		2	9	3	5

City Center Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
3	54		57	14	22	8	12

- Acquisitions:
 - Conducted appraisal site inspections for TMKs 1-2-003-082, 1-5-015-017, 1-5-028-073, 1-2-009-017, and 1-2-003-014.
 - Made offer on TMK 2-3-007-044.
 - Completed appraisals on TMKs 1-5-007-021, 2-3-007-036, 2-3-007-033, 1-2-003-082, 2-3-007-054, and 2-3-007-039. Sent to FTA for appraisal concurrence.
 - Meeting with property owners to determine impacts for partial acquisitions.
- Relocations:
 - Issued 30-day notice to vacate for remaining tenants at TMK 1-7-002-026.
 - Relocation interview started for two tenants at TMK 2-3-007-054 and four tenants at TMK 1-2-003-082.
- Look Ahead:
 - For design support, continue to secure consents to do geotechnical testing on properties along the proposed guideway and stations.
 - Conduct surveying for partial acquisition properties.
 - Secure consents for Environmental Site Assessments.
 - Make offers on TMKs 1-5-007-021, 2-3-007-036, 2-3-007-033, 1-2-003-082, 2-3-007-054, and 2-3-007-039, pending FTA concurrence.
 - Negotiate acceptance on TMK 2-3-007-044.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

SAFETY AND SECURITY:

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

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

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

Contract No.: FD-550

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

Construction Docs Bid-Ready: July 2015

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



COST INFORMATION:

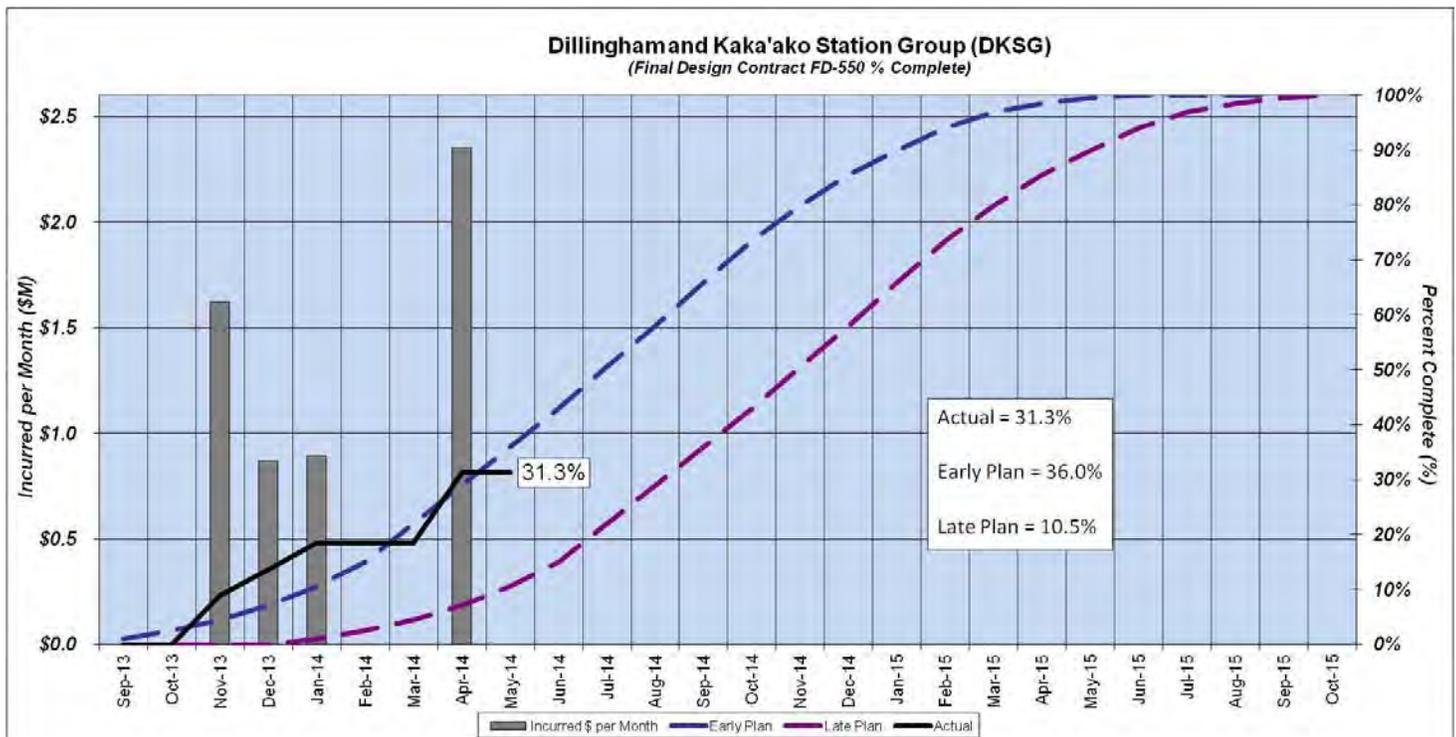
Base Contract:	\$18,321,918	NTP 1A:	\$1,305,204	NTP 1B:	\$4,593,942
Committed ¹ :	\$18,321,918	NTP 2:	\$5,763,606		
Authorized ² :	\$11,662,752 (63.7%)				
Incurred-to-Date:	\$5,738,811				
Incurred in May:	\$0				

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

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

May Notices to Proceed
None

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



5 OVERALL PROJECT-WIDE ACTIVITIES

5.1 Interface

- **Activities this month**

- Held Interface Partnering meetings.
- Facilitated 29 interface definition meetings with various contractors.
- Update Interface Control Manuals (ICMs) for MSF interface contractor partners AHJV and KKJV.
- Update stations' systems device types, quantity, location, and support detail.
- Facilitate resolution of outstanding elevated Guideway.
- Mock up Preliminary Hazard Assessments for Guideway-related Safety Security Certification (SSC) Open Issues.
- Resolving Chinatown and Downtown Station configuration to firm up track alignment.
- Commence compilation of PICM (Project Interface Control Manual).

Requests for Interface Data (RFIDs)	
Total Submitted	Closed
1,338	922

Interface Issues Elevated					
Total	New	Open	Closed	On Hold	OSR
48	5	1	8	2	32

- **Look Ahead**

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

5.2 Other Design Activities

- **Activities this month**

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

- **Look Ahead**

- Continue working on the procurement package for Pearl Highlands Transit Center and Garage Design-Build Package.

5.3 Permits

- **Activities this month**

- HART met with the Hawai'i Department of Health (HDOH) on June 13, 2014 to hold a PowerPoint presentation on Waiawa construction, collect application review comments and answer questions.
- HART completed a site visit of Waiawa Stream with the Department of Land and Natural Resources (DLNR) to inspect well abandonment locations on June 11, 2014.
- HART received approval of the Airport Section Utility Relocation Construction Activities Municipal Separate Storm Sewer System (MS4) on June 16, 2014.
- HART reviewed the City Center Community Noise and Variance permit applications and provided comments on June 6, 2014
- HART reviewed the Airport and City Center National Pollution Discharge Elimination Systems (NPDES) permit application created by AECOM and provided comments on June 9, 2014.
- HART revised, updated, and resubmitted the WOFH NPDES permit application to HDOH clean water branch on June 3, 2014.

- HART provided the Army Corps of Engineers with additional information in regards to the section 404 permit applications for Waiawa Stream and Tributary on June 5, 2014.
- HART presented at the Commission on Water Resource Management monthly meeting to receive our Stream Channel Alteration Permit (SCAP) on June 18, 2014.

- **Look Ahead**

- Upcoming significant permit activity:
 - AECOM will resubmit City Center Community Noise and Variance permit applications after last review period.
 - AECOM will revise the Airport and City Center NPDES and resubmit to HART after last review period.

5.4 Hawai'i Department of Transportation (HDOT) Agreements

- **Activities this month**

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

5.5 Utility Agreements

Figure 16. Utility Agreements Status

Utility Agreements Status Matrix									
Utility Owner	Status	WOFH		KHG		Airport		City Center	
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA	
AT&T	Executed	5/11/11	12/20/11		AT&T has provided comments 4/11/14 (will include City Center)	Submitted draft to AT&T (will include City Center)	Agreement Executed		
	NTP	5/12/11	12/21/11	5/18/12					
Chevron	Executed	12/4/09		11/4/11					
	NTP	12/22/09		11/15/11					
Hawaiian Telcom	Executed	5/20/10	HART completed review of comments from HTI and returned to HTI		Pending negotiation of WOFH Template		HTI agreement executed 9/27/13		
	NTP	6/14/10		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 (Expired 11/29/13)		City Center Bridging Agreement (Expired 11/29/13)	
	NTP								
		Pre-Construction		Pre-Construction		Pre-Construction			
	Executed	10/30/13		10/4/13		n/a			
	Expired	11/29/13		11/29/13		n/a			
		Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services
	Executed	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
	NTP	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
Oceanic Time Warner Cable	Executed	12/8/09	12/21/11	1/9/12	Executed June 2, 2014	Draft submitted to Oceanic.	Executed 4/4/2013		
	NTP	12/22/09							
Pacific Lightnet/Wavecom	Executed	4/28/10	3/12/12	2/15/12					
	NTP	4/29/10	3/13/12	2/16/12					
Sandwich Isle Communications	Executed	5/20/10	Submitted draft to SIC	4/20/12	Submitted draft to SIC		Submitted draft to SIC		
	NTP	6/8/10							
Hawai'iGAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	Submitted draft to Hawai'iGAS	9/27/13		
	NTP	12/22/09	7/12/11						
tw telecom	Executed	12/2/09		2/14/12	No Scope – Oceanic to relocate for tw telecom for KHG		Executed 10/11/12		
	NTP	12/22/09		2/16/12					
Tesoro	Executed			2/15/12	Agreement executed 9/12/13		Agreement executed 9/3/13		
	NTP			2/16/12					

Legend:  = Action this month
 = Not applicable

COR = Corporation Counsel
 ESA = Engineering Services Agreement

UCA = Utility Construction Agreement
 UFCRA = Combined Engineering and Construction Utility Agreement

5.6 Right-of-Way (data as of June 18, 2014)

- **Budget**
 - \$55.2M was spent to acquire 27 properties. The budgeted amount for the 27 parcels was \$60.4M, resulting in a budget underrun of \$5.1M.
 - \$2.8M has been expended to date for relocations.

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

Right-of-Way Status for the Parcels*											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted For Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	38	38	2	35	32	28	1		27	14	20
Partial Acquisition	119	85	10	5	6	1	1	5	4		7
Easement	102	94	9	1	1			42	35		35
GRAND TOTAL	259	217	21	41	39	29	2	47	66	14	62

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

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

Relocation Status for the Occupants								
	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
GRAND TOTAL	21	72	1	94	34	43	19	43

Figure 19. Third-Party Agreement Status

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

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

5.7 Safety and Security Project-Wide Contracts

Figure 20. Project-Wide Contracts

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

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

6 MANAGEMENT & ADMINISTRATIVE UPDATES

6.1 Safety and Security

Figure 21. Safety and Security Issues Overview

Overview of Safety and Security Issues		
Period/Date	Number	Comments
Q1 2014	10 in Q1 2014	January (0), February (5), March (5)
April 2014	3 in April	
May 2014	3 in May	
June 2014	10 in June	
2014	26 to date in 2014	

- **Activities this month**

- HART reviewed submittals from KKJV, AHJV, DKSG, AECOM, WOFH, WOSG, and MSF for compliance and technical specifications.
- HART staff continues to meet with HDOT biweekly to address FTA, HDOT, and HART concerns.
- Continued to hold Sensitive Security Information (SSI) Implementation working group meeting.
- Participated in the monthly Joint Traffic Management System (JTMS) steering committee meeting.
- Participated in the weekly HART Core Systems staff meeting.
- Continued work in evaluating submittals.
- Participated in biweekly Project Interface meeting.
- Participated in biweekly Safety and Security Certification Working Group (SSCWG) meeting.
- SSI Program to be presented to HART staff, as needed.
- Working with the Department of Emergency Management to include HART in the 2014 Hurricane Drill.
- Working with the Department of Emergency Management concerning evacuation zones during a Great Aleutian Tsunami (GAT) event.
- Continue to meet with the fire and police departments to review design packages for compliance.
- Conducted Safety Partnering Meeting on June 2.
- Participated in multi-agency MOT meeting on Fridays to better plan MOT activities for the guideway.

- **Look Ahead**

- Continue to hold safety meetings with contractors, particularly AHJV, committees and staff.
- On-going discussion of security concerns with the Transportation Security Administration (TSA), Honolulu Police Department (HPD) and Honolulu Fire Department (HFD), Department of Public Safety (DPS), and of emergency plans with Emergency Responders and Emergency Management.
- Continue to meet and review design issues with contractors.
- Continue to process CIL/CEL's from all contracts.
- Continue development of the Safety and Security Management Plan, Safety and Security Information Procedures, and Safety and Security Certification Plan.
- Safety and Security staff will provide SSI Training to employees that need to be trained.
- Safety and Security staff will begin developing and implementing training programs related to Safety and Defensive Driving for HART employees.
- Continue to work with the Department of Emergency Management concerning Hurricane Drill and Tsunami event.
- Continue with Brown Bag Lunch Training for HART employees.

6.2 Quality Management

- **Activities this month**

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

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
26 (Audits)	18	8

- **Look Ahead**

- Continue mentoring and training personnel on approved Project Plans and Procedures.
- Continue qualification and certification of 2-Lead Auditors on Management Systems Audits.
- Continue QA/QC and Environmental Compliance monitoring and oversight of contracts executed to date.
- Update and implement the 2014: QA and Environmental Audit Schedules.
- Follow up on and close corrective and preventative actions on all NCRs and Observations issued to all contracts.
- Review and approve Contractor/Consultant QAPs, Inspection and Test Plans (ITPs) and implementing procedures (new and updates).

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

Core Systems

- **Activities this month**

- 49 CFR 661 and 49 CFR 663 requires that Rolling Stock, Train Control Equipment, Communication Equipment, and Traction Power Equipment shall have 60% of US contents and be Finally Assembled in the USA.
- Continued discussion on procurement status and Buy America updates with AHJV (ASTS/AB):
 - E Cars (Breda): 69.3% Pre-Award Audit US contents – May 2014 Monthly Report shows 71% US contents. The higher value includes the proposed manufacturing of Truck Frames and Bolsters at the Finmeccanica (DRS) facilities in West Plains, MO.
 - M Cars (Breda): Prepare Buy America Compliance Matrix (BACM) upon completion of contract negotiation.
 - Train Control System Wayside Portion (ASTS USA): 90% US contents HART-approved BACM; no changes during this reporting period.
 - Supervisory Control and Data Acquisition (SCADA) System (ASTS USA): 92.8% US contents HART-approved BACM; no changes during this reporting period.
 - Traction Electrification System (Siemens): 69.9% US contents HART-approved BACM; no changes during this reporting period.

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

- **Look Ahead**

- Monitoring AHJV/AB Buy America compliance.

Construction

- **Activities this month**

- 49 CFR 661 requires that all iron, steel and manufactured products, which apply to all construction materials used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges, must be manufactured in the USA.
- Monitored Final Design consultants to include Buy America requirements into Design and Specifications.
- Included Buy America compliance on QA Audit Checklist of Final Design consultants.
- Monitored DB contractors' compliance to Buy America requirements.
- Update and implement the 2014: Buy America Audit Schedule.
- Resolving one Noncompliance Report (sand from B.C., Canada) on the MSF Project. HART sent a letter to FTA Region IX (J. Maing) regarding concrete is defined as a component in the construction of the project and the subcomponents of the concrete are aggregates, sand, cement, water and other additives to enhance the workability and strength of the concrete. Therefore, the sand is a subcomponent and can be from foreign sources.

- **Look Ahead**

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

Utilities

- **Activities this month**

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

- **Look Ahead**

- Monitoring utilities' Buy America compliance.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**

- \$16,234,738 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 6/30/14
 - 6.25% = DBE utilization on total disbursed FTA funds received to date (\$16,234,738 divided by \$259,960,026)
 - 0.92% = DBE utilization to date on total Project FTA funds (\$16,234,738 divided by \$1,763,903,901)

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

Figure 22. DBE Participation this Month

DBE Participation in June		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-11H0131 MM-905	\$52,480
AMR Estimating Services	SC-HRT-11H0131 MM-905	\$22,577
LKG-CMC	SC-HRT-1400049 MM-962	\$16,169
LKG-CMC (payment adj)	SC-HRT-11H0131 MM-905	(\$19,039)
Gary K. Omori (payment adj)	SC-HRT-11H0131 MM-905	(\$6,271)
TOTAL FOR THE MONTH		\$65,916

- **Look Ahead**

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

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

6.5 Planning and Environment

- **Activities this month**

- Programmatic Agreement (PA) by PA Stipulation number and section letter, if applicable:
 - III. Identification and Protection of Archaeological Sites and Burials - Archaeological Inventory Surveys (AIS):
 - Project staff completed data recovery fieldwork in the City Center section. HART continues consultation with the State Historic Preservation Division (SHPD), O’ahu Island Burial Council (OIBC) and cultural descendants regarding the additional human bone fragments found in February and March.

- Further refinement of draft Cultural Monitoring Plan for review by recognized cultural descendents is ongoing.
- HART submitted a draft Supplemental AIS plan to SHPD for the Queen Street area; approval from SHPD is pending.
- IV. Design Standards:
 - A HART/Kāko’o meeting with a focus on the Pearl Harbor Station design was held on June 26.
 - HART has developed and transmitted to the consulting parties a Treatment Management Plan for Historic and Cultural Resources at Aloha Stadium Station for review and comment. Oral comments were received at the April 24 meeting; written comments were received on May 8, May 14 and May 28. Comments and responses have been incorporated into the document and the final Treatment Plan is pending.
- V. Recordation and Documentation:
 - HART presented the updated historic context study outline to the consulting parties at the Kāko’o Meeting on May 22, 2014. Comments were received at the meeting, but no written comments have been received to date.
 - Contracts for Historic American Landscape Survey (HALS) and Cultural Landscape Reports were initiated under GEC III.
- VI. National Register of Historic Places/Historic Landmark Nominations:
 - Preparation of National Register (NR) nomination forms for adversely affected historic properties remains in progress. National Register of Historic Places (NRHP) nominations for Waimalu Bridge, Waiawa Bridge, Kalauao Springs Bridge, Kalauao Stream Bridge, Waikele Stream Bridge, Honouliuli Bridge and Mother Waldron Park were reviewed at a public hearing by the Hawai’i Historic Places Review Board (HHPRB) on May 31, 2014. Properties which were listed in the Hawai’i Register of Historic Places (HRHP) and recommended for transmittal to the Keeper for listing in the NRHP included: Honouliuli Stream Bridge, Waikele Stream Bridge and Waiawa Bridge. Four properties were deferred with requests from the HHPRB for additional information because of substantial alterations. They included Mother Waldron Park, Waimalu Stream Bridge, Kalauao Springs Bridge and Kalauao Stream Bridge.
 - A contract for the Pearl Harbor National Historic Landmark (NHL) Update was initiated under GEC III during this reporting period.
 - HART acquired the Holau Market parcel for the construction of the future Chinatown Station and initiated an individual NRHP nomination and Historic Preservation Certification Application (HPCA) for the building on June 6.
- IX. B. Historic Preservation Program:
 - A request for available dates and times was sent via e-mail to members of the Historic Preservation Fund (HPF) committee on May 27 to conduct final reviews of HPF applications. Responses were received by May 28, but HPF members’ availability precluded scheduling a meeting in early June. Efforts are ongoing to schedule a meeting with numerous stakeholders for the Historic Preservation Fund.
- XI. City Contractors and Contract Adherence to PA:
 - Cultural awareness training will be scheduled for construction contractors and employees.
- Mitigation Monitoring Program (MMP)
 - MMP Reporting:
 - Quarterly Reporting including data from January to March 2014 was completed.
 - A draft of the Mitigation Monitoring Program, Revision 1 was submitted to the FTA for review and further discussion.
- Planning Activities
 - Continued coordination on Transit-Oriented Development (TOD) with the Department of Planning and Permitting (DPP) and Department of Transportation Services (DTS). Continue to participate in weekly subcommittee meetings and monthly coordination meetings.

- Team coordinated with city Department of Transportation Services (DTS) and operations contractor O‘ahu Transit Services (OTS) to collaborate on bus-to-rail service design leading up to and following the anticipated first operating segment opening in 2017.
- **Looking Ahead**
 - Conduct monthly HART/Kāko‘o meeting with consulting parties.
 - Conduct monthly OIBC and cultural descendant meetings.
 - Conduct monthly sustainability meetings.

6.6 Risk Management

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

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

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

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

Figure 23. Risk Matrix

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

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

Figure 24. Top 10 Project Risks

Top 10 Risks June 2014									
Current Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	June 14 Risk Rating	May 14 Risk Rating	
6.07	MSF	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	5	18	18	
115.03	WOFH	Interface - Change in station designs may affect guideway and result in additional construction costs.	90%	5	5	2	17.5	17.5	
20.09	West Side Station Group	Interface - Late delivery of/or acceptance of TPSS or Elevator/Escalator interface results in cost and schedule impacts.	75%	4	4	4	16	16	
28.09	West Side Station Group	Contract - Potential of construction cost and schedule impacts resulting from an incomplete design.	75%	4	5	3	16	16	
35.05	Airport Guideway	Third Party - Due to court delays, limited geotechnical information available at PE level. Additional costs for redesign may be incurred.	35%	4	5	3	16	16	
20.03	WOFH	Interface - Late delivery of/or acceptance of civils, stations, or systems interface to guideway results in cost and schedule impacts.	90%	5	3	3	15	15	
33.03	WOFH	Interface - Core Systems design interface may result in changes to fixed facility design resulting in cost and schedule impacts.	90%	5	4	2	15	15	
75.14	Dillingham Kaka'ako Stations	Third Party - Delay to obtain property access for designers to perform preconstruction work impacts design quality and construction pricing.	90%	5	3	3	15	15	
6.03	WOFH	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	3	14	14	
6.04	KHG	Utilities - Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	4	3	14	17.5	

Risks are placed in order based on highest risk rating for the month. The Top 10 list represents risks that could have a major impact on the Project and require additional focus by management. There are other high rated risks that are not listed and are in the process of being mitigated.

Figure 25. Risks Added

Risks Added in June							
Risk ID	Contract Package	Risk Description	Cal Prob	Prob Rating	Cost Impact	Time Impact	Risk Rating
170.03	WOFH	Production rates of Fixed Facility contracts are lagging planned results.	35%	2	0	3	3
170.04	KHG	Production rates of Fixed Facility contracts are lagging planned results.	25%	2	0	3	3

Figure 26. Risks Deleted

Risks Deleted in June					
Current Risk ID	Contract Package	Risk Description	June 2014 Comments	Risk Rating	
				June '14	Apr/May '14
108.09	West Side Station Group	Delay in releasing the RFP for the construction of Westside Station Group may delay interim opening.	6/14 - Letter is prepared for FTA based on the consulting parties agreement.		6

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

6.7 Community Outreach

- **Activities this month**

- HART’s public outreach team participated in more than two dozen events, and helped the project develop media events around two major milestones. The communications team initiated a media tour to highlight the construction of the first guideway segments. Honolulu Mayor Kirk Caldwell, City Council members Breene Harimoto and Kymberly Pine joined HART Board Chairman Ivan Lui-Kwan, HART Board Project Oversight Committee Chairman Damien Kim and HART Executive Director and CEO Dan Grabauskas at the event. A week after that event, the project marked the construction of its 100th column in West O’ahu.

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

- 1,648 presentations and events
- 884 Neighborhood Board meetings

Figure 27. Guideway segment construction.



Mayor Caldwell, HART Board Members, HART Executive Director & CEO Dan Grabauskas, elected officials, and Lance Wilhelm from Kiewit on site at guideway segment installation.

Figure 28. Construction of 100th column.



Production work on the 100th column in Kapolei at Kualakai Parkway.

- **Construction Outreach**

- HART’s public outreach team also participated in numerous construction-focused community meetings, including a meeting for businesses and residents along the rail route, and a meeting for business owners in the Dillingham area. HART’s outreach team participated in 26 events and 13 Neighborhood Board meetings this month, including the annual Food and New Products Show, which typically draws more than 30,000 attendees throughout the weekend. Interest in HART’s train model continues with requests for group tours and visits. More than 5,000 people have toured the model to date.
- Keeping the public informed about traffic remains a top priority for HART’s community outreach program. Traffic briefings with reporters every other week, traffic posts on Facebook and Twitter, and weekly news releases keep the community informed about detours, traffic delays and road closures. Coordination with the Hawai’i Department of Transportation and the City on other roadwork, and prominent signage and partnerships to help get the word out continued through June. Monthly business, community and smaller business briefings as well as additional community meetings are also helping HART to keep the community well-informed.

- **Community Input**

- HART’s public information team responded to more than 60 public inquiries and requests in June that came in via the agency’s website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities and employment opportunities.

- **Look Ahead**

Coming in July:

- Updates on the Airport Station
- Community and business meetings to discuss construction continues
- Traffic updates and information for motorists continues

6.8 Staffing

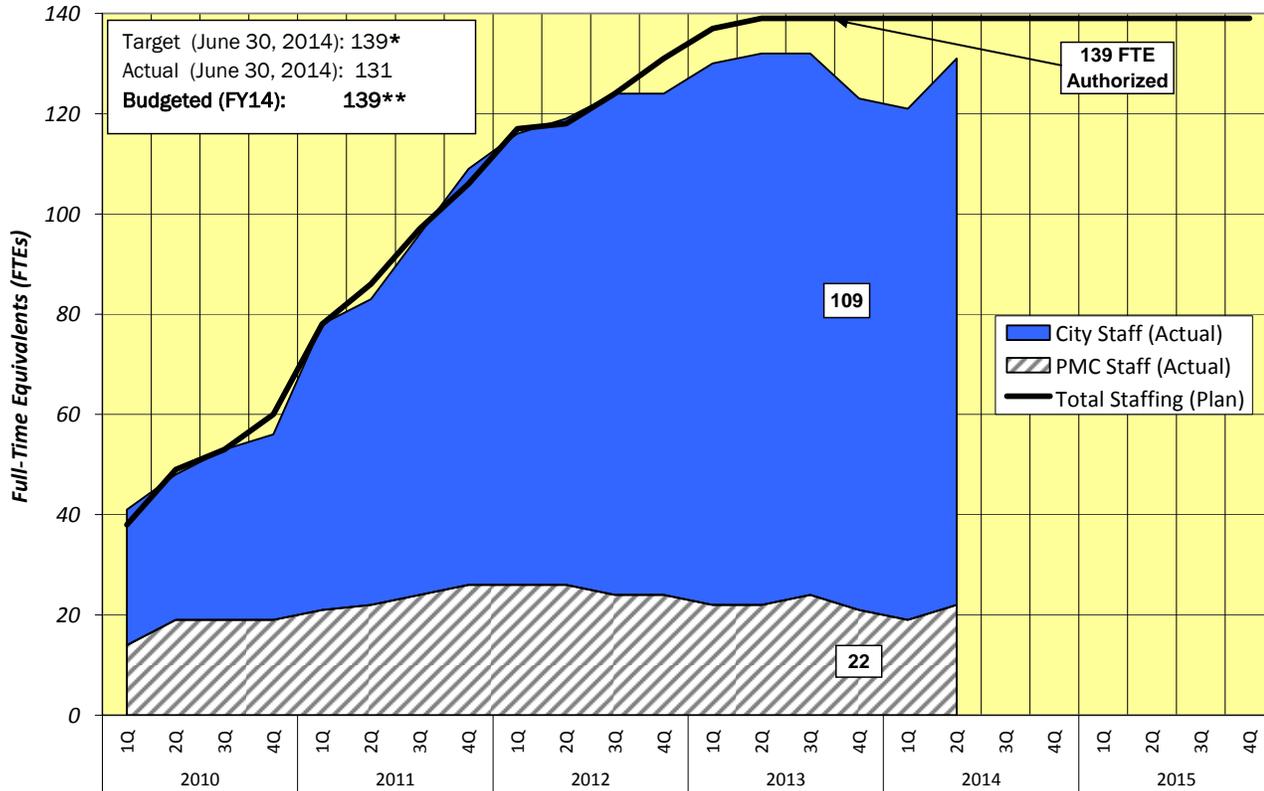
Figure 29. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Design and Construction				
Assistant Project Manager	Construction (KHG)	New (City)	Recruiting/ Interviewing	
Assistant Project Manager	Construction (WOFH)	New (City)	Recruiting/ Interviewing	
Deputy Director of Construction	Construction	Existing (PMC)	Filled	Jun
Assistant Deputy Director of Construction	Construction	New (PMC)	Filled	Jul
Assistant Deputy Director	Design	New (City or PMC)	Recruiting	
HECO Coordinator	Utilities & Traffic Engineering	New (City)	Recruiting	
Project Manager	Design – DSG/KSG	Existing (City)	Filled	Jul
Budget and Finance				
Transit Contracts Manager* (1)	Procurement and Contracts	Existing (City)	Filled	Jul
Transit Contracts Manager* (2)	Procurement and Contracts	Existing (City)	Recruiting/ Interviewing	
Procurement & Specifications Specialist	Procurement and Contracts	Existing (City)	Filled	Jun
Project Controls				
Clerk	Document Controls	Existing (City)	Filled	Jul
Planning, Utilities, Permits & Right-of-Way				
Planner V (Land Use)	Planning	Existing (City)	Recruiting	
Planner* (Environmental)	Planning	Existing (City)	Recruiting	
Right-of-Way Agent	Right-of-Way	New (City)	Recruiting	
Administrative Services				
Personnel Clerk	Administrative Services	Existing (City)	Recruiting	
Executive Management				
Chief of Staff position changed to Director of Special Projects	Executive Management	New (City)	Filled	Jun

*Per qualifications.

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

Figure 30. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5, dated 5-25-12 (Under Revision)

** 139 City positions authorized in FY 2014 HART Operating Budget

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

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

APPENDICES

Appendix A. Project Fact Sheet



HONOLULU AUTHORITY for RAPID TRANSPORTATION

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION PROJECT FACT SHEET							
AS OF JUNE 2014							
	June Report	May Report	Variance		June Report	May Report	Variance
FINANCIAL & PROJECT DATA							
Progress (Pg. 9-10)				ROW (Pg. 57-58)			
Overall Project Progress	24.0%	23.6%	0.4%	Total # Properties Acquired	27	26	1
Overall Construction Progress	14.8%	14.2%	0.6%	Total \$ Spent on Acquisitions	\$55.2M	\$54.1M	\$1.1M
Overall Design Progress	75.6%	73.3%	2.3%	Total \$ Expended for Relocations	\$2.8M	\$2.7M	\$0.1M
Overall Utilities Progress	6.5%	6.1%	0.4%	Safety/Security Incidents (Pg. 60)			
Incurred Cost (Pg. 11)				# of Incidents for the Month			
Total Incurred Cost	\$1B	\$962.9M	\$37.1M		10	3	N/A
Monthly Incurred Cost	\$37.6M	\$58M	N/A	NCRs (Pg. 61)			
Committed Amount (Pg. 11)				Total Open NCRs for the Month			
Total Committed	\$2.756B	\$2.725B	\$0.031B		40	30	N/A
Authorized for Expenditure (AFE) (Pg. 11)				DBE (Pg. 63)			
Total AFE by way of NTP	\$2.055B	\$1.950B	\$0.105B	Total Participation			
Monthly AFE	\$106M	\$27M	N/A		\$16.2M	\$16.2M	\$0
Project Contingency (Pg. 12-14)				Risks (Pg. 65-67)			
Current Balance	\$568.4M	\$590.7M	(\$22.3M)	Total # of Risks			
Monthly Drawdown	\$22.3M	\$17.5M	N/A		262	261	1
Known Changes Balance	\$30.1M	\$30.4M	(\$0.3M)	Community Outreach (Pg. 67-68)			
Funding (Pg. 15-17)				Presentations and Events			
Cash Received Since PE	\$1,417M	\$1,417M	\$0		1,648	1,622	26
Ending Cash Balance	\$439.5M	\$482.5M	N/A	Neighborhood Board Meetings			
§ 5309 New Starts Received	\$243M	\$243M	\$0		884	871	13
GET Received Since PE	\$870.1M	\$870.1M	\$0	Staffing (Pg. 69-70)			
GET Received Since 2007	\$1,248.5M	\$1,248.5M	\$0	Actual			
					131	129	2
CONSTRUCTION & DESIGN CONTRACTS EXPENDITURES STATUS							
CONSTRUCTION				DESIGN			
CSC DBOM-920 (Pg. 20-21)				WOSG FD-140 (Pg. 28-29)*			
Committed / Incurred	\$602M / \$70M	\$603M / \$65M	(\$1M) / \$5M	Committed / Incurred	\$9.3M / \$7.2M	\$7.8M / \$5.9M	\$1.5M / \$1.3M
% Complete	11.6%	11.3%	0.3%	% Complete	87.7%	96.7%	-9.0%
Elevators & Escalators MI-930 (Pg. 22-23)				FHSG FD-240 (Pg. 30-31)			
Committed / Incurred	\$51M / \$2.2M	\$51M / \$0	\$0 / \$2.2M	Committed / Incurred	\$12.2M / \$9.7M	\$12.2M / \$9.6M	\$0 / \$0
% Complete	12.2%	0.0%	12.2%	% Complete	87.3%	87.0%	0.3%
WOFH DB-120 (Pg. 24-27)				KHSG FD-340 (Pg. 40-41)			
Committed / Incurred	\$570M / \$259M	\$570M / \$240.7M	\$0 / \$18.3M	Committed / Incurred	\$8.7M / \$7.4M	\$8.7M / \$7.4M	\$0 / \$0
% Complete	43.8%	41.7%	2.1%	% Complete	87.0%	87.0%	0.0%
MSF DB-200 (Pg. 32-35)*				Airport Section Guideway and Utilities FD-430 (Pg. 42-44)*			
Committed / Incurred	\$252.6M / \$96M	\$229.9M / \$96M	\$22.6M / \$0	Committed / Incurred	\$42.3M / \$32.7M	\$42.3M / \$32M	\$0 / \$0.7M
% Complete	36.9%	43.4%	-6.5%	% Complete	77.3%	85.2%	-7.9%
KHG DB-320 (Pg. 36-39)				ASG FD-440 (Pg. 46-47)			
Committed / Incurred	\$380M / \$96.6M	\$378.9M / \$94M	\$1.1M / \$2.6M	Committed / Incurred	\$10.2M / \$7.9M	\$10.2M / \$7.8M	\$0 / \$0.1M
% Complete	25.4%	24.8%	0.6%	% Complete	79.4%	78.7%	0.7%
CONTRACTS TOTAL (Construction + Design)				City Center Section Guideway and Utilities FD-530 (Pg. 48-50)			
Committed	\$2.001B	\$1.98B	\$0.021B	Committed / Incurred	\$44.9M / \$26.1M	\$44.9M / \$25.2M	\$0 / \$0.9M
Incurred-to-Date	\$620.5M	\$589.3M	\$31.2M	% Complete	60.2%	59.5%	0.7%
				DKSG FD-550 (Pg. 52-53)			
				Committed / Incurred			
					\$18.3M / \$5.7M	\$18.3M / \$5.7M	\$0 / \$0
				% Complete			
					31.3%	27.0%	4.3%

*Actual % completions have decreased due to scope increase from original baseline.

Appendix B. Action Items

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

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
1	Provide information on resolution of visual barrier for Federal Courthouse	HART	Oct-13	Jun-14		Open
2	Schedule PMP & QMP compliance audit	PMOC	Nov-13	TBD		Open – HART conducted an internal audit in March/April 2014.
3	Status of HART's request for waiver from Navy related to fair market value compensation for easements/licenses/acquisition.	HART	Nov-13	Jun-14		Open – Navy waiver request moving through the process.
4	HART to provide summaries of bidability/constructability reviews for Airport and City Center Guideway and Utilities	HART	Dec-13	Jun-14		Open – In progress.
5	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	Jun-14		Open
6	Process Kiewit submission of first claim for materials escalation due to AIS/NTP delay	HART	Mar-14	Jun-14		Open
7	Receive confirmation that license agreement with DHHL has been executed	HART	Mar-14	Jun-14		Open
8	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Jun-14		Open
9	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	Jul-14		Open
10	Update primary and secondary mitigation measures	HART	May-13	Jun-14		Open – HART to provide after Risk Refresh Report is submitted by FTA
11	Update MPS to include realistic schedule for City Center ROW acquisitions	HART	Jun-13	Apr-14	May-14	Open (ongoing)
12	Revisit Hold Points after MPS is updated	HART/PMOC	Sept-13	Jun-14		Open
13	Provide CE&I cost estimate for Airport/City Center Guideway	HART	Apr-14	Jul-14		Open
14	Re-baseline MPS	HART	Apr-14	Jul-14		Open
15	Re-baseline budget	HART	Apr-14	Jul-14		Open
16	Re-baseline Financial Plan	HART	Apr-14	Jul-14		Open
17	Provide opening date for interim UH West O'ahu Park and Ride Project	HART	Apr-14	May-14		Open – HART to provide summary at FTA Quarterly Meeting.
18	Provide Geotechnical Data Report for Airport and City Center Guideway	HART	May-14	Aug-14		Open – HART to provide GDRs to PMOC as they are completed for the 3 zones.
19	Provide FTA with response to HDOT Letter dated April 25, 2014	HART	May-14	Jun-14		Open
20	PMOC requested HART to develop an immediate plan of action to approve the CELs/CILs.	HART	Jun-14	Jul-14		Open
21	HART to provide internal PMP and QMP audits	HART	Jun-14	Jun-14		Open

Appendix C. Project Contingency Management General Background and Clarifications

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

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

Current Contingency Balance = \$568.4M

Current Known Changes Contingency = \$30.1M

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

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

- 1) The budgeted amount for a contract package is either lower or higher than the actual executed contract amount. Contingency will increase if the budgeted amount is higher than the actual contract amounts which results in a budget surplus, and vice versa if the budgeted amount is lower.
- 2) Increase of a contract amount through the execution of a change order or contract amendment. Contingency is decreased and transferred to the appropriate SCC.
- 3) Transfer of work scope, e.g. utility relocation, between contract packages through a change order. The scope value from one contract is decreased and transferred to Contingency. Contingency is then decreased by the same scope value and transferred to the other contract. Contingency is used as a “holding account” in this instance.
- 4) Revisions to contract packaging. It is anticipated that the consolidation of future contract packages into a single contract package would result in a budget savings due to the resulting efficiencies from reducing redundant overhead costs. Budget savings would be transferred to Contingency.
- 5) Utilization of allowance in design contracts. The allowance amount to be utilized will decrease this contingency category and will be transferred to the appropriate SCC.

Changes Identified and Project Performance

HART and the PMOC continue to hold a monthly breakout session to review changes being considered for each contract. Changes are tracked by four categories which are determined by how well defined a change is and are summarized as Changes Identified in Project Cost reports. HART continually manages the strategy to avoid or mitigate as well as plan the timing of any potential changes. Breakout session discussions focus on opportunities to reduce costs and accelerate contract-scheduled activities to attain key milestones earlier than targeted. The session concludes with an overview of the cost and schedule drawdown curves, if and when changes might occur, in order to assess project performance against total project contingencies and buffer float.

The Risk and Contingency Management Plan (RCMP) is complete. It is consistent with the FFGA submittals, including the CPP, MPS, Project Budget and Financial Plan. The RCMP includes cost and schedule contingency drawdown curves, which establish minimum and buffer zone levels of cost and schedule contingency in accordance with FTA recommendations. Over the course of the project, if the cost or schedule contingency trend into the buffer zone (the area above the minimum contingency), Project Management will immediately implement actions to maintain the level of contingency appropriate for the project stage.

Known Changes Contingency

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

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
July '12 (Bottoms-Up Estimate)			Beg. Balance:	\$643.6	
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer at Bottoms-Up-Estimate from Project Scope to Contingency (contract allowance)	\$58,443	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	\$2,054,106	90.02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	(\$35,623)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer for Contract Award above the KHG DB contract budget	(\$220,883)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	\$3,995,230	90.02 - Allocated Contingency
July '12 Contingency Drawdown				\$5,851,273	
			July '12 - Ending Contingency Balance	\$649.4	
August '12			Beg. Balance:	\$649.4	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSG FD contract budget	\$1,808,200	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCGU FD contract budget	\$5,917,945	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 17 - Procure and Install Portable Buildings	(\$2,670,000)	90.02 - Allocated Contingency
August '12 Contingency Drawdown				\$5,056,145	
			August '12 - Ending Contingency Balance	\$654.5	
September '12			Beg. Balance:	\$654.5	
	N/A	N/A	No Contingency Drawdown	\$0	
September '12 Contingency Drawdown				\$0	
			September '12 - Ending Contingency Balance	\$654.5	
October '12			Beg. Balance:	\$654.5	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	(\$56,689)	90.02 - Allocated Contingency
October '12 Contingency Drawdown				(\$56,689)	
			October '12 - Ending Contingency Balance	\$654.4	
November '12			Beg. Balance:	\$654.4	
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	\$227,784	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

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
				December '12 Contingency Drawdown	(\$275,000)
				December '12 - Ending Contingency Balance	\$654.4
				January '13 Beg. Balance:	\$654.4
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 01 - Acacia Rd alternative analysis	(\$15,981)	90.02 - Allocated Contingency
				January '13 Contingency Drawdown	(\$15,981)
				January '13 - Ending Contingency Balance	\$654.4
				February '13 Beg. Balance:	\$654.4
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/ Additional BGGV at Ft. Weaver Rd	(\$1,670,178)	90.02 - Allocated Contingency
				February '13 Contingency Drawdown	(\$1,670,178)
				February '13 - Ending Contingency Balance	\$652.8
				March '13 Beg. Balance:	\$652.8
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	(\$3,885)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 06 - Ins. Covg Requirements/ Dbl Crossovers Insulated Joints	(\$464,876)	90.02 - Allocated Contingency
				March '13 Contingency Drawdown	(\$468,761)
				March '13 - Ending Balance	\$652.3
				April '13 Beg. Balance:	\$652.3
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	(\$81,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	\$1,670,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 06	\$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	\$600	90.02 - Allocated Contingency
				April '13 Contingency Drawdown	\$2,023,765
				April '13 - Ending Contingency Balance	\$654.3
				May '13 Beg. Balance:	\$654.3
	N/A	N/A	No Contingency Drawdown	\$0	
				May '13 Contingency Drawdown	\$0
				May '13 - Ending Contingency Balance	\$654.3
				June '13 Beg. Balance:	\$654.3
	N/A	N/A	No Contingency Drawdown	\$0	
				June '13 Contingency Drawdown	\$0
				June '13 - Ending Contingency Balance	\$654.3
				July '13 Beg. Balance:	\$654.3
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	(\$464,114)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2	(\$3,000,000)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Maintenance & Storage Facility Yard Switch Machines	(\$553,000)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 09 - Yard Layout Revisions	(\$514,426)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 10 - Train Configuration	(\$27,700)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 11 - Preliminary Design & Supplemental Project Mgt	(\$694,866)	90.02 - Allocated Contingency
July '13 Contingency Drawdown				(\$5,254,106)	
August '13			July '13 - Ending Contingency Balance	\$649.1	
			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 - Kaloi Channel Station Mod Concept	(\$72,381)	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension	(\$1,195,094)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Ho'opili Station Relocation Design	(\$490,615)	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	(\$504,386)	90.03 - Contract Allowance
7)	MI-930	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	(\$4,900,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	(\$120,812)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalation	(\$823,500)	90.02 - Allocated Contingency
4)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 10 - Notice-To-Proceed 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract	(\$270,985)	90.02 - Allocated Contingency
September '13 Contingency Drawdown				(\$6,115,297)	
			September '13 - Ending Contingency Balance	\$637.1	
October '13			Beg. Balance:	\$637.1	
1)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 13 - Ins. Covg Requirements/ Roof Access Modification	(\$282,155)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements	\$266,500	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 37 - Ala Ike Street Mod/ W36 at DR Horton & Farrington HWY	\$24,815	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
4)	DBOM-920	Core Systems Design Build O/M	Executed Change Order No. 05 - Platform Screen Gates Systems	(\$23,301,657)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-550	Dillingham and Kaka'ako Stations Group FD	Budget Transfer for Contract awarded under DKSG FD contract budget	\$1,157,760	90.02 - Allocated Contingency
October '13 Contingency Drawdown				(\$22,134,737)	
			October '13 - Ending Contingency Balance	\$615.0	
November '13			Beg. Balance:	\$615.0	
1)	DB-120	West Oahu/Farrington Highway Guideway DB	Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013	(\$1,600,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu/Farrington Highway Guideway DB	Budget Transfer for Change Order No. 038 for Ins. Covg. Requirements	\$1,600,000	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2	(\$214,646)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification	(\$1,723,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 015 for Ins. Covg. Requirements	\$223,000	90.02 - Allocated Contingency
6)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension	(\$532,800)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Station Group FD	Budget Transfer for Contract Award for FHSG FD II	(\$2,700,205)	90.01 - Unallocated Contingency
November '13 Contingency Drawdown				(\$4,947,851)	
			November '13 - Ending Contingency Balance	\$610.0	
December '13			Beg. Balance:	\$610.0	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Ulena St redesign scope impact	(\$248,958)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design relocation of HECO 46Kv and fiber optic lines	(\$23,928)	90.02 - Allocated Contingency
December '13 Contingency Drawdown				(\$272,886)	
			December '13 - Ending Contingency Balance	\$609.8	
January '14			Beg. Balance:	\$609.8	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension	(\$2,306,450)	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 02 - Soil Resistance Test and Max Sag Calculation	(\$406,153)	90.02 - Allocated Contingency
3)	MM-290	Construction Engineering & Inspection West	Budget Transfer for Contract Award less than CE&I West contract budget	\$181,068	90.02 - Allocated Contingency
4)	MM-595	Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget	\$1,102,817	90.02 - Allocated Contingency
January '14 Contingency Drawdown				(\$1,428,718)	
			January '14 - Ending Contingency Balance	\$608.3	
February '14			Beg. Balance:	\$608.3	

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 07 - Resist & Sag Geotech Investigation	(\$132,900)	90.02 - Allocated Contingency
2)	HRT-201	HART ODC	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	(\$11,487)	90.02 - Allocated Contingency
3)	MM-910	GEC II	Budget Transfer for Contract Award - Archeological & Cultural Monitoring & Core Systems Support contracts	(\$4,424,173)	90.02 - Allocated Contingency
4)	MM-960	Archeological & Cultural Monitoring	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	\$36,761	90.02 - Allocated Contingency
5)	MM-962	Core Systems Support	Budget Transfer for Contract Award - Core Systems Support contract	\$4,398,899	90.02 - Allocated Contingency
February '14 Contingency Drawdown				(\$132,900)	
			February '14 - Ending Contingency Balance	\$608.2	
March '14			Beg. Balance:	\$608.2	
	N/A	N/A	No Contingency Drawdown	\$0	
March '14 Contingency Drawdown				\$0	
			March '14 - Ending Contingency Balance	\$608.2	
April '14			Beg. Balance:	\$608.2	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 04 - East Kapolei Staff Room Pre-Final Submittal	(\$60,243)	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment No. 08 - Notice-to-Proceed 4&5/Provisional Sum for Design Support during bid	(\$1,588,014)	90.03 - Contract Allowance
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 016 - Rail Lubricators	(\$102,000)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 017 - Yard Layout Reconfiguration/Automated Train Operation Design	(\$2,125,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 018 - Rail Material Storage Plan	(\$370,000)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 019 - Train Wash Facility Shortening	\$0	90.02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 040 - Precast Yard Alternative Site	(\$12,400,638)	90.02 - Allocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 041 - Revised Track Alignment and Profile	(\$46,808)	90.02 - Allocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 042 - Sandwich Isles Communications Utility Relocation @ North South Rd	(\$798,049)	90.02 - Allocated Contingency
10)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 005 - Rebar Clear Spacing Design Criteria	\$0	90.02 - Allocated Contingency
April '14 Contingency Drawdown				(\$17,490,752)	
			April '14 - Ending Contingency Balance	\$590.7	
May '14			Beg. Balance:	\$590.7	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Executed Contract Amendment No. 05 - Final Design for relocated Hoopili Station	\$220,123	90.02 - Allocated Contingency
2)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 008 - APEC work restrictions/abandoned utilities removal	(\$505,674)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 06/23/14

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	(639,000)	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	\$287,391	90.02 - Allocated Contingency
6)	MM-975	MSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	(9,910)	90.02 - Allocated Contingency
7)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - CSC consolidated changes construction	(22,500,000)	90.01 - Unallocated Contingency
8)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 025 - OSB reconfiguration	\$170,000	90.02 - Allocated Contingency
May '14 Contingency Drawdown				(22,310,016)	
May '14 - Ending Contingency Balance				\$568.4	
*May '14 - Board Approved Changes Only - Pending execution				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
2)	DB-320	Kamehameha Highway Guideway DB	Board Approved RFCC 00027 - Delay of issuance of Notice-to-Proceed 2 & 3	(1,828,000)	90.02 - Allocated Contingency
*June '14 - Board Approved Changes Only - Pending execution					
	N/A	N/A	No Board Approved Changes this period		
Subtotal Board Approved Contingency Drawdown				(6,828,000)	
June '14 - Ending Contingency Balance (Pending Execution)				\$561.6	

Appendix D. Project Cost Reports (data as of May 30, 2014)

Project Costs by Contract

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



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

CPP No	Title	A		B		C=A+B		D		E	F
		Original	Changes	COMMITTED	Current *	AFE**	AFE**	INCURRED	PERCENT		
										Incurred To Date	%
ART	Project Wide ART	0	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive HART/ City CCH	15,348,443	0	15,348,443	0	14,925,228	0	14,925,228	0	97%	
CCH-101	HART/ City Dept of BFS	105,082	0	105,082	0	0	0	0	0	0%	
CCH-102	HART/ City BDC Land Division	256,201	0	256,201	0	173,182	0	173,182	0	68%	
CCH-107	HART/ City Corporation Counsel (CO R)	1,637,016	0	1,637,016	0	98,988	0	98,988	0	6%	
CCH-108	Board of Water Supply (BWS)	928,325	0	928,325	0	928,325	0	928,325	0	100%	
DB-120	West Oahu/Farrington Hwy Guideway	482,924,000	87,092,959	570,016,959	570,016,959	259,209,657	0	259,209,657	0	45%	
DB-200	Maintenance & Storage Facility DB	195,268,000	57,393,984	252,539,984	252,539,984	95,989,872	0	95,989,872	0	38%	
DB-320	Kamehameha Hwy Guideway DB	372,150,000	8,055,655	380,205,655	380,205,655	96,618,031	0	96,618,031	0	25%	
DBB-185	West Side SG Construction	0	0	0	0	0	0	0	0	0%	
DBB-275	Pearl Highlands Plg. Str. Constr. OLD	0	0	0	0	0	0	0	0	0%	
DBB-470	Airport Station Group Constr.	0	0	0	0	0	0	0	0	0%	
DBB-505	Airport Station Utilities Constr.	0	0	0	0	0	0	0	0	0%	
DBB-510	City Center Section Utilities Constr.	0	0	0	0	0	0	0	0	0%	
DBB-520	Airport-City Center Guideway Constr.	0	0	0	0	0	0	0	0	0%	
DBB-580	Dillingham/Kaka'ako SG Construction	0	0	0	0	0	0	0	0	0%	
DBB-600	UHWO Pnr/Hoopili Str Finishes Constr.	0	0	0	0	0	0	0	0	0%	
DBB-M-920	Core Systems Design Build O/M	573,792,793	28,300,296	602,093,089	602,093,089	586,168,077	0	586,168,077	0	12%	
FD-140	West Oahu Station Group Final Design	7,789,000	1,473,805	9,262,805	9,262,805	7,185,773	0	7,185,773	0	78%	
FD-240	Farrington Highway Stations Group 2	9,300,836	2,907,349	12,208,045	12,208,045	9,651,484	0	9,651,484	0	79%	
FD-245	Pearl Highlands Plg. Str. FD OLD	0	0	0	0	0	0	0	0	0%	
FD-340	Kamehameha Hwy Station Group H2R2 FD	8,702,592	0	8,702,592	8,702,592	7,393,143	0	7,393,143	0	85%	
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	3,427,422	42,268,382	42,268,382	32,655,487	0	32,655,487	0	77%	
FD-440	Airport Station Group FD	10,177,365	0	10,177,365	10,177,365	7,899,887	0	7,899,887	0	78%	
FD-530	City Center Guideway/Utilities FD	43,948,220	938,953	44,887,173	44,887,173	26,050,891	0	26,050,891	0	58%	
FD-550	Dillingham and Kaka'ako SG FD	18,321,918	0	18,321,918	18,321,918	5,738,811	0	5,738,811	0	31%	
FD-600	UHWO Plg-Hoopili Station Finishes FD	0	0	0	0	0	0	0	0	0%	
HRT-200	HART Labor	24,551,942	0	24,551,942	24,551,942	24,548,897	0	24,548,897	0	100%	
HRT-201	HART ODC	15,198,833	0	15,198,833	15,198,833	13,829,732	0	13,829,732	0	91%	
M-930	Elevators & Escalators Install/Maint	50,982,714	0	50,982,714	50,982,714	2,171,751	0	2,171,751	0	4%	

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



Costs Reported as of Month Ending: May 2014

Project Monthly Cost Report by Contract - One Line Summary

Page: 2 of 3

CPP No	Title	A		B	C=A+B	D	E	F
		Original	Changes	COMMITTED	Current*	AFE	INCURRED	PERCENT
						AFE**	Incurred To Date	%
MM-280	WDPH/KHSG CE&I(REPACKAGED)	0	0		0	0	0	0%
MM-290	Construction Engrg & Inspection West	54,232,479	0		54,232,479	16,650,000	623,430	1%
MM-385	Pearl Highlands Garage and Ramps CEI	0	0		0	0	0	0%
MM-500	Repackaged into MM959 CEI East	0	0		0	0	0	0%
MM-525	Repackaged into MM959 CEI East	0	0		0	0	0	0%
MM-590	Repackaged into MM959 CEI East	0	0		0	0	0	0%
MM-595	Construction Engrg & Inspection East	63,083,417	0		63,083,417	15,257,000	1,126,907	2%
MM-600	UHWO Pkg-Hoopili Stn Finishes CEI	0	0		0	0	0	0%
MM-900	Program Mgt Support Const (PMSC-1)	36,727,162	0		36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Const (PMSC-2)	33,376,897	0		33,376,897	21,240,790	19,722,693	59%
MM-905	MM-905 Gen Engrg Const EIS/PE	0	78,564,942		78,564,942	78,564,942	74,157,822	94%
MM-910	MM-910 Gen Engrg Const FD/Construct	150,000,000	0		150,000,000	150,000,000	149,467,752	100%
MM-913	MM-913 Gen Engrg Recomplete	46,143,277	0		46,143,277	4,359,403	2,801,849	6%
MM-915	HDOT Traffic Mgmt. Consult.	1,600,000	1,400,000		3,000,000	4,000,000	1,005,708	34%
MM-920	HDOT Coordination Const WDPH	3,000,000	7,500,000		10,500,000	9,000,000	5,391,280	51%
MM-921	HDOT Coordination Const KHG	10,000,000	-1,400,000		8,600,000	4,000,000	1,407,669	16%
MM-922	HDOT Coord. Const. Airport	12,000,000	-5,600,000		6,400,000	9,000,000	1,510,965	24%
MM-923	HDOT Coordination Const City Center	0	0		0	0	0	0%
MM-925	HDOT Labor - Highway Group	550,000	0		550,000	550,000	714,735	130%
MM-926	HDOT Labor - Airport Group	0	0		0	0	0	0%
MM-930	HDOT State SDA Manager & Consultant	1,272,400	583,142		1,855,542	322,293	373,067	20%
MM-935	Real Estate Consultant	3,000,000	0		3,000,000	5,654,892	522,580	17%
MM-940	Kako'o Consultant	1,000,000	0		1,000,000	740,516	351,344	35%
MM-945	On-Call Contractor	0	0		0	0	0	0%
MM-946	On-Call Hazmat Removal Contractor	3,000,000	0		3,000,000	2,570,839	665,274	22%
MM-950	OCIP Consultant	1,250,000	0		1,250,000	833,750	642,969	51%
MM-951	Owner-Controlled Insurance Program	0	0		0	0	0	0%
MM-960	Archeological & Cultural Monitoring	459,517	0		459,517	417,426	23,736	5%
MM-962	CORE Systems Support	43,988,989	0		43,988,989	3,600,000	1,504,048	3%
MM-964	Safety and Security	4,699,609	0		4,699,609	0	144,710	3%

* Current Committed = Original Contract + CCO/Amendment

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

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

Page: 3 of 3

CPP No	Title	A		R	C=A+B		D		E	F
		Original	Changes		COMMITTED	Current *	AFE	AFE**		
MM-375	LEED Commissioning Services for MSF	278,630	9,910	0	288,540	2,885,540	0	0	58,660	20%
OTHER	Project Wide	0	0	0	0	0	0	0	0	0%
PA-101	Programmatic Agreement Humanities	0	0	0	0	0	0	0	0	0%
PA-102	Programmatic Agreement HPC	400,000	0	0	400,000	3,559,911	0	42,247	42,247	11%
PA-103	Programmatic Agreement HPC Park Impr	0	0	0	0	0	0	0	0	0%
ROW	Real Estate /Right-of-Way	59,519,536	0	0	59,519,536	0	0	58,424,441	58%	
UTIL	Utilities by Utility Companies	85,514,585	1,010,000	0	86,524,585	67,565,592	0	4,734,584	5%	
Total Project:		2,485,320,607	271,600,428	2,756,921,035	2,055,463,927	1,000,562,887				

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



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Costs Reported as of Month Ending: May 2014

Project Monthly Cost Report by SCC Summary

SCC	Title	Baseline	Transfers	Current	Current*	A/E**	Changes ID#***	Est. At Completion****	Variance	Incurred To Date
		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET		COMMITTED		A/E**	ESTIMATE AT COMPLETION		INCURRED	
1. Subtotal 10 - 80 SCC Costs										
10	Guideway & Track Elements	1,114,215,147	35,919,024	1,150,134,171	536,398,754	25,598,193		0	0	57,680,887
20	Stations, Stops, Terminals, Platform	421,804,740	(25,138,472)	396,666,268	50,982,714	0		0	0	2,171,791
30	Support Facilities, Yards, Shops, etc.	92,535,045	20,180,026	112,715,041	112,715,041	16,871,377		1,591,096	0	25,954,732
40	Sitework, & Special Conditions	989,178,121	(21,108,414)	962,069,707	609,755,982	150,811,860		58,804,652	0	282,100,491
50	Systems	221,284,301	35,661,231	256,945,532	241,785,319	36,409,039		0	0	190,026
60	ROW, Land, Existing Improvement	197,397,947	999,444	198,397,391	62,849,356	4,494,712		5,000,000	0	59,224,821
70	Vehicles	186,829,020	4,713,987	191,543,017	191,543,017	1,514,720		0	0	6,191,924
80	Professional Services	1,087,890,119	(6,130,533)	1,081,699,586	949,720,385	113,811,913		(17,913,854)	0	529,057,505
AC	Provisional Pay Requests	0	0	0	0	0		0	0	37,980,701
Subtotal:		4,305,074,410	45,096,304	4,350,170,714	2,749,690,588	349,805,374		47,481,734	4,350,170,714	1,000,592,818
2. NTP										
NTP	Authorized For Expenditure	0	0	0	0	1,705,524,269		0	0	0
Subtotal:		0	0	0	0	1,705,524,269		0	0	0
3. Contingency										
CNTR	Contingency	541,699,349	(9,467,189)	532,214,154	7,290,467	124,284		121,207,043	0	30,089
PRJ	Contingency	101,871,170	(35,621,115)	66,250,055	0	0		0	0	0
Subtotal:		643,569,519	(45,088,304)	598,484,219	7,290,467	124,284		121,207,043	0	30,089
4. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0		0	0	0
Subtotal:		173,058,243	0	173,058,243	0	0		0	0	0
FTA TOTAL PROJECT COSTS	5,124,693,165	0	5,124,693,165	2,756,421,035	2,025,463,927	464,680,427	5,124,693,165	0	1,000,562,897	0

* Current Committed = Original Contract + CCO/Amendment
 ** A/E = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)
 *** Changes Identified- Pending + Probable + Potential Changes
 **** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Project Costs by SCC - Summary
 Cost reports are run from the HART Contract Management System (CMS)



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

Page: 2 of 2

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Transfers	Current	Current	COMMITTED	Current *	AFE**	AFE**	Changes ID'd***	ESTIMATE AT COMPLETION	Est. At Completion****	Variance	Incurred To Date			
4. Finance Charges -Ineligible Costs																			
F10C	Finance Charges	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	0	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	42,000,000	0	0	0	0	0	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,756,921,035	2,055,463,927	2,756,921,035	2,055,463,927	168,688,827	5,163,693,166	0	1,000,562,887	0	0	0	0	0	0	0

* Current Committed = Original Contract + CCO/Amendment
 ** AFE = Authorized For Expenditure (Latest MTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)
 *** Changes Identified= Pending + Probable + Potential Changes
 **** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified

Project Costs by SCC – Level 2

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



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

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SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I
		Baseline	Transfers	Current	COMMITTED	Current	COMMITTED	AFE**	AFE**	Changes 10/1**	Est. At Completion***	Variance	Incurred To Date					
1	Subtotal 10 - 80 SCC Costs																	
10	Guideway & Track Elements	1,114,213,747	35,819,024	1,150,134,171	386,386,734	0	1,150,134,171	0	1,150,134,171	0	57,860,867							
10.04	Guideway: Aerial Structure	1,022,880,871	32,942,863	1,055,323,534	451,035,917	0	1,055,323,534	0	1,055,323,534	0	28,115,865							
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,036,680)	6,436,256	6,436,256	0	6,436,256	0	6,436,256	0	0							
10.09	Track: Direct Fixation	79,847,205	3,097,822	82,445,027	74,687,831	0	82,445,027	0	82,445,027	0	29,545,202							
10.11	Track: Ballasted	3,293,724	(595,849)	2,697,875	2,697,875	0	2,697,875	0	2,697,875	0	0							
10.12	Track: Special (switches, turnouts)	1,700,803	1,330,876	3,231,479	1,330,876	0	3,231,479	0	3,231,479	0	0							
20	Stations, Stops, Terminals, Interiors	421,804,740	(25,183,472)	396,666,268	50,982,714	0	396,666,268	0	396,666,268	0	2,171,751							
20.01	At-grade station, stop, shelter,...	6,111,332	0	6,111,332	0	0	6,111,332	0	6,111,332	0	0							
20.02	Aerial Station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	0	0	273,163,457	0	273,163,457	0	0							
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	66,408,765	0	66,408,765	0	0							
20.07	Elevators, Escalators	54,721,186	(3,793,472)	50,982,714	50,982,714	0	50,982,714	0	50,982,714	0	2,171,751							
30	Support Facilities, Yards, Shops, Av	82,635,015	20,180,026	112,715,041	112,715,041	0	112,715,041	0	112,715,041	0	25,954,732							
30.02	Light Maintenance Facility	7,591,888	(5,085)	7,586,793	7,586,793	0	7,586,793	0	7,586,793	0	180,000							
30.03	Heavy Maintenance Facility	38,099,198	4,593,914	42,694,352	42,694,352	0	42,694,352	0	42,694,352	0	5,195,023							
30.04	Storage or Maintenance of Way Buil	7,797,460	96,471	7,894,431	8,762,031	0	7,894,431	0	8,762,031	0	139,106							
30.05	Yard and Yard Track	39,046,529	14,824,736	53,871,265	53,871,265	0	53,871,265	0	53,871,265	0	20,440,803							
40	Sitework & Special Conditions	883,178,121	(21,108,414)	862,069,707	609,755,982	0	862,069,707	0	862,069,707	0	282,100,491							
40.01	Demolition, Clearing, Earthwork	29,580,158	(2,309,147)	27,271,011	8,022,358	0	27,271,011	0	27,271,011	0	241,537							
40.02	Site Utilities, Utility Relocation	299,449,756	5,269,043	304,718,799	160,122,847	0	304,718,799	0	304,718,799	0	13,059,471							
40.03	Haz. mat'l, contain'd soil removal	9,199,237	(3,421,634)	5,777,603	3,016,085	0	5,777,603	0	3,777,603	0	881,359							
40.04	Environmental Mitigation	26,979,122	4,676,601	31,655,323	16,549,497	0	31,655,323	0	31,655,323	0	4,565,929							
40.05	Site structures, retaining walls,	7,398,360	1,062,414	8,460,774	8,302,848	0	8,460,774	0	8,460,774	0	575,338							
40.06	Pedestrian/mobile access/landscaping	41,073,897	743,177	41,817,074	4,991,868	0	41,817,074	0	41,817,074	0	50,000							
40.07	Auto, bus, van accessways	181,379,367	(11,580,007)	170,399,360	35,486,916	0	170,399,360	0	170,399,360	0	2,129,204							
40.08	Temporary Facilities/Indirect Cost	386,517,624	(13,849,061)	372,668,563	372,668,563	0	372,668,563	0	372,668,563	0	260,797,853							
50	Systems	221,284,301	35,961,231	256,945,532	241,795,919	0	256,945,532	0	256,945,532	0	190,026							
50.01	Train control and signals	81,982,556	23,236,140	105,218,696	105,218,696	0	105,218,696	0	105,218,696	0	0							
50.02	Traffic signals and crossing prot.	10,458,226	(205,830)	10,252,396	0	0	10,252,396	0	10,252,396	0	0							
50.03	Traction power supply: substation	29,500,926	1,223,930	30,730,806	30,730,806	0	30,730,806	0	30,730,806	0	0							
50.04	Traction power distribution: cat	32,878,150	5,059,838	37,937,988	33,023,111	0	37,937,988	0	37,937,988	0	190,026							
50.05	Communications	53,691,339	6,443,477	60,134,816	60,134,816	0	60,134,816	0	60,134,816	0	0							

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

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

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

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

SCC	Title	BUDGET		C=A+B Current	D COMMITTED Current *	E AFE AFE**	ESTIMATE AT COMPLETION		H=C-G Variance	I INCURRED Incurred To Date
		A Baseline	B Transfers				F Changes ID'd***	G Est. At Completion****		
1. Subtotal 10 - 80 SCC Costs										
50	Systems	221,284,301	35,861,231	256,945,532	241,785,319		0	256,945,532	0	190,026
50.06	Fare collection system and equipme	3,159,277	58,822	9,218,099	9,218,099	0	0	9,218,099	0	0
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	0
60	ROW, Land, Existing Improvement	197,397,947	999,444	198,397,391	62,849,356		5,000,000	198,397,391	0	59,224,821
60.01	Purchase or lease of real estate	179,360,664	721,644	180,082,308	55,903,879	4,216,312	5,000,000	180,082,308	0	55,561,716
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,945,477	4,442,692	0	18,315,083	0	3,663,105
70	Vehicles	186,829,020	4,713,997	191,543,017	191,543,017		0	191,543,017	0	6,191,924
70.01	Light Rail	166,721,386	5,915,687	172,637,073	172,637,073	1,514,720	0	172,637,073	0	5,979,024
70.06	Non-revenue vehicles	14,346,323	(1,320,875)	13,026,548	13,026,548	0	0	13,026,548	0	212,900
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80	Professional Services	1,097,830,119	(6,150,833)	1,091,699,586	943,720,335		(17,313,364)	1,081,699,586	0	529,057,505
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	30,452,590	0	118,699,447	0	99,650,333
80.02	Final Design	228,321,632	(20,745,569)	207,576,063	187,677,864	22,310,309	157,814	207,576,063	0	105,555,833
80.03	Project Management Design & Cons	363,849,768	(5,613,771)	358,235,997	340,659,778	74,196,182	(17,323,901)	358,235,997	0	241,156,987
80.04	Constr. Admin. & Management	199,656,728	(36,249,093)	163,413,635	156,495,845	11,658,122	0	163,413,635	0	46,731,861
80.05	Professional Liability & other Ins	46,549,724	(9,333,408)	37,216,316	2,174,657	10,247,408	0	37,216,316	0	2,508,902
80.06	Legal; Permits, Review Fees ect..	67,641,095	(211,096)	67,429,919	35,491,155	12,063,327	0	67,429,919	0	13,019,629
80.07	Surveys, Testing, Investigation, I	21,759,336	42,564,742	64,324,078	63,746,890	9,965,422	27,932	64,324,078	0	12,630,880
80.08	Start up	65,996,664	(1,192,593)	64,804,071	47,907,069	9,546,908	(775,809)	64,804,071	0	7,803,086
AC	Provisional Pay Requests	0	0	0	0		0	0	0	37,980,701
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	37,980,701
NT	Authorized For Expenditure	0	0	0	0		0	0	0	0
NTP	Notice To Proceed	0	0	0	0	1,705,524,269	0	0	0	0
Subtotal:		4,305,074,410	45,096,304	4,350,170,714	2,749,690,568	2,055,329,643	47,481,784	4,350,170,714	0	1,000,532,818
2. Contingency										
CONTR	Contingency	541,689,343	(3,475,169)	532,214,154	7,230,467		121,207,043	532,214,154	0	30,069
90.02	Allocated Contract Contingency	540,101,329	(42,239,379)	497,861,950	2,976,074	2,976,074	113,466,243	497,861,950	0	30,069
90.03	Allowances	1,588,014	2,666,379	4,254,393	4,254,393	(2,851,790)	7,671,407	4,254,393	0	0
90.07	Known Change Contingency	0	30,097,811	30,097,811	0	0	70,393	30,097,811	0	0

* Current Committed = Original Contract + CCO/Amendment

Report: M_CW_03_bySCC_soc_date_prompt_smm.may

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

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

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



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

SCC	Title	A Baseline	B Transfers	C=A+B Current	D COMMITTED	E AFE**	F Changes ID#***	G ESTIMATE AT COMPLETION	H=C-G Variance	I INCURRED
2. Contingency										
PRJ	Contingency	101,871,170	(85,821,115)	86,250,055	0	0	0	86,250,055	0	0
80.01	Unallocated Project Contingency	101,871,170	(85,821,115)	86,250,055	0	0	0	86,250,055	0	0
Subtotal:		643,560,513	(45,098,904)	598,464,209	7,230,467	124,234	121,207,043	598,464,209	0	30,063
3. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
100.1	Finance Charges-Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
ETA TOTAL PROJECT COSTS 5,121,693,166										
4. Finance Charges - Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS										
		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,756,921,035	2,055,463,927	168,688,827	5,163,693,166	0	1,000,562,887

Report ID: CIVI_03_bySCC_scc_date_prompt_summary

* 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

Appendix E. Contract Status

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

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

Procurement: Final Design (FD) Contracts

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

Procurement: Design-Bid-Build (DBB) Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Advertise for Bids	Issue NTP	Contract Completion
Design-Bid-Build (DBB) Contracts						
DBB-505	Airport Section Utilities Construction		Current Forecast Actual Date	Dec 17 '13	Aug 04 '14	Dec 22 '15
Re-Pkg DBB-185	West O'ahu/Farrington Hwy/Kamehameha Hwy Station Groups "West Side Stations" Construction [Airport Station not included]		Current Forecast Actual Date	May 20 '14	Sep 08 '14	Nov 15 '16
DBB-470	Airport Station Group Construction		Current Forecast Actual Date	Nov 01 '14	Mar 01 '15	Jul 15 '17
Re-Pkg DBB-580	Dillingham/Kaka'ako Station Groups "East Side Stations" Construction		Current Forecast Actual Date	Aug 15 '15	Dec 15 '15	Aug 14 '18
DBB-520	Airport and City Center Sections Guideway Construction / City Center Section Utilities Construction		Current Forecast Actual Date	Jul 01 '14	Dec 15 '14	Apr 29 '18
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction		Current Forecast Actual Date	Mar 15 '16	Sep 15 '16	Aug 15 '18

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

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

Procurement: Project Management and Specialty Consultant Services Contracts

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

Procurement: HDOT Consultant Services and Other Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Issue RFQ	Issue NTP	Contract Completion
Hawai'i Department of Transportation (HDOT) Consultant Services Contracts						
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Current Forecast Actual	Aug 15 '11	Jun 12 '12	Jul 01 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway Guideway Section	AECOM Technical Services, Inc.	Current Forecast Actual		Jun 08 '11	Jun 15 '18
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.	Current Forecast Actual		Jun 29 '12	Jul 15 '15
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway Sections	SSFm International, Inc.	Current Forecast Actual		Jun 12 '12	Jun 15 '18
Other Contracts						
MM-946	On-Call HazMat Contractor	CH2M HILL	Current Forecast Actual		Sep 07 '12	Feb 15 '17

Appendix F. DBE Participation

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

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

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

DBE Participation (9/24/07 to 6/30/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	\$136,616
				CT-DTS-1100195 DB-320	\$129,816	
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$537,031	\$618,639
				CT-HRT-10H0449 DB-200	\$20,894	
				CT-DTS-1100195 DB-320	\$60,714	
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$13,610	\$13,610
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$1,415,789	\$1,415,789
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	\$43,866	\$150,966
				CT-DTS-1100195 DB-320	\$107,100	
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	\$2,846	\$2,846
LP&D Hawaii	541320	APA	M	SC-DTS-1100013 FD-240	\$219,911	\$219,911
Ace Land Surveying	541370	NA	M	SC-DTS-1100013 FD-240	\$38,700	\$38,700
Integrated Security Tech.	561621	O	F	CT-HRT-1200106 DBOM-920	\$105,180	\$105,180
LKG-CMC	541618	O	F	SC-HRT-11H0131 MM-905	\$2,492,929	\$5,299,724
				SC-DTS-0700001 **** MM-910	\$2,783,277	
				SC-HRT-1400049 MM-962	\$23,518	
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$740,962	\$891,103
				SC-DTS-0700001 **** MM-910	\$150,141	

DBE Participation (9/24/07 to 6/30/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$378,943	
				SC-DTS-0700001 **** MM-910	\$392,920	\$771,863
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$400,487	
				SC-DTS-0700001 **** MM-910	\$374,110	\$774,597
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$325,320	
				SC-DTS-0700001 **** MM-910	\$354,758	\$680,078
JAD & Associates	541330	APA	M	SC-DTS-0700001 **** MM-910	\$508,355	\$508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 **** MM-910	\$39,273	\$39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$67,014	\$67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 **** MM-910	\$298,557	\$298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$162,813	
				SC-HRT-1200149 FD-530	\$191,227	
				SC-HRT-1300022 FD-440	\$134,912	\$488,952
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$17,100	\$17,100
Miyabara Associates	541320	APA	M	SC-HRT-1300022 FD-440	\$99,850	\$99,850
Anil Verma Associates, Inc.**	541350	HA	M	SC-HRT-1200111 FD-340	\$3,111,750	\$3,111,750
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$107,400	
				SC-HRT-1400027 MM-913	\$41,718	\$149,118
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	\$3,843
Hawaiya Technologies	238210	APA	F	CT-HRT-10H0449 DB-200	\$27,514	\$27,514
Total						\$16,234,738

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

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

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

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

Race Categories

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

Appendix G. Risk

Risk by Contract Package				
Contract Packages	May 2014 # of Risks	June 2014 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	3	3	0	0
WOFH	31	32	1	0
MSF	11	11	0	0
KHG	31	32	1	0
Core Systems Contract	22	22	0	0
Elevator/Escalator	3	3	0	0
Airport Utilities	3	3	0	0
Pearl Highlands Garage	6	6	0	0
Airport Guideway	35	35	0	0
City Center Guideway	49	49	0	0
West Side Stations	29	28	0	1
Airport Section Stations	27	27	0	0
City Center Section Stations	11	11	0	0
Total	261	262	2	1

Comparison of Risk Ratings								
Contract Package/Section	June 2014 Update # of Risks				May 2014 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	3	1	2	0	3	0	3	0
WOFH Guideway	32	9	16	7	31	10	15	6
Maintenance & Storage Facility	11	4	6	1	11	4	7	0
Kamehameha Highway Guideway	32	7	17	8	31	9	15	7
Core Systems Contract	22	8	11	3	22	8	11	3
Elevator/Escalator	3	0	3	0	3	0	3	0
Airport Utilities	3	3	0	0	3	3	0	0
Pearl Highlands Garage	6	1	5	0	6	1	5	0
West Side Stations	28	6	19	3	29	6	20	3
Airport Guideway	35	12	19	4	35	11	20	4
City Center Guideway	49	19	25	5	49	18	26	5
Airport Stations	27	3	22	2	27	2	23	2
City Center Stations	11	1	9	1	11	1	9	1
Total	262	74	154	34	261	73	157	31

Appendix H. Project Organization Chart

MARCH 1, 2014

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

Prepared by:

[Signature]
Administrative Specialist

Feb 28, 2014
Date

Concur:

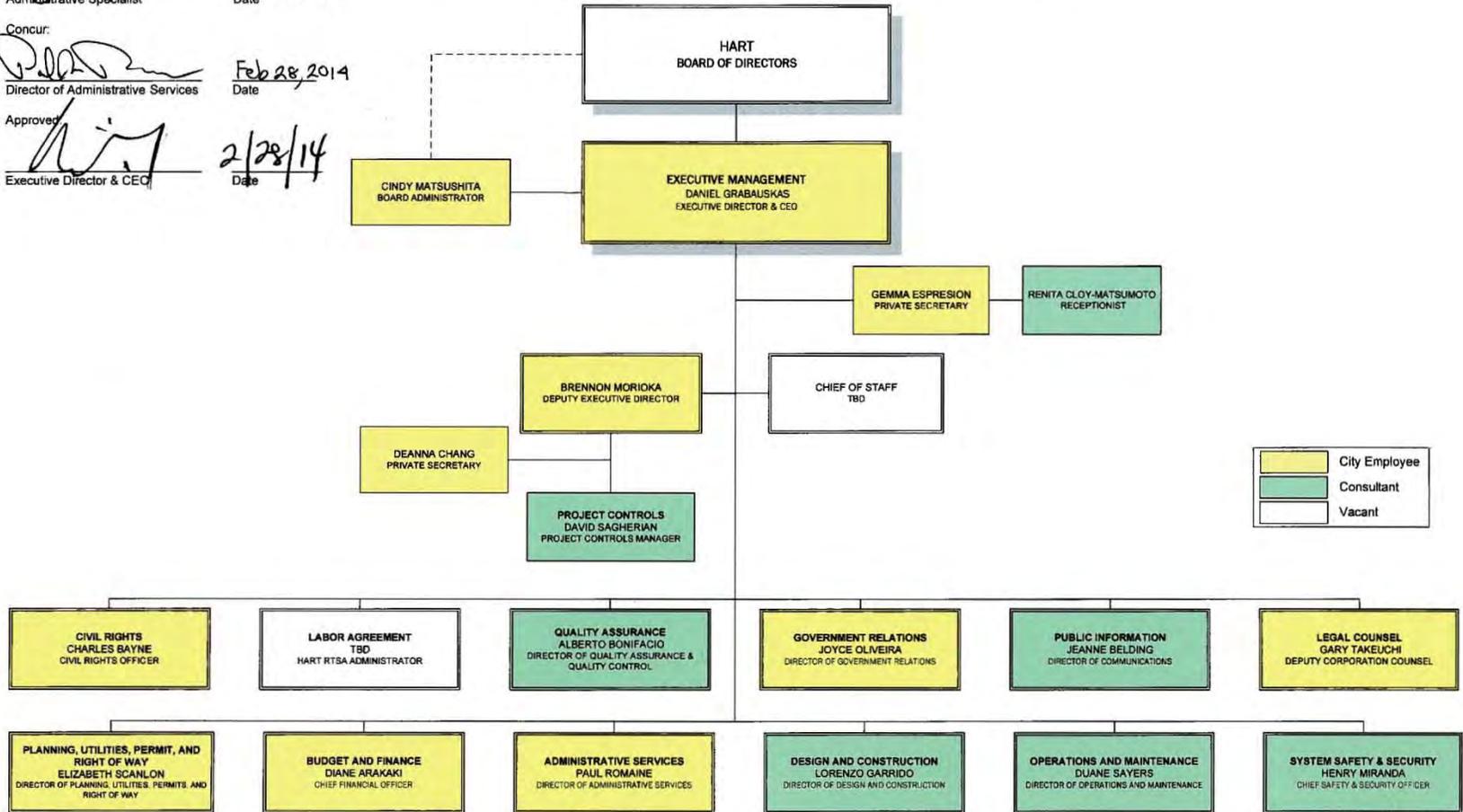
[Signature]
Director of Administrative Services

Feb 28, 2014
Date

Approved:

[Signature]
Executive Director & CEO

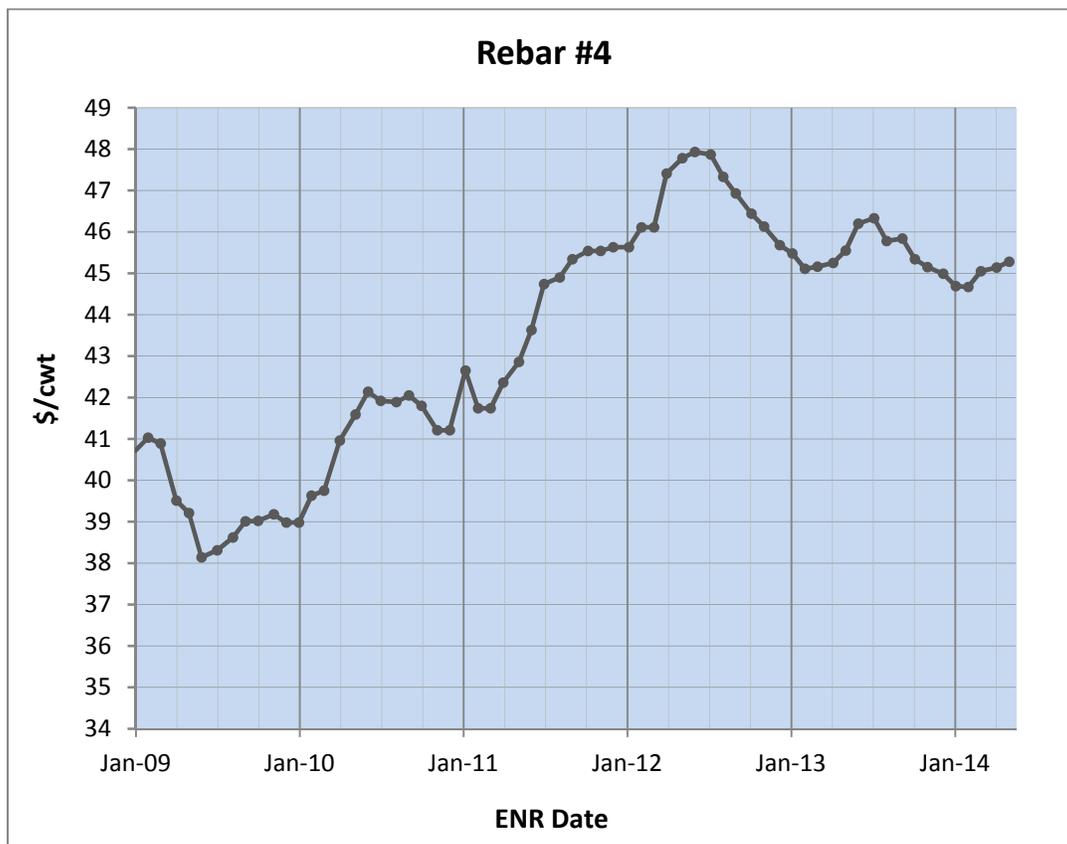
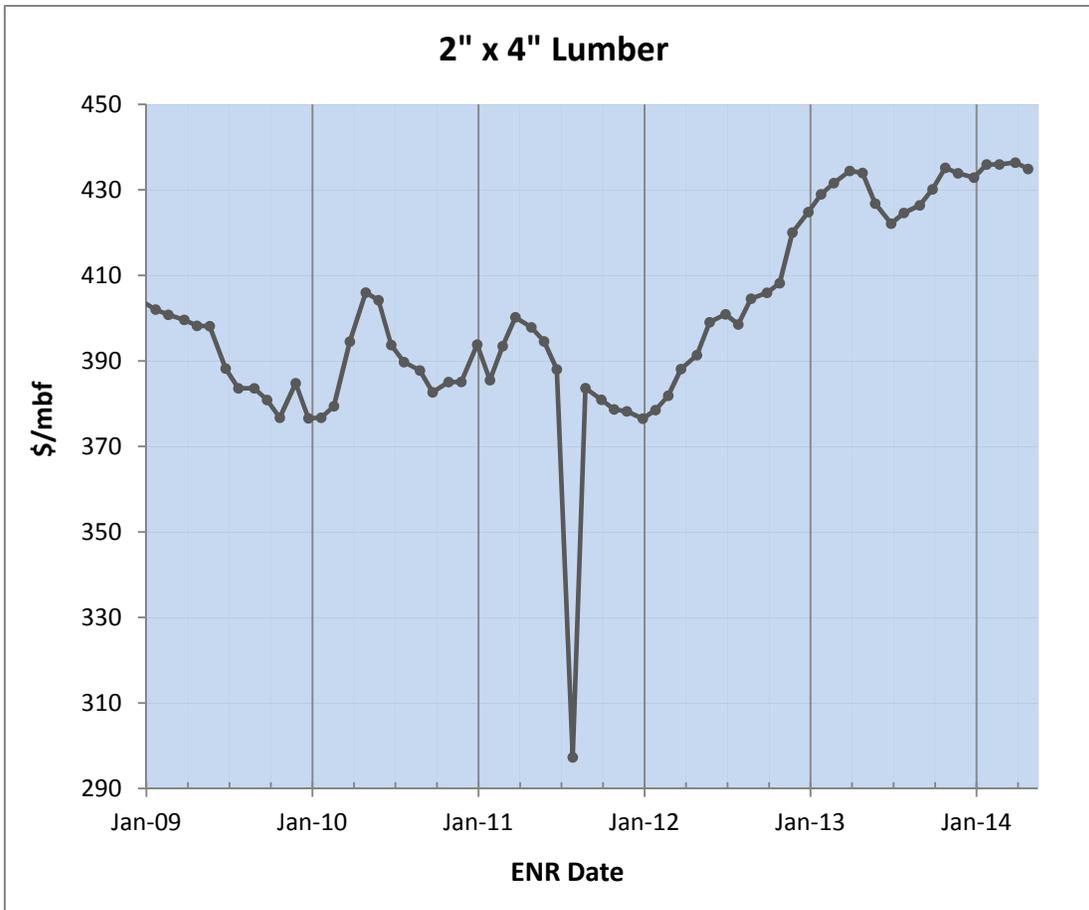
2/28/14
Date

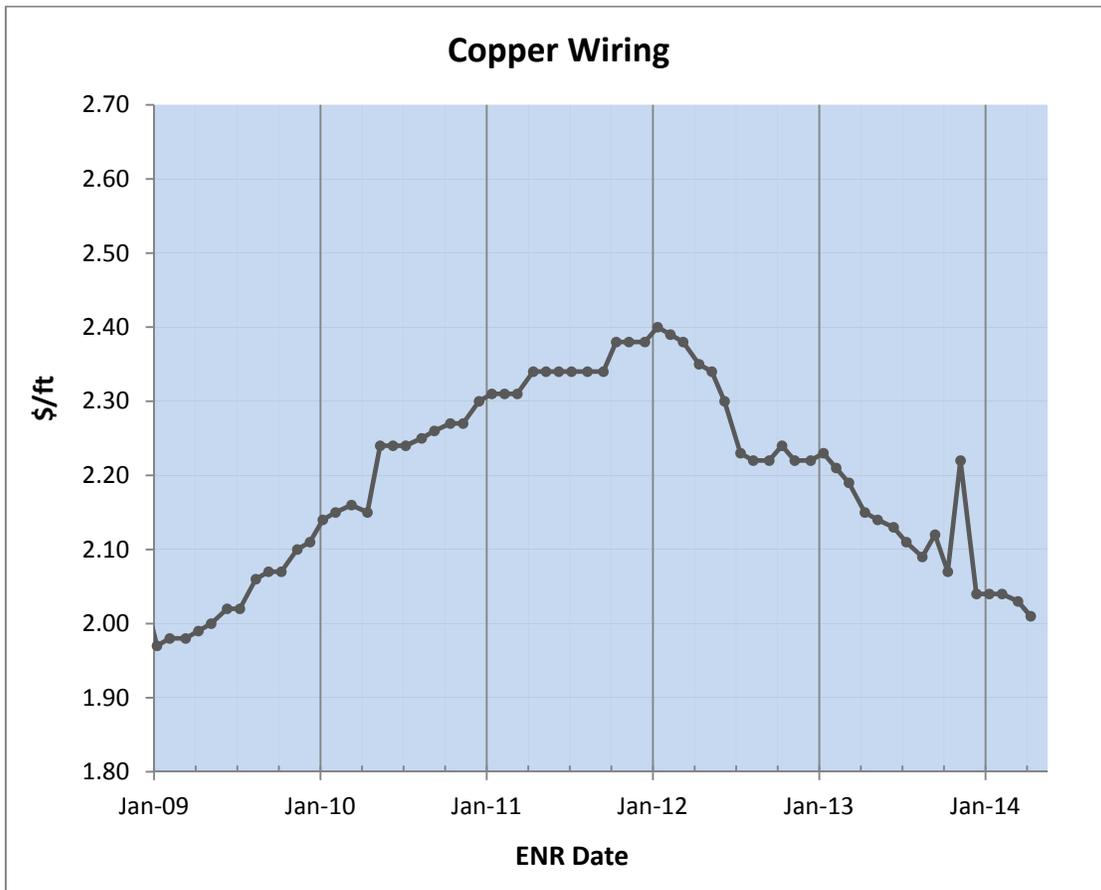
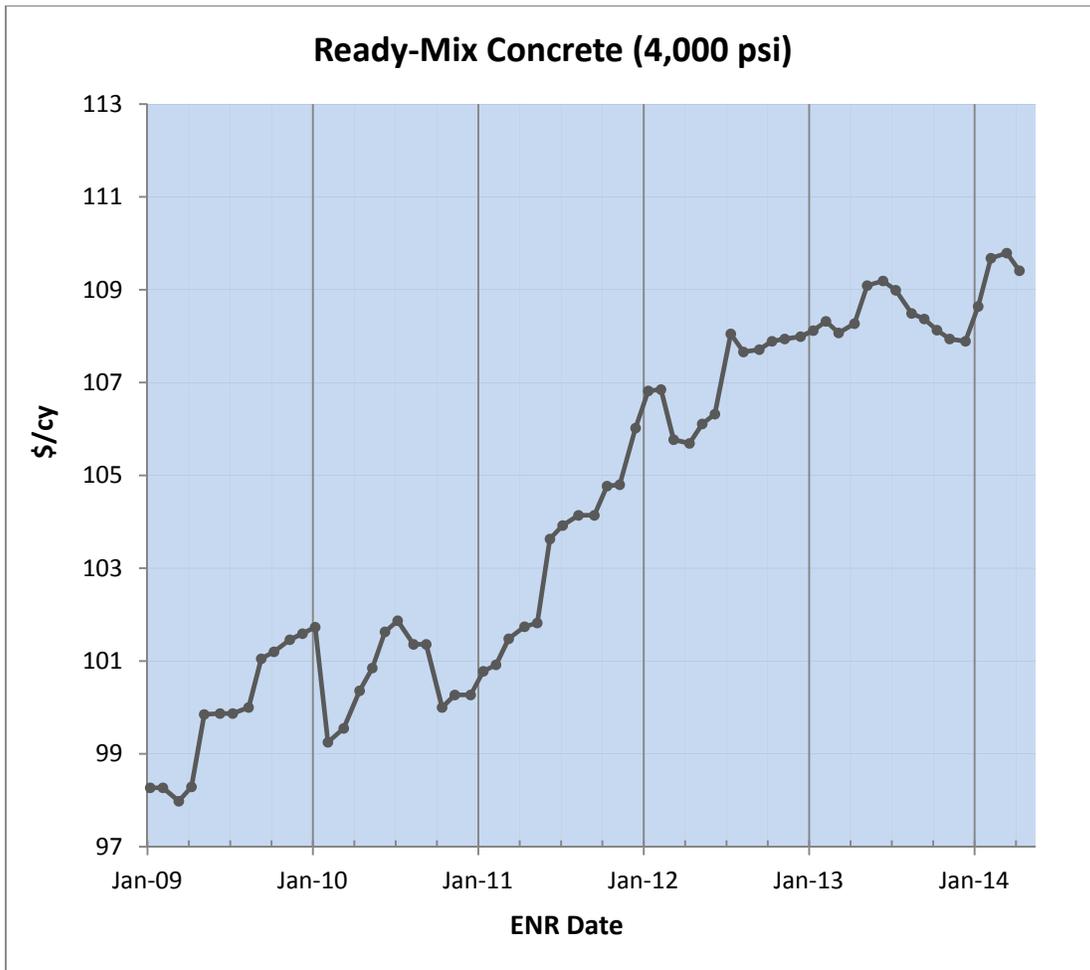


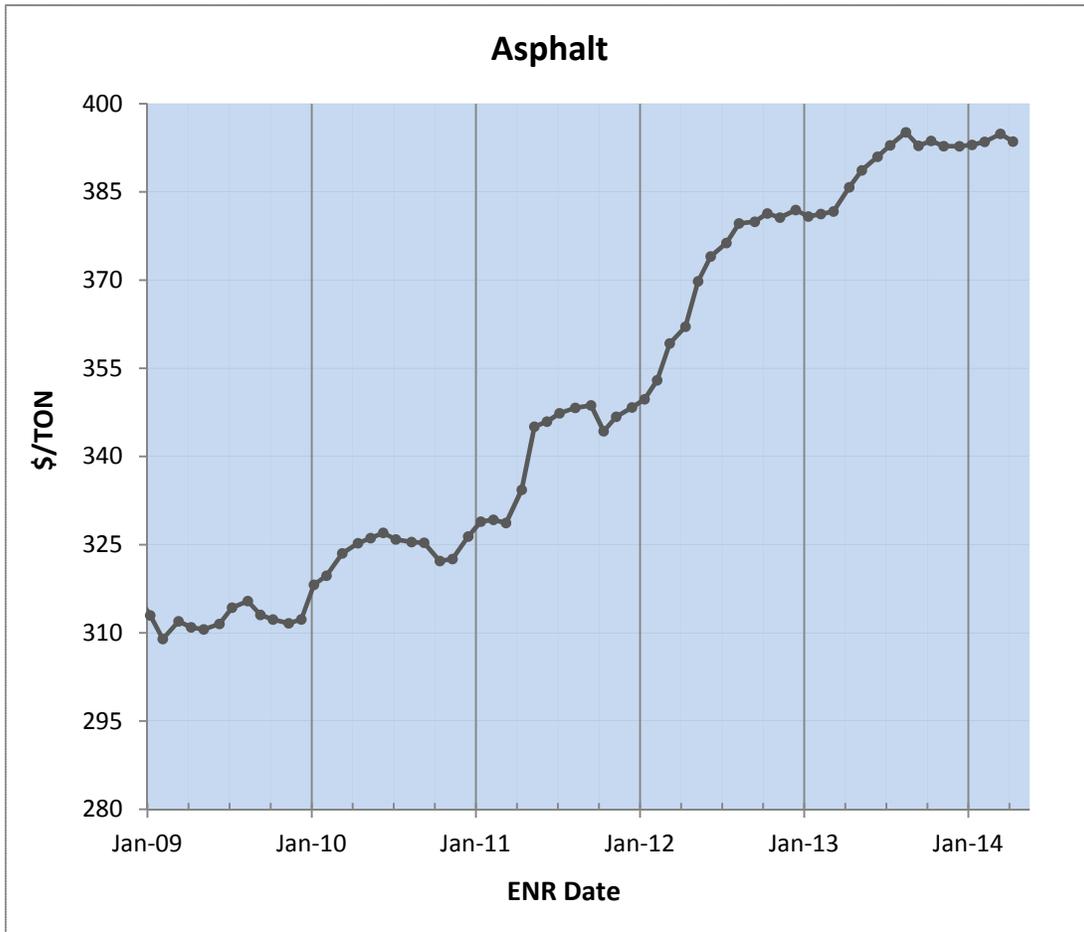
	City Employee
	Consultant
	Vacant

Appendix I. 5 Year Indices on Key Commodities

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







Appendix J. List of Acronyms

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

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

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

UPS Uninterrupted Power Supply
USDOT U.S. Department of Transportation
WOFH West O'ahu/Farrington Highway
WOSG West O'ahu Station Group
YOE Year of Expenditure

ATTACHMENT C

ANNUAL PERFORMANCE OBJECTIVES
for
Daniel A. Grabauskas, Executive Director & CEO
Honolulu Authority for Rapid Transportation (HART)
Evaluation Period: April 2014 - March 2015

Powers, Duties and Functions of the Executive Director:

As defined in the Revised Charter of the City and County of Honolulu Section 17-104, the Executive Director shall:

- a) *Administer all affairs of the authority, including rules, regulations and standards adopted by the board.*
- b) *Have at least five years of fixed guideway system experience.*
- c) *Sign all necessary contracts for the authority, unless otherwise provided by this article.*
- d) *Recommend to the board the creation or abolishment of positions.*
- e) *Enforce the collection of fares, tolls, rentals, rates, charges, and other fees.*
- f) *Prepare payrolls and pension rolls.*
- g) *Maintain proper accounts in such manner as to show the true and complete financial status of the authority and the results of management and operation thereof.*
- h) *Prepare annual operating and capital budgets.*
- i) *Prepare and maintain a six-year capital program.*
- j) *Prescribe rules and regulations as are necessary for the organization and internal management of the authority.*
- k) *Recommend rules and regulations for adoption by the board.*
- l) *Request, and accept appropriations from the city, and request and accept grants, loans and gifts from other persons and entities.*
- m) *Administer programs promoting appropriate developments near transit stations, including compilation of city incentive programs.*
- n) *Review development projects having significant impact on the operation of the fixed guideway system.*
- o) *Plan, administer and coordinate programs and projects of the fixed guideway system that are proposed to be funded, wholly or partially, under federal or state law and required to be transmitted to the Oahu metropolitan planning organization.*
- p) *Attend all meetings of the Board unless excused.*
- q) *In addition to the general powers under this section, other general or specific powers may be conferred upon the executive director by ordinance, so long as the powers are consistent with the article of this Charter.*

OVERALL PRIORITIES FOR THE COMING YEAR

Mr. Grabauskas demonstrated again during his second year as Executive Director and CEO that he is capable of and focused on keeping the Honolulu Rail Transit Project (HRTTP) on track; the Board continues to have high expectations.

Now that project construction has fully resumed, of course, priorities for the H RTP overall include safety as well as keeping the project on-time and within budget. In addition, we are a year closer to the Q2 2017 interim revenue service date, and the priorities for the H RTP now include updating financial plans, and developing a sound fare policy in concert with the Board, the Mayor, and the City Council, and more detailed operational plans, including staffing plans. A continuing priority will be to maintain transparency and communication with the public and key stakeholders to build and to maintain the public's confidence in the management of and support for the H RTP. To assess whether or not the Executive Director and CEO has accomplished these goals and successfully executed the duties and responsibilities of his position, the Board will evaluate performance in the following high priority areas.

ORGANIZATIONAL DEVELOPMENT

- Develop and implement a Human Resources staffing plan, which shall include projections for the years of operation starting in 2017, and present to the Board by the end of 2014;
- Ensure successful succession and employee development plans across all functions of the Authority, including continuing to identify current opportunities for training of our employees by experienced consultants, and encouraging employees to take initiative and develop within the organization;
- Coach, train, and motivate staff; manage employee relations; manage the workflow and prioritization of projects and measure the performance of the agency and direct staff and take appropriate corrective action when necessary; review the work of staff and make positive suggestions and recommendations; recommend and implement corrective actions, discipline and termination procedures as appropriate/necessary;
- Ensure that processes, policies and practices are interpreted and applied consistently and effectively and that the Authority is accountable and compliant with all current and applicable HART, City, state and federal policies;
- Manage a capital project-oriented organization with an emphasis on financial management, safety, security, and public awareness as to the impacts that construction will have on residents, visitors, the environment and other stakeholders;
- Empower senior management and employees to lead their departments and functions effectively and efficiently; encourage senior management and employees to work together and across all functions of the organization, avoiding "stove-piping" and "choke points"; provide an environment where managers from each department are encouraged to work together and present directly to executive leadership;
- Ensure that effective cost-control measures are in place at all levels of the Authority; and
- Invite and encourage Board member participation in community and stakeholder meetings and events and senior staff meetings as appropriate.

PROJECT DELIVERY – CONSTRUCTION AND OPERATIONS

- Implement the HART business strategy adopted by its Board and in accordance with HART's mission to achieve the vision for the HRTP through the successful accomplishment of HART's goals, including construction of the entire fixed guideway system on time and within budget;
- Maintain strong safety records within workplaces, work zones and construction sites;
- Responsibly schedule, authorize, and manage the physical development of the HRTP, including,
 - Meet schedule to place first pre-cast segment on the columns in 2014,
 - Construct 220+columns by the end of 2014, and
 - Release RFPs and award 4 major contracts for construction by the end of 2014:
 - (1) Guideway and utility relocations for second 10 miles
 - (2) West Station Group (9 stations)
 - (3) Airport Station Group (4 stations)
 - (4) Pearl Highlands Parking Garage and H2 Off-Ramp;
- Develop recommendations for fare policies, including fare gates, to be presented to the Board, the Mayor and the City Council;
- Develop plans for bus-rail integration in continued cooperation with the Department of Transportation Services and Oahu Transit Services;
- Facilitate efforts being made by the State and City and County governments in partnership with developers and landowners to advance transit oriented development that maximizes ridership and generates the highest return on investment, in furtherance of the HRTP and the City's development plans. In particular, develop and execute MOUs and MOAs with public and/or private land owners within close proximity of each planned transit station to access the station from their proposed development;
- Make satisfactory progress in the Disadvantaged Business Enterprise program;
- Maintain strong and consistent communication with and oversight over the DBOM contractor; and
- Balance the focus on on-time/within-budget construction milestones, with the long term vision of delivering future operation and maintenance of the system in a safe, clean, courteous, timely, dependable, and cost-effective manner.

PROJECT FINANCES

- Responsibly manage HART's assets and budget, keeping a close eye on contingency drawdowns and change orders;
- Identify areas for cost reduction and increased efficiencies and communicate those recommendations and creative solutions effectively to the Board and management via updated financial plans;

- Continue to effectively manage the FFGA process and continue to push for full federal funding as per the FFGA;
- Continue to work with State of Hawaii Department of Taxation to improve State GET surcharge disbursements;
- Facilitate with the Chief Financial Officer, working collaboratively with the Mayor, the Department of Budget and Fiscal Services, and the City Council, the first City and County borrowings, and develop a cost-effective borrowing plan;
- Work with government officials, commercial and residential real estate developers and other businesses, and the public to develop initiatives to develop new revenue sources and minimize use of real property taxes for operation of the mass transit system in the future; and
- Identify and proactively manage areas of risk, including developing and implementing an action plan.

STAKEHOLDER INTERACTIONS & COMMUNITY LEADERSHIP

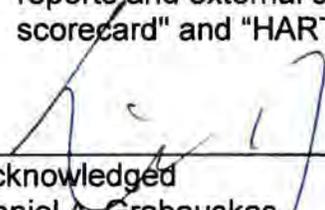
- Continue to listen to, and work effectively and persuasively with elected officials, local, state and federal agencies, the U.S. House of Representatives, the U.S. Senate, U.S. DOT/FTA, Transportation Security Administration (TSA), the governments of City and County of Honolulu and State of Hawaii, the University of Hawaii system, and the local business community, organized labor, public constituencies, NGOs, the media and other stakeholders;
- Remain ever vigilant regarding the effectiveness of communications with the public and other stakeholders regarding traffic impacts due to HART design and construction activities.
- Attend and/or participate in professional group meetings and maintain awareness of new trends and developments impacting the agency's business activities;
- Further develop an understanding, appreciation, sensitivity and commitment to the social, cultural, economic, political and environmental needs of HART and the unique city it serves;
- Advocate for sustainable development and economic growth for the City and County of Honolulu and increased revenue for HART, government and local businesses;
- Maintain on-going communication with the State of Hawaii's Department of Transportation and the City and County of Honolulu's Department of Transportation Services regarding the alignment of the fixed guideway system as it relates to crossings and intensive construction phases;

BOARD INTERACTION

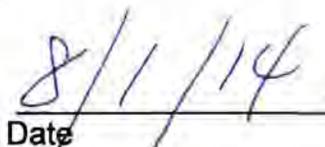
- Further develop a strong collaborative working relationship with an engaged 10-member Board of Directors; assist the Board in its policy-making duties by

providing relevant information in a timely manner; assist the Board in short and long-term planning objectives; furnish information to include options and potential consequences, enabling the Board and its Committees to make informed decisions;

- Provide a semi-annual report to the Board and/or its Committees regarding progress made towards meeting these goals.
- Ensure materials for Board meetings are provided in a timely manner and in advance of Board meetings, and where possible, posted for public review; and
- Communicate regularly with the Board of Directors about internal operations, reports and external stakeholder communications, updating the "balanced scorecard" and "HART Facts" every three (3) months.



Acknowledged
Daniel A. Grabauskas,
Executive Director & CEO



Date

ATTACHMENT D



IN REPLY REFER TO:
CMS-AP00HRT-00036

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.
CHAIR

Donald G. Horner
VICE CHAIR

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

July 29, 2014

The Honorable Kirk Caldwell, Mayor
City and County of Honolulu
530 South King Street, Room 300
Honolulu, Hawaii 96813

and

The Honorable Ernest Y. Martin, Chair
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Mayor Caldwell, Chair Martin and Councilmembers:

The Board of Directors of the Honolulu Authority for Rapid Transportation (HART) is pleased to submit this annual report to you in accordance with the Revised Charter of the City and County of Honolulu, Section 17-103.3(i).

Executive Summary

The picture of the activities of the past reporting year is one showing all advocates of the rail project joining forces to target the major challenges and resolving them one at a time. While the current and continuing challenges are formidable, the activities of the past reporting year are marked with significant success in resolution of the State and Federal lawsuits, and with remarkable constancy in funding streams from the Federal government and from the State General Excise Tax (GET) surcharge. The installation of 106 columns and 96 segments¹ along the rail line manifests the transformation of the vision of the rail project as a mental image into a hard concrete and steel construction reality. That transformation has been the result of united leadership from the Mayor, the City Council Chair, the City Council, our Congressional Delegation, the State Legislature, the project's contract partners such as Kiewit and Ansaldo, and community, labor and business organizations such as Move Oahu Forward. As the body which guides the semi-autonomous authority and charged with directing the rail project, the HART Board of Directors is honored to join forces with all of the project partners in performing the mission of planning, designing, constructing and operating the rail project to serve the most important partner in this project: the people of the City and County of Honolulu.

¹ As of July 15, 2014.

The Honorable Kirk Caldwell, Mayor
The Honorable Ernest Y. Martin, Chair
and Councilmembers

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July 29, 2014

Lawsuits

One of the year's most significant accomplishments was clearing the hurdles presented by litigation. Fiscal Year 2014 (FY14) saw every legal challenge to the rail project overcome. While HART began the year under the shadow of lawsuits with very serious delays and negative financial impacts, HART ended the year free from litigation and working our way back to the original on-time completion date for the project.

After a year of construction suspension in the West Oahu/Farrington Highway section of the alignment resulting from the Hawaii Supreme Court's *Kaleikini v. Yoshioka, et al.* opinion, the Board oversaw the herculean effort by the HART staff in completion of the Archaeological Inventory Survey (AIS) by Cultural Surveys Hawaii, and approval by the State Historic Preservation Division (SHPD) of those AIS reports comprising nearly 4,000 pages, in satisfaction of the Hawaii Supreme Court's decision. The outstanding leadership of HART's Executive Director and CEO in leading the consultants and HART staff to complete this task within such a compressed timeframe of less than thirteen months cannot be overstated. This required earning the trust of the Native Hawaiian community including members of the Oahu Island Burial Council, cultural and lineal descendants, and the plaintiff in the *Kaleikini* litigation. Resumption of construction on September 16, 2013, was the result of collaboration among HART, the Department of Land and Natural Resources, SHPD, archaeological consultants, cultural monitors, and the Native Hawaiian community.

On February 18, 2014, the near-simultaneous decisions by the U.S. Ninth Circuit Court of Appeals and U.S. District Court for the District of Hawaii in favor of HART brought all outstanding Federal litigation to a conclusion. The latter ruling lifted the partial injunction against construction and real estate acquisition activities in the City Center section with compliance of the District Court's mandate to complete the City Center Traditional Cultural Properties report, and further analyze the Beretania Street Tunnel alternative and the impacts to Mother Waldron Park.

Financing

Project financing in FY14 has been marked by constancy in funding streams from the Federal government and from the State GET surcharge.

As of June 30, 2014, State GET surcharge revenues received totaled \$870 million² (Attachment A), 97% of the planned \$898 million³ (Attachment B). Federal Section 5309 New Starts revenue appropriated for HART is \$806 million. President Barack Obama incorporated in his Fiscal Year 2015 (FY15) budget in March an additional \$250 million for HART. If that sum is appropriated by

² As of May 30, 2014.

³ Total of Net GET surcharge revenues 2010 - 2014.

The Honorable Kirk Caldwell, Mayor
The Honorable Ernest Y. Martin, Chair
and Councilmembers
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July 29, 2014

Congress, Federal funding for HART will be \$1,056,267,358 against a total of \$1.55 billion in the Full Funding Grant Agreement.

In April, the Mayor, City Council Chair, HART Board Chair, and HART Executive Director and CEO traveled to Washington, D.C., to update stakeholders on the project and to encourage adoption of the additional \$250 million for HART in the President's FY15 budget. The contingent met with members of the Hawaii Congressional Delegation, officials at the U.S. Department of Transportation, key members of Congress and Congressional Committee staff personnel, and received encouraging responses for the HART project from these D.C. stakeholders.

The HART Vice Chair, HART Executive Director and CEO, HART Chief Financial Officer, senior officials at the Department of Budget and Fiscal Services, the Director of the Department of Transportation Services, and the Mayor have been working collaboratively, in consultation with the City Council, to realize substantial financing savings through improvement of the debt financing plan for the project, decreasing the total amount to be borrowed, achieving optimum financing cost, and providing requisite amounts of protection to the City's financial condition.



Contingency funds remain robust at \$568.4 million (Attachment C). In addition to resolution of the AIS delay claims, HART resolved in FY14 a number of longstanding change order claims with Kiewit Infrastructure West Co. and Kiewit/Kobayashi Joint Venture in a fair and fiscally prudent manner. HART will continue to remain vigilant over change orders that will impact the contingency balance.

Outreach and Transparency

Consistent with its strong commitment to transparency to the public, HART continued in its outreach efforts in FY14.

Increasingly accessible information has been provided to the public. The Monthly Progress Report and the Quarterly Balanced Scorecard provide to the public timely, useful, and understandable information about the project. In addition, monthly "HART Facts" continue to be published in the Honolulu Star Advertiser and Pacific Business News.

The Honorable Kirk Caldwell, Mayor
The Honorable Ernest Y. Martin, Chair
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July 29, 2014

In FY14, HART held meetings in ten different communities along the rail alignment route. The public was invited to learn about the project and to provide input with respect to design for the ten different stations. HART launched in May a very successful call to artists for placement of art to reflect the history, culture, traditions, and unique characteristics of the ahupua'a into the respective 21 stations. More than 400 submittals were received for the opportunity to create art for station elements such as paving and floor designs, wall murals, grille work, architectural fencing, glass work, and integrated sculptural elements under HART's \$5 million rail transit art program. In May, the Mayor, members of the City Council, State Legislature, and HART Board and staff joined area high school students in a project to transform graffiti and vandalism at a HART-acquired property in Aiea into a beautiful mural conveying a positive community message through art.



Along with representatives from the Mayor's Office and the City Council, HART introduced at Kapolei Hale in February a very tangible ridership experience for the public with a life-sized model of a future rail car together with an informational video in the rail car.

With an outreach focus on jobs, families, and employers, HART held two very successful Industry Day events in October 2013 and April 2014. The project's large prime contractors were on hand to discuss

opportunities for participation in the rail project with local contractors.

Pursuant to the Revised Charter of the City and County of Honolulu, Section 17-103.2(n) to "promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit ridership," the HART Transit Oriented Development (TOD) Committee formed and convened its TOD Stakeholders Advisory Group. The group consists of State and City partners and trade and professional organizations, whose goal is to achieve TOD that is equitable and sustainable. Its vision is consistent with the City and County General Plan to be culturally sensitive in creating a connection between homes and employment and education centers, and providing access to goods, services, and recreation.

The Honorable Kirk Caldwell, Mayor
The Honorable Ernest Y. Martin, Chair
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July 29, 2014

Partnership with the Mayor and the City Council

HART is pleased with the significant level of partnership on the rail project demonstrated among the Mayor, the City Council Chair and the City Council, and HART. The project successes realized in FY14 are a function of all of these rail leaders joining forces to target major challenges to the project and to resolve each challenge together. The following are a few examples. The April meetings in Washington, D.C., delivered positive results by joint collaboration among the Mayor, the Council Chair, and the HART Board Chair, and Executive Director and CEO. A quick start back to construction upon compliance with the *Kaleikini* opinion was achieved by collaborative coordination among HART, the Department of Planning and Permitting, and the City Council to approve Special Management Area and shoreline variance permits.

Project Progress

Following compliance with the *Kaleikini* decision, construction has restarted in earnest, with many milestones already achieved.

The Kalaeloa Casting Yard has been completed, and is currently producing approximately 12 guideway segments daily, building up to the nearly 5,200 segments that will comprise the first 10 miles of guideway. As of July 15, 2014, 702 segments have been cast. Guideway erection has also started, with 10 spans between columns already in place.

Construction of the Maintenance and Storage Facility, which will house the rail cars, maintenance and wash buildings, as well as the control center, is well underway.

With a commitment to convenience to the riders, operational efficiencies, and cost savings, HART decided upon utilization of a more efficient, higher passenger capacity four-car train. This change will allow HART to realize significant savings in procurement of the rail cars, as well as in operational costs. The Board also approved platform screen gates, which will allow a safer experience for ridership.



The Honorable Kirk Caldwell, Mayor
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July 29, 2014

HART Executive Director and CEO and Staff

The Revised City Charter of the City and County of Honolulu, Section 17-103.3(d) requires the HART Board to evaluate the performance of the Executive Director and CEO at least annually, and to submit a report thereon to the Mayor and the City Council. In accordance with the City Charter, attached is a copy of the HART Board's Performance Evaluation Report on Executive Director and CEO Daniel Grabauskas (Attachment D). The HART Board provided Mr. Grabauskas with very high scores on the performance factors of leadership qualities and managerial skills. He has advanced the Board's mandate to embrace a culture of transparency in HART. The Board commented in its report that Mr. Grabauskas was particularly skillful in his ability to build relationships with the Native Hawaiian community, the community at large, the City, the State, the HART Board, and staff. This skill was instrumental in achieving compliance with the Supreme Court's *Kaleikini* mandate in a remarkably compressed timeframe. He also displayed exceptional leadership in his interactions with project contractors, taking a strong and effective negotiating stance in settling claims.

Successes in FY14 in the areas of litigation, financing, public outreach and transparency, and progress on construction were achieved by the referenced partners working together, and by the excellent work of the dedicated HART staff.

HART Board of Directors

The HART Board of Directors has sought to perform our fiduciary duties with dedication to hard work as a collaborative team, and with total commitment to a higher quality of life for the residents of Honolulu through the successful planning, design, construction, and operation of the rail project. Attachment E shows the officers of the Board and chairs and vice chairs of the respective Board committees for FY15.

Challenges for the Coming Year

The biggest current challenge in the early stages of FY15 is acquisition of real estate necessary for the guideway and station construction. The projected timeline for real estate acquisition was stalled by the partial injunction imposed by the U.S. District Court in the Federal litigation. The year's delay in construction directly resulting from the litigation has been costly both in terms of time and money. The challenges in FY15 will revolve around trying to make up for lost time without sacrificing safety or quality, and mitigating costly delay claims. Since the lifting of the injunction in February, HART has engaged an accelerated strategy to achieve access to required properties for the project by the end of calendar year 2014. Due to the compressed timeline, additional monies will be needed for real estate consultants to accomplish the critical task of acquiring properties to accommodate the guideway and stations.

The Honorable Kirk Caldwell, Mayor
The Honorable Ernest Y. Martin, Chair
and Councilmembers

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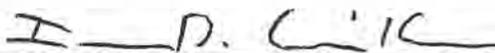
July 29, 2014

A second major challenge in FY15 is procurement of large construction contracts within the HART budget. With the improved Hawaii economy and robust construction activity with the potential for higher bids, HART in the past year has been actively seeking competitive bids with the goal of remaining within the HART budget. Solicitations will be made for construction of a nine-station group, the Airport and City Center guideway and utilities, and the Airport Station Group.

A third challenge relates to development of a fare policy that allows for integration of rail and bus fares and fare collection technologies, and that fairly accounts for revenues and costs generated by the City's public transit system. Any fare structure will need to be based on an accurate assessment of operating costs, and HART is working on updated financial plans to better inform this work. The City Department of Transportation Services is working with a consultant to identify fare collection technologies that are appropriate both for buses (moving vehicles) and the rail system (static collection machines at 21 stations and other static locations). Fare policy development has presented and will continue to present additional opportunities for working collaboratively with our City partners to develop a fully integrated public transit system.

Conclusion

The HART Board of Directors wishes to express our appreciation for the opportunity to work on this very important rail project in service to our community. We look forward to a continued positive partnership in FY15 with you, the Mayor, the Council Chair, and the City Council.



Ivan M. Lui-Kwan, Esq.
Chair, HART Board of Directors



Donald G. Horner
Vice Chair, HART Board of Directors

Planned vs. Received Project Funding

Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue	0	1,550	243	243
FTA Section 5307 Formula Funds	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	378	3,291	870	1,248
Total	385	5,356	1,417	1,802

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

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

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

City and County of Honolulu, Hawai'i
Final Financial Plan for Full Funding Grant Agreement

Table A-1, Capital Plan Cash Flows

total: \$898 million

City Fiscal Year	Units	Total	2010 Actual	2011 Actual	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Project Funding Sources																							
Net GET Surcharge Revenues	YOE \$M	3,291	121	166	194	203	214	224	236	247	260	273	287	301	316	249	-	-	-	-	-	-	-
FTA Section 5309 New Starts Revenues	YOE \$M	1,550	-	21	99	258	442	250	250	230	-	-	-	-	-	-	-	-	-	-	-	-	-
FTA Section 5307 Formula Funds Used for the Project	YOE \$M	210	-	-	-	33	34	35	35	36	37	-	-	-	-	-	-	-	-	-	-	-	-
ARRA Funds Used for the Project	YOE \$M	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Obligation (GO) Bond Proceeds (net of issuance cost and deposit to reserve fund)	YOE \$M	1,645	-	-	-	353	366	345	251	188	136	7	-	-	-	-	-	-	-	-	-	-	-
Proceeds from Tax Exempt Commercial Paper (TECP)	YOE \$M	700	-	-	-	100	200	100	100	200	-	-	-	-	-	-	-	-	-	-	-	-	-
Reserve Fund Release	YOE \$M	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income	YOE \$M	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional Funds	YOE \$M	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Project Sources of Funds	YOE \$M	7,643	125	187	292	462	1,141	1,074	865	894	694	446	294	301	316	390	0	-	-	-	-	-	-
Project Capital Costs																							
Total Capital Cost	YOE \$M	4,949	79	124	366	734	858	887	733	659	443	55	12	-	-	-	-	-	-	-	-	-	-
Debt Service and Transfers																							
Principal Payment on GO Bonds Issued for the Project	YOE \$M	1,798	-	-	-	-	50	93	141	184	224	263	273	281	289	-	-	-	-	-	-	-	-
Interest Payment on GO Bonds Issued for the Project	YOE \$M	191	-	-	-	-	12	20	27	31	31	29	22	14	6	-	-	-	-	-	-	-	-
Principal Payment on TECP	YOE \$M	700	-	-	-	-	200	100	100	200	100	-	-	-	-	-	-	-	-	-	-	-	-
Interest Payment on TECP	YOE \$M	10	-	-	-	-	2	2	2	3	2	-	-	-	-	-	-	-	-	-	-	-	-
Transfer from Project Cash Balance to Ongoing Rail Capital and O&M Cost	YOE \$M	193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Project Uses of Funds	YOE \$M	7,843	79	124	266	734	858	1,181	947	829	661	412	304	295	313	380	89	-	-	-	-	-	-
Total Finance Charges	YOE \$M	215	-	-	-	4	17	24	31	35	34	29	22	14	6	-	-	-	-	-	-	-	-
FFGA Eligible Finance Charges	YOE \$M	173	-	-	-	4	17	24	31	35	34	29	-	-	-	-	-	-	-	-	-	-	-
Project Cash Balance																							
Beginning Project Cash Balance*	YOE \$M	-	298	344	408	335	63	346	269	287	222	46	80	70	75	70	89	-	-	-	-	-	-
Additions (deletions) to Cash	YOE \$M	(298)	46	63	(73)	(272)	284	(77)	18	(65)	(176)	34	(10)	5	4	10	(89)	-	-	-	-	-	-
Ending Project Cash Balance	YOE \$M	-	344	408	335	63	269	287	222	46	80	70	75	79	89	-	-	-	-	-	-	-	-
Reserve Fund Balance																							
Beginning Reserve Fund Balance	YOE \$M	-	-	-	-	-	139	139	139	140	140	140	140	140	140	140	-	-	-	-	-	-	-
Initial Deposit to Reserve Fund**	YOE \$M	139	-	-	-	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest Income on Reserve Fund	YOE \$M	1	-	-	-	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-	-	-
Reserve Fund Release	YOE \$M	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Reserve Fund Balance	YOE \$M	-	-	-	-	139	139	139	140	-	-	-	-	-	-	-							

* - beginning balance shown in FY2010 equal to the Transit Fund Balance as of 10/16/2009 (start of FE)
 ** - initial deposit to reserve fund represents the amount deposited from the FY2014 bond issuance to a Project reserve.
 The financial plan assumes that the City would use this fund to repay a portion of the final year's debt service obligations, although it could also be available to cover Project capital cost increases or revenue shortfalls, if needed.

FFGA Project Contingency Current Budget

FFGA Project Contingency Current Budget			
Month	Period Beginning: Current Budget Contingency (\$M)	Contingency Drawdown (\$M)	Period Ending: Current Budget Contingency (\$M)
	[a]	[b]	[c] = a + b
December '13 Monthly Progress Report	\$615.0	(\$5.0)	\$610.0
January '14 Monthly Progress Report	\$610.0	(\$0.3)	\$609.7
February '14 Monthly Progress Report	\$609.7	(\$1.4)	\$608.3
March '14 Progress Report	\$608.3	(\$0.1)	\$608.2
April '14 Monthly Progress Report	\$608.2	\$0.0	\$608.2
May '14 Monthly Progress Report	\$608.2	(\$17.5)	\$590.7
June '14 Monthly Progress Report	\$590.7	(\$22.3)	\$568.4

Performance Evaluation Report
Executive Director and Chief Executive Officer
Honolulu Authority for Rapid Transportation
April 2013 – March 2014

Introduction

Appointed by the Board of Directors (Board) of the Honolulu Authority for Rapid Transportation (HART), the Executive Director and Chief Executive Officer (Executive Director) receives policy direction from the Board and is responsible for planning, directing, and administering all of the affairs of HART, including running the day-to-day operations of the Authority. The Executive Director makes recommendations to the Board on budgets, policies, plans, and rules, and reports regularly on the performance of the agency.

Pursuant to Section 17-103.3(d) of the Revised Charter of the City and County of Honolulu 1973 (2000 ed.), the Board shall "[e]valuate the performance of the executive director at least annually; and submit a report thereon to the mayor and council."

Daniel A. Grabauskas was appointed by the Board as Executive Director and Chief Executive Officer of HART and began service on April 9, 2012. This is the second annual evaluation of Executive Director Grabauskas.

Methodology

In evaluating the Executive Director, the Board considered the following performance factors: Leadership Qualities (effectiveness and competence; positive attitude and morale; personal and agency integrity; creativity; relationships; and openness and transparency) and Managerial Skills (organizational structure; delegation; personnel and staffing; budget and fiscal matters; communication skills; training and development; and community relations).

The following evaluation components were then applied to the performance factors:

Performance Evaluation Report
 Executive Director and Chief Executive Officer
 April 2013 – March 2014
 Page 2

FAILS TO MEET EXPECTATIONS	-	Results achieved do not meet required expectations and objectives
IMPROVEMENT REQUIRED	-	Results achieved do not meet required expectations and require improvement
MEETS EXPECTATIONS	-	Results achieved meet required expectations and objectives
EXCEEDS EXPECTATIONS	-	Results achieved exceed required expectations and objectives consistently
EXEMPLARY	-	Results achieved surpass required expectations and objectives without exception

The Board also considered the Executive Director's performance in meeting the annual performance objectives agreed to by the Board and the Executive Director for his second year in office.

Evaluation

Overall, the Board was very favorable in its evaluation of the Executive Director. Members noted his skill in leading the agency through the resolution of the State and Federal court lawsuits that sought to stop the rail project. Board members also commented on his creativity in finding positive opportunities in seemingly negative events, as well as his strength in building community relationships and maintaining the tone of transparency set in the previous year.

The Board's evaluation of the Executive Director for the period April 2013 to March 2014 is as follows:

Performance Evaluation Report
Executive Director and Chief Executive Officer
April 2013 – March 2014
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A. Leadership Qualities. The leadership qualities assessed by the Board are Effectiveness and Competence; Positive Attitude and Morale; Personal and Agency Integrity; Creativity; Relationships; and Openness and Transparency.

Executive Director Grabauskas was scored very high by the Board for each of these leadership qualities, with most Board members rating the Executive Director's performance as achieving either "exceeds expectation" or "exemplary."

As they did in the previous year, the Board members recognized the Executive Director's accomplishments in continuing to advance an agency culture of transparency. He has guided the agency in refining and improving the Balanced Scorecard and Monthly Progress Reports, thereby rendering Project information more understandable and accessible to the Board and the public.

Board members also noted that Mr. Grabauskas was particularly skillful in his ability to build relationships with the Native Hawaiian community, the community at large, the City, the State, the Board of Directors, and staff. This, coupled with the increased level of transparency, has enabled him to foster trust in his relationships with the aforementioned, including with the plaintiff in the *Kaleikini v. Yoshioka et al.* lawsuit. He also displayed his exceptional leadership in his interactions with project contractors, taking a strong and effective negotiating stance in settling claims.

As another example of his leadership, Mr. Grabauskas exhorted staff to "make lemonade out of lemons" during the litigation-related construction suspension, by performing work that would limit or eliminate future delays upon the restart of construction. During this period, he effectively and efficiently led staff to satisfy the requirements of the *Kaleikini* ruling and resume construction on September 16, 2013 – an impressive 12 months following the Hawaii Supreme Court's *Kaleikini* ruling. This was due in large part to his good works in relationship building externally, as well as his skill in mobilizing staff and resources and focusing them on the goal of getting back to work.

Lastly, Board members commended the Executive Director for his oversight of staff in assisting Corporation Counsel and outside counsel through the resolution of the Federal lawsuit at both the U.S. Court of Appeals for the Ninth Circuit and the U.S. District Court levels. These near-simultaneous decisions in February 2014 represented the conclusion of the

**Performance Evaluation Report
Executive Director and Chief Executive Officer
April 2013 – March 2014
Page 4**

last remaining legal challenge to the project, and effectively cleared the path for resumption of construction and real estate acquisition activities in the City Center section of the project.

B. Managerial Skills. The managerial skills assessed by the Board are as follows: Organizational Structure; Delegation; Personnel and Staffing; Budget and Fiscal Matters; Communication Skills; Training and Development; and Community Relations.

As was the case with leadership qualities, Executive Director Grabauskas received a very high rating from the Board for his managerial skills. With few exceptions, Board members rated his performance in this area as "exceeds expectation" or "exemplary." They noted that his overall managerial skills have enabled HART's respective departments to effectively perform their functions.

Board members were particularly pleased with the Executive Director's strong communication and community relations skills. Members praised his ability to provide accurate and timely information to various stakeholders, including the Congressional delegation, Mayor, City Council, and State Legislature, as well as those in the Native Hawaiian community and the media. Mr. Grabauskas continued his close relationship with those in Honolulu Hale, providing regular project updates to the Mayor and City Council, and traveling to Washington, D.C. with the Mayor, City Council Chair and HART Board Chair for consultations with federal partners. He also solidified the Cultural Monitoring Program for implementation during data recovery efforts and construction, providing transparency and strengthening relationships with the Native Hawaiian community.

Internally, Mr. Grabauskas also effectively utilized his exemplary communication skills with staff, resulting in a clear understanding of their responsibilities. With regard to organizational development, this clear line of communication engendered staff support for the Executive Director. Additionally, Mr. Grabauskas has emphasized staff training in areas such as construction management, construction site safety, and ethics.

One Board member noted that, with regard to the organizational structure, the Executive Director displayed an ability to remain focused on the agency's goals despite a change in ownership of the Project Management Support Consultant. Further, Mr. Grabauskas bolstered construction management support and proved his resourcefulness by restructuring the

Performance Evaluation Report
Executive Director and Chief Executive Officer
April 2013 – March 2014
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GEC functions and hiring two highly qualified Construction, Engineering & Inspection firms to achieve cost savings and improve project management.

On the subject of budget and fiscal matters, Mr. Grabauskas has maintained his focus on the budget vis-à-vis project contingency and change orders, while working within the constraints imposed by the lawsuits. One Board member noted the need to have an updated financial plan, debt financing in place, and a long-term staffing plan, in the coming evaluation year. The Executive Director has been working with staff on these areas, to achieve savings opportunities while providing adequate cash flow and staffing.

C. Performance Objectives. As noted previously, the Board and Executive Director Grabauskas agreed to annual performance objectives for his second year in office. These objectives, attached to this report as Exhibit A, encompassed numerous specific items in the categories of organizational development, project delivery, stakeholder interactions and community leadership, and Board interaction.

On March 31, 2014, the Executive Director submitted his self-evaluation report on his efforts to meet the agreed-to annual performance objectives. (See Exhibit B.) The Executive Director's assessment clearly explains how he met the objectives articulated for his second year on the job. Through the Executive Director's efforts, and the dedicated efforts of his entire HART team, to whom he gives well-deserved credit, great accomplishments have been achieved in the past year.

In his self-evaluation report, Mr. Grabauskas identified a number of areas of focus for the coming year. These include a concentration on project safety, and a continued commitment to keep the project on schedule, particularly regarding pre-cast segment and column construction. He noted that considerable efforts would be focused on awarding four major construction contracts in FY15. The Executive Director's goals also include continued transparency, and continued promotion of TOD efforts. He pledged to develop a recommendation on fare policies, and to continue the bus-rail integration effort. On the financial side, his goals include a continued effort to achieve federal funding, budget oversight, and facilitating a project financing plan. Lastly, he will focus on maintaining Board and staff relationships. Taking into consideration these areas of focus, the Board will develop annual performance objectives for the coming year with the Executive Director, and these objectives will be utilized in next year's annual evaluation.

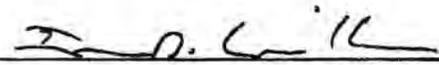
Performance Evaluation Report
Executive Director and Chief Executive Officer
April 2013 – March 2014
Page 6

In summary, during the past evaluation period Executive Director Grabauskas made an exemplary showing of shepherding the agency through many challenges, while maintaining focus on delivering the Project on time and within budget. For the next review period, the Board will base its evaluation in part upon the new annual performance objectives to be agreed upon by the Board and the Executive Director.

Conclusion

Executive Director Grabauskas is to be commended on an excellent second year as the chief executive officer of HART. He continues to demonstrate that he is an experienced, energetic, creative, resourceful and effective leader. Having consistently achieved exemplary results and having exceeded expectations in many respects, Mr. Grabauskas has established an impressive benchmark that he will be challenged to meet in the coming year.

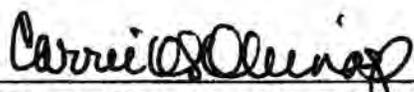
DATED THIS 19th DAY OF JUNE, 2014.



HART Board Chair

6/19/14

Date



HART Human Resources Committee Chair

6/19/14

Date

HART Board of Directors

Chair: Ivan M. Lui-Kwan, Esq.
Vice Chair : Donald G. Horner

Government Affairs/Audit/Legal Matters Committee

Chair: Robert "Bobby" Bunda
Vice Chair: Carrie Okinaga, Esq.

Finance Committee

Chair: Keslie Hui
Vice Chair: Donald G. Horner

Project Oversight Committee

Chair: Damien Kim
Vice Chair: William "Buzz" Hong

Transit Oriented Development Committee

Chair: William "Buzz" Hong
Vice Chair: Robert "Bobby" Bunda

Human Resources Committee

Chair: Carrie Okinaga, Esq.
Vice Chair: Donald G. Horner

ATTACHMENT E

Presentation Briefing for Risk Management

HART Board Presentation
July 17, 2014



Risk Briefing Summary

- **Clear HART Project vision and risk management goals**
- **HART risk management process and approach is reasonable and prudent**
- **Delays have made a complex project more complex**
- **Focus, diligence and commitment will lead to success**

HART Project Goal

Safely deliver the Honolulu rail transit project on time and on budget with quality for a positive transit user experience.



Risk Management Goals & Objectives

- **Goals and Objectives:**
 - *Be wise stewards of public funds*
 - *Identify potential risks and opportunities that impact safety, project cost, schedule and quality*
 - *Mitigate risk through elimination, or minimizing and managing the issue*
 - *Manage and control contingency fund*
 - *Recommend alternative risk control and finance mechanisms*

Risk Management Process

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

- **Risks consist of items HART can and cannot control**
 - *Risk Register has 262 entries as of June 2014*
 - *Tracked by contract for maximum effectiveness*

Risk Management Program

- **The spectrum of risks range from...**
 - *Funding/Revenue Stream*
 - *Market*
 - *Technical challenges*
 - *Third Party*
 - *Others*
- **HART Mitigation Strategies**
 - *Eliminate or transfer risk when appropriate*
 - *Minimize cost and schedule impacts in all cases*
 - *Coordinate, monitor and manage risk for expected results*

HART Has Overcome Significant Challenges

- **Contract Award Protest Delays – 12 to 24 months**
 - *Owner Controlled Insurance Program (OCIP) Protests (twice) – 8 months*
 - *Core Systems (CSC) Design-Build-Operate-Maintain Contract Protest – 8 months*
 - *Elevator/Escalator Protest – 8 months*
 - *Airport Utilities Protests (twice) – 4 months*
- **Third Party Lawsuit Delays – 9 to 13 months**
 - *Federal Lawsuit – 9-12 months*
 - *State Lawsuit – 13 months*

What is the cost of delay to date?

Delay costs to date:

Note: All changes are not executed and/or fully paid

- Notice-To-Proceed (NTP) ~ **\$76M**
- Archaeological Inventory Survey (AIS) ~ **\$39M**
- Legal Costs ~ **\$4M (Ineligible for federal reimbursement)**
- Traditional Cultural Properties (TCP) Suspension ~ **\$2M**

Slide projected delay costs to date ~ \$120M

What are the unresolved impacts of delay?

- **Escalation** – *Cost of Protests and Legal delays*
- **Core Systems Contract Delay** – *HART has rejected the claim and dispute has been escalated*
- **Access to Property** – *Limitations lead to work arounds on City Center Section for added cost due to delay*

Slide projected delay costs to date ~ \$60M

What is the current and biggest challenge of past delays?

Construction Pricing – *HART has been agile and heroic in its efforts to mitigate delay and market pressures*

- **Inflation** – *race against the clock*
- **Competition for labor** – *12 cranes have gone up in Kaka'ako in the last year*
- **Lack of access to property** – *impact to foundation design sequence*
- **Schedule compression** – *concurrent schedule and resource impact*

• **Mitigation Efforts** – *Hold the line on bid advertisements and contract repackaging*

Slide projected delay costs to date ~ \$50M - \$70M or more

HART Has Recent Successes

- **Recent Successes**

- *Completed Archaeological Inventory Survey (AIS) in 13 months/under budget*
- *Simplification of Contract Packaging*
- *Prevailed in Federal Court Case*

- **Even More Recent Successes**

- *HDOT Master & Utility Agreements*
- *HECO coordination efforts*
- *Aloha Stadium Consulting Parties Agreement*

Project is Achievable Through Diligence and Commitment to Risk Mitigation

- **Market Factors**
- **Funding & Revenue**
- **Third Parties**
 - HECO
 - HDOT
 - University of Hawaii
- **Right-of-Way**
- **Vehicle Delivery**
- **Train Control & Systems**
- **Interface Coordination**
- **Traffic Management**
- **Regulatory Permits**
- **Procurement**
- **Subsurface**
 - Archaeology
 - Geotech
 - Utilities
- **Fixed Facilities**
- **Technical Capacity & Capability**
- **Safety & Security Certification**

Market Factors

- **Key Variables: Bid Timing**

- **Commodity pricing** – *lumber, concrete, steel, asphalt, etc.*
- **Competition** – *attractiveness of project, quality of design and completeness of contract bid package*
- **Labor** – *availability, cost and harmony between unions*

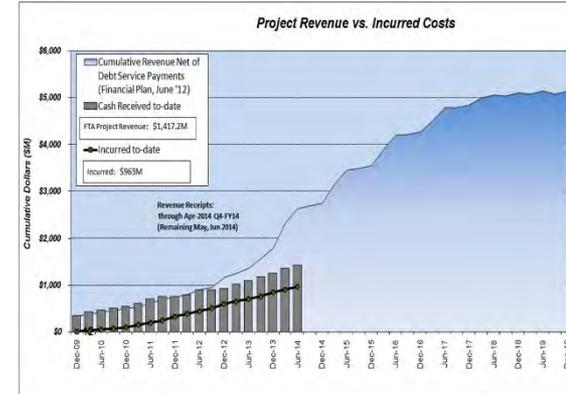
- **Mitigation: Monitor and Manage Risk**

- **Balance schedule and design quality**
- **Industry outreach to eliminate surprises**



Funding & Revenue

- **Key Variables: Cashflow**
 - Full Funding Grant Agreement (FFGA)
 - General Excise Tax (GET) Revenue
- **Mitigation: Monitor and Manage Risk**
 - Maximize Full Funding Grant Agreement (FFGA) reimbursement and turn around time
 - Finance Plan Revisions – *potential savings on financing costs*
 - Cash management – *current balance of \$439.5M through May '14*



HECO



- ***Key Variables: Resource Capacity***
 - Relocations, construction power service
 - Service request and design schedule
 - Delivery of power
- ***Mitigation: Coordinate and Manage Risk***
 - Gain more thorough understanding of HECO's operations
 - Work with Ansaldo to specify train operating power requirements in HECO terms
 - Coordinate relocation schedules with Kiewit and HECO's contractor

HDOT



- ***Key Variables: Trust and Partnership***
 - Use & Occupancy Agreements
 - Design review response cycle time
 - Safety & Security Certification
- ***Mitigation: Coordinate and Manage Risk***
 - Monthly coordination meetings
 - HDOT assigned traffic staff
 - Weekly Multi-Agency traffic management and work zone coordination efforts

University of Hawaii



- ***Key Variables: Short Term Urgency***
 - West Oahu Station
 - Leeward Community College
 - Urban Gardens
- ***Mitigation: Escalate, Coordinate and Manage Risk***
 - Work with UH Administration & legal team on understanding timing and connectivity of activities
 - Assist Kiewit on developing designs to levels acceptable to UH
 - Work with 3rd Party agencies to facilitate UH process and approvals (i.e. HDOT and Department of Planning and Permitting)

Right-of-Way

- ***Key Variables: Extreme Challenge Due to Delays***
 - Court Case delays
 - Remaining isolated properties (i.e. West Oahu Farrington Highway Section, Airport Section, etc.)
 - Relocation properties for displacements
- ***Mitigation: Minimize and Manage Risk***
 - Staff up with supplemental resources to accelerate acquisition schedule
 - Provide property owners with incentives for early possession rights
 - Close coordination with Board, City Council and Federal Transit Administration (FTA)

Vehicle Delivery

- **Key Variables: Timeliness**
 - Final Design Completion
 - Manufacturing & Assembly
 - Initial Inspection & Shipment
 - Testing of Mechanical & Electrical Systems
- **Mitigation: Coordinate, Monitor and Manage Risk**
 - Additional people to oversee manufacturing
 - Requiring mobilization plan for manufacturing and assembly of vehicles from contractor
 - Multi-layered management review of progress and follow through of contractor commitments



Train Control & Systems



- ***Key Variables: Integration Quality & Timeliness***
 - Fixed Facility turn over dates
 - Technical challenges of a Train (and driverless) System
- ***Mitigation: Coordinate, Monitor and Manage Risk***
 - Integrated Core Systems Contract and Fixed Facilities schedules
 - Proactive issue resolution
 - Management of distinct milestones

Interface Coordination



- ***Key Variables: Synchronize Core Systems with Fixed Facilities***
 - Number of contracts, division of work, integrated schedules and turnover dates
 - Many, many design details
- ***Mitigation: Coordinate, Monitor and Manage Risk***
 - Weekly partnering meetings; Core Systems, Guideway and Stations Contractors
 - Issue specific interface coordination meetings

Traffic Management



- ***Key Variables: Multi-Agency Coordination and Public Information***
 - Construction related traffic congestion from multiple parties (i.e. HART, HDOT, HECO, private development, etc.)
 - Street surface conditions
 - Work restrictions may affect contractor productivity
- ***Mitigation: Coordinate, Monitor and Manage Risk***
 - Construction Contract requires submittal of Maintenance of Traffic (MOT) Plans to be approved by HART.
 - Weekly coordination meetings with HART, HDOT, and Department of Transportation Services (DTS)
 - HDOT assigned liaison

Regulatory Permits

- ***Key Variables: Natural and Built Environment Resources***
 - Waiawa Stream
 - Section 404/401 Permits
 - Hazardous materials and contaminated soils
 - Post Record Of Decision NEPA documentation
 - Homeland Security, US Federal Communications Commission (FCC) and Federal Aviation Administration (FAA)
 - Tree reuse and landscaping
 - Fire suppression
- ***Mitigation: Monitor and Manage Risks***
 - Implement requirements of Record Of Decision (ROD) and Mitigation & Monitoring Plan (MMP)
 - Close coordination with Federal Transit Administration (FTA), Federal Aviation Administration (FAA) and other regulators & key stakeholders

Procurement

- ***Key Variables: Timeliness vs. Thoroughness***
 - Market forces
 - Completeness & evolution of contract documents
 - Laws & regulations – delivery platform limitations
 - Threat of protest
- ***Mitigation: Continuous Improvement, Minimize and Control Risk***
 - Proactive constructability reviews from East and West Construction Engineering & Inspection (CE&I) Contracts
 - Refinement of General Terms & Conditions
 - Tailoring Special Provisions to the work & level of design

Subsurface – Archaeology



- ***Key Variables: Inadvertent Discovery of Archaeology Artifacts***
 - 12 Supplemental Archaeology Inventory Survey (AIS) trenches remain
 - New discoveries during utility or other construction activities
- ***Mitigation: Monitor and Manage Risk***
 - Educate and train HART, Construction Engineering & Inspection (CE&I) and construction contract staff
 - Continued on-site Monitoring during construction

Subsurface – Geotech

- ***Key Variables: Cost for Progress***
 - Differing sites
 - Unforeseen conditions and obstructions
 - Court delay impacted data collection and analysis
- ***Mitigation: Assume, Verify and Manage Risk***
 - Continue design with limited geotechnical information
 - Unit cost bid on foundation related activities
 - Confirm final design assumptions once geotechnical information is available



Subsurface – Utilities

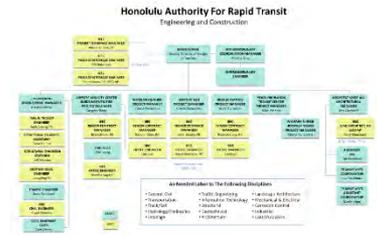
- ***Key Variables: Typical Challenges***
 - Unknown, undocumented utilities (i.e. Navy facilities)
 - Inaccurate “As Built” plans
 - Differing sites
 - Unforeseen conditions and obstructions
 - City Center delayed access
- ***Mitigation: Verify and Manage Risk***
 - Excavate exploratory potholes in critical areas
 - Use bid allowances to reduce price and/or risk premium only to those items of uncertainty

Fixed Facilities



- ***Key Variables: Integration & Timeliness***
 - Integration of station, guideway and systems
 - Construction quality, workmanship and production rates
- ***Mitigation: Monitor and Manage Risk***
 - Approved baseline schedules
 - Timely resolution of conflicts
 - Clear the path for systems installation

Technical Capacity & Capability



- **Key Variables: Soft Cost Budget Limitations**
 - Critical & near critical path schedules increased due to court case
 - HART organizational transition from primarily design to design and construction
- **Mitigation: Monitor and Manage Risk**
 - Filling of key vacant positions
 - Creation of positions to support speed of service requirements



Safety & Security Certification



- ***Key Variables: Certification***

- Ansaldo is in catch up mode due to delay in Core Systems Contract protest
- HDOT – new to Transit as certifying agency
- Coordination and communication of certifiable items and elimination of hazards

- ***Mitigation: Educate, Coordinate and Manage Risk***

- Compliance with list of Safety and Security certifiable items
- Target certification completion 3 months prior to opening

Summary

- **Project has survived many external challenges already and HART is building on their successes**
- **Original budget and schedule have taken hits**
 - *Delay impacts of 13 months due to court cases and procurement protests*
 - *Delays have cost impacts of \$120M to date and the amount is still growing...and more still to come*
- **As a result, a complex project has become more complex**
- **Hold 2017 Interim Opening date for proof of concept.**
- **Project success will be a safe, fully functioning, and operating train system**

Mahalo!



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

www.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

ATTACHMENT F

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update July 17, 2014

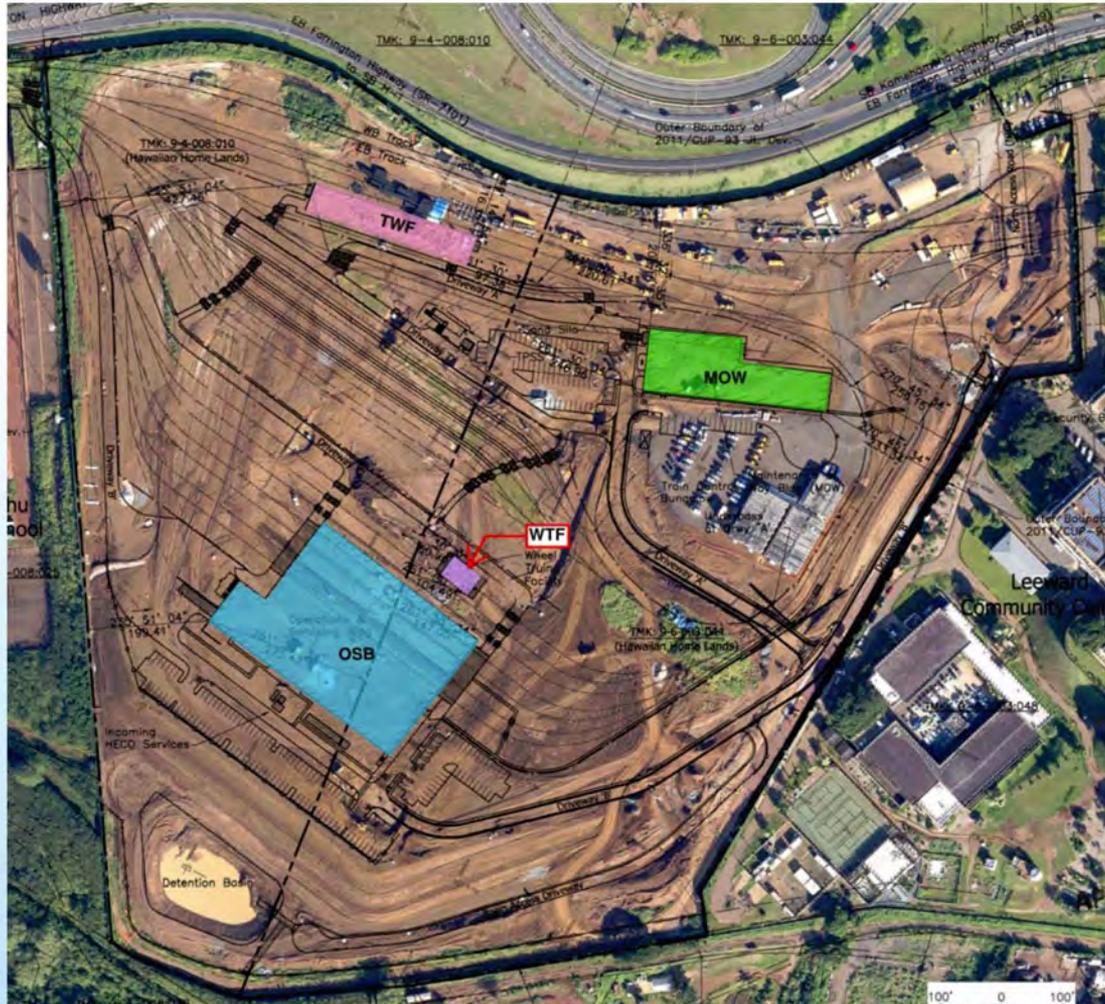
H O N O L U L U R A I L T R A N S I T P R O J E C T

WWW.HONOLULUTRANSIT.ORG

HART

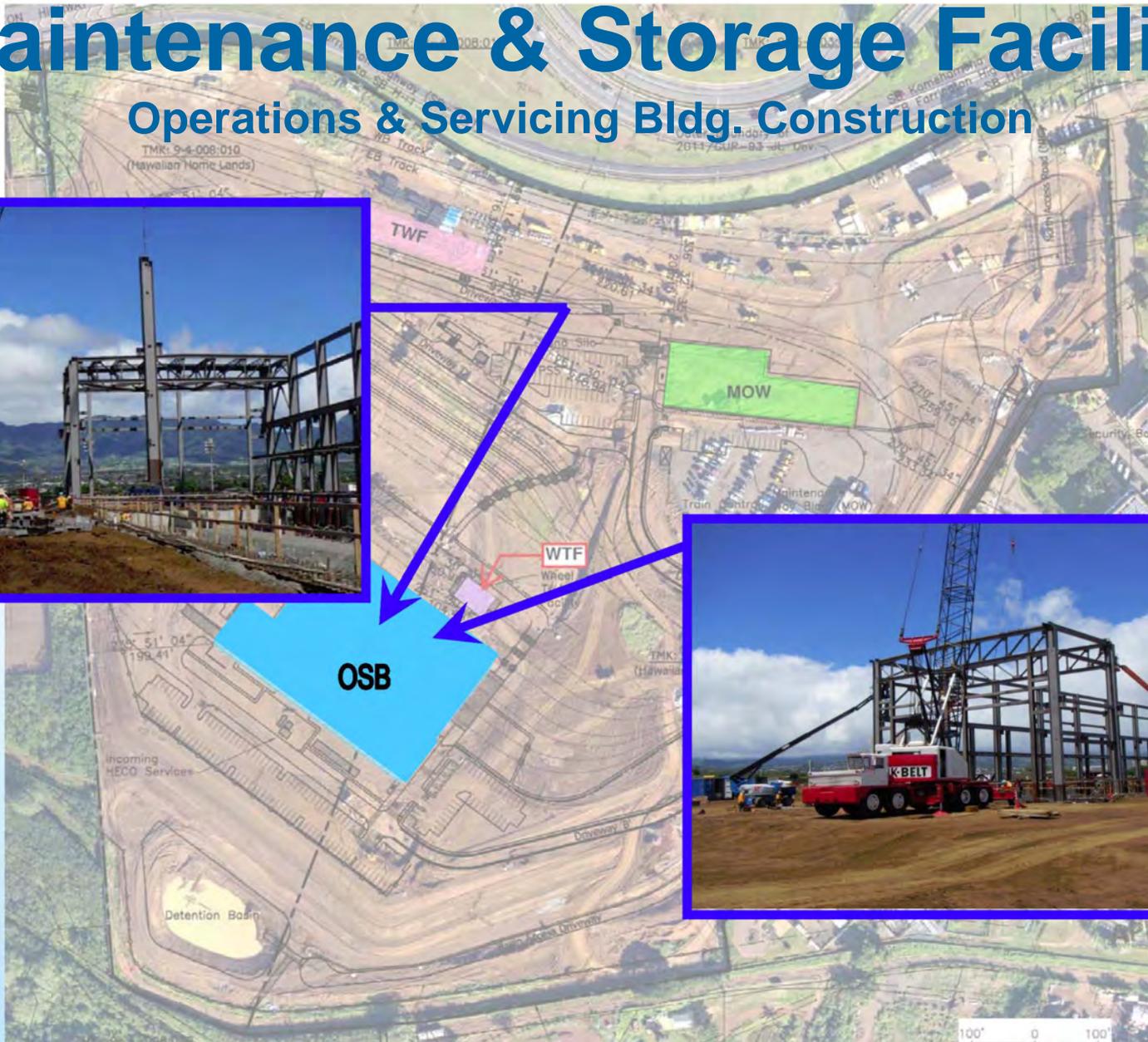
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Maintenance & Storage Facility



Maintenance & Storage Facility

Operations & Servicing Bldg. Construction



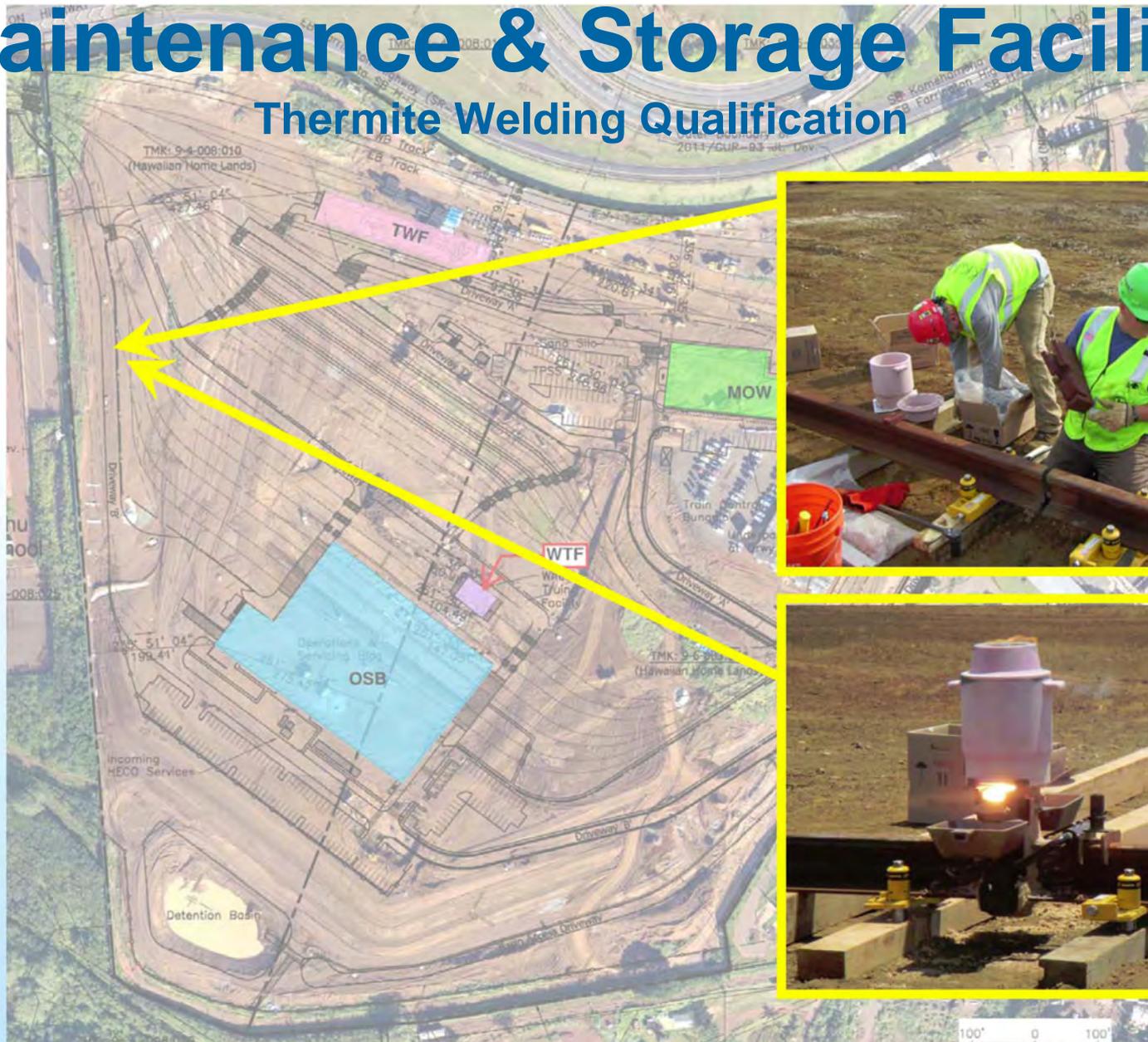
Maintenance & Storage Facility

Utility Installation Construction



Maintenance & Storage Facility

Thermite Welding Qualification



Guideway



Precast Yard & Segments



- Segment hauling
- Underslung truss launch
- Span prior to post tensioning



Utilities, Balanced Cantilever & Underpass



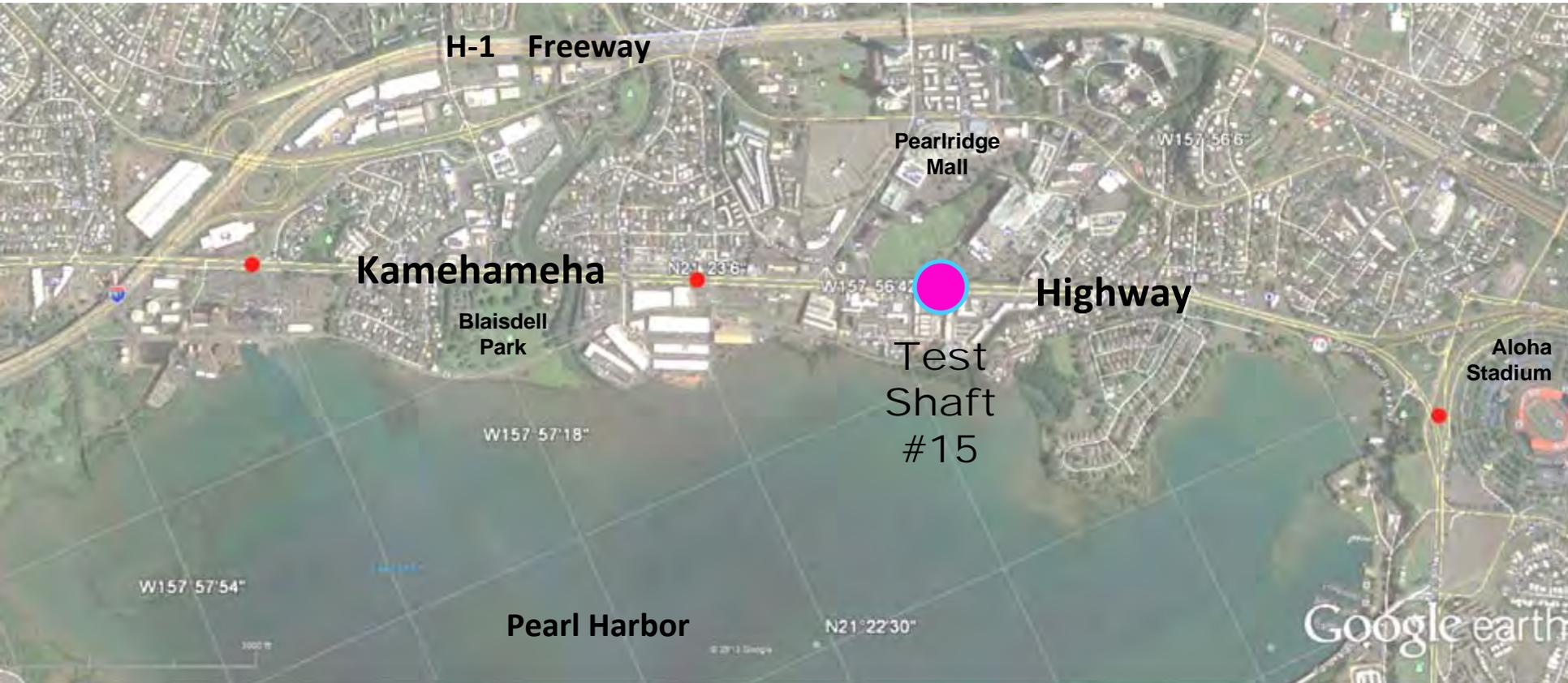
- North Access Underpass
- Grading for Pier 254, mauka H-1
- Trench box installation for drainage work
- Pier at H-1

Columns and Shafts



- Shaft installation between Ft Weaver Overpass
- Column Forms on Kualakai'l Parkway

Kamehameha Highway Guideway



Test Shaft Locations

Kamehameha Highway Guideway



Roadway Widening & Utility Relocations

Traffic Update

Location: Farrington Highway in Ewa between Kualakai Parkway and Old Fort Weaver Road

Work: Overnight utility work



Traffic Update

Location: Farrington Highway at Fort Weaver Road overpass

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



Traffic Update

Location: Farrington Highway between Waipahu Depot Road and Mokuola Street

Work: Preparation for drill shaft work



Traffic Update

Location: Farrington Highway near Waipahu High School

Work: Preparation for drill shaft work



Traffic Update

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

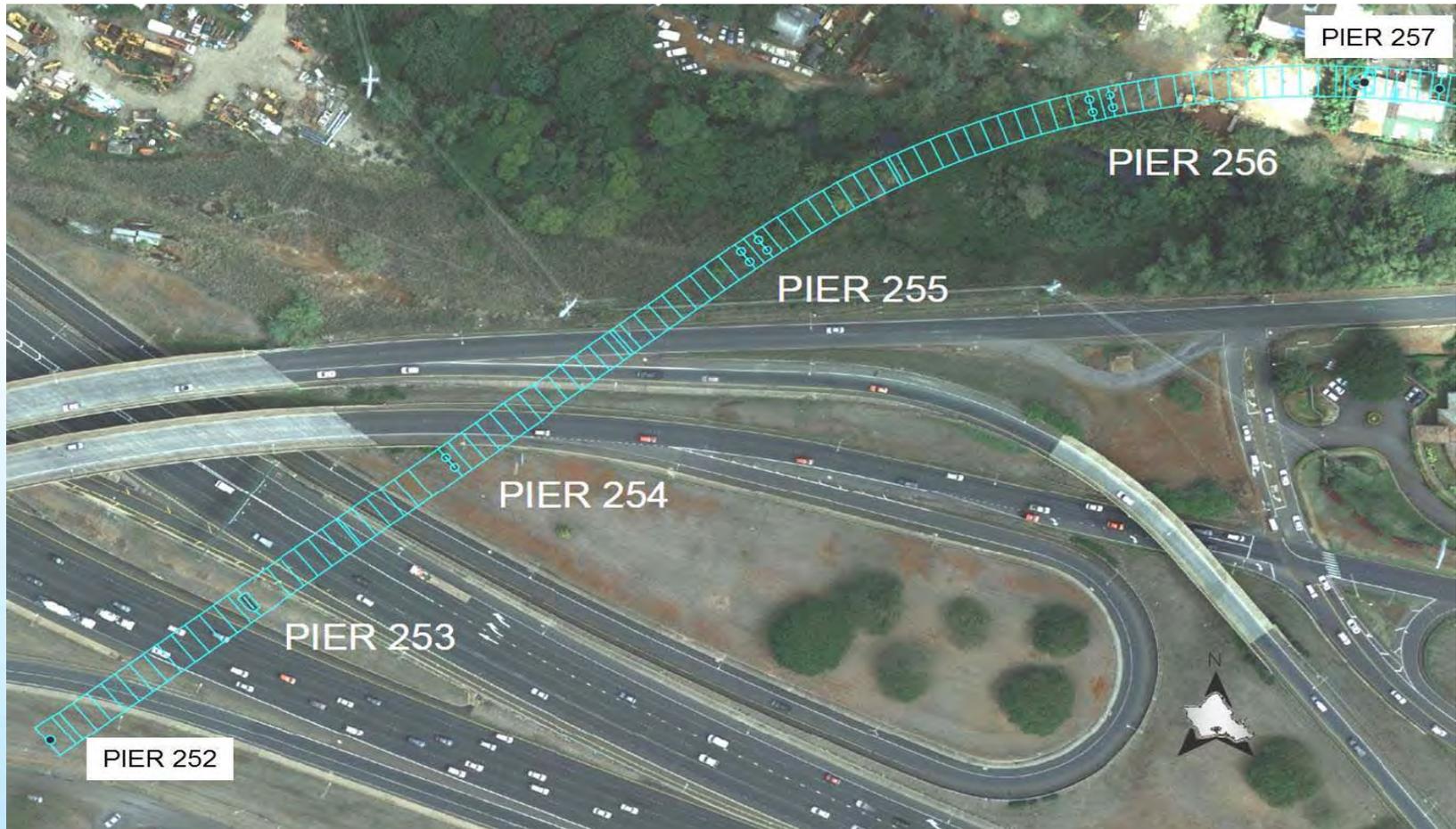
Work: Column work for balanced cantilever work later this fall



Traffic Update

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

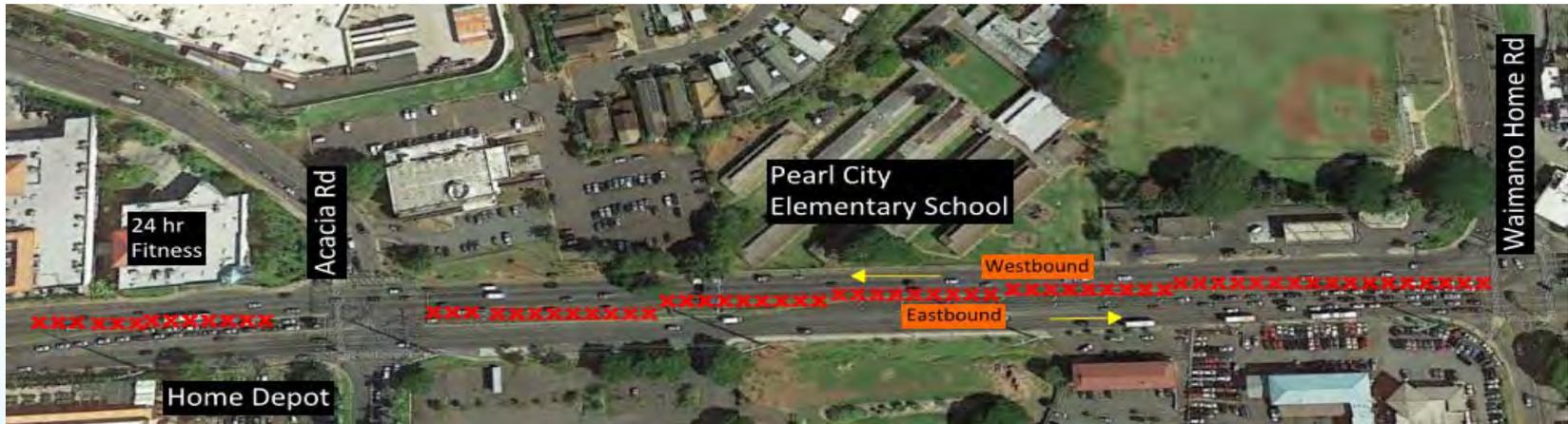
Work: Column work for balanced cantilever work later this fall



Traffic Update

Location: Kamehameha Highway between Acacia Road and Puu Poni Street

Work: Utility relocation work



Traffic Update

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

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



Traffic Update

Location: Kamehameha Highway in Aiea between Lipoa Place and Pali Momi Street

Work: Drill shaft work



WHAT IF a cone was the

only thing

keeping you and your family

safe?



Be aware of where the cones are and please stay safe on the roads.

**Safer Driving.
Safer Work Zones.**

Message brought to you by your local members at:



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HAWAII OPERATING ENGINEERS
INDUSTRY STABILIZATION FUND



Uniting our strengths and working together
for a better tomorrow.

SLOW DOWN

Our daddy works here.



**Safer Driving.
Safer Work Zones.**

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Mahalo!

