

HONOLULU RAIL TRANSIT PROJECT



March 2015 QUARTERLY REPORT



www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

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

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

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

TABLE OF CONTENTS

TABLE OF FIGURES 4

LIST OF ACRONYMS 5

PROJECT MAP 8

1 EXECUTIVE SUMMARY 9

2 OVERALL PROJECT PROGRESS AND FINANCIALS 11

 2.1 Project Progress 11

 2.2 Project Budget 13

 2.3 Project Contingency 13

 2.4 Project Funding 15

 2.5 Project Revenue and Costs 17

3 SCHEDULE..... 18

4 CONTRACT STATUS 21

 4.1 System-Wide 23

 4.2 Section I – West O’ahu/Farrington Highway: East Kapolei to Pearl Highlands 30

 4.3 Section II – Kamehameha Highway: Pearl Highlands to Aloha Stadium 42

 4.4 Section III – Airport: Aloha Stadium to Middle Street Transit Center Station 48

 4.5 Section IV – City Center: Middle Street Transit Center Station to Ala Moana Center 56

 4.6 Project-Wide 60

5 OVERALL PROJECT-WIDE ACTIVITIES 66

 5.1 Permits 67

 5.2 Hawai’i Department of Transportation (HDOT) Agreements 67

 5.3 Utility Agreements 68

 5.4 Right-of-Way 70

6 MANAGEMENT AND ADMINISTRATIVE UPDATES 74

 6.1 Safety and Security 77

 6.2 Quality Management 79

 6.3 Buy America Compliance 82

 6.4 Disadvantaged Business Enterprise (DBE) 82

 6.5 Planning and Environment 83

 6.6 Risk Management 83

 6.7 Community Outreach 89

 6.8 Staffing 91

APPENDICES 92

 A. Action Items 93

 B. Project Contingency Management General Background and Clarifications 94

 C. Project Cost Reports 100

 D. Procurement and Contract Status 107

 E. DBE Participation 109

 F. Risk 111

 G. Project Organization Chart 112

 H. Indices on Key Commodities 113

 I. Project Photos 114

Table of Figures

Figure 1. Overall Project Progress (% Complete) 11

Figure 2. Construction Progress (% Complete) 11

Figure 3. Design Progress (% Complete) 12

Figure 4. Utilities Progress (% Complete)..... 12

Figure 5. Project Contingency Budget 13

Figure 6. Draft Cost Contingency Drawdown Chart 14

Figure 7. Planned vs. Received Project Funding..... 15

Figure 8. Project Funding Sources (YOE \$M)..... 15

Figure 9. New Starts Drawdown by Federal Fiscal Year 16

Figure 10. Project Revenue versus Incurred Costs..... 17

Figure 11. Cash Balance Summary 17

Figure 12. H RTP Master Project Schedule Summary (MPSS)..... 19

Figure 13. Utility Agreements Status 68

Figure 14. Right-of-Way Status for the Parcels 70

Figure 15. Relocation Status for the Occupants..... 71

Figure 16. Third-Party Agreement Status..... 72

Figure 17. DBE Participation this Month..... 82

Figure 18. Risk Matrix..... 87

Figure 19. Top Project Risks 87

Figure 20. Risks Added 88

Figure 21. Risks Deleted 88

Figure 22. HART’s public outreach team participated in the Auto Show, providing project information to the public..... 90

Figure 23. HART held its third Industry Day to encourage participation in the project’s construction program..... 90

Figure 24. Staffing Activities..... 91

Figure 25. Project Staffing (Actual vs. Planned) 91

LIST OF ACRONYMS

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

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

THIS PAGE INTENTIONALLY LEFT BLANK



***HIGHLIGHT OF THE MONTH: IWILEI STATION**
Serving the Iwilei, Kalihi and Outlying Residential Areas



Station Features:

- ADA Pedestrian Access
- Bicycle Parking
- Elevators and Stairs
- Kiss-and-Ride
- Taxi Area
- TheBus – Local service along Dillingham Blvd
- TheHandi-Van Pick-up/Drop-off
- Platform Type: Side
- Planned # of Entrances: 1

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

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH

Project Overview

The project continued to successfully move forward with the following milestones being reached in March: the completion of nearly 100 spans and nearly 150 columns, as well as completing nearly 70 percent of the Maintenance and Storage Facility yard.

In March, HART opened the bids for the contract to build the three rail stations in the Farrington Highway Station Group.

Five companies submitted bids to build the West Loch Station, the Waipahu Transit Center Station and the station at Leeward Community College.

Hawaiian Dredging Company’s bid was \$78,999,000. Nan, Inc. submitted a bid of \$85,074,478. Hensel Phelps’ bid was \$88,016,525. Watts Constructors’ submitted a bid of \$88,803,553, and Ralph S. Inouye Company’s bid was \$117,515,520.



HART plans to advertise for bids for the next set of three west side stations in April.

Industry Day

HART held its third Industry Day, an outreach event designed to provide the construction industry with information regarding the rail project’s upcoming contracts, with the goal of generating participation and competition.

The project’s remaining construction contracts are scheduled to be advertised by the end of the year, and Industry Day is one of several ways HART reaches out to the construction industry to encourage competition and ultimately the best price possible for its contracts.



Aloha Stadium Station Community Workshop

The Department of Planning and Permitting held its first Community Workshop for the Halawa area Transit-Oriented Development (TOD) Plan. At the workshop, ideas for the communities surrounding the Aloha Stadium rail station were discussed, including how the new station can create opportunities for affordable housing, jobs, improved safety and shopping choices.

Cost:

Project Costs Summary Through Feb. 27, 2015		
	Current Budget (\$M)	Incurred To Date (\$M)
Project Budget	\$4,433.0	\$1,410.2
Project Contingency	\$515.6	\$0.6
Finance Charges*	\$173.1	\$0.0
TOTAL	\$5,121.7	\$1,410.8

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

Schedule:

Project Progress Through Feb. 27, 2015				
	Actual		Early Plan	Late Plan
Overall Project Progress	32.5%		50.3%	41.5%
Overall Construction Progress	24.4%		42.6%	33.6%
Overall Design Progress	83.9%		96.0%	91.2%
Overall Utilities Progress	14.8%		42.1%	26.1%

Overview:Core Systems Contract (CSC)

The CSC contractor is continuing to progress through Interim Design into Final Design. Qualification and design verification tests are on-going. The safety certification team is starting the process of signing off design verification elements. Construction interface and mobilization planning is on-going in preparation for the initial work scheduled to begin at the MSF. Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities are on-going. HART has provided revised construction access milestone dates for facilities work and the CSC is incorporating these dates into its schedule. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contract is on schedule to meet the requirements of the Farrington Highway Station Group contract and the West O'ahu Station Group contract. The manufacturing and installation of the escalators and elevators is dependent on the award and construction of the individual stations. The actual release for manufacturing dates will be in concert with the actual bid and award date for the various stations. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

HART continues to work with the contractor to improve production rates. Kiewit Infrastructure West Company (KIWC) has submitted a revised baseline schedule, which reflects a four month delay to the contractual substantial completion date. KIWC and HART are working to mitigate the impacts to the critical path activities, including the LCC Construction Right of Entry Agreement with the University of Hawai'i (UH). HART has reviewed and provided comments to the schedule baseline revision which includes the resequencing of the work activities. These are being analyzed to minimize Program impacts prior to HART's acceptance of the KIWC rebaseline schedule. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

Work on utilities has progressed as well as rail yard work with commencement of track work, switch installation, ballast, rail welding and traction power distribution with associated train control. Work in the OSB, MOW and WTB have progressed with roofing, siding and interior partitions and rough-ins. Permits have been received for the Train Wash Facility. Excavation and foundation work is scheduled for next month. Overall, the project is progressing per plan. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Construction of the drilled shafts is ongoing at both the east and west ends of the project. The alternative MOT plan closing a westbound lane of traffic 24/7 along Kamehameha Highway has been implemented from Waimano Home Road westward. HECO's lack of productivity continues to affect the contractor's schedule. KIWC is mobilizing additional equipment to mitigate these impacts. (See Section 4.3.A for details)

Airport Section Utilities Construction Contract

The Airport Section Utilities Construction contract is approximately one month behind the baseline schedule due to Navy right of entry issues. Nan and HART are working to mitigate the schedule impacts. Potholing and ITS system installation are current activities occurring in the field. Water and sewer line relocations have begun in some areas along Kamehameha Highway, but are being monitored for impacts by ongoing Navy ROE issues. (See Section 4.4.B for details)

Airport Seven Piers Construction Contract

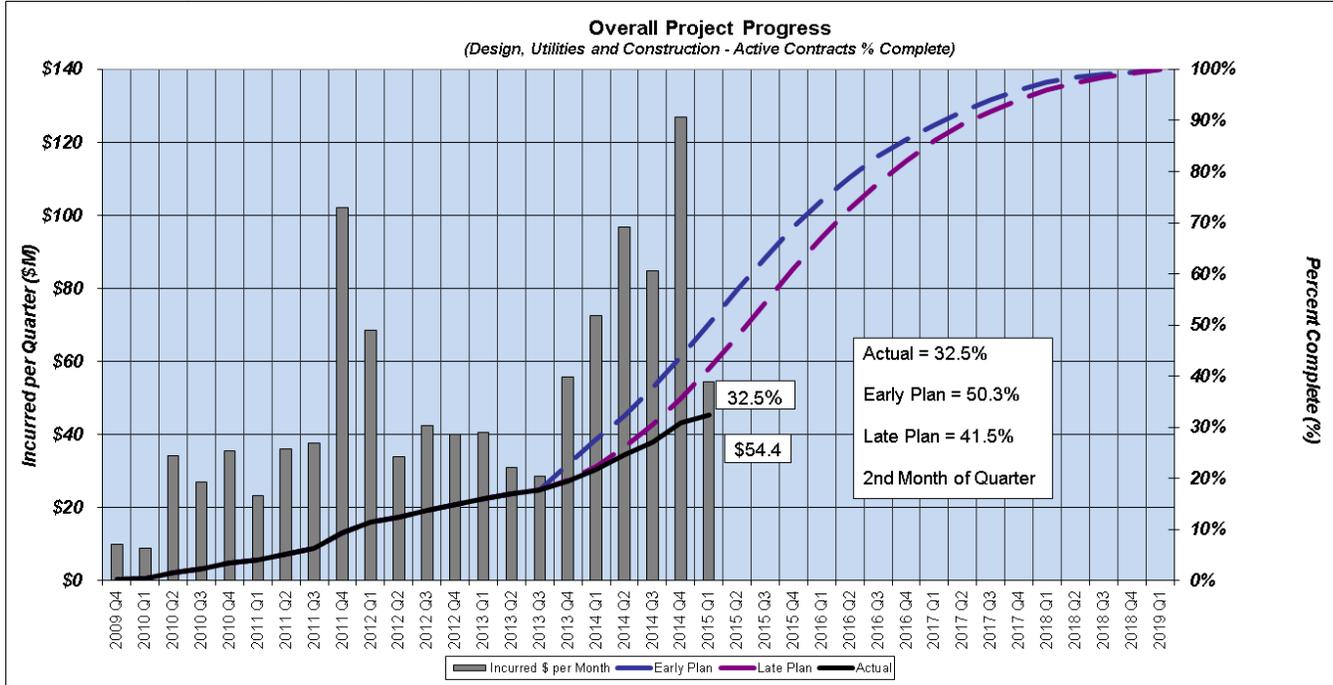
The Airport Seven Piers Construction contract is ahead of schedule. Hawaiian Dredging Construction Company/Condon-Johnson & Associates (HDCC/CJA) have successfully installed concrete shafts for Piers 546, 547, 548, 549, 550, 551R and 552R; CSL testing is in progress. Utility work at Piers 550 and 548 were completed in March. (See Section 4.4.C for details)

2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of Feb. 27, 2015)

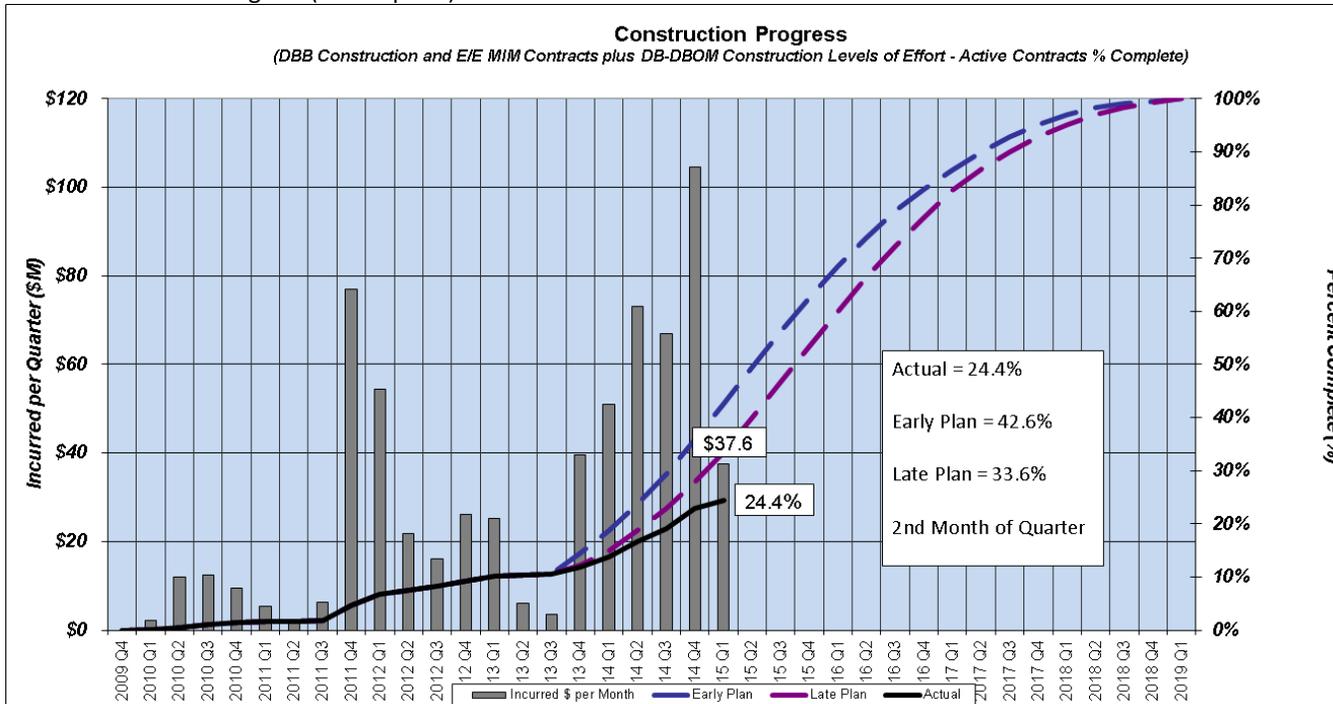
- Note:
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
 - Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
 - Late Plan = Latest dates activities can begin and finish and not have an impact on completion date,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

Figure 1. Overall Project Progress (% Complete)



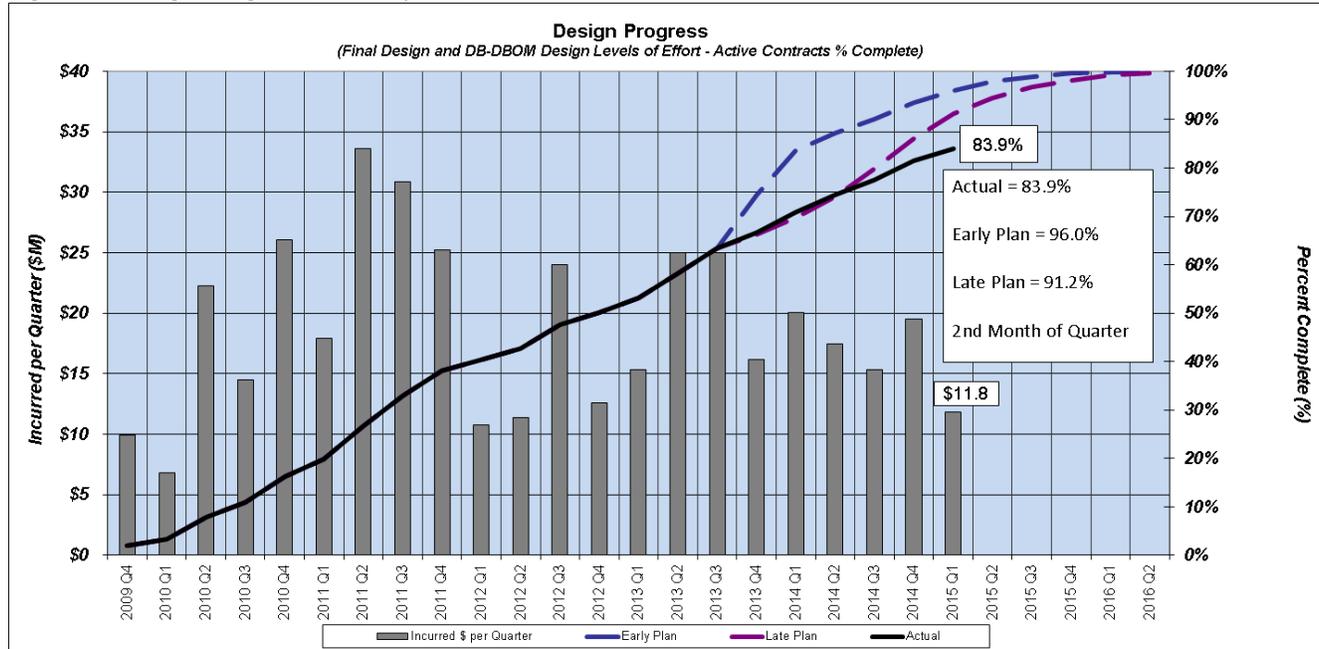
At present “overall” project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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

Figure 2. Construction Progress (% Complete)



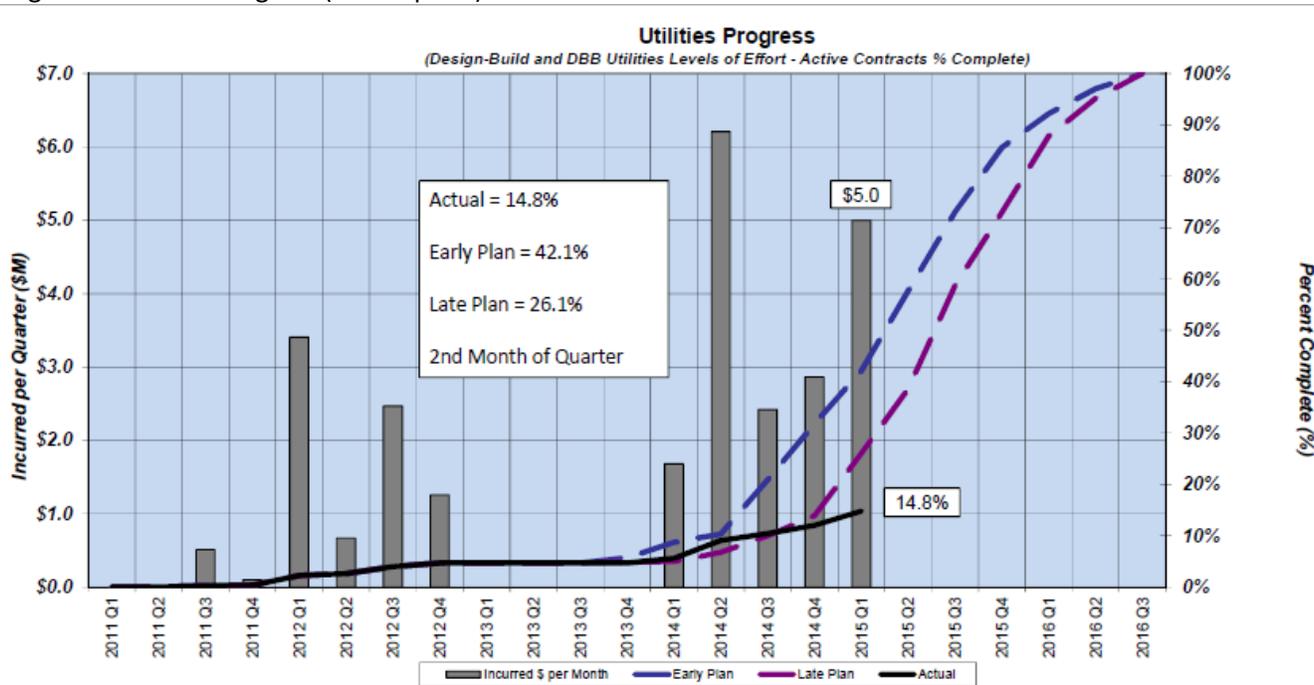
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 3. Design Progress (% Complete)



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

Figure 4. Utilities Progress (% Complete)



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

2.2 Project Budget (data as of Feb. 27, 2015)

- FFGA Project Budget = **\$5,121.7M**
 - Current Project Budget - \$4,433M
 - Current Project Contingency - \$515.6M
 - Project Finance Charges - \$173.1M

- Total Incurred Cost = **\$1,410.8M** (31.8% of current project budget)

*Total Incurred Cost = \$1,410.8M
(previous report = \$1,388.3M)*

2.3 Project Contingency (data as of Feb. 27, 2015)

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

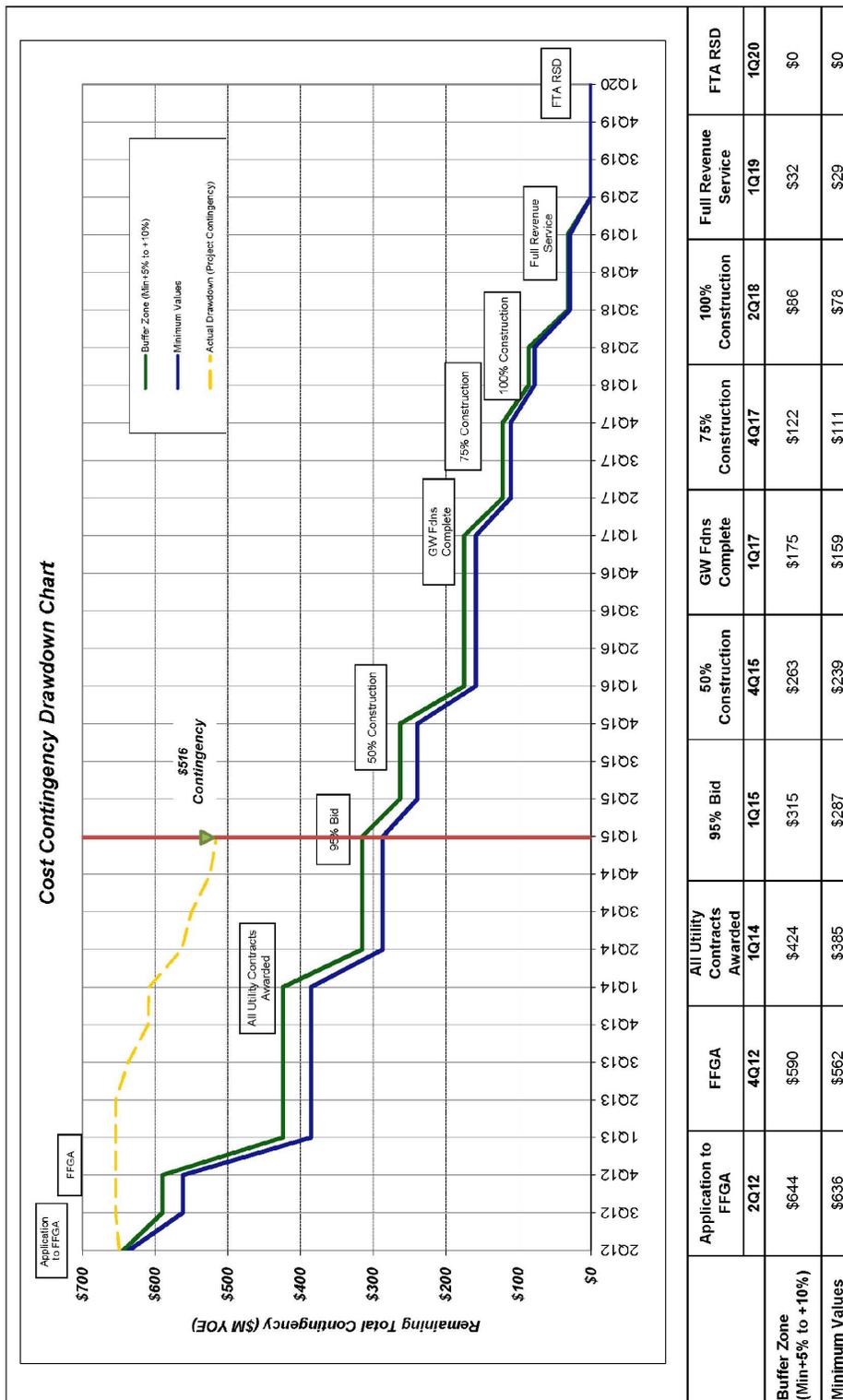
- Current Project Contingency Balance = **\$515.6M**
 - Contingency drawdown to date - \$128.0M (19.9% of baseline project contingency budget)
 - \$4.2M contingency drawdown during February 2015. Please see Appendix B for more details.

*Current Contingency Balance = \$515.6M
(previous report = \$519.8M)*

Figure 5. Project Contingency Budget

Project Contingency Budget		
Contingency	SCC Code	Budget (\$M)
Unallocated Contingency	90.01	\$101.9
Allocated Contingency	90.02	\$540.1
Allowances	90.03	\$1.6
Baseline FFGA Project Contingency Budget	90.01 - 90.03	\$643.6
Contingency drawdown through December 2014 Report	90.01 - 90.03	(\$101.1)
Contingency drawdown January 2015 Report	90.01 - 90.03	(\$18.7)
Contingency drawdown February 2015 Report	90.01 - 90.03	(\$4)
Contingency drawdown March 2015 Report	90.01 - 90.03	(\$4.2)
Contingency drawdown to date	90.01 - 90.03	(\$128)
Current FFGA Project Contingency	90.01 - 90.03	\$515.6

Figure 6. Draft Cost Contingency Drawdown Chart



Data as of 2/27/15 - February '15 Reporting Period

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

2.4 Project Funding (data as of Feb. 27, 2015)

Figure 7. Planned vs. Received Project Funding

Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue ⁴	0	1,550	340	340
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	1026	1,404
Total	385	5,356	1,670	2,055

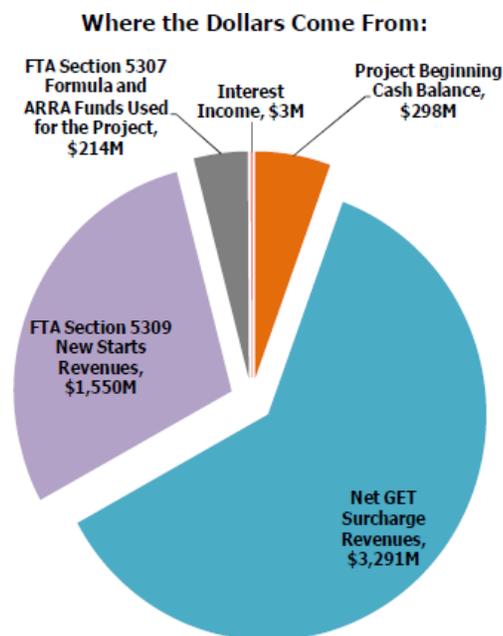
¹ GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

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

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

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

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



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge
 - \$1,026M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$1,066M = Projected Net GET Surcharge Revenue for FYs 2010-3Q 2015, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - GET receipts are currently running 4% short of projections to date, or \$40M behind.
 - \$40M shortfall is approximately 1.2% of the total GET surcharge projections per the FFGA Financial Plan of \$3.291B.
 - \$0 = GET surcharge received in February 2015
- Full Funding Grant Agreement (FFGA)
 - \$0 = New Starts drawdown received in February 2015.
- The \$5307 funds for the Project, per the Financial Plan, are \$210M.

Total Cash Received Since PE = \$1,670M
 (previous report = \$1,670M)

GET Received Since PE = \$1,026M
 (previous report = \$1,026M)

GET Received Since 2007 = \$1,404M
 (previous report = \$1,404M)

Figure 9. New Starts Drawdown by Federal Fiscal Year (as of Feb. 27, 2015)

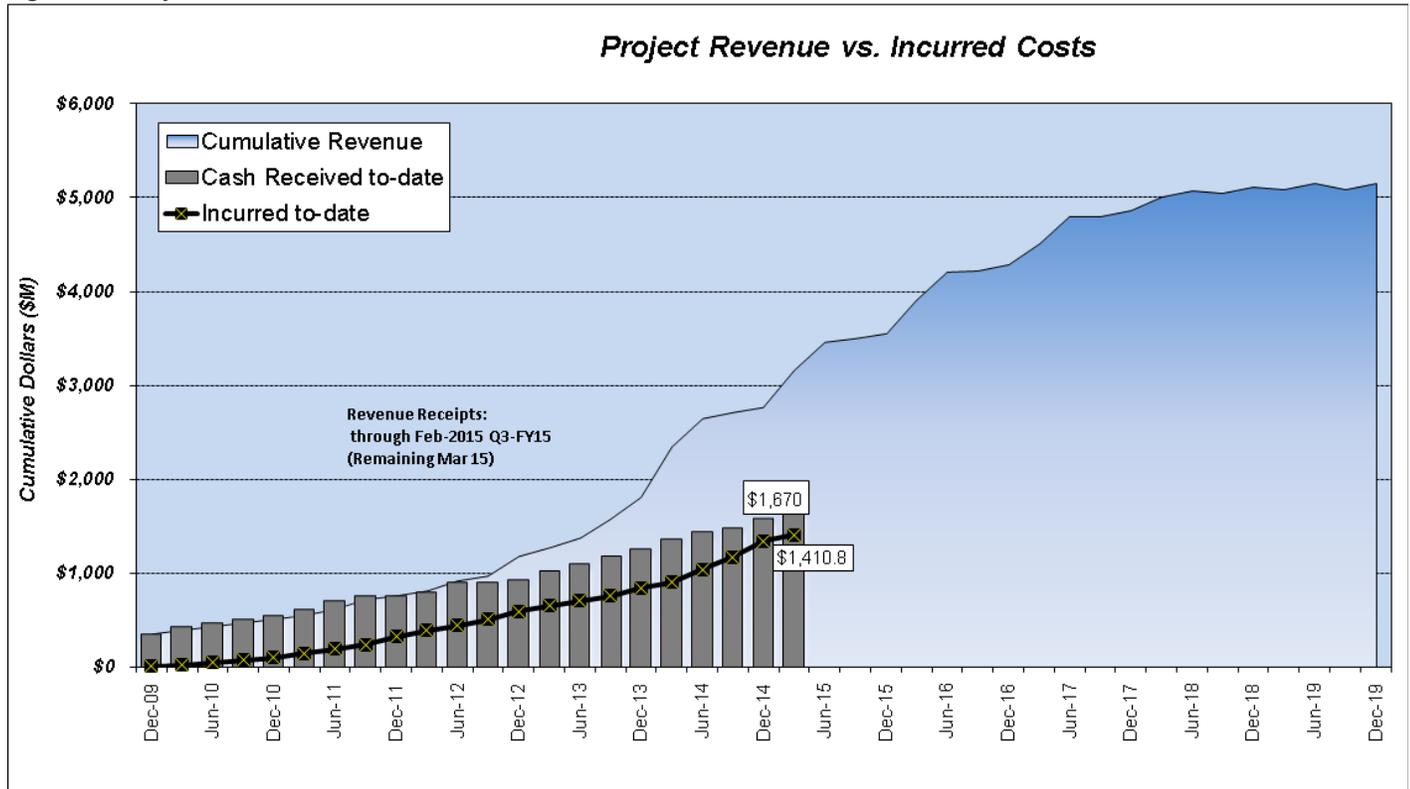
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	\$15,190,000	\$15,190,000	\$0	
2009	\$19,800,000	\$19,800,000	\$0	
2010	\$30,000,000	\$30,000,000	\$0	
2011	\$55,000,000	\$55,000,000	\$0	\$20,607,242
2012	\$200,000,000	\$200,000,000	\$0	\$99,382,758
2013	\$236,277,358	\$19,883,262	\$216,394,096	\$258,280,277
2014	\$250,000,000	\$0	\$250,000,000	\$441,719,724
2015 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2016 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2017 (pending)	\$243,732,642	\$0	\$243,732,642	\$230,010,000
Total	\$1,550,000,000	\$339,873,262	\$1,210,126,738	\$1,550,000,000

2.5 Project Revenue and Costs

(data as of Feb. 27, 2015)

Ending Cash Balance 2/28/15 = \$347.6M
(previous report = \$347.0M)

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = Feb. 27, 2015

Figure 11. Cash Balance Summary

FEBRUARY 28, 2015 CASH BALANCE SUMMARY		
	FEBRUARY	YTD Cumulative
Beginning Cash Balance	346,983,254	441,011,319
Expenditures:		
Operating Expenditures	(1,823,156)	(10,234,059)
Capital Expenditures	(25,236,750)	(323,271,694)
Expenditures Total:	(27,059,907)	(333,505,753)
Receipts:		
GET Surcharge	0	155,773,862
FTA Drawdown*	27,560,845	83,913,236
Interest	12,566	161,482
Other (rental, refunds, copy fees, etc.)	100,472	243,086
Receipts Total:	27,673,884	240,091,665
Ending Cash Balance 02/28/15	347,597,232	347,597,232

*January's \$27.6M FTA drawdown was recorded on Feb 3, 2015

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

3 SCHEDULE

(data as of Feb. 27, 2015)

OVERVIEW

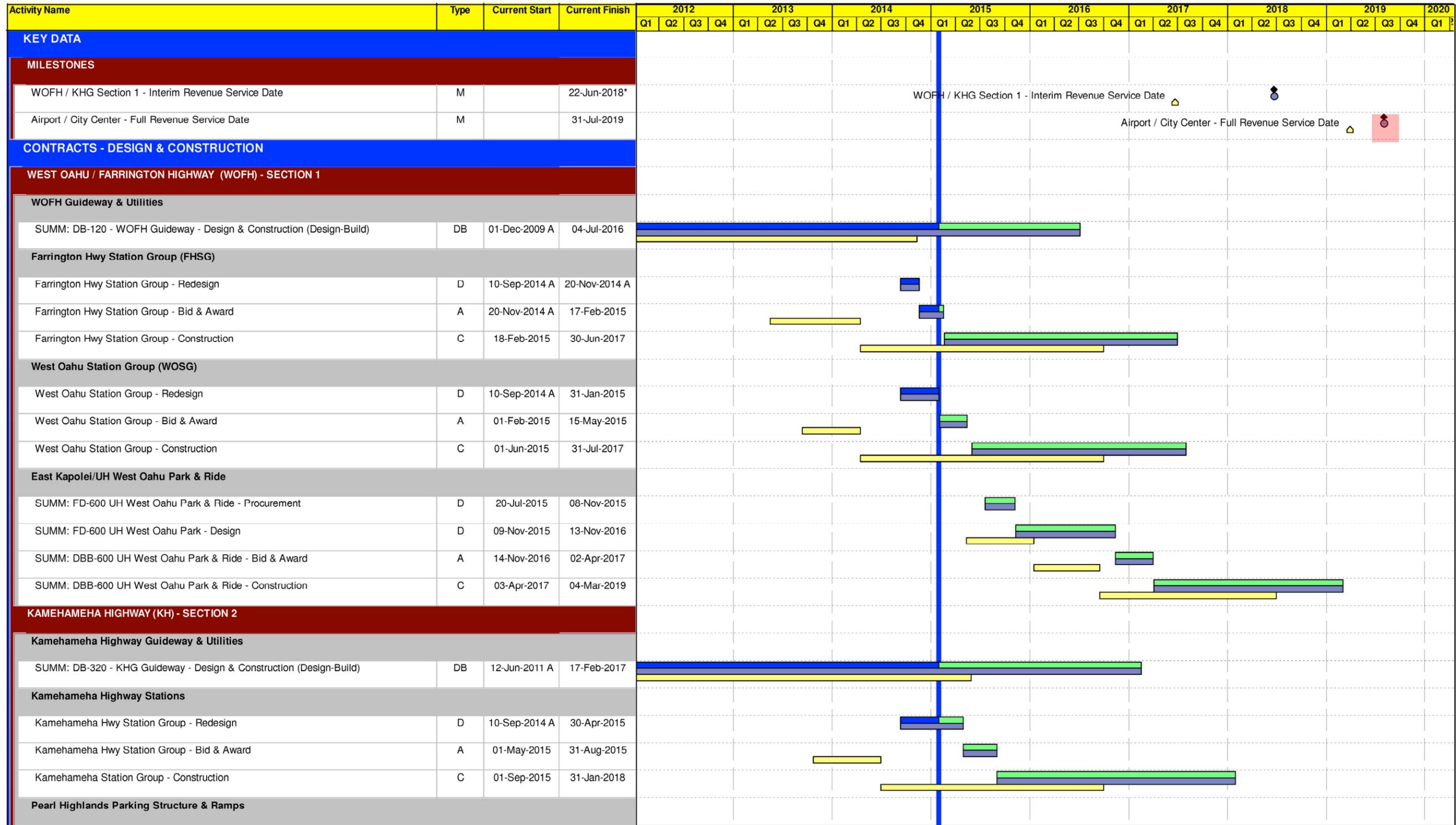
- HART is currently revising its procurement strategy for the east guideway, stations and utility relocations. Once completed, HART will update the design, bid/award and construction dates shown in the monthly MPS summary. Until then, the November MPS forecasts for the Interim Revenue Service Date and the Full Revenue Service will be shown for reference.
- HART continues to closely monitor, review and manage all active construction packages. Previously reported delays continue to be addressed by the project teams. See contract pages for further details.

KEY ISSUES

- Guideway construction contractor progress is behind approved planned schedules.
- Right-of-way acquisition, third-party interface and utility relocations continue to be areas of concern for program completion.

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

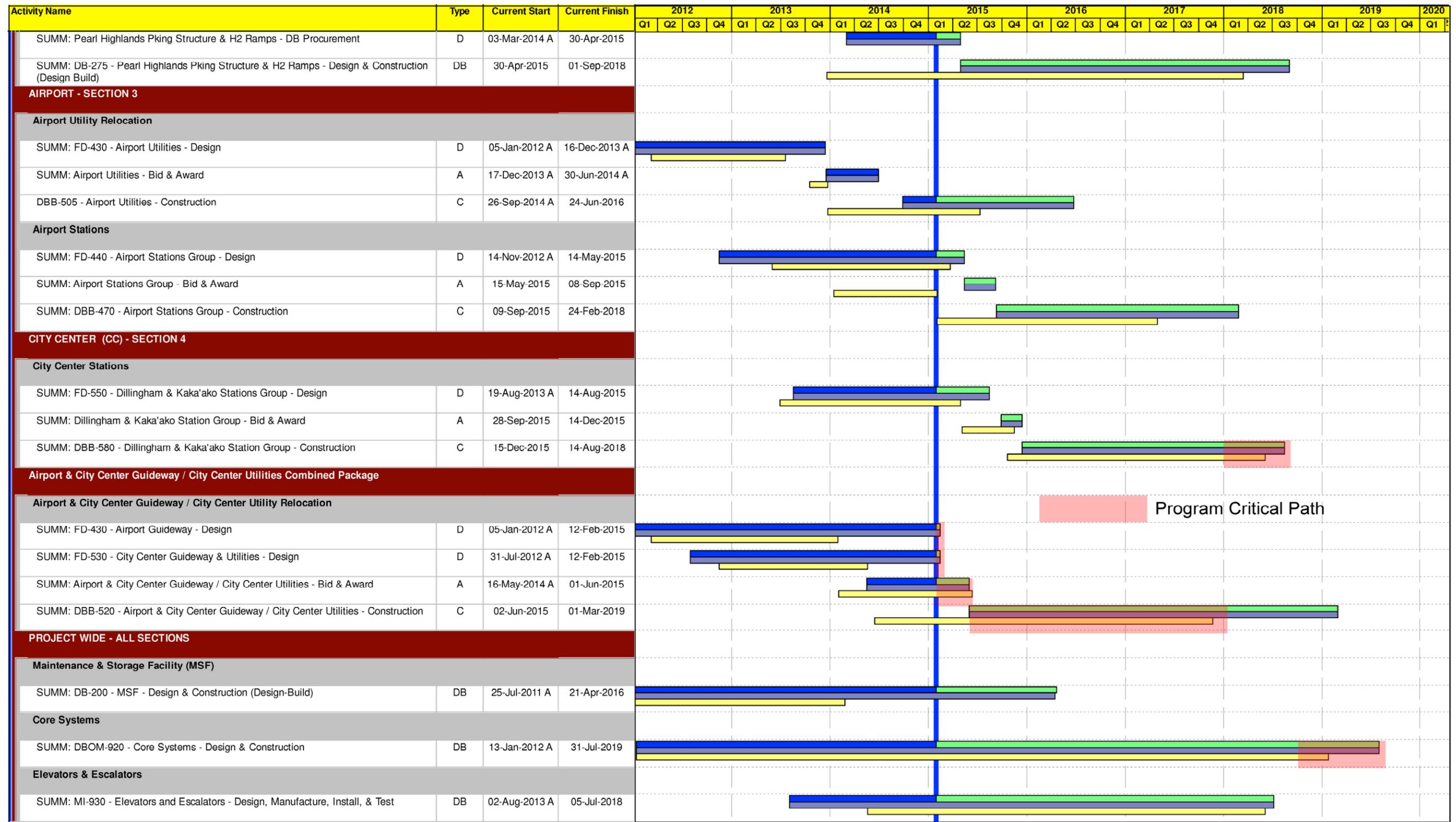
The MPSS is statused against the FFGA Baseline MPS. The baseline and actual/planned durations of each contract are displayed for comparison.



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

Printed: 18-Mar-2015 18:19
Honolulu Rail Transit Project
February 2015 Update
 As of: 27-Feb-2015

Page 1 of 2
MPS Summary
Design & Construction Contracts



Program Critical Path



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

Printed: 18-Mar-2015 18:19
Honolulu Rail Transit Project
February 2015 Update
 As of: 27-Feb-2015

Page 2 of 2
MPS Summary
Design & Construction Contracts

4 CONTRACT STATUS

Core Systems Contract (Section 4.1.A)

OVERVIEW

- Vehicle Aluminum Carshell Manufacturing is moving forward in Reggio Calabria, Italy.
- Progressing with sub-system testing and design verification activities.
- No Change Orders were executed this month.

Fare Collection System (Section 4.1.C)

OVERVIEW

- Fare Collection system RFP is under preparation to be released in April 2015.
- Fare Collection Technical Support RFQ was released on March 24, 2015.
- Fare System Vendor RFP release is contingent upon completion of a funding MOU with the City and County of Honolulu. NTP for the RFQ for Fare System technical support is also contingent upon the RFP release date confirmation.

KEY ISSUES

- Confirmation of DTS multiyear project funding.
- Resolving funding commitment by DTS in MOU.

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

OVERVIEW

- Consistent Span Erection/Stressing Construction Progress – maintaining consistency in production.
- Leeward Community College (LCC) Portables and Parking Lot Change Order – Change Order 063, Procurement of LCC Portables/Parking Lot has been executed to allow KIWC to procure four (4) portable buildings for LCC. The procurement of the buildings are long lead time items which have been on the project's critical path. Once the buildings are installed, work can begin at the LCC Station area.
- Balanced Cantilever System (BCS) Form Advancement and Mechanically Stabilized Earth (MSE) Wall by Pier 251 – BCS construction is progressing as scheduled. Pier tables and segments for 253, 254 and 255 are in various levels of completion. Both sets of travelers will be fully assembled by the beginning of April. Work for the MSE wall at the west entry to the MSF is on schedule and is in coordination with the MSF Project.

KEY ISSUES

- Hawai'i Department of Health (DOH) Section 401 Permit (for additional detail, see 4.2.A Key Issues)
- Span 67 & Span 17 Damage and Repair (for additional detail, see 4.2.A Key Quality Issues)
- Drill Shaft Quality/Repairs (for additional detail, see 4.2.A Key Quality Issues)

Maintenance and Storage Facility (Section 4.2.D)

OVERVIEW

- Track work has commenced in the rail yard with the setting of rail switches serving the seven storage tracks. Utilities, subballast, ballast, rail ties, traction power duct banks, substation and train control conduits are proceeding in advance of track work. Roofing and siding is underway for the OSB, MOW and WTB structures. Interior slab work and partitions are also being placed. Associated utility rough in is progressing, including conduits and raceway for the Core Systems Contractor.

KEY ISSUES

- HECO interface with installation of incoming power will be required to support commissioning of building systems and train maintenance including bridge cranes and the wheel lathe.
- Coordination with the abutting WOFH main line contract for completion of site access in the east and west yards including rail, vehicular access and utility interconnection.
- Rail, access and building completion in support of train car delivery and assembling, including site access and internal movement of assembled rail cars.

Kamehameha Highway Guideway (Section 4.3.A)OVERVIEW

- Construction of the drilled shafts is ongoing at both the east and west ends of the project.
- The alternative MOT plan closing a westbound lane of traffic 24/7 along Kamehameha Highway has been implemented from Waimano Home Road westward. Traffic impacts are being monitored.
- HECO's lack of productivity continues to affect the contractor's schedule. KIWC is mobilizing additional equipment to mitigate these impacts.

KEY ISSUES

- HECO work continues to be delayed, and has impacted the current shaft installation schedule and is causing additional mobilization and productivity impacts by KIWC.
- Permanent easements: the design-builder has identified 14 locations that are believed to require permanent easements for relocated utilities. KIWC and HART are working together to resolve this issue, but will need agreement from HECO to proceed under a right of entry (ROE) while easements are being obtained.
- HDOT betterments: a meeting between HART and HDOT was held and betterments acknowledged by HDOT. Lack of an HDOT funding source may delay implementation of betterments; if the delay in funding acquisition is substantial, it may no longer be feasible to implement the additional work.

Final Design Contracts (various sections)OVERVIEW

- Active Procurements:
 - Bids for the Farrington Highway Stations Group (FHSG) construction contract were opened on March 3, 2015. HART is evaluating the bids received.
 - Bid opening for the H2R2 Ramp construction contract has been postponed until April 28, 2015.
- Upcoming Procurements:
 - Request for Bid documents for the West O'ahu Stations Group (WOSG) construction contract will be advertised on April 13, 2015.
 - HART is preparing the Airport Guideway and Stations Design-Build (DB) package.
 - HART is establishing the requirements for the upcoming City Center Guideway and Stations DB package.
 - HART is determining the scope for a potential City Center Utilities Design-Bid-Build (DBB) package.

KEY ISSUES

- HART is evaluating and implementing cost reduction alternatives throughout the project. For DBB contracts, final designs are being revised to reduce construction costs. For DB contracts, proposed contract requirements are being tailored to promote cost savings where appropriate.

Airport Utilities (Section 4.4.B)OVERVIEW

- Utility relocations along Kamehameha Highway have started for DBB-505 with the installation of the S18 (JSS1040) and W24 (JW1012). LPR camera installations are nearing completion.

KEY ISSUES

- ROE into Navy property and concurrence from Navy to work on Navy utility located in HDOT ROW.
- Noise variance permit for night work is being held up by DOH.

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

- Shafts excavation and concrete placement has been completed for all seven piers.
- Pier 550 utility relocation progressed, but was delayed by encountering an unforeseen concrete drain box structure.
- Relocation of the 4-inch irrigation line at Pier 546 progressed.
- Installation of three (3) concrete manhole structure and 30-inch drain progressed, but was delayed as a result of encountering an existing concrete duct bank which required the 30-inch drain pipe to be installed 18-inches higher to avoid conflict with the duct bank. This remedy will require additional drain pipes to be installed from DMH-2 to DMH-3 in order to prevent standing water in DMH-2.
- CSL tests have been performed on Piers 550, 551R, 552R and 549
- Temperature reading on the shaft concrete peaked in the range of 160° to 165°.

KEY ISSUES

- Change Order #1 for the additional utility relocation work has been executed.
- Change Order for CSL testing is being processed for execution.
- Direction on finished CMP elevations are being worked on (Active RFI); this is related to the ongoing coordination with HDOT-A and Kiewit for the CONRAC project.

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Contract Start Date: January 2012

Contract Substantial Completion: March 2019

Projected Substantial Completion: July 2019

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



Project Overview: The CSC contractor is continuing to progress through Interim Design into Final Design. Qualification and design verification tests are on-going. The safety certification team is starting the process of signing off design verification elements. Construction interface and mobilization planning is on-going in preparation for the initial work schedule to begin at the MSF. Passenger vehicle manufacturing, key system manufacturing, design verification and qualification testing activities are on-going. HART has provided revised construction access milestone dates for facilities work and the CSC is incorporating these dates into its schedule.

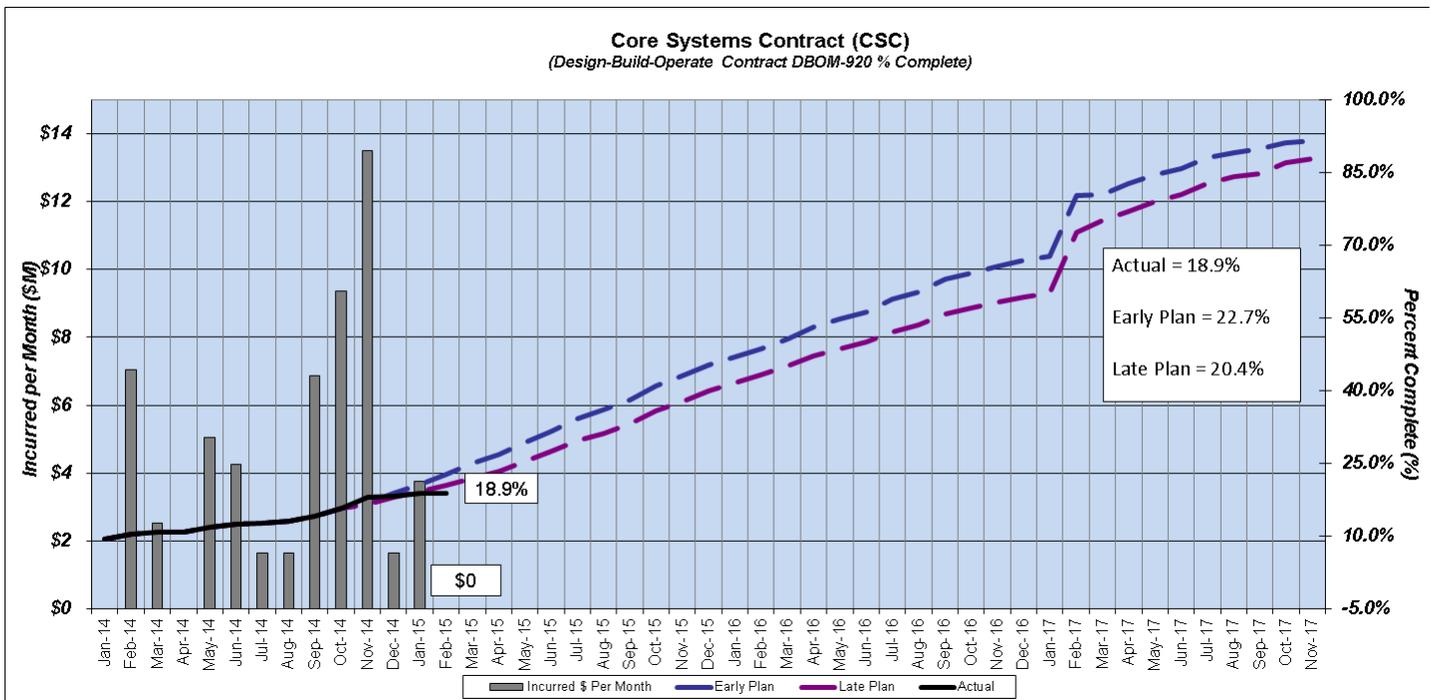
COST INFORMATION:

Original Contract:	\$573,782,793	Incurred-to-Date:	\$112,735,639
Current Contract Value ¹ :	\$595,139,998	Incurred in Feb.:	\$0

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

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

February Change Orders		
Change No.	Description	Amount (\$)
None	---	---
Cumulative to Date		\$21,357,205



SCHEDULE:



	Interim Design Submitted Documents	Final Design Submitted Documents	Target Completion Date
Passenger Vehicles	83%	5%	2 nd Q 2015
Communications	100%	25%	2 nd Q 2015
ATC/SCADA	94%	82%	2 nd Q 2015
TES	100%	92%	2 nd Q 2015
Fire Detection	100%	47%	2 nd Q 2015
PSG, UPS, MPV	N/A	35%	2 nd Q 2015

CRITICAL PATH SUMMARY:

- HART started the review of Design Conformance Check Lists for the Yard Control Bungalow, Train Control & SCADA, and Platform Screen Gates.
- Continue to coordinate construction activities with the MSF contractor and the CSC installer.
- Work is moving forward on the assembly of the first car-shell, and the floor of the first car has come out of the welding jigs. It is expected there will be a one month delay on the shipment of the first four vehicle carshells to Pittsburg, CA, and a three week delay on the delivery of the first vehicle to Honolulu. HART is closely monitoring preparations at the final assembly facility.
- Due to the modified access dates, [20 month delay] the equipment installation at Pearl Highlands and Pearlridge stations is now driving the critical path. Discussions are ongoing to mitigate its impacts.

WORK PROGRESS:

Activities this Month:

- Project-Wide Percent Complete: 20%
- Passenger Vehicle Percent Complete: 20%

Design:

- ATC/SCADA – Documents Received: 5, Documents Reviewed: 16.
- Communications – Documents Received: 29, Documents Reviewed: 8.
- Traction Power – Documents Received: 14, Documents Reviewed: 5.
- Fire Detection – Documents Received: 0, Documents Reviewed: 7.
- Platform Screen Gates – Documents Received: 8, Reviewed: 2.
- Passenger Vehicles – Documents Received: 14, Documents Reviewed: 25.

Look Ahead:

Design:

- Completion of Passenger Vehicle Carshell final design (April 2015).
- Completion of ATC/SCADA Final Design for Segment 1 (April 2015).
- Completion of TES Final Design for Segment 1 (May 2015).

Manufacturing:

- Passenger Vehicle Manufacturing – Continue Carshell assembly of Vehicle #1 in Reggio Calabria, Italy (on-going).

Testing:

- Factory Acceptance Tests for TES equipment (Blue Light Stations, – Tualatin, OR (April 2015).
- Factory Acceptance Tests for MSF TPSS Equipment - Fontana, CA (April 27, 2015).
- Pre-Shipping Inspection Test for Telephone Systems – Plano, TX (May 2015).
- Pre-Shipping Inspection Test for Wireless Communication System – Plano, TX (May 19, 2015).

Activities this Month (continued):

Manufacturing:

- Performed manufacturing oversight at the AnsaldoBreda factory in Reggio Calabria, Italy, and subassembly contractor CMS in Cologno Monzese (MI) Italy.

Testing:

- Concluded ATC/SCADA Vehicle On-Board Equipment Environmental Tests. Vibration and shock tests need to be re-tested (March 2014).

MSF:

- Prepared documentation for installation of modified conduits at the yard and MSF buildings by an On-Call Contractor, closely coordinating work in the yard by KKJV, and coordinating follow up work by AHJV.
- Discussed MSF shared access for Core Systems construction activities.

Look Ahead (continued):

- Pre-Shipping Inspection Test Maintenance Management Information System (MMIS) – Plano, TX. (May 28, 2015).
- Factory Acceptance Test for Electrical Operated Switches – Troy, MO (March to April 2015).
- Pre-Shipping Inspection Test for Vehicle ATC System Cabracks – Batesburg, SC (April to May 2015).
- Pre-Shipping Inspection Test for MSF SCADA Hardware – Batesburg, SC (April 15, 2015).
- Pre-Shipping Inspection Test for MSF TCCR Equipment – Batesburg, SC (April 15, 2015).
- UPS Prototype tests for Electromagnetic Compatibility (EMC), compliance with Underwriters Laboratories (UL) Standards, and Seismic Tests – China (May 8, 2015).
- UPS Design Verification Tests – China (May 8, 2015).
- Pre-Shipping Inspection Test for Rail Car Mover, High Reach Lift Truck and Rail Grinder – Granite Falls, MN (May 2015).
- Pre-Shipping Inspection Test for Fire Detection Systems – Honolulu (May 2015).

MSF:

- Commencing work on installation of yard conduits.
- Start Yard Control Bungalow construction (April 2015).

KEY ISSUES:

- Finalize options for shielding of communications equipment from Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station. HART is evaluating alternatives to mitigate EMI.
- HART is closely monitoring Passenger Vehicle production in Italy and working with AnsaldoBreda (AB) to prepare for final assembly start-up in Pittsburg (CA).
- HART has provided 2 notices of delayed access; the July 2014 notice and the recent notice of delayed access due to the repackaging of stations and guideway contracts. HART and AHJV are working to evaluate options that can minimize the cost impact associated with the delay.
- 4-Car Train – Negotiations are still in progress.
- AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue was in mediation, but AHJV submitted additional information that is under HART review.

QUALITY MANAGEMENT:

- Testing and Oversight Activities:

Design Verifications & System Testing		
Subsystem	Test Completed	Date Completed
ATC/SCADA	Finalized Vehicle Train Control Environmental and EMI Tests	Jan. 15 to Feb. 6, 2015

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

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

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

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



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

Project Overview: Elevator and Escalator equipment design was completed in January 2015. The Farrington Highway Station Group escalators and elevators were released for manufacturing in March 2015 to meet the required dates for Leeward Community College, Waipahu and West Loch stations. The design for the West O’ahu Station Group was completed in March 2015. The Kamehameha Station Group will be completed in the third quarter of 2015.

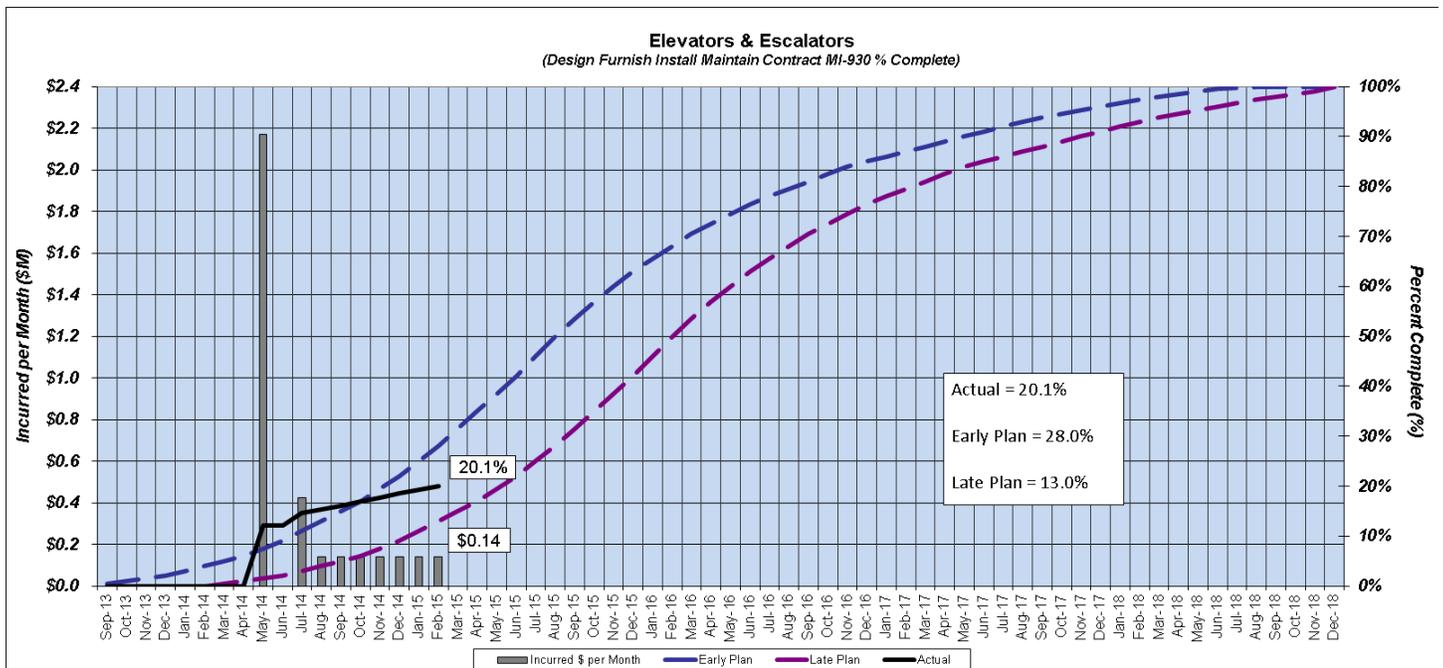
COST INFORMATION:

<u>Original Contract:</u> \$50,982,714	<u>Incurred-to-Date:</u> \$3,579,997
<u>Current Contract Value¹:</u> \$50,982,714	<u>Incurred in Feb.:</u> \$140,825

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

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

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



C. Fare Collection System

Contract No.: TBD

Contractor: TBD

Contract Start Date: TBD

Contract Substantial Completion: TBD

Projected Substantial Completion: TBD

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

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

Project Overview: The technical specification for the project is approximately 90% complete and the remaining RFP package is 75% complete. Current schedule would see the start of procurement in April 2015, provided an MOU defining the roles, relationships, and funding responsibilities between the City and County and HART is in place and the funds are allocated and committed. An additional RFQ for technical support service was released at the end of March 2015.

COST INFORMATION: TBD

SCHEDULE:

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

CRITICAL PATH ISSUES:

- MOU with City and County of Honolulu (DTS, BFS and DIT) signed committing to cost share central system elements and pay for TheBus equipment.

WORK PROGRESS:

Activities this Month:

- PIG review of Fare system independent cost estimate (ICE).
- Oral Report to Board on availability of Project Funds.
- Resolve joint ownership and DTS payment terms for MOU completion.
- Complete draft Special Provisions and General Terms for RFP with Procurement Department.
- Finalize Technical Specification.

Look Ahead:

- Completing General Terms and Conditions (GT) and Special Provisions (SP) for Fare System RFP.
- Meeting with Fare System RFP evaluation team to confirm evaluation criteria.
- Finalize MOU terms and get signatures prior to RFP release in April.
- Confirm Fare Policy PIG Work Plan.

KEY ISSUES:

- Resolving MOU issues of joint ownership, cooperative procurement and payment by DTS in MOU –This is a critical path item as it is the only outstanding item required for RFP issuance.
- Current fare system procurement plan includes interim opening inclusive of two deployments, two warranties and approximately 1 year of equipment storage (for remaining equipment) for rail. Budget and RFP structure would change if no revenue collection at rail stations during interim opening. The FFGA assumes \$2 million in revenue is captured from fare collection during interim opening.
- Governance for HART fare policy agreement is still to be determined. Any changes to current transit fare policy are required by end of 2015 to meet system design and testing requirements for interim opening with revenue collection.

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

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

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: December 2009

Contract Substantial Completion: July 2016

Projected Substantial Completion: October 2016

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



Project Overview: For the March 2015 Report, progress for utilities, shaft, column, segment casting, and span stressing have been updated. The Leeward Community College (LCC) Portables Charge Order has been executed. Obtaining the 401/404 Permits for drill shafts operations to begin in the Pearl Highlands Station area still remains critical. The Project’s Key Quality Issues continue to focus on drilled shafts, segment repair and construction trends. In addition, the repair of Span 17 has become a new quality issue this month.

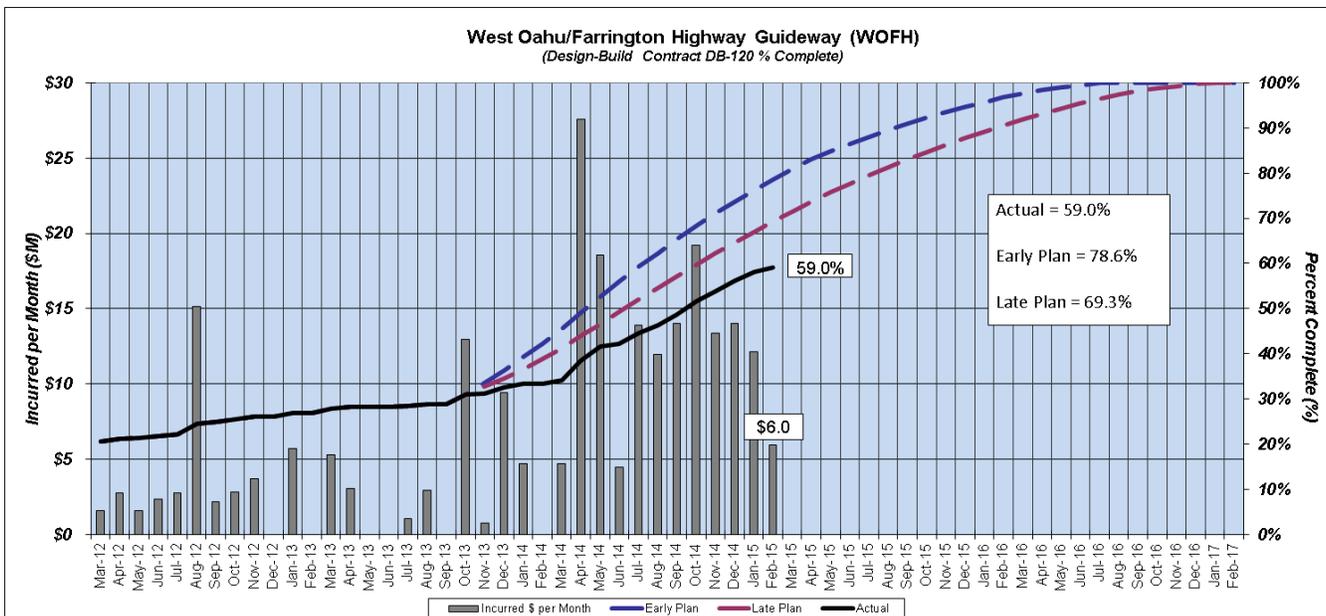
COST INFORMATION:

Original Contract:	\$482,924,000	Incurred-to-Date:	\$368,170,427
Current Contract Value ¹ :	\$623,597,298	Incurred in Feb.:	\$5,984,077

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

DBE Participation	
Actual DBE Participation:	\$3,681,646
DBE % Attained:	0.76%

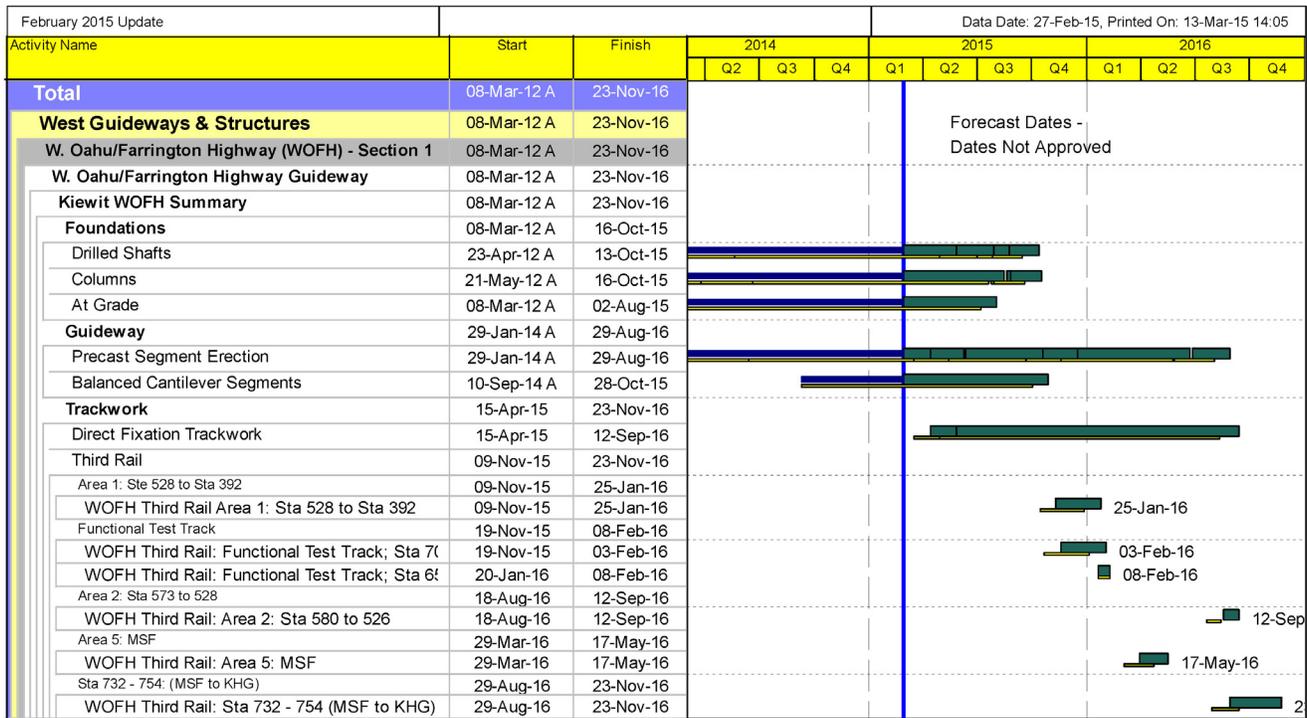
February Change Orders		
Change No.	Description	Amount (\$)
CCO 00058	Kaloi Drainage Channel Geotech	\$987,501
CCO 00059	Design at LCC, Ped Vibration, & Waipahu Sta Guideway	\$301,052
CCO 00060	Waiawa Design Actuals	\$288,494
CCO 00061	Kaloi Scour Design Actuals	\$636,571
CCO 00062	Design - UHWO Sta. & West Loch Sta. Design Changes	\$64,212
CCO 00063	Proc & Deliver Mod Bldgs to LCC	\$1,919,021
Cumulative to Date		\$140,673,298



HART had rejected Pay Applications #60, 61, 62 and 63 for November 2014 to February 2015, respectively, due to unsatisfactory progress and requested that retention be applied. During March 2015, KIWC resubmitted all four Pay Applications with retention included and HART is currently reviewing. Pay Application #64 for March 2015 was submitted by KIWC at the end of the month and is also in review.

SCHEDULE:

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



CRITICAL PATH ISSUES:

- HART continues to work to resolve construction right of entry for the UH LCC campus.
- A change order for procurement and delivery of portables at LCC was executed. The lead time for these modular buildings will have an impact to the overall schedule. KIWC has notified HART that a 4 month time extension beyond substantial completion is needed to complete work at LCC.
- Production rates for span erection continue to reside near critical path. Since KIWC re-sequenced segment erection work in October 2014, planned rates are approaching an average of 5 spans per week.
- Obtaining the 401/404 Permit is necessary for KIWC to begin drilled shaft work at the Pearl Highlands Station area.

WORK PROGRESS:

WOFH Status as of 3/27/15

Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date*	Total Qty	% Complete
Water Line	8,528	9,348	91.2%	Shafts	204	186	266	76.7%
Sewer Line	550	570	96.5%	Columns	146	139	266	54.9%
Fuel Line	340	340	100%	Segment Casting	2,513	3,209	3,209**	78.3%
Gas line	1,498	1,591	94.2%	Spans Stressed	103	92	274**	37.6%
Drainage Line	3,325	5,166	64.4%	* The planned values are based on KIWC's Pending October Schedule Revision dated Dec. 5, 2014.				
Elec/Telecom	14,856	21,374	69.5%	** Total quantity for segments cast/spans stressed have been revised to reflect the latest Issued for Construction number of segments and spans.				
Street Lights	5,975	8,357	71.5%					
Traffic Sig/ITS Duct bank	4,236	10,802	39.2%					
System Sites	-	7,046	0%					
ITS Systems Devices	821	4,121	19.9%					

Activities this Month:

Earned Value: 61.5% [(Total Achieved to February 2015 (\$368 million) + Projected March 2015 Period (\$15 million))/Total Contract Including Executed Change Orders (\$623 million)]. Planned Value: 71.7%

Look Ahead:

Design Progress

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

Activities this Month (continued):

Shaft/Column

- Performed drilled shaft construction, drilling, and placed concrete for a total of 4 drill shafts. Placed concrete for 5 columns. Continued the drill shaft repair for Shaft 144.

Guideway Segment Erection

- Eastbound heading segments were erected for Span 114 through Span 115. Westbound heading segments were erected for Span 22 through Span 17.

Utility Relocation

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

Balanced Cantilever Structure

- Cast in place segments 253-1U and 253-1D. Began assembling travelers at Pier Table 254. Placed concrete at pier table for Pier 255 for bottom deck.

Track Construction

- Completed flash butt welding of track rail adjacent to the Maintenance and Storage Facility (MSF).

Precast Yard

- Precast Yard performed daily segment and sound wall casting, averaging 12 segments per day or 60 segments per week.

KIWC/Third-Party Coordination

- HECO and KIWC continue to resolve conflicts with utility relocations.
- HART executed Change Order 063 with Leeward Community College regarding the procurement of portable classrooms.

Look Ahead (continued):

Shaft/Column

- Continue with drilled shaft and column concrete placement along Farrington Highway to West Loch Station. KIWC will continue work to complete the Drill Shaft repair for 144.

Guideway Segment Erection

- Segment span erection will continue from Span 16 westbound towards East Kapolei Station and from Span 116 eastbound along Farrington Highway.

Utility Relocation

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

Balanced Cantilever Structure

- KIWC will continue to cast-in-place upstream and downstream segments for the balanced cantilever at Pier 253. Travelers will be assembled at Pier Table 254 and cast-in-place segments will begin. Pier 255 complete concrete placement for the Pier Table.

Track Construction

- Welding operations will begin on guideway at Ho’opili Station. Rail will be stockpiled on guideway when complete.

Precast Yard

- Production of segment casting and sound walls are expected to continue at a rate of 12 segments per day.

KIWC/Third-Party Coordination

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

KEY ISSUES:

- **Design Completion Schedule** – The Project’s design schedule continues to be tracked closely by HART. Comment Disposition and Over-the-Shoulder Meetings also continue to occur. As of mid-March, 105 of 127 design submittals have been submitted. HART will continue to facilitate the third-party review process and will track against KIWC’s design schedule.
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – In order for KIWC to begin work at the LCC Station area, four (4) portable buildings need to be relocated to another location within the campus. Change Order 063, Procurement of LCC Portables, was executed. KIWC has a pre-construction Right of Entry (ROE) and borings have begun. Full construction ROE is in progress.
- **Construction Production/Baseline Schedule** – Meeting the project’s schedule will continue to be a challenge for the project. A re-sequenced baseline schedule was submitted to HART in December 2014 showing more realistic construction durations. HART provided comments in January 2015. KIWC continues to address those comments and their final disposition is ongoing.
- **HDOT Traffic Signal Betterments** – HDOT has requested various betterments beyond KIWC’s base scope of work. These requests have prevented KIWC from finalizing their design and obtaining approval from HDOT. In March, KIWC presented a list of contract work versus betterments. HART is currently reviewing these items and it appears a resolution, with HDOT participation, is near.
- **Hawai’i Department of Health (DOH) Section 401 Permit** – In order for KIWC to begin drilled shaft work at the Pearl Highlands Station, HART will need to obtain a Section 401 Permit, a Section 404 Permit from the U.S. Army Corps of Engineers (Corps), and a Hawaiian Coastal Zone Management (CZM) Permit. These permits will allow KIWC to impact certain Waiawa Stream Tributary and Waiawa Stream areas. The 401 Permit began a 30 day review period at month’s end and is expected to be issued in May 2015. Both the 404 Permit and CZM permits will be issued after the 401 Permit is obtained. HART has received a conditional 404 Permit. Attention to prioritize all permits has already been communicated to the permitting agencies. Phase 1 (diversion of stormwater pipes into Waiawa Stream) work and drilling of shafts at Pearl Highlands Station will proceed after the permits are in place.

KEY QUALITY ISSUES:

- **Span 67 Damage and Repair** – During the erection process of Span 67, the underside of Segments 67-11 and 67-12 were damaged due to unbalanced support from the temporary bearings. NCR 00144 was opened on June 17, 2014, to address this issue. In March 2015, KIWC de-stressed the span and erected the two replacement segments onto the falsework. KIWC is still determining how to best form the closure segment. Afterwards, the span will be re-stressed and brought back into its original location. This replacement is being done to ensure the segments meet HART’s quality standards.
- **Span 17 Damage and Repair Analysis** - During the erection process of Span 17, segments 17-1, 17-2, 17-11 and 17-12 were damaged due to unbalanced support from the temporary bearings. NCR 00314 was opened on March 17, 2015, to address this issue. KIWC is in the process of evaluating the extent of the damage. Afterwards a root cause analysis and a repair procedure will be submitted to HART for review.
- **Drill Shaft Quality** – HART received nine additional drill shaft Crosshole Sonic Logging (CSL) Reports in March 2015. Eight of the drilled shafts were found to have velocity reductions outside of the acceptable design criteria limits, potentially because concrete was segregated during concrete placement; one of the shafts had no issues. Of the 224 drilled shafts that have been tested to date, HART has requested that KIWC provide additional testing and/or modifications to 50 shafts to ensure that the shafts meet the specifications. KIWC continues to have weekly Drill Shaft Quality Meetings with HART to discuss testing results, quality, the concrete mix, and methods for repair.

- **Drill Shaft Repairs** – Of the 50 drill shafts that are being reviewed in detail, eight new NCRs have been opened and submitted to HART this month. HART will not close an NCR until KIWC completes another CSL test and demonstrates soundness of the concrete shaft as well as when all HART comments are responded to. KIWC continues repair work at Shaft 144 and completion is expected in mid-April. The repair is taking longer than expected because low strength concrete only be removed and re-grouted in 6 FT zones. As Shaft 144 is being repaired, KIWC has continued with column construction approaching eastbound on Farrington Highway toward West Loch Station in preparation for the segment erection.
- **Span Stressing Trends** – In March, KIWC stressed 7 spans to date. A lower number of spans were stressed this month due to issues encountered at Span 17 and in the spiral between Spans 113 and 114. As KIWC continues to evaluate and eventually repair Span 17, span erection has not been able to continue moving westward towards East Kapolei Station. Due to mechanical issues and difficulty in keeping the truss system leveled between Spans 113 and 114, KIWC had remained in this area for almost 3 weeks. The design-builder has since overcome this obstacle and is now proceeding eastward towards West Loch Station.
- **Pre-Cast Segment Progress/Quality** – The Casting Yard has been very consistent in producing approximately 60 segments per week and is currently 78.4% complete with segment production for the overall project. 2,513 segments have been cast to date. Although 101 of the total 323 NCRs (31.3%) have been related to segmental issues like damaged shear keys, concrete voids, and spalls, proper correction procedures have already been developed and are being implemented.
- **Closing Out NCRs** – NCRs were being promptly corrected, validated, and closed out during this period. Both KIWC and HART have been working together to complete all the needed processes for timely validation. A total of 31 NCRs have been closed since last month. Of the 31, 17 were related to pre-cast segment issues, one was for the superstructure, 10 were related to drill shaft issues, one welding issue, and two concrete strength issues.
- **Flash Butt Track Welding Operations** – Work was completed north of the Maintenance and Storage Facility where approximately 439 welds were made on the rails. These welds cover track between STA 650+00 to STA 754+34. KIWC has begun to move their welding operations to the Ho’opili Station area where another 347 welds are expected to be made. KIWC is expected to complete 20-25 welds per day and quantities will be reported to HART on a weekly basis.
- **Safety and Security Certifiable Item List (CIL)** – Both HART and KIWC have been working diligently to complete the needed CIL Design Verifications for applicable project design submittals. These CILs help validate that proper safety and security measures were taken in the design. HART and KIWC will proceed with validating that appropriate construction items have been addressed and followed by installation/testing items as the project nears this phase.
- **BCS Form Advancement** – KIWC has made great strides in the Balanced Cantilever construction. Pier Tables 253, 254 and 255 are in various levels of completion. The two sets of travelers will be assembled by the beginning of April on Pier Tables 253 and 254. KIWC is already forming, casting, and stressing segments both upstream and downstream segments from Pier 253 as well as upstream of Pier 254. Work is progressing on schedule and lane closures to redirect traffic on the H-1 are being adequately coordinated with third parties.
- **Mechanically Stabilized Earth (MSE) Wall by Pier 251** – KIWC has been progressing work for this MSE wall as scheduled and with proper coordination with the MSF project. Coordination meetings are ongoing and the West Yard Lead area is expected to remain on time for a January 2016 train delivery.

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
323	243	80

PROJECT PICTURES:



Splice rebar cage for Columns 7R and 7L, Work Area 1.



Erected guideway segments for Span 114, Work Area 2 (eastbound).



Concrete placement at Column 147, Work Area 2.



Removing falsework deck panels at Pier 254, Work Area 6.

B. West O’ahu Station Group (WOSG)



Contract No.: FD-140
Contractor: URS Corporation, Final Design Consultant (Engineer of Record)
Contract Start Date: June 2012
Construction Docs Bid-Ready: April 2015
Projected Substantial Completion (Construction): November 2017

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

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

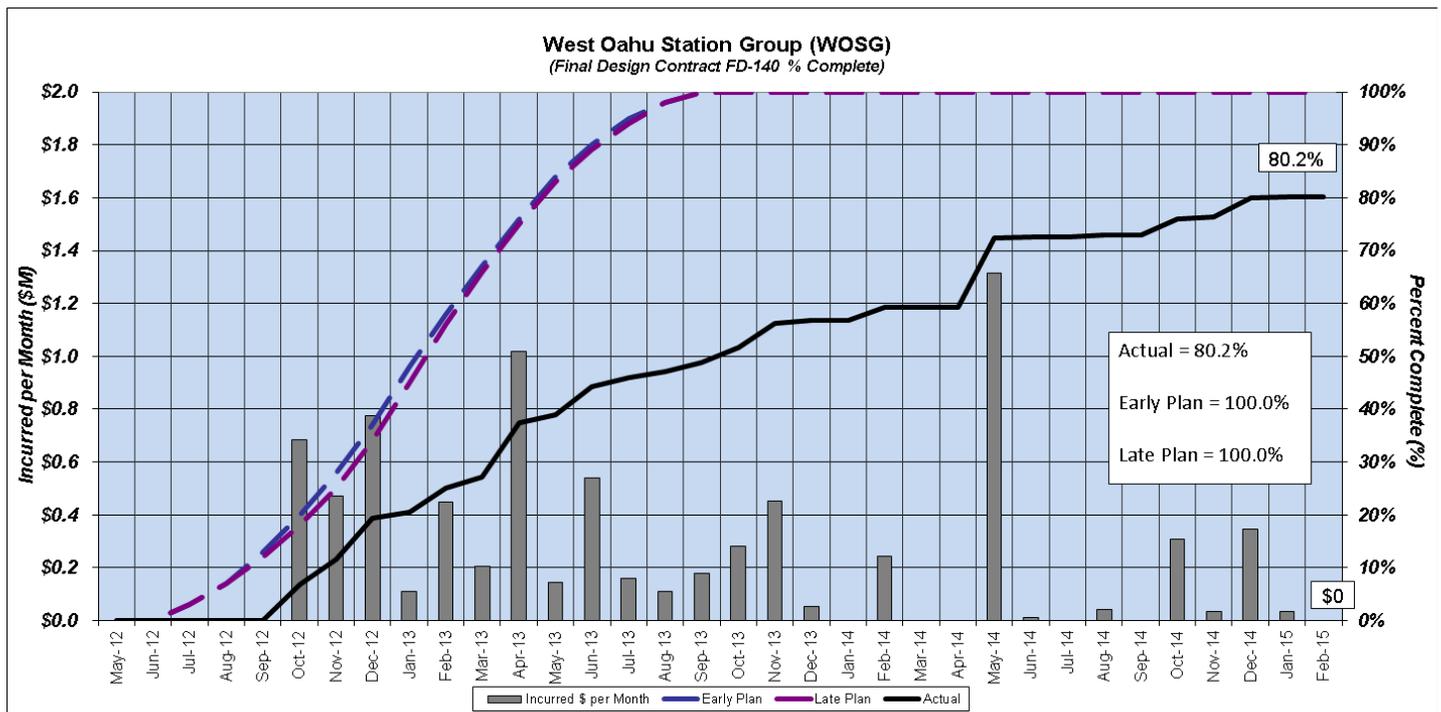
COST INFORMATION:

Original Contract:	\$7,789,000	Incurred-to-Date:	\$7,958,160
Current Contract Value ¹ :	\$9,920,305	Incurred in Feb.:	\$0

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

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

February Change Orders/Amendment		
Change No./Amend	Description	Amount (\$)
CA 00013	4&6 Bay Canopy Roofs/CSC Device Loc/UHWO Concourse	\$605,000
Cumulative to Date		\$2,376,305



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

SCHEDULE:

February 2015 Update			Data Date: 27-Feb-15, Printed On: 13-Mar-15																
Activity Name	Start	Finish	2015				2016				2017				2018				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1			
W. Oahu/Farrington Highway (WOFH) - Section 1	14-Jan-10 A	22-Dec-17																	
W. Oahu Station Group	14-Jan-10 A	22-Dec-17																	
Design - W. Oahu Station Group	14-Jan-10 A	09-Nov-17																	
Construction - W. Oahu Station Group	08-Jul-15	22-Dec-17																	
East Kapolei Station	08-Jul-15	09-Nov-17																	
UH West Oahu Station	29-Sep-15	22-Dec-17																	
Ho'opili Station	08-Jul-15	15-Aug-17																	

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 91%.
- Interfacing design with CSC, WOFH and E/E contracts.
- Incorporating value engineering changes.
- Coordinating with private developer and utility companies to establish utility services for Ho'opili Station.

Look Ahead:

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

KEY ISSUES:

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

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240

Contractors:

URS Corporation

Start Date: Sept. 27, 2013

End Date: June 2017

HDR Engineering, Inc.

Start Date: Jan. 12, 2011

End Date: April 5, 2013

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

Projected Substantial Completion (Construction): August 2017



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

Project Overview: The FHSG DBB construction package was issued for bid in December 2014. Bids were opened on March 3, 2015. HART is currently evaluating proposals.

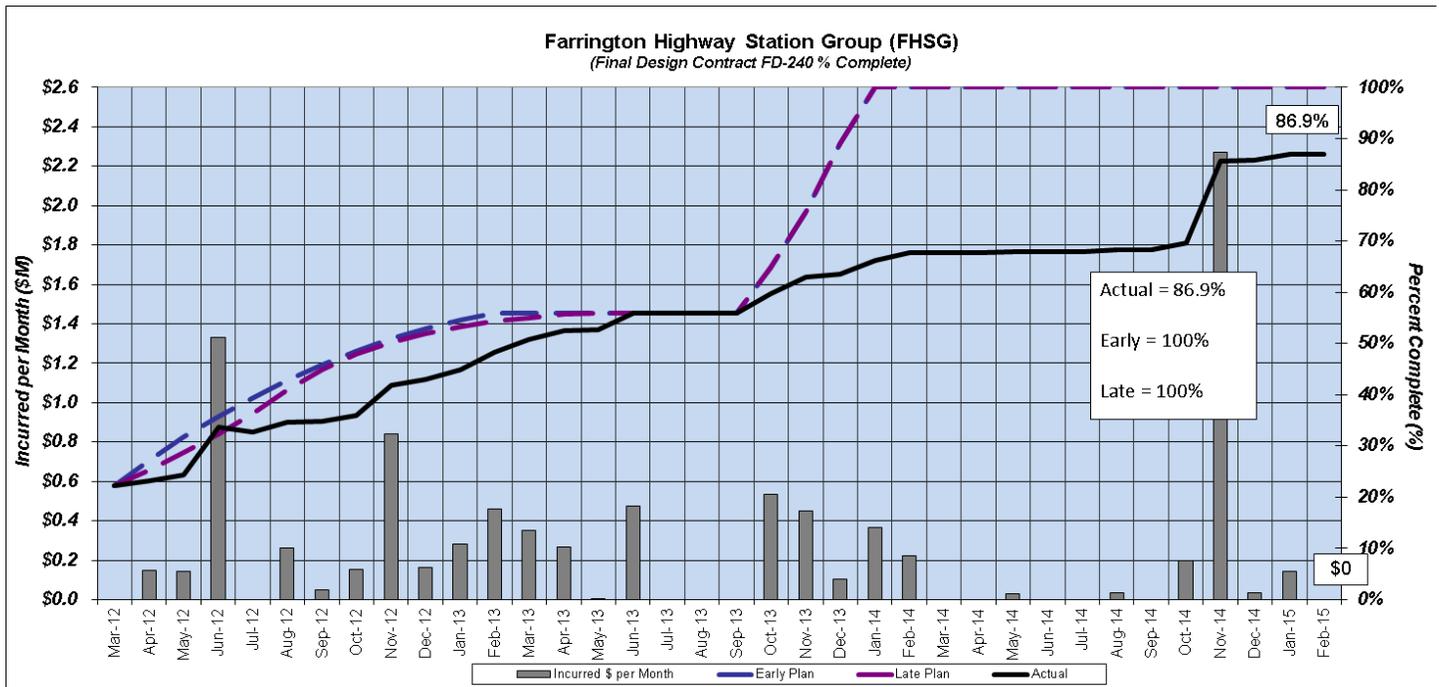
COST INFORMATION:

<u>Original Contract:</u>	<u>\$9,300,696</u>	<u>Incurred-to-Date:</u>	<u>\$12,332,344</u>
<u>Current Contract Value¹:</u>	<u>\$14,198,045</u>	<u>Incurred in Feb.:</u>	<u>\$0</u>

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

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

February Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
Cumulative to Date		\$5,010,093



The FHSG contract is 10 months behind schedule due to a change in the final design consultant, design interface issues with other HART contracts, value engineering changes, and a reorganization of the active FHSG construction solicitation package. The schedule for the FHSG design has been extended to accommodate these additional efforts. Actions to minimize the impact of this delay are discussed below.

SCHEDULE:

February 2015 Update			Data Date: 27-Feb-15, Printed On: 13-Mar-15														
Activity Name	Start	Finish	2015				2016				2017						
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
W. Oahu/Farrington Highway (WOFH) - Section 1	02-Oct-09 A	10-Oct-17															
Farrington Highway Station Group	02-Oct-09 A	10-Oct-17															
Design - Farrington Highway Station Group	02-Oct-09 A	01-Aug-17															
Construction - Farrington Highway Station Group	13-Apr-15	10-Oct-17															
West Loch Station	13-Jul-15	01-Aug-17															
Waipahu Transit Station	13-Apr-15	10-Oct-17															
Leeward Community College Station	13-Oct-15	26-Sep-17															

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 80%. This value appears low relative to other station groups due to the proportionally larger value of its construction services budget. However, the design scope of this contract is substantially complete.
- Finalizing design interface agreements with all interfacing partners.
- Pursuing approvals from third parties.
- Construction bids were opened on March 3, 2015.

Look Ahead:

- Obtain all third-party approvals.
- Obtain remaining construction permits and rights of entry.
- Document design agreements with interfacing partners.
- Award construction contract.

KEY ISSUES:

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

D. Maintenance and Storage Facility (MSF)

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



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

Project Overview: MSF substantial completion remains 6 calendar days behind schedule due to weather delays that impacted critical construction activities. Mitigation efforts as well as time extension requests continue to be evaluated by KKJV and HART.

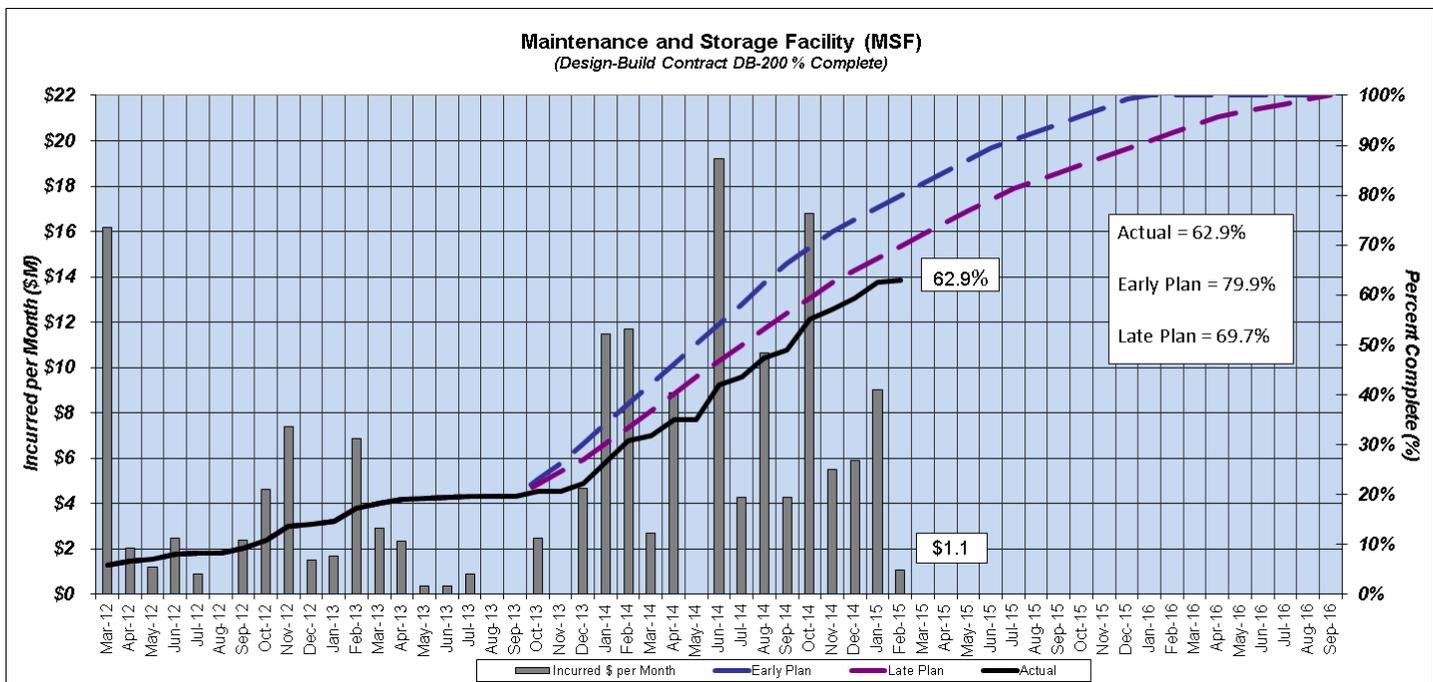
COST INFORMATION:

Original Contract:	\$195,258,000	Incurred-to-Date:	\$172,670,294
Current Contract Value ¹ :	\$274,358,008	Incurred in Feb.:	\$1,075,997

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

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

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



SCHEDULE:

- The MSF substantial completion still reflects the previously reported slippage from April 15, 2016 to April 21, 2016 (based on the February 2015 schedule update).

February 2015 Update			Data Date: 27-Feb-15, Printed On: 10-Mar-15 13:24										
Activity Name	Start	Finish	2015				2016				17		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		Q4	
Total	29-Aug-11 A	21-Apr-16	Forecast Dates - Dates Not Approved										
Maintenance & Storage Facility (MSF)	29-Aug-11 A	21-Apr-16											
Design	29-Aug-11 A	27-Jan-15 A											
Design & Engineering	29-Aug-11 A	27-Jan-15 A	27-Jan-15 A										
Construction	26-Jul-12 A	21-Apr-16											
Site Civil/Utilities	26-Jul-12 A	23-Mar-16	23-Mar-16										
Operations & Servicing Building	27-Nov-13 A	08-Feb-16	08-Feb-16										
Maintenance of Way Building	12-May-14 A	27-Nov-15	27-Nov-15										
Wheel Truing Building	18-Jul-14 A	03-Sep-15	03-Sep-15										
Yard Trackwork	17-Feb-15 A	29-Feb-16	29-Feb-16										
Train Wash Facility	23-Mar-15	24-Feb-16	24-Feb-16										
Third Rail	09-Jul-15	12-Feb-16	12-Feb-16										
Project Facility Commissioning, Closeout & Turnover	07-Oct-15	21-Apr-16	21-Apr-16										

CRITICAL PATH ISSUES:

- As previously reported, the MSF contract substantial completion date is indicating 6 calendar days late. This delay is due to inclement weather beyond the norm that impacted construction operations in the fourth quarter of 2014. KKJV and HART are working to mitigate the impacts to the critical path and are expected to be on plan.
- Scheduling work related to test track and functional track to support program opening dates.
- Coordination with abutting WOFH main line contract for completion of track work in west yard, and utilities and site access in the east yard.

MSF Construction Status as of 3/27/15	
Element	% Complete
OSB	53%
MOW Building	50%
WTB	55%
Rail Procurement	93%

WORK PROGRESS:

Activities this Month:

Earned Value: 68% [(Total Achieved to February 2015 (\$176.7 million) + Projected March 2015 Period (\$9.94 million))/Total Contract Including Executed Change Orders (\$274.3 million)]. Planned Value: 73%

Yard/Utilities

- Installing/testing site electrical, water, sewer and drainage systems.
- Installing conduit for systems, communications, train control, traction power, site electrical and exterior lighting.
- Installing rail turnouts in the yard.
- Installing track subdrain and subballast, and ballast material at west side of S1-10 track.
- Installed TPSS Grounding Grid.

Operations and Servicing Building (OSB)

- Installing metal framing.
- Installing roof.
- Placing concrete for OSB elevated slabs.
- Installing rail car lifts.

Maintenance of Way (MOW)

- Commenced metal framing.
- Completed interior concrete multiple unit (CMU) walls.
- Installing roof/floor pan decking.

Wheel Truing Building (WTB)

- Installing slab on grade.

Look Ahead:

- WTB structural steel and roofing.
- MOW Standing Seam Metal Roof.
- Installation of SY-32, S-33, SY-35 turnouts.
- Commencement of pre-curved rail installation in storage track area.

Activities this Month (continued):

Rail Procurement and Installation

- Receiving materials and installing turnouts.
- Distributing rail materials to WOFH.
- Installation of rail turnout SY-34, SY-36, SY-37.

Administration

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

KEY ISSUES:

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

KEY QUALITY ISSUES:

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
24	24	0

PROJECT PICTURES:



Installing the TPSS grounding grid at the subgrade.



Bolting the no. 6 turnout Y 35.



Installing exterior metal frame wall at OSB mezzanine 1.



Placing concrete for the WTB SOG.



Placing ballast material at western end storage track.



Installing track subdrain at the midsection of storage track.

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

A. Kamehameha Highway Guideway (KHG)

Contract No.: DB-320

Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: June 2011

Contract Substantial Completion: September 2016

Projected Substantial Completion: April 2017

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



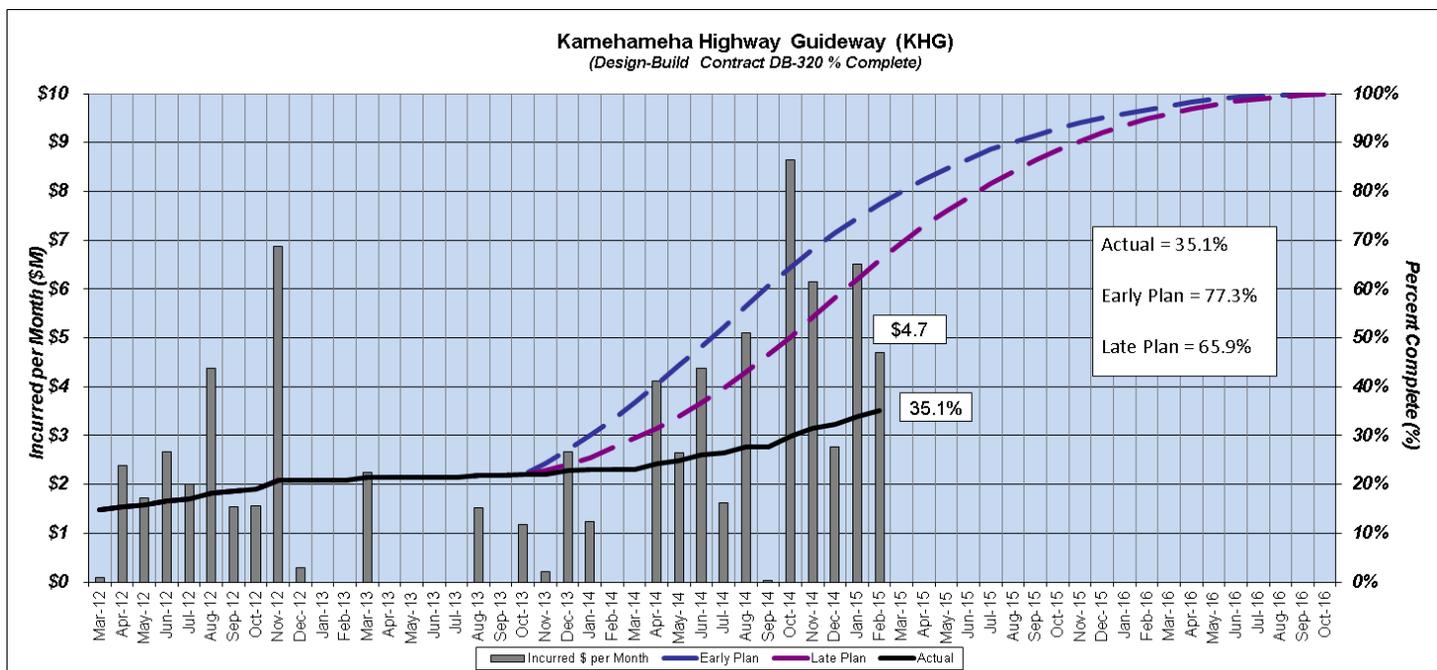
Project Overview: Construction of the drilled shafts is ongoing at both the east and west ends of the project. The alternative MOT plan closing a westbound lane of traffic 24/7 along Kamehameha Highway has been implemented from Waimano Home Road westward. Traffic is being monitored. HECO’s lack of productivity continues to affect the contractor’s schedule. KIWC is mobilizing additional equipment to mitigate these impacts.

COST INFORMATION:

Original Contract:	\$372,150,000	Incurred-to-Date:	\$136,517,119
Current Contract Value ¹ :	\$388,515,363	Incurred in Feb.:	\$4,700,000
¹ Current Contract Value = Original contract value (not including contingency) + executed Change Orders			

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

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



- Progress #39 (October) and all schedules following this are on HOLD pending schedule and schedule of milestones revisions.

SCHEDULE:

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

February 2015 Update			Data Date: 27-Feb-15, Printed On: 13-Mar-15 14:06											
Activity Name	Start	Finish	2015				2016				2017			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
Total	26-Dec-14 A	18-Jun-17	Forecast Dates - Dates Not Approved											
West Guideways & Structures	26-Dec-14 A	18-Jun-17												
Kamehameha Highway (KH) - Section 2	26-Dec-14 A	18-Jun-17												
Kamehameha Highway Guideway	26-Dec-14 A	18-Jun-17												
Kiewit KHG Summary	26-Dec-14 A	18-Jun-17												
Foundations	26-Dec-14 A	30-Nov-16												
Drilled Shafts	26-Dec-14 A	29-Sep-16	[Gantt bar: Dec 2014 - Sep 2016]											
Columns	05-Feb-15 A	30-Nov-16	[Gantt bar: Feb 2015 - Nov 2016]											
Guideway	05-Mar-15	11-Jan-17												
Precast Segment Erection	05-Mar-15	11-Jan-17	[Gantt bar: Mar 2015 - Jan 2017]											
Cast BC Segments	06-Jul-15	15-Aug-16	[Gantt bar: Jul 2015 - Aug 2016]											
Trackwork	23-Sep-15	06-Mar-17												
Direct Fixation Trackwork	23-Sep-15	17-Feb-17	[Gantt bar: Sep 2015 - Feb 2017]											
Third Rail	07-Oct-15	06-Mar-17	[Gantt bar: Oct 2015 - Mar 2017]											
KHG Project Finish Work, Demob, Punchlist	01-Apr-16	18-Jun-17	[Gantt bar: Apr 2016 - Jun 2017]											

CRITICAL PATH ISSUES:

- HECO work continues to be delayed, and has impacted the current shaft installation schedule and is causing additional mobilization and productivity impacts by KIWC.
- Permanent easements: the design-builder has identified 14 locations that are believed to require permanent easements for relocated utilities. KIWC and HART are working together to resolve this issue, but will need agreement from HECO to proceed under a right of entry (ROE) while easements are being obtained.

WORK PROGRESS:

KHG Construction Status as of 3/27/15								
Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date*	Total Qty**	% Complete
Water Line	3,547	4,362	81%	Shafts	12	9	156	7.7%
Gas Line	11,069	12,641	88%	Columns	0	0	156	0%
Sewer Line	522	1,077	48%	Segment Casting	0	0	2,075	0%
Drainage	536	2,081	26%	Segment Erection	0	0	2,075	0%
Elec/Telecom	8,387	19,455	43%	Spans Stressed	0	0	156	0%
Signals/ITS/Lights	8,549	18,486	46%	* The planned values are based on KHG's pending October schedule revision dated Dec. 5, 2014. **Total Quantity based on KIWC interim plans. Final design has not been completed.				

Activities this Month:

Earned Value: 36.2% [(Total achieved to September 2014 (\$108.7 million) + projected October 2014 to March 2015 periods (\$32.3 million))/Total contract including executed Change Orders (\$389 million)]. Planned Value: 69.5%

Shaft/Column

- 14 of 186 shafts have been installed.

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. To date, 28 of 46 drawing packages have been issued for construction.

Utility Relocation

- Acquisition of ROE for utility relocations will be pursued by HART and KIWC jointly.

Activities this Month (continued):

Utility Relocation Progress

- Gas and water line relocations are ongoing in Phases 5, 6, 11 and 12.
- The relocation of HECO electrical lines and Hawaiian Telcom, Oceanic Time Warner and Intelligent Transportation Systems (ITS) duct banks is occurring in Phases 4 through 8.
- Sewer line relocation is occurring in Phase 11.

Traffic Signals

- Traffic signal installation has started and is ongoing at the intersections of Kamehameha and Hekaha, Kanuku, Acacia and Waimano Home Road.

Roadway Widening

- Roadway widening activities are ongoing in Phases 5, 10 and 11.

Look Ahead (continued):

Guideway Structure

- KIWC hopes to maintain their aggressive schedule for the drilled shaft installation.
- Segment casting will start for the KHG EJ segments.

Roadway Widening

- Roadway widening will continue throughout the alignment. HDOT betterment requests, if funded, could affect the widening schedule as some redesign would be required to incorporate the betterments.

KEY ISSUES:

- HECO work continues to be delayed, and has impacted the current shaft installation schedule and is causing additional mobilization and productivity impacts by KIWC.
- Permanent easements: the design-builder has identified 14 locations that are believed to require permanent easements for relocated utilities. KIWC and HART are working together to resolve this issue, but will need agreement from HECO to proceed under a right of entry (ROE) while easements are being obtained.
- HDOT betterments: a meeting between HART and HDOT was held and betterments acknowledged by HDOT. Lack of an HDOT funding source may delay implementation of betterments; if the delay in funding acquisition is substantial, it may no longer be feasible to implement the additional work.

KEY QUALITY ISSUES:

- **Shafts** – Shafts installed to date have had only minor issues in the top 1-2 foot of the shaft, which have already been remediated in accordance with the recommendations of the DB engineer of record.

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
42	34	8

PROJECT PICTURES:



Pulling Hawaiian Tel conductors, Phase 1.



Installation of joint use pole, Phase 4.



Widening in progress, Phase 11.



Placing rebar for drilled shaft near Aloha Stadium, Phase 13.



Shaft 416R ready for concrete placement, Phase 12.



LB3900 drill rig installing CMP casing, Phase 13.

B. Kamehameha Highway Station Group (KHSG)

Contract No.: FD-340

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

H2R2 Highway Ramp: January 2015 (in active procurement)

Kamehameha Highway Stations: August 2015

Projected Substantial Completion (Construction):

H2R2 Highway Ramp: June 2016

Kamehameha Highway Stations: August 2018



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

Project Overview: The KHSG design is being revised to incorporate value engineering changes in preparation for a construction solicitation in mid- to late-2015. In addition, the H2R2 Ramp was broken out and expedited under a separate Design-Bid-Build construction solicitation. The H2R2 Ramp is now in active procurement.

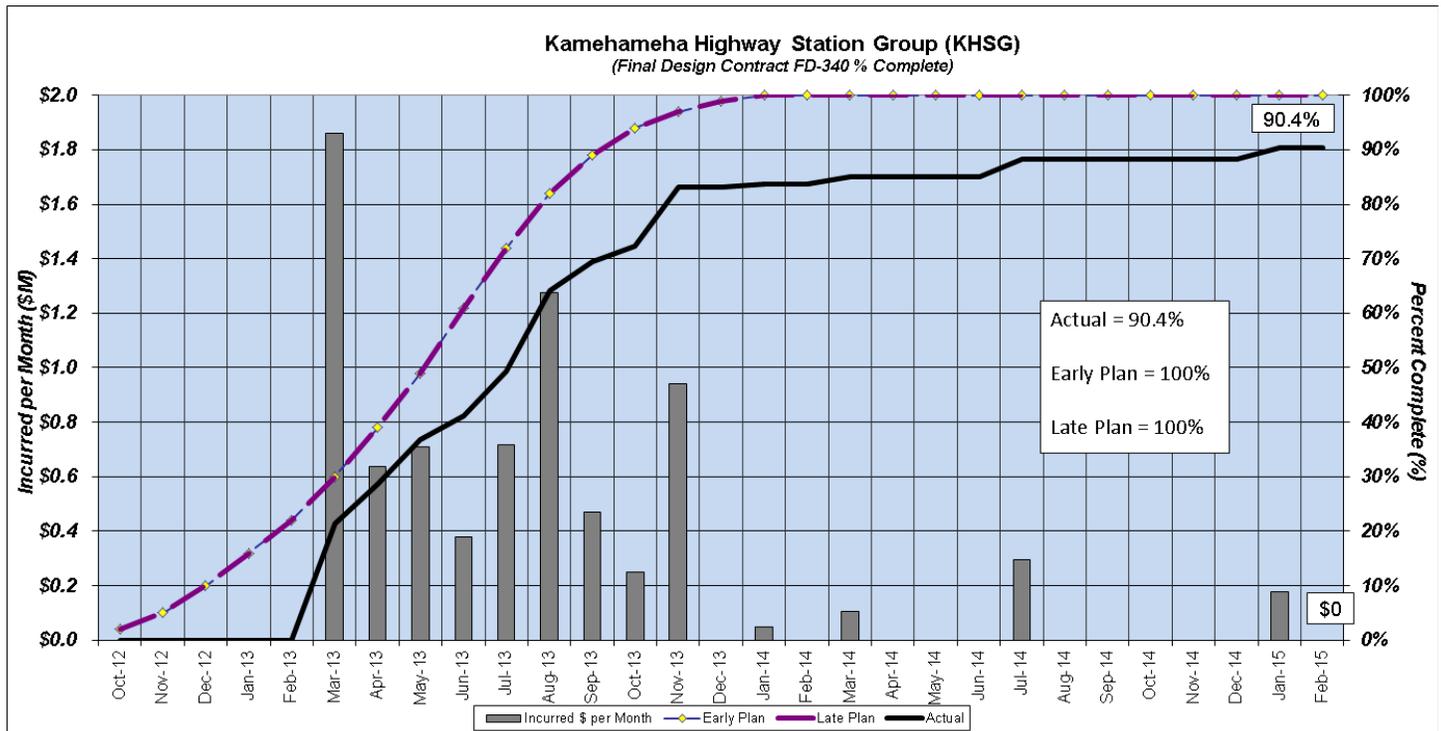
COST INFORMATION:

<u>Original Contract:</u>	<u>\$8,702,592</u>	<u>Incurred-to-Date:</u>	<u>\$7,866,141</u>
<u>Current Contract Value¹:</u>	<u>\$8,702,592</u>	<u>Incurred in Feb.:</u>	<u>\$0</u>

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

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

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



The closeout of the KHSG contract is currently 11 months behind its original schedule due to design interfaces with other HART contracts, ongoing value engineering efforts, and a reorganization of the KHSG construction solicitation package from its previous format in the canceled West Side Stations Group solicitation. The schedule for the KHSG design has been extended to accommodate these additional efforts.

SCHEDULE:

February 2015 Update			Data Date: 27-Feb-15, Printed On: 13-Mar-15																
Activity Name	Start	Finish	2015				2016				2017				2018				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Kamehameha Highway (KH) - Section 2	28-Jun-11 A	31-Aug-18																	
Kamehameha Highway Station Group	28-Jun-11 A	31-Aug-18																	
Design - Kamehameha Highway Station Group	28-Jun-11 A	31-Aug-18																	
Design - Kamehameha Highway Station Group	28-Jun-11 A	31-Aug-18																	
Construction - Kamehameha Highway Station Group	01-Dec-15	31-Aug-18																	
Pearl Highlands - Station	01-Dec-15	22-Dec-17																	
Pearl Ridge Station	01-Dec-16	31-Aug-18																	
Aloha Stadium Station	02-May-16	05-Apr-18																	

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 92%.
- Interfacing design with the CSC, WOFH, KHG and E/E contracts.
- Incorporating value engineering directives from HART to save costs during construction.
- Resolving third-party comments.
- Responding to H2R2 procurement RFIs.

Look Ahead:

- Document design interface agreements on remaining items.
- Obtain third-party approvals on remaining items.
- Finalize design and value engineering.
- Prepare construction bid package for August 2015 advertisement.
- Open H2R2 bids.

KEY ISSUES:

- HDOT has accepted the Interstate Access Modification Report (IAMR) and has forwarded the IAMR to the Federal Highway Administration (FHWA) for approval. Approval is anticipated in late April 2015.
- Continuing to pursue 401/404 Permit approval from Hawai’i Department of Health (DOH) Clean Water Branch.

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

A. Airport Section Guideway and Utilities



Contract No.: FD-430

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

Contract Start Date: January 2012

Construction Docs Bid-Ready:

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

In Construction:

- Airport Section Utilities (DBB-505 - Nan Inc.):
 - Started July 2014
- Airport 7-Piers (DBB-525 – Hawaiian Dredging):
 - Started September 2014

Projected Substantial Completion (Construction): June 2019

Project Description: The Airport Segment Guideway and Utilities contract consists of 5.2 miles of elevated transit guideway serving four (4) passenger stations, in addition to roadway widening, utility relocation, and other improvements to facilitate construction of the guideway. Two construction contracts have been split out and expedited from the larger Airport Section package. These two contracts are the expedited Airport Section Utilities and expedited Airport 7-Piers. For both of these expedited contracts, the design has been completed and construction is in progress. Therefore, the remainder of this section focuses solely on the portion of design yet to be completed and advertised for construction.

Project Overview: The delivery method for this contract will be a 2-step Design-Build (DB) procurement, which will include an RFP Part 1 for Qualifications and RFP Part 2 for Proposals. The Airport DB package will include passenger stations, guideway elements, and remaining utilities within the Airport Section.

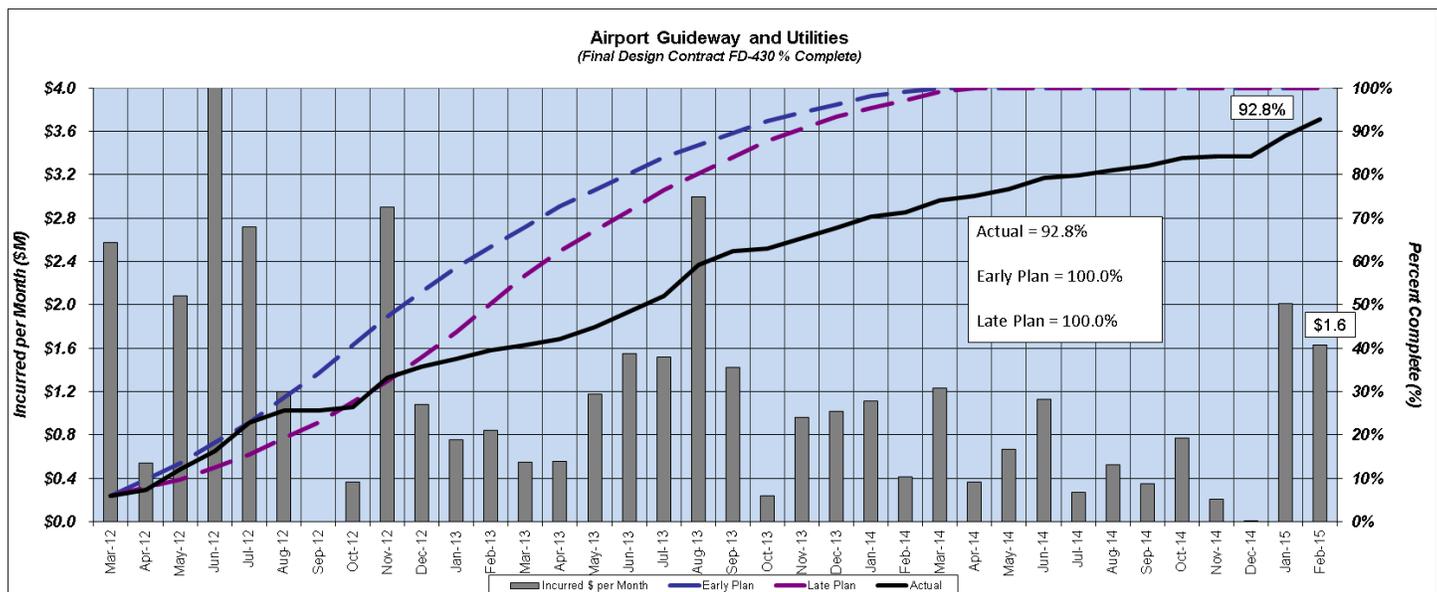
COST INFORMATION:

Original Contract: \$38,840,960	Incurred-to-Date: \$39,557,575
Current Contract Value ¹ : \$42,610,832	Incurred in Feb.: \$1,630,381

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

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

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



Due to the change in procurement strategy from DBB to DB, the design of the Airport Section guideway will not be advanced to completion by AECOM. Preparation of the DB solicitation documents is proceeding per schedule.

SCHEDULE:

February 2015 Update			Data Date: 27-Feb-15, Printed On: 13-Mar-15 14:31																		
Activity Name	Start	Finish	2014			2015			2016			2017			2018			2019			
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	09-Nov-11 A	01-Jul-19																			
Airport Programmatic	01-May-12 A	04-Feb-14 A																			
Airport Permits	09-Nov-11 A	09-May-16																			
Design - Airport Guideway & Utilities	05-Jan-12 A	27-Feb-15																			
Construction - Airport Guideway	01-Feb-16	01-Jul-19																			

CRITICAL PATH ISSUES:

- HART is pursuing property rights to obtain all geotechnical data required to support a DB delivery.
- HART is preparing solicitation documents to advertise this contract under a DB delivery.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 94%.
- Coordinating general design with HDOT (Highway and Airport Divisions), utility companies, U.S. Navy, HECO and other stakeholders.
- Coordinating guideway and station design with right-of-way acquisitions.
- Preparing bid document for DB solicitation.

Look Ahead:

- Coordinate utility relocations in advance of DB package.
- Obtain third-party approvals.
- Prepare draft bid documents for pre-advertisement review.

KEY ISSUES:

- Assessing cost and schedule impacts associated with HECO’s potential requirement to reconstruct existing building electrical service connections.
- Assessing potential right-of-way impacts due to HECO requirement for additional transformers.
- Acquiring rights-of-way and rights of entry.
- Coordinating with property owners and evaluating potential cost and schedule impacts to determine practicality of partial demolition and repair of select buildings.

B. Airport Section Utilities Construction

Contract No.: DBB-505

Contractor: Nan, Inc.

Contract Start Date: July 2014

Contract Substantial Completion: April 2016

Projected Substantial Completion: April 2016

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



Project Overview: Nan, Inc. has started utility relocation work along Kamehameha Highway, and ITS installation work along Kamehameha and Nimitz Highways is ongoing and nearing completion. Utility work is being impacted due to issues with Navy ROE. Meanwhile, they continue to develop and submit outstanding submittals in preparation for planned construction activities in anticipation of approval to work in Navy property.

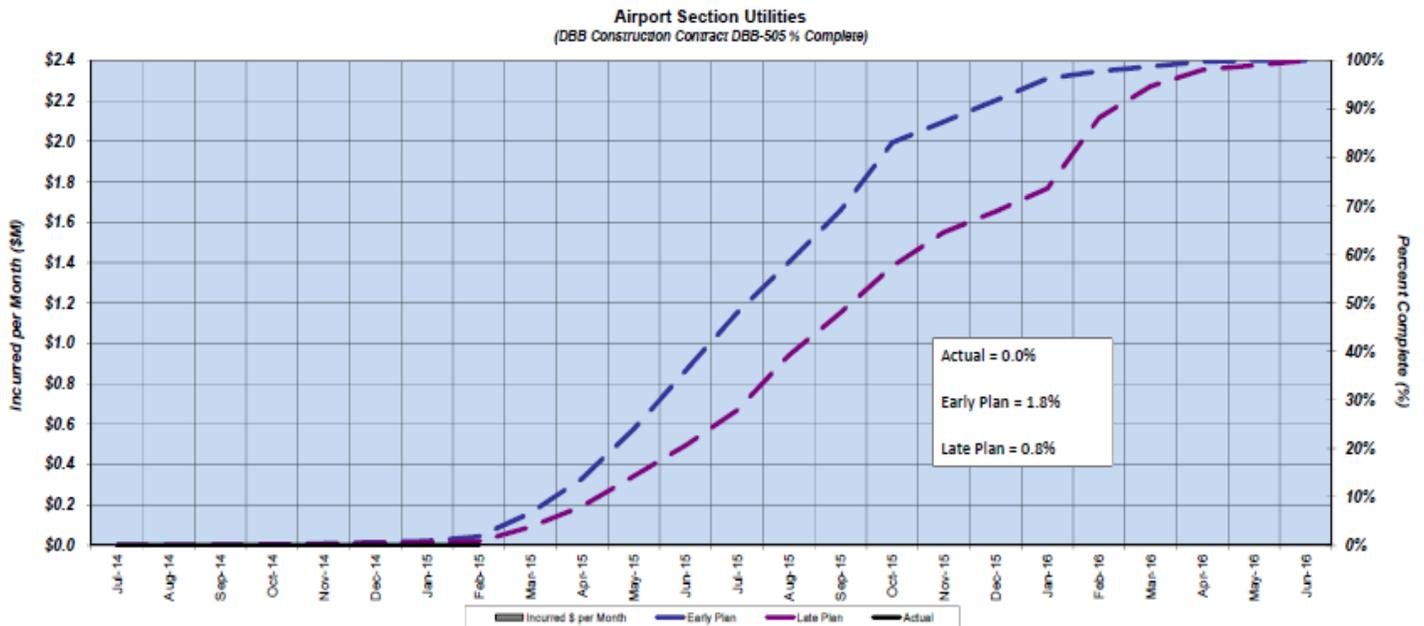
COST INFORMATION:

Original Contract:	\$28,413,974	Incurred-to-Date:	\$0
Current Contract Value ¹ :	\$28,413,974	Incurred in Feb.:	\$0

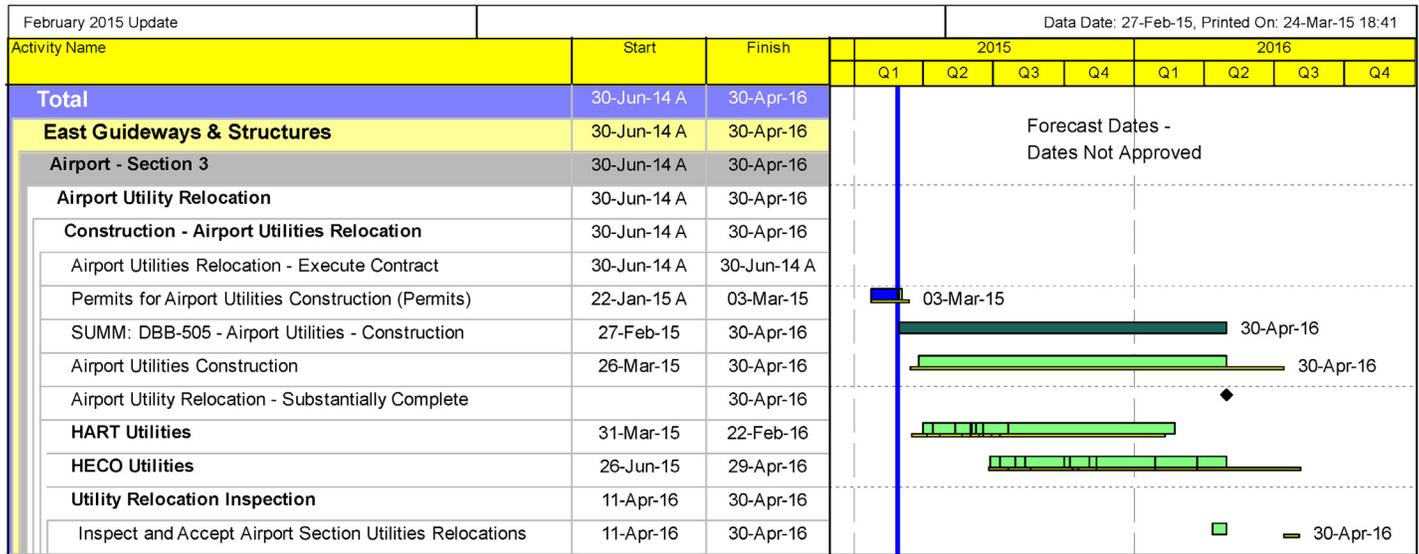
¹Current Contract Value = Original contract value (not including contingency) + executed Change Orders

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

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



SCHEDULE:



CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

Earned Value: 0.01%; Planned Value: 16.78%

- Nan, Inc. has submitted a baseline construction schedule, which has been approved. They are working on a revised baseline schedule based on a deductive RFCR that has been issued.
- Quality Management Plan (QMP) has been reviewed by HART and returned to Nan for resubmittal.
- Nan, Inc. continues to submit RFI and shop drawings for approvals.
- Nan, Inc. continues installation of license plate reader (LPR) cameras.
- Nan, Inc. planned to perform field investigation for Hawaiian Telecom Utility, but is on hold until jurisdictional issues between Navy and HDOT have been resolved.
- Nan, Inc. has commenced installation of the 18-inch sewer line (JSS1040) along Kamehameha Highway.
- Nan, Inc. has also started installation of the 24-inch waterline (JW1012) along Kamehameha Highway.

Look Ahead:

- The contractor is still working to provide a proposed cost for the changes identified in Rev 1 and Rev 2 drawing changes (anticipated net credit).
- Tree relocation scope to be removed from contract and to be performed by on-call contractor. (Pending cost proposal credit)
- Demonstration of LPR cables installation will be conducted to verify it can be installed within a walk cycle.

KEY ISSUES:

- Navy right of entry to perform work
 - Ongoing coordination with HART ROW regarding access to Navy property for construction related work.
 - Potential construction delays as right of entry has not been granted by the Navy.
- Nan, Inc. is behind schedule for beginning construction work. Scope of work is being reduced as a result of further coordination, such that schedule may be adjusted.
- Noise variance to perform night work is pending DOH approval. Permit is being held up at Department of Health.
- Navy/HDOT property ownership discrepancies; meeting is being set up for discussion.

C. Airport Section Guideway Seven Pier Construction

Contract No.: DBB-525

Contractor: HDCC/CJA JV

Contract Start Date: September 2014

Contract Substantial Completion: February 2015

Projected Substantial Completion: April 2015

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



Project Overview: HDCC/CJA has completed the drilling operations; all seven (7) drilled shafts are completed, pending CSL testing. Coordination is ongoing with HDOT-A on the surface finishing over the CMP's located within the CONRAC in the interim period when the guideway is to be constructed. BMP adjustments and traffic controls activities continue to be coordinated with the CONRAC project and HDOT-A as they begin to demobilize equipment. As of March, the latest schedule indicates that the contract scope will be completed in April, ahead of schedule.

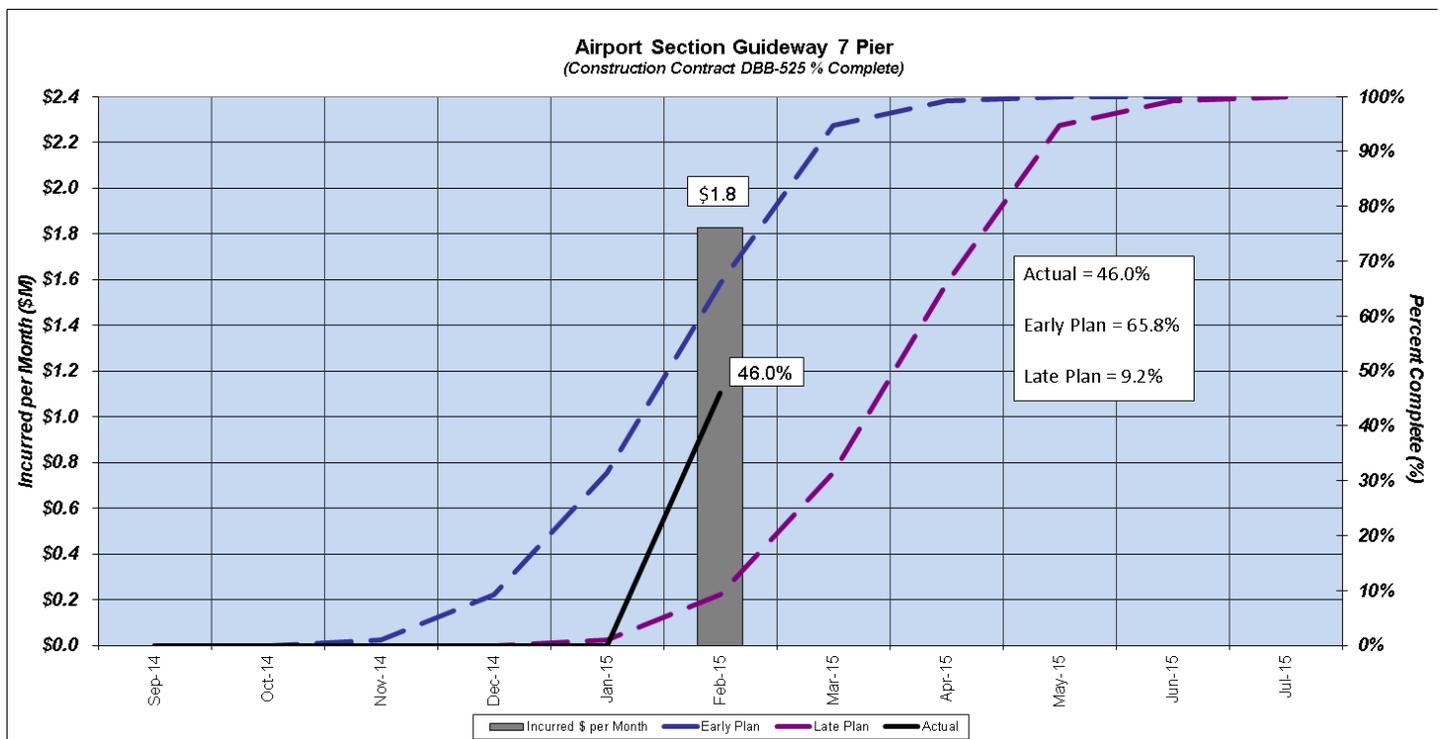
COST INFORMATION:

<u>Original Contract:</u>	<u>\$3,973,000</u>	<u>Incurred-to-Date:</u>	<u>\$1,826,010</u>
<u>Current Contract Value¹:</u>	<u>\$3,973,000</u>	<u>Incurred in Feb.:</u>	<u>\$1,826,010</u>

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

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

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



SCHEDULE:

February 2015 Update			Data Date: 27-Feb-2015, Printed On: 13-Mar-2015 18:30							
Activity Name	Start	Finish	2015				2016			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	18-Sep-2014 A	30-Apr-2015	Forecast Dates - Dates Not Approved							
NTP	18-Sep-2014 A									
Mobilization	19-Sep-2014 A	28-Jan-2015	28-Jan-2015 A							
Drilled Shafts	26-Jan-2015 A	17-Apr-2015	17-Apr-2015							
Pour Foundation Piers	11-Feb-2015 A	23-Apr-2015	23-Apr-2015							
Transition Zone Rebar Cages	09-Feb-2015 A	30-Apr-2015	30-Apr-2015							

CRITICAL PATH ISSUES:

- None.

WORK PROGRESS:

Activities this Month:

Earned Value: 81%; Planned Value: 81%

- All seven (7) pier foundations have been poured.
- Relocated utilities to allow for pier work.
- Attending weekly HDOT-Airport construction update meetings to monitor updates on Kiewit’s construction progress (INTERIM CAR RENTAL FACILITY) at Honolulu Airport.
- Weekly meetings with HDOT-Airport INTERIM CAR RENTAL FACILITY project team to coordinate work scope/activities and schedule access with the Kiewit INTERIM CAR RENTAL FACILITY team.
- Weekly meetings with HART/CE&I/ HDCC/CJA JV to discuss coordination and key issues.
- Utility relocations are ongoing in the field.

Look Ahead:

- Fill and plate over CMP pier location for future connection.
- Complete CSL testing.
- Certification if CIL list to be completed.
- Responding to RFI’s and submittal reviews as required.
- Process outstanding change orders.

KEY ISSUES:

- None.

D. Airport Station Group (ASG)

Contract No.: FD-440

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

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

Projected Substantial Completion (Construction): June 2019

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

Project Overview: The delivery method for this contract will be a 2-step Design-Build (DB) procurement, which will include an RFP Part 1 for Qualifications and RFP Part 2 for Proposals. The Airport DB package will include passenger stations, guideway elements, and remaining utilities within the Airport Section.



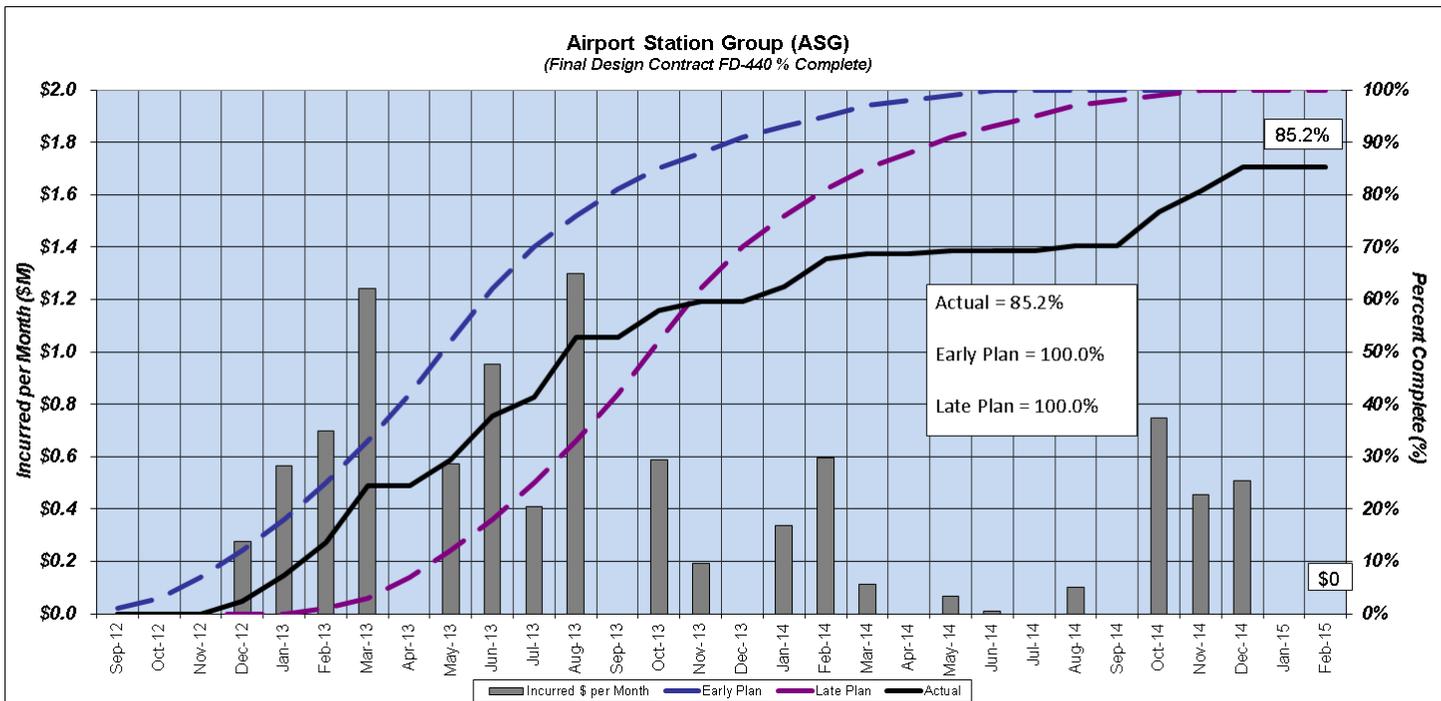
COST INFORMATION:

Original Contract:	\$10,177,365	Incurred-to-Date:	\$9,718,742
Current Contract Value ¹ :	\$11,402,205	Incurred in Feb.:	\$0

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

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

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



Due to the change in procurement strategy from DBB to DB, the design of the Airport Stations Group will not be advanced to completion by AECOM. Preparation of the DB solicitation documents is proceeding per schedule.

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

A. City Center Section Guideway and Utilities

Contract No.: FD-530

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

Contract Start Date: July 2012

Construction Docs Bid-Ready:

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

Projected Substantial Completion (Construction): TBD



Project Description: The City Center Guideway and Utilities final design

contract consists of 4.47 miles of elevated transit guideway serving eight (8) passenger stations, in addition to roadway widening, utility relocation and other improvements to facilitate construction of the guideway.

Project Overview: The delivery method for this contract is planned as a 2-step Design-Build (DB) procurement, which will include an RFP Part 1 for Qualifications and RFP Part 2 for Proposals. The City Center DB package is planned to include stations, guideway, and most utility relocations within the City Center section under a DB delivery, with a likely expedited package of utility work under a separate DBB delivery.

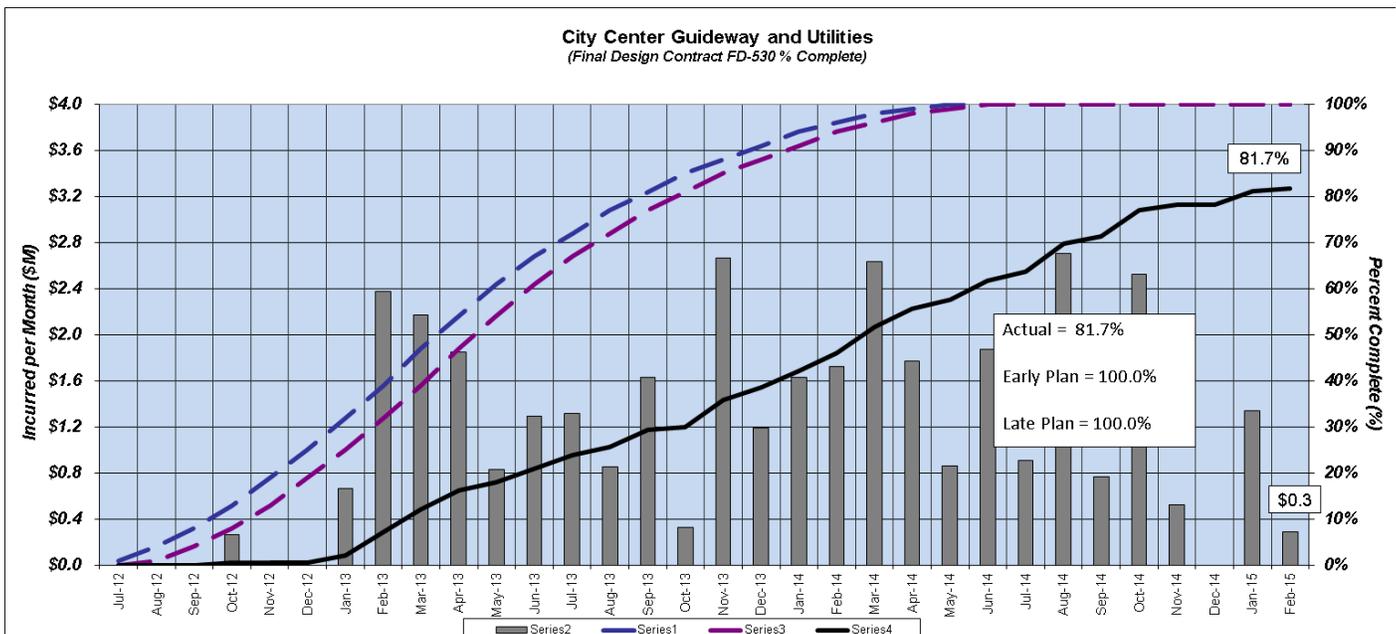
COST INFORMATION:

Original Contract:	\$43,948,220	Incurred-to-Date:	\$36,973,819
Current Contract Value ¹ :	\$45,231,023	Incurred in Feb.:	\$285,191

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

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

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



Due to the change in procurement strategy from DBB to DB, the design of the City Center Section guideway will not be advanced to completion by AECOM. Preparation of the DB solicitation documents is proceeding per schedule. Utility designs in the City Center Section are being advanced and considered for an expedited DBB package. These utility designs are six (6) months behind schedule due primarily to changes in HECO design requirements. HART is actively working with HECO to minimize the effects of these changes.

SCHEDULE:

February 2015 Update				Data Date: 27-Feb-15, Printed On: 13-Mar-15 17:57											
Activity Name	Start	Finish	ckTemp	2014		2015		2016		2017		2018		2019	
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Total	19-Aug-11 A	23-Apr-19													
City Center Programmatic	01-Nov-11 A	07-Sep-15													
City Center Permits	19-Aug-11 A	08-Dec-15													
Design - City Center Guideway & Utilities	01-Jul-12 A	03-May-15													
Construction - City Center Guideway & Utilities	01-Jun-16	23-Apr-19													

CRITICAL PATH ISSUES:

- HART is evaluating the scope of civil and utility work that can be expedited in a separate DBB package.
- HART is overseeing coordination between final design consultant AECOM and critical third parties.
- HART is pursuing property rights to obtain all geotechnical data required to support a DB delivery.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 82%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights of entry.

Look Ahead:

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

KEY ISSUES:

- Assessing cost and schedule impacts associated with HECO’s potential requirement to reconstruct existing building electrical service connections.
- Coordinating with HECO to establish minimum working clearance requirements for electrical lines.
- Assessing potential right-of-way impacts due to HECO requests for additional transformers.
- Acquiring rights-of-way and rights of entry.
- Coordinating with property owners and evaluating potential cost and schedule impacts to determine practicality of partial demolition and repair of select buildings.

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



Contract No.: FD-550

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

Contract Start Date: August 2013

Construction Docs Bid-Ready:

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

Projected Substantial Completion (Construction): TBD

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

Project Overview: The proposed delivery method for this contract has been changed from Design-Bid-Build (DBB) to Design-Build (DB). HART intends to combine the DKSG stations and City Center guideway into one DB construction package. Design efforts that would only support a DBB procurement have been suspended to control costs. HART is engaging the final design consultant for support on the preparation of a DB bid package.

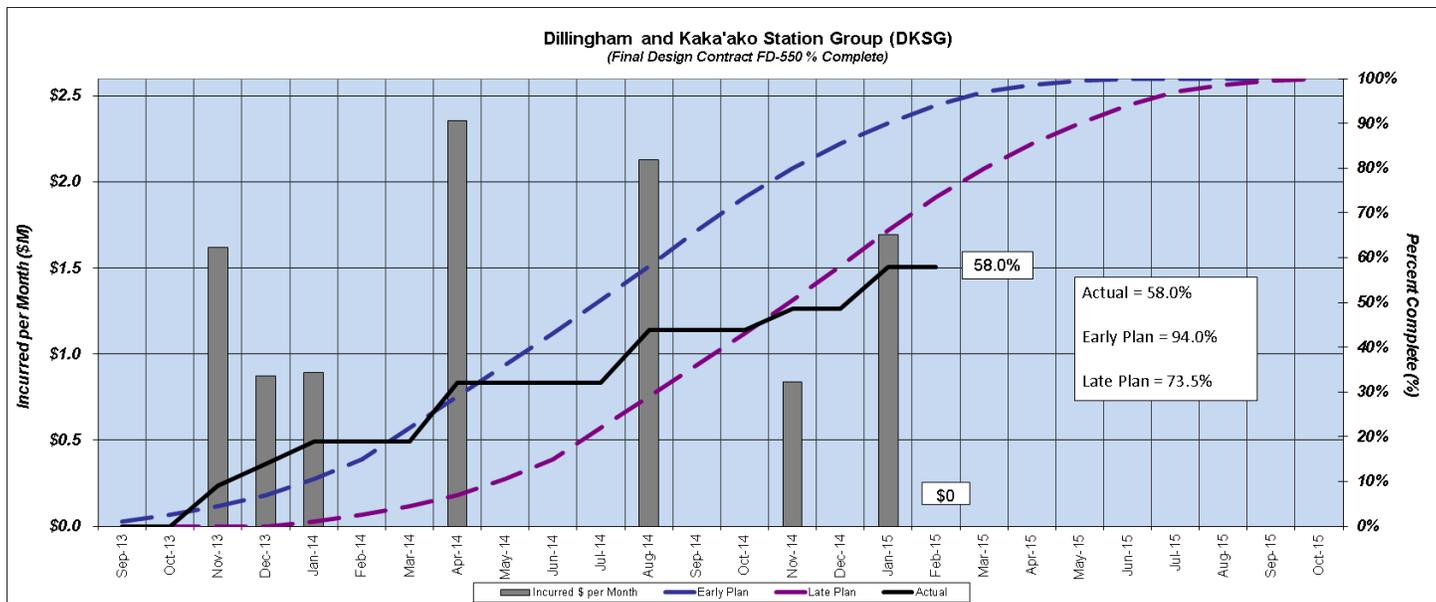
COST INFORMATION:

<u>Original Contract:</u> \$18,321,918	<u>Incurred-to-Date:</u> \$10,396,963
<u>Current Contract Value¹:</u> \$18,974,447	<u>Incurred in Feb.:</u> \$0

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

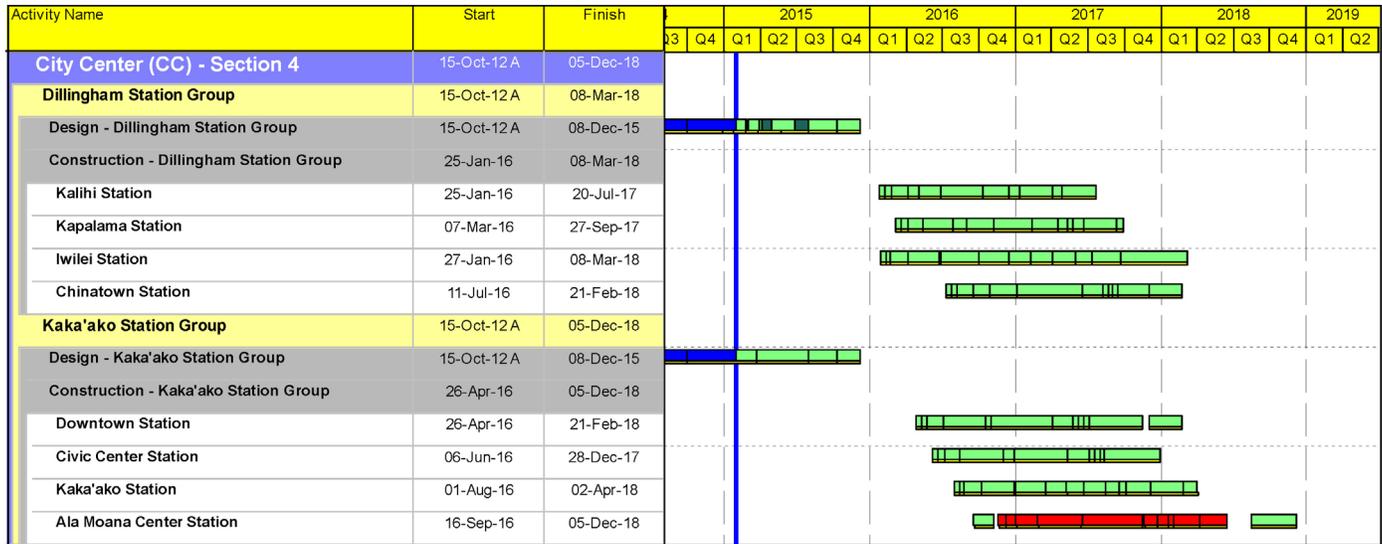
DBE Participation	
Actual DBE Participation:	\$0
DBE % Attained:	0%

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



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

SCHEDULE:



CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 65%.
- On-going coordination with private developers and other project stakeholders.

Look Ahead:

- Assess cost reduction alternatives for incorporation into the DB requirements.
- Prepare DB bid package.

KEY ISSUES:

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

4.6 Project-Wide

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

Contract No.: MM-901

Contractor: InfraConsult LLC

Contract Start Date: March 8, 2012

Contract Completion: March 7, 2015, with option to renew contract for up to two additional years

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

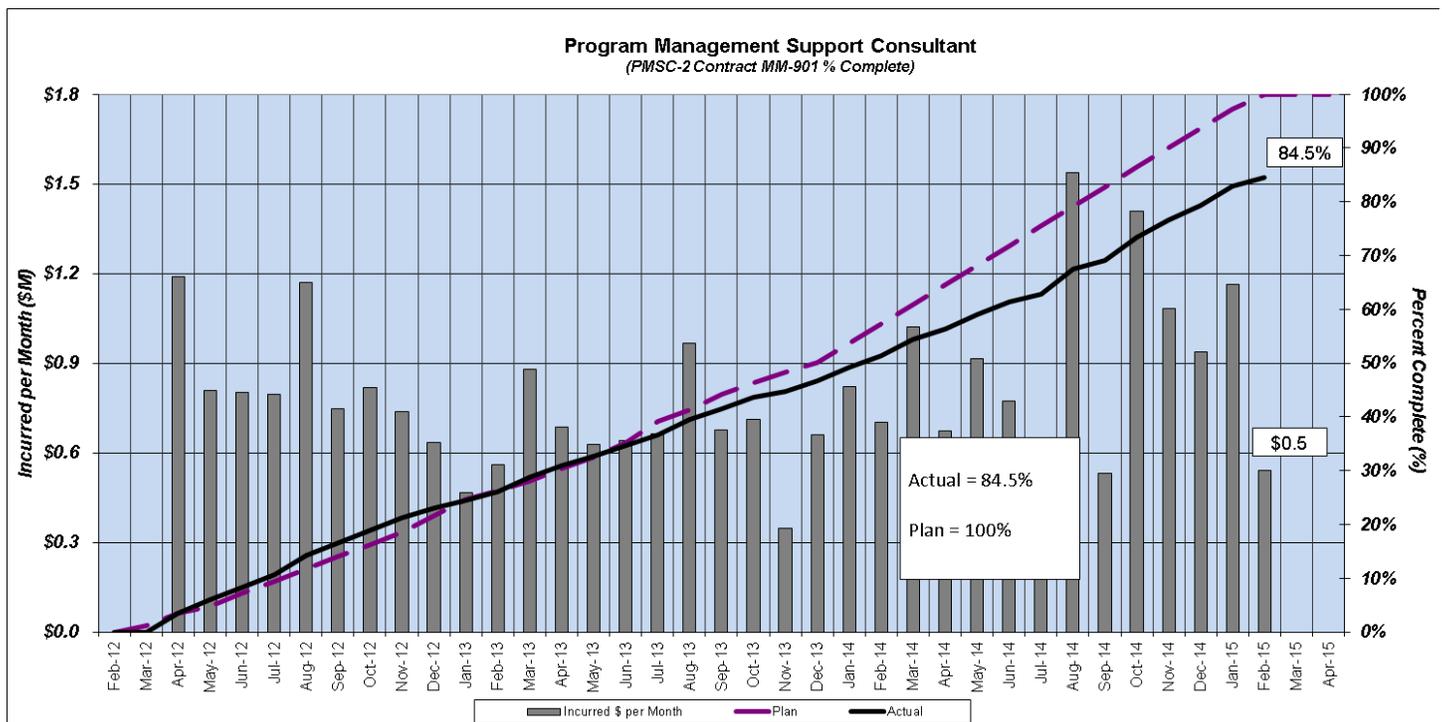
COST INFORMATION:

Original Contract:	\$33,376,897	Incurred-to-Date:	\$28,195,280
Current Contract Value ¹ :	\$33,376,897	Incurred in Feb.:	\$539,867

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

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

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



KEY ISSUES:

- The original contract completion date is March 7, 2015. HART has elected to exercise its right to extend the contract, but for an additional one year only with an option to extend the contract for the additional remaining one year. An Amendment to the Contract to extend the contract for one year with an option to renew the remaining one year was entered into between HART and InfraConsult LLC, effective March 8, 2015.

B. General Engineering Consultant III (GEC-3)

Contract No.: MM-913

Contractor: CH2M HILL

Contract Start Date: December 2013

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

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

Project Overview: The GEC III is evaluating the criteria to be used to develop the Airport and City Center Guideway and Station Design-Build procurements; this includes a review of the Contract General Terms and Conditions.

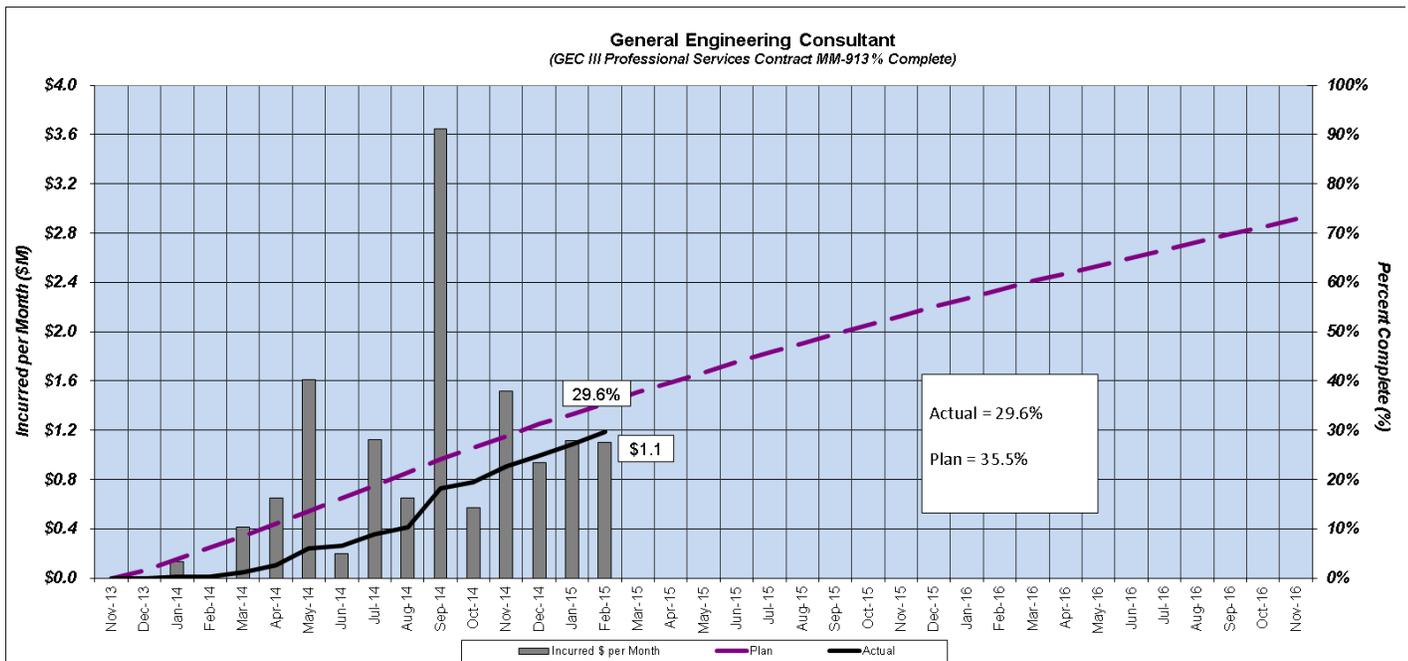
COST INFORMATION:

<u>Original Contract:</u>	<u>\$46,143,277</u>	<u>Incurred-to-Date:</u>	<u>\$13,656,223</u>
<u>Current Contract Value¹:</u>	<u>\$46,143,277</u>	<u>Incurred in Feb.:</u>	<u>\$1,101,057</u>

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

DBE Participation	
Actual DBE Participation:	\$936,370
DBE % Attained:	2.03%

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



KEY ISSUES:

- Refresh cost estimates for rail extensions and assist CE&I in developing West O’ahu Stations bottoms-up estimate in light of the changes from value engineering, contract general terms and conditions and special provisions.
- For the Farrington Highway Station Group, finalize interface risk assessment.
- Provide support to HART on documentation relative to the Makalapa site and coordination with the Navy. Beginning to re-evaluate the travel demand model to update ridership estimates to reflect four-car train configuration.
- Provide support to FHSG procurement, conduct WOSG design review, and support HART in the evaluation of the repair of the cracked segments.

C. Construction Engineering & Inspection West Side Sections

Contract No.: MM-290

Contractor: PGH Wong Engineering, Inc.

Contract Start Date: January 2014

Contract Completion: January 2020

Projected Substantial Completion: December 2018

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

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

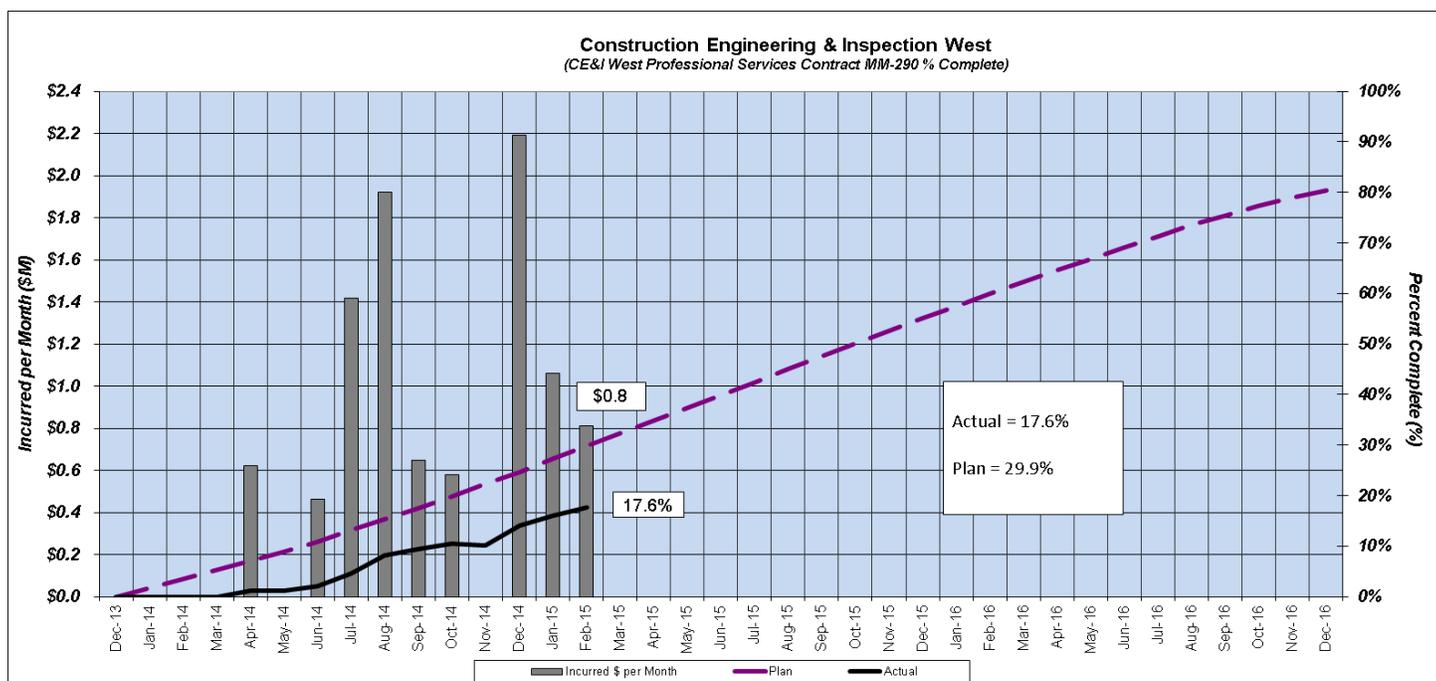
COST INFORMATION:

<u>Original Contract:</u>	<u>\$54,232,480</u>	<u>Incurred-to-Date:</u>	<u>\$9,544,338</u>
<u>Current Contract Value¹:</u>	<u>\$54,232,480</u>	<u>Incurred in Feb.:</u>	<u>\$812,328</u>

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

DBE Participation	
Actual DBE Participation:	\$509,363
DBE % Attained:	0.94%

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



KEY ISSUES:

- No issues.

D. Construction Engineering & Inspection East Side Sections

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

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

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

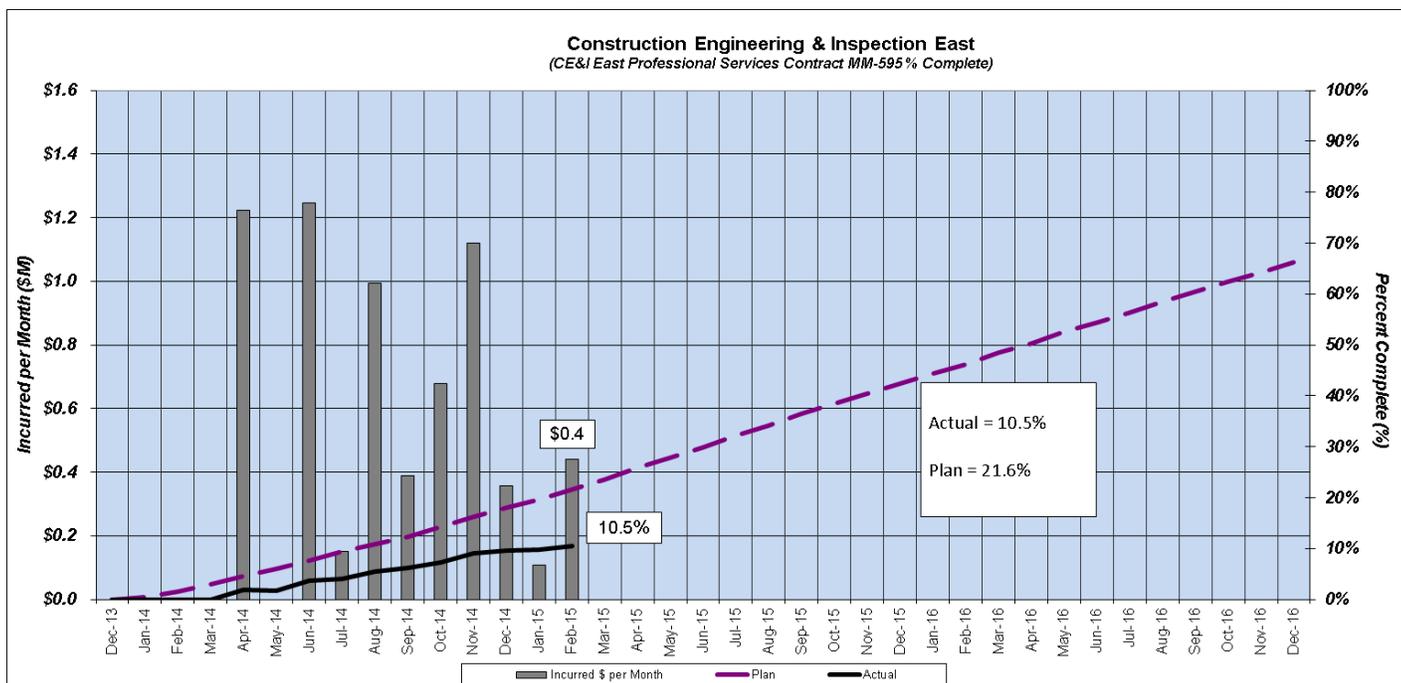
COST INFORMATION:

<u>Original Contract:</u>	<u>\$63,083,417</u>	<u>Incurred-to-Date:</u>	<u>\$6,607,853</u>
<u>Current Contract Value¹:</u>	<u>\$63,083,417</u>	<u>Incurred in Feb.:</u>	<u>\$441,867</u>

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

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

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



KEY ISSUES:

- HART has determined the AECOM acquisition of URS has created a Conflict of Interest (COI) that URS has been unsuccessful in resolving. As such, HART is in the process of termination of the URS East CE&I contract and expediting a new re-competed solicitation for CE&I professional services for the East construction contracts.
- The CONRAC A7 shafts are complete and final demobilization is in process; expected to be 100% by the end of April 2015. The project is on schedule and within budget with minimal impacts to the overall program.
- The unresolved ROE and ROW on the Navy property within the east section corridor may cause a delay for the Airport Section Utilities project. This is currently being reviewed by senior management for possible resolution and a path forward.

E. Core Systems Contract Oversight Consultant

Contract No.: MM-962

Contractor: Lea+Elliott, Inc.

Contract Start Date: February 2014

Contract Completion: August 2019

Projected Substantial Completion: N/A

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

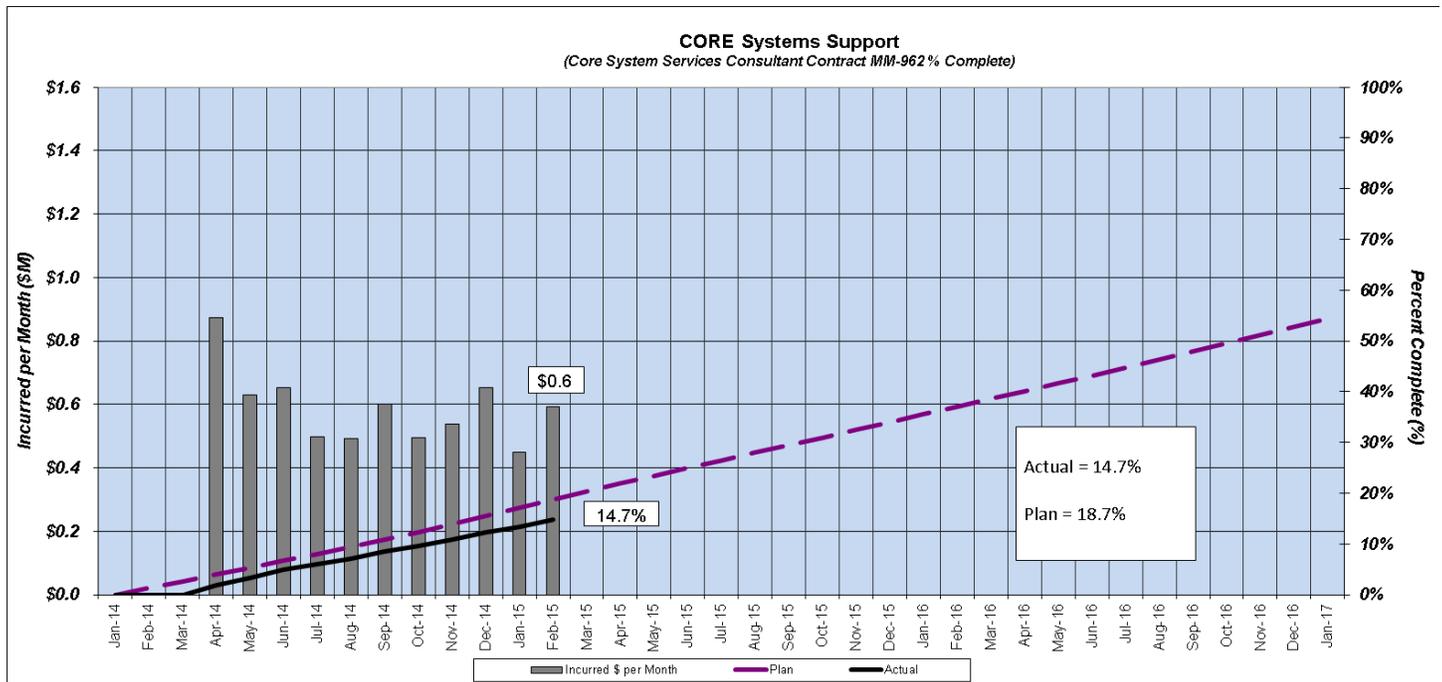
COST INFORMATION:

<u>Original Contract:</u>	<u>\$43,988,989</u>	<u>Incurred-to-Date:</u>	<u>\$6,474,762</u>
<u>Current Contract Value¹:</u>	<u>\$43,988,989</u>	<u>Incurred in Feb.:</u>	<u>\$591,288</u>

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

DBE Participation	
Actual DBE Participation:	\$165,362
DBE % Attained:	0.38%

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



KEY ISSUES:

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

F. On-Call Construction Contractor

Contract No.: MM-945

Contractor: Royal Contracting Co. Ltd.

Contract Start Date: Aug. 6, 2014

Contract Completion: July 6, 2019

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

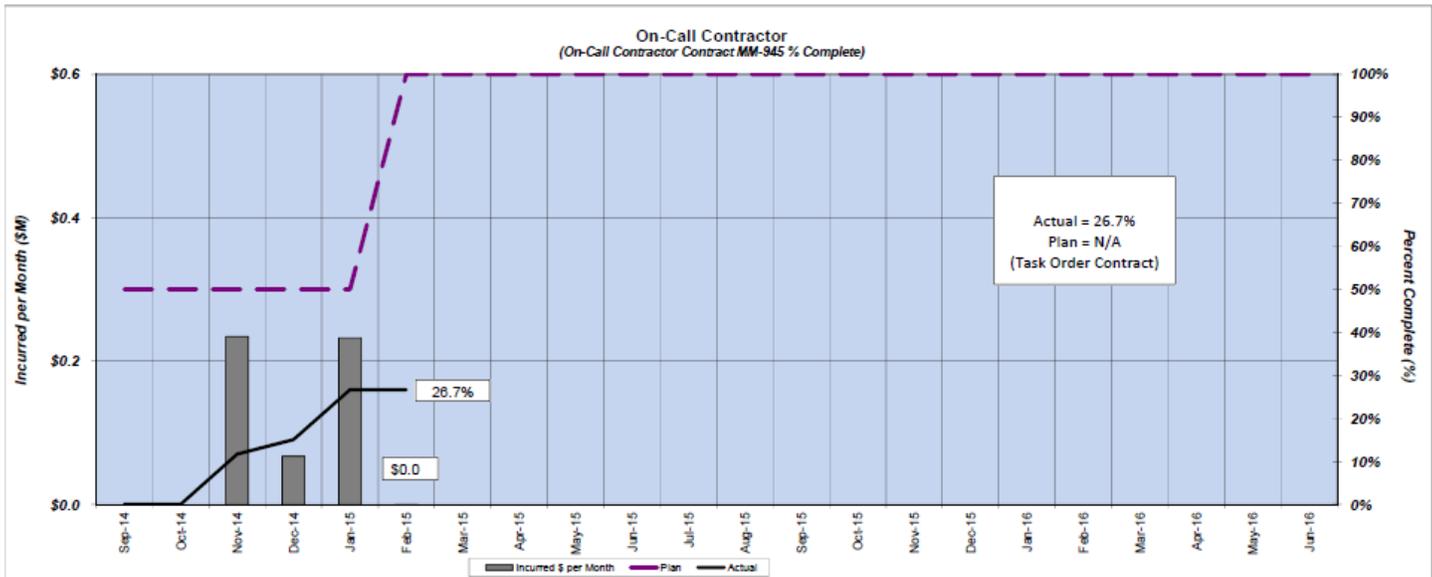
Project Description: The On-Call Contract performs tasks not generally covered in the general construction contracts. These activities include demolition of structures; repairs to existing HART facilities; relocation of trees and other minor facilities such as bus stops, street lighting, etc.; minor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

COST INFORMATION:

Original Contract: <u>\$1,000,000</u>	Incurred-to-Date: <u>\$533,257</u>
Current Contract Value ¹ : <u>\$2,000,000</u>	Incurred in Feb.: <u>(\$584)</u>
¹ Current Contract Value = Original contract value (not including contingency) + executed Change Orders	

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

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



KEY ISSUES:

- The On-Call Contractor has successfully:
 - completed all field work necessary for the AIS supplemental report
 - demolished eight buildings located in the WOFH, KHG and City Center right-of-way
 - relocated/removed over 30 trees in the Airport right-of-way
 - repaired/protected multiple facilities owned by HART
- The On-Call Contractor is in the process of working with HART’s right-of-way group and owners in providing cost to cure solutions to properties which will need modification in achieving cleared right-of-way in the Airport and City Center sections of the guideway.

5 OVERALL PROJECT-WIDE ACTIVITIES

Permits (Section 5.1)

OVERVIEW

- HART is focusing on increasing noise monitoring efforts with the Hawai'i Department of Health (HDOH) regarding noise levels along the Kamehameha Highway Guideway (KHG) section under construction. HDOH plans to defer approvals of currently submitted noise variances pending their approval of HART's active mitigation and management of construction noise.

KEY ISSUES

- HART is waiting to receive approval of its Coastal Zone Management from the Department of Planning and Permitting for Waiawa Stream and Tributary. The Coastal Zone Management permit will be approved immediately when the Waiawa Section 401 permit is approved.
- HART is waiting to receive approval of its Airport Community Noise Variance from the Hawai'i Department of Health.
- HART is waiting to receive renewal of its WOFH Community Noise Variance from Hawai'i Department of Health, which will expire on April 12, 2015.

HDOT Agreements (Section 5.2)

OVERVIEW

- HART received approval from HDOT to control Airport segment of State Highway Right of way starting Feb. 2, 2015. JUOA execution is still pending, and expected to be received in April 2015.

Utility Agreements (Section 5.3)

OVERVIEW

- Reviewing comments from AT&T Corp. for Airport/City Center construction agreement.
- Execution of an amendment to HTI KHG ESA contract.
- Submitted draft contract to Hawai'iGAS for City Center UCA.

KEY ISSUES

- HART continues to encounter multiple issues with HECO that are impacting the design and construction of planned work. HART is continuing to meet with HECO on a weekly basis to resolve the issues.

Right-of-Way (Section 5.4)

OVERVIEW

- Right-of-Way acquisitions are under budget by \$10.5M, as of March 20, 2015.
- ROW has been working closely with design and construction staff, and has adjusted the anticipated acquisition dates to correspond with the revised timeline projected by the updated procurement strategy.
- HART has acquired nearly all needed property for the WOFH section.
- All private property site access for guideway is complete for Kamehameha. The contractor has identified locations that are believed to require permanent easements for utility relocation. ROW is working with KIWC to resolve.
- HART is working closely with the U.S. Navy to secure easements needed for construction in the Airport Section.
- Currently, there are no impacts to City Center construction work because of ROW.

KEY ISSUES

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

5.1 Permits

• Permits Submitted and In-Progress

- On Feb, 10, 2015, the Department of Planning and Permitting (DPP) accepted HART's application for a zoning waiver to allow the Aloha Stadium station to exceed various height, setback, and landscaping requirements within a residential district (File No. 2015/W-6).
- HART revised the 401 Water Quality Certification for work within Waiawa Stream & Tributary and submitted to the Hawai'i Department of Health on March 24, 2015.
- HART submitted the Stream Channel Alteration Permit (SCAP) for work within Halawa, Moanalua, and Kalihi Streams on March 13, 2015.

• Look Ahead

- Upcoming significant permit activity:
 - HART will submit the Clean Water Act Section 404 permit application for Kapalama and Kalihi to the U.S. Army Corps of Engineers.
 - HART will submit the Clean Water Act Section 401 permit application for Kapalama and Kalihi to the Hawai'i Department of Health.
 - HART will submit a letter of Jurisdictional Determination to the U.S. Army Corps of Engineers for Aolele ditch.
 - HART will submit a letter requesting determination of permit required to the U.S. Army Corps of Engineers for Nu'uuanu stream.

5.2 Hawai'i Department of Transportation (HDOT) Agreements

• Activities this month

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

• Look Ahead

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

5.3 Utility Agreements

Figure 13. Utility Agreements Status

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

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

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.

AIRPORT

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

CITY CENTER

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

HECO

- **Davis-Bacon requirements** – HECO has established a collective bargaining agreement – which does not align with Davis-Bacon requirements – for which HECO is requesting a waiver. HART is coordinating to resolve this with HECO.
- **HECO 46kV Substation near Rail Operations Center (ROC) area** – HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the ROC area due to requirements in HECO Rule 13. Initial planning indicates that a currently un-used location on the ROC property may be suitable for this facility. HECO is investigating a 'system' substation, which would also feed the area surrounding the ROC.
- **Additional Clearances** – HECO indicates the need for additional horizontal working clearances from overhead pole alignments and additional buffer radial clearances from the actual overhead high-voltage lines.
 - **Horizontal Working Clearances Analysis** – HECO is reviewing the current overhead pole and line locations to identify areas where accessibility for HECO maintenance is a concern. HART is currently reviewing the results of HECO's analysis. Additional HECO re-evaluation is ongoing for pole locations with sub-optimal clearance. HART will also be setting up meetings to further discuss and resolve this with HECO.
 - **Bronto Bucket Truck Rental/Testing** – To allow for increased accessibility for HECO maintenance personnel when considering horizontal working clearances, HECO identified a bucket truck with a telescoping boom (versus a knuckle) and with extendable outrigger supports (versus swinging outrigger supports). The truck allows for greater accessibility and less required setup space than the current larger HECO bucket trucks. HART has agreed to reimburse HECO for 3 months of rental for an un-insulated model of the proposed Bronto Bucket Truck. HART is currently reviewing the HECO Horizontal Working Clearance study. HART will also be setting up meetings to further discuss and resolve this with HECO.
- **New Service Connections** – HECO service requests are required for new electrical services for the MSF, Passenger Stations and Systems Sites (traction power facilities). The Passenger Station designers are providing the service request for the stations and the Core Systems Contractor is providing the service request for the systems sites.
 - **MSF** – Service request approved via receipt of HECO Final Cost Letter and HECO design drawings. Coordination with HECO for installation is progressing.
 - **Passenger Stations and Systems Sites** – HECO service request reviews are in progress and approvals are anticipated in Q2 2015 for the west side stations. HECO is working to finalize its designs and cost estimates.

5.4 Right-of-Way (data as of March 20, 2015)

BUDGET

- The ROW budget continues to show a favorable trend. \$71M was spent to acquire 35 properties. The budgeted amount for the 35 parcels was \$81.5M, resulting in a budget underrun of \$10.5M for acquisitions.
- \$4.9M has been expended to date for relocations.

ACQUISITIONS

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

	No. of Parcels Impacted	Current No. of Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted For Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition											
W.Oahu\Farrington	16	16		14	14	13	1	4	15	10	16
Kamehameha	3	3		3	3	3			3	1	3
Airport	5	5	1	4	5	5			4	3	4
City Center	23	22		20	20	16			15	12	9
TOTAL	47	46	1	41	42	37	1	4	37	26	32
Partial Acquisition											
W.Oahu\Farrington	11	3		2	2	2		2	2		2
Kamehameha	19	4		3	3	1	1	1	1		3
Airport	9	9		3	3			1	1		1
City Center	88	77	7	40	34	5					0
TOTAL	127	93	7	48	42	8	1	4	4		6
Easement											
W.Oahu\Farrington	18	16	5	1	1			10	8		8
Kamehameha	6	6	1					9	5		5
Airport	44	41		7	7			26	22		26
City Center	45	37	15	3	2			1	1		1
TOTAL	113	100	21	11	10			46	36		40
GRAND TOTAL	287	239	29	100	94	45	2	54	77	26	78
<i>During design development, the real estate requirements have been adjusted to accommodate the design refinements. Parcel requirements are adjusted as design is finalized.</i>											

WEST O’AHU/FARRINGTON

- Issues:
 - HART has acquired site control for nearly all needed property for the WOFH section, for both guideway and the stations.
 - HART is working to secure construction right of entry for the WOFH guideway at Leeward Community College.

KAMEHAMEHA

- Issues:
 - All private property site access for guideway is complete for Kamehameha. The contractor has identified permanent easement locations for relocated utilities. ROW is working with KIWC to resolve.

AIRPORT

- Issues:
 - HART has several easements pending from the U.S. Navy for the Airport Section, particularly needed for the Airport Utility contractor. These easements are extremely critical and are impacting construction work. HART is working closely with the U.S. Navy right-of-way personnel to complete the documentation as quickly as possible. HART is meeting regularly with Navy.

- On multiple TMK’s, HART is nearly complete with the mapping process. This is important so HART can complete several key partial acquisitions.
- HART made an offer to the Post Office for easement at Honolulu International Airport, which is pending and is being closely monitored. They have requested modifications which are being reviewed.
- Look Ahead:
 - Complete Post Office and Navy agreements.
 - On multiple TMK’s, HART has met with consultants to expedite appraisal reports. This allows offers to move forward on remaining airport parcels in anticipation of construction.

CITY CENTER

- Issues:
 - Currently, there are no impacts to City Center construction work because of ROW.
 - There continues to be a great deal of effort toward acquiring City Center ROW parcels. Prioritization is being given to the Dillingham section and resolving remaining full acquisitions.
 - As indicated in the table, there are a number of appraisals and offers in progress.
 - HART also continues to track potential eminent domain. HART is actively reviewing pending offers for consideration for eminent domain, which could go before the HART Board of Director’s in April.
- Look Ahead:
 - Continue with acquisitions in City Center.
 - Continued review of eminent domain needs.

RELOCATIONS

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

Section	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
W.Oahu\Farrington	18	6	1	25	11	12	8	25
Kamehameha		4		4	4	3	3	4
Airport		12		12	5	9		7
City Center	19	65		84	31	44	23	43
Grand Total:	37	87	1	125	51	68	34	79

WEST O’AHU/FARRINGTON

- Look Ahead:
 - There continues to be need for oversight of the remediation process for TMK 9-6-004-006.

CITY CENTER

- Look Ahead:
 - Complete relocation by April for several TMKs.
 - Start relocation on multiple TMKs.

THIRD-PARTY AGREEMENTS

Figure 16. Third-Party Agreement Status

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

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
DHHL License	Executed		WOFH, MSF	Consent to construct in place.
HDOT Master Agreement	Executed		WOFH	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH	Consent to construct in place.
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		KHG	Consent to construct in place.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport Division parcels	Executed		Airport	Consent to construct in place.
HDOT Easement Agreement for Airport Division parcels	Pending	April 2015	Airport	Process Easement Agreement.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport leased/revenue parcels	Pending	April 2015	Airport	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Pending	June 2015	City Center	
HDOT SOA MOU	Executed		Program	
OCCEC/Hawai'i Department of Public Safety Agreement Dillingham Blvd	Pending	June 2015	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	June 2015	City Center	Coordination is on-going.
Department of Accounting & General Services (DAGS)/HHFDC Right of Entry	Pending	April 2015	City Center	Processing.
Department of Accounting & General Services (DAGS)/HHFDC Easement	Pending	June 2015	City Center	Process Easement Agreement.
City Dept. of Transportation Services (DTS) Joint Use & Occupancy Agreement (Middle St.)	Pending	June 2015	Airport	Processing. Pending design.
U.S. Navy (17 Easements)	Pending	April 2015	WOFH, KHG, Airport	Easements are being processed by the Navy. Navy will not charge for all licenses and easements. Exemption granted.
U.S. Navy Pearl Harbor Station	Adopted		Airport	Congress passed bill to transfer property to City.
U.S. Post Office Honolulu Processing Center	Pending	May 2015	Airport	Offer tendered to the Post Master General. HART reviewing requested modifications.
City Dept. of Transportation Services (DTS) (Kamehameha Hwy.)	Pending	May 2015	Airport	Jurisdictional Transfer in process.
City Dept. of Facility Maintenance (DFM) (Kamehameha Hwy/Makalapa Manor)	Executed		Airport	
City Dept. of Facility Maintenance (DFM) (N. King St.)	Pending	June 2015	City Center	Jurisdictional Transfer in process.
City Dept. of Facility Maintenance (DFM) (Kohou St.)	Pending	June 2015	City Center	Jurisdictional Transfer in process.
Federal Court House/GSA	Pending	May 2015	City Center	Draft agreement is under review and discussions on-going.
Pacific Guardian Center	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.
Howard Hughes Corporation	Pending	December 2015	City Center	Appraisal and negotiations underway.
Sam House Development	Pending	December 2015	City Center	Appraisal and negotiations underway.
GGP Ala Moana LLC	Pending	December 2015	City Center	Appraisal and negotiations underway.

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

Safety and Security (Section 6.1)

OVERVIEW

- Significant progress continues with the Safety and Security Design Criteria (DC) Conformance checklists CIL/CEL design verification process. HART Safety maintains a detailed Design Criteria Conformance Checklist Status Report for all contracts along with detailed KHG and WOFH verification status sheets on their multiple sub-CEL/CIL packages. These verification status sheets outline the CEL/CIL packages approved by the SSRC, ready for SSRC approval, packages that are working between HART Safety and the designers, and CEL/CIL packages that have not been submitted to date.
- HART Safety continues to develop draft contract Construction Safety and Security Specification Conformance Checklists and reviews them with each contract Construction Manager (CM) Certification POC in preparation for SSRC final review and approval. HART Safety maintains a detailed Specification Conformance Checklist Status Report by contract to track overall SSRC approval and verification status. HART SSRC has approved the KHG, MSF, and Airport Utilities 7 shafts Construction Specification Conformance baseline Checklist on March 25, 2015, and is scheduled to review for approval H2R2, WOSG, KHSG and FHSG checklists in April 2015.
- The Project PHAs are being finalized to reflect actual mitigations designed into the project with final hazard ratings as the designs reach the 100% design level. A PHA status report is under development to track updates and SSRC approval status.
- Core Systems Contract (CSC) sub-systems Hazard Analysis (HAs) are still under development and being updated after each review cycle as needed in preparation for SSRC final review/approval as outlined in the document status chart in Section 6.1.
- Site access control at MSF has been developed to ensure contractors are aware of work schedule and work areas for contractors.
- HART Safety and Security and HDOT continue to meet weekly to discuss issues and concerns.

KEY ISSUES

- Interim Certification requirements for the vehicle storage track, maintenance bay, rail yard test track, and the functional track along the WOFH ROW will be dictated by the actual delivery date of the vehicle and the completion status of all associated contracts for testing requirements of the vehicle.
- Accurate vehicle delivery dates in the master schedule and realistic completion dates of associated contracts are essential for planning purposes. Actual interim certification requirements will be determined 4-6 months prior to the vehicle delivery date.
- Engineering Leadership support to fully implement the Specification Conformance Checklist verification process and to provide updated certification training down to the contractor level is essential to streamline the verification process.
- HECO-Power for testing and verification needs to be complete prior to AHJV vehicle arrival in early 2016.

Quality Management (Section 6.2)

OVERVIEW

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
- HART QA reviewed and approved the QAP of L+E.

KEY ISSUES

- QA audits of WOSG and KHSG Final Design prior to issuance for bid solicitation.
- QA Audit of Airport Guideway (AECOM) and ASG (AECOM) Final Design prior to issuance for bid solicitation.
- Combined QA and Buy America Audit of Airport Section Guideway Seven (7) Piers (HDCC/CJA JV).
- QA review of procurement document package for the Airport Segment and Station Group DB RFP and Fair Collection Systems RFP.

- Replacement of cracked segments 11 and 12 of Span 67 (HART NCR No. 14-000-QA1); remedial work in progress; the cracked segments were removed and replaced with new ones; post tensioning just started.
- Replacement of cracked segments 1, 2, 11 and 12 of Span 17. KIWC is currently performing the root cause analysis and corrective action to prevent recurrence; preparing an NCR; and the disposition is to replace the cracked segments.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Construction of WOFH Balanced Cantilever Segmental Span across H-1.
- Timely closeout of open NCRs (HART, WOFH, KHG and MSF).

Buy America Compliance (Section 6.3)

OVERVIEW and KEY ISSUES

- An interim Buy America audit was conducted on March 23-25, 2015.
- MSF: HART will be working with FTA Region 9 legal counsel in resolving or closing the Buy America issues for bridge crane and lockset door hardware.
- MSF: HART rejected the contractor's request for HART to seek FTA waiver regarding Friction Buffer Stop.

Disadvantaged Business Enterprise (Section 6.4)

OVERVIEW

- \$21,254,963 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 3/31/15.

Planning and Environment (Section 6.5)

KEY ISSUES

- On March 20, 2015, HART submitted the supplemental Archaeological Inventory Survey (AIS) report for the Queen Street alignment shift to the State Historic Preservation Division (SHPD) for review and acceptance.

Risk Management (Section 6.6)

OVERVIEW

- There are a total of 189 risks in the March 2015 risk register. Fifteen risks from the West Side Station Group Package of nine stations have been replaced by 19 risks allocated to one or more of the three West Side Station Group packages (FHSG, WOSG and/or KHSG). Seventeen risks have been deleted from February's risk register and five new risks have been added.
 - Risk deletions were a combination of avoidance and minimization through mitigation as well as absorption through contract change orders as HART resolved HDOT issues, utility facility conflicts, and other risks associated with early works on the west side.
 - Risk additions were contractual related to third party permit conditions and commercial resolution of disputes based on past trends assigned to individual contracts not reflected previously.
 - Several risks on the west side were reduced due to Core Systems design development, advancement of WOFH Guideway construction and utility relocation progress on KHG, as well as a reduction of the probability of risk exposure as work advances and problems get resolved.

KEY ISSUES

- Risks associated with the market, right-of-way, utilities and third parties remain at the top of the list of concerns.
- The construction market represents a particularly challenging situation for HART.
 - Construction escalation is expected to continue to be high for 2015, as growth in island permitted work continues at a faster rate than completion of construction work.
 - HART construction contracts are a major contributor of the construction market and may contribute as much as 25% of the total construction volume (private and public) in 2015 and 2016.

- Third party actions are taking longer than expected to resolve, exposing HART's contractors to potential delay in the performance of their work unless there are work around alternatives available to minimize risk impacts to cost or schedule.
 - Recent successes include resolution of some lingering UH and HDOT coordination issues.
 - Navy, HECO and HDOH issues remain critical.

Community Outreach (Section 6.7)

OVERVIEW

- HART's construction outreach focuses on businesses along the alignment in Waipahu, Pearl City, Aiea and urban Honolulu areas.

KEY ISSUES

- With construction well underway, HART's outreach team responded to more than 100 inquiries that came through the project's 24-hour hotline, the website and via email. Traffic remains a key issue for area businesses and residents.
- HART's outreach efforts also continue to address the project's finances and how to reduce costs and secure additional revenue sources.

Staffing (Section 6.8)

OVERVIEW

- All key positions are filled.
- Two Transit Contract Managers have been selected to fill existing vacancies. Official offers have been extended and both candidates accepted. Both employees will start on April 1, 2015.
- The Right-of-Way Agent position in ROW was filled with a Planner III on March 9, 2015.
- A Budget Analyst has been selected and the tentative start date is July 1, 2015.
- There are two new vacancies in Planning: one Planner VI and one Secretary. There is also one anticipated vacancy: Planner V. Recruiting has commenced to fill these positions.
- HART prioritizes filling all vacancies with city employees and supplements the city staff with consultants when required and appropriate.

KEY ISSUES

- The latest organization chart is dated Jan. 14, 2015. A new chart is in the works that will reflect minor revisions and personnel changes.

6.1 Safety and Security

HART Safety and Security Certification Documents Status			
Documents	Revision #	Date Approved	Comments
Safety and Security Management Plan (SSMP)	Rev 5	02/25/2015	Pending signatures and PMP update/approval
Safety and Security Certification Plan (SSCP)	Rev 4	02/25/2015	Pending signatures and PMP update/approval
WOFH SSCP	Rev 0	10/22/2014	No future updates: HART SSCP in affect
Construction Safety & Security Plan (CSSP)	Rev 2	10/22/2014	Pending signatures
Project Preliminary Hazard Analysis (PHAs)	Rev 1	6/6/2014	Finalizing PHAs is on-going
Core Systems Contract (CSC) PHAs (DBOM)	Rev C	-	Received 12/15/14 - CSC updating
- Wayside ATC SSHA	Rev B	-	Received 11/14/2014 - CSC updating
- Wayside ATC O&SHA	Rev C	-	Received 3/13/2015 - CSC updating
- Wayside/ATC SHA	Rev C	-	Received 1/6/2015 - CSC updating
- SCADA O&SHA	Rev C	-	Received 03/13/2015 - CSC updating
- SCADA SSHA	Rev C	-	Received 3/10/2015 - CSC updating
- Vehicle/ATC SSHA	Rev C	-	Received 3/24/2015 - CSC updating
- Vehicle/ATC O&SHA	Rev B	-	Received 02/4/2015 - CSC updating
- TES SSHA	Rev A	-	Received 11/17/2014 - CSC updating
- TES SHA	Rev A	-	Received 12/12/2014 - CSC updating
- PSGS O&SHA	Rev A	-	Received 12/8/2014 - CSC updating
- PSGS SSHA	Rev A	-	Received 02/2/2015 – CSC updating
Threat and Vulnerability Assessments (TVAs)			
- Project TVA	Rev 1	1/16/2015	

S & S Design Criteria (DC) Conformance Checklist			
Design Verification Status			
Contracts: DC Conformance Checklists (CEL/CILs)	% Design Verified	% Increase from last FTA Report	Comments:
Under Construction			
DB-200, MSF	99%	-	SSRC approved 1/28/2015
DB-120, WOFH Guideway	91%	+2%	39 total – Sub CEL/CIL Packages 23 - SSRC approved 1/28/2015, 02/25/2015, and 03/25/2015
DB-320, KHG Guideway	96%	+11%	37 total – Sub CEL/CIL Packages 28 - SSRC approved 1/28/2015, 02/25/2015, and 3/25/2015
FD-430, Airport Utilities	100%	-	SSRC approved – 6/25/2014
FD-430, 7 - Shafts	88%	-	Designer CEL/CIL update underway
Under Design			
FD-140, West O’ahu Station Group	46%	-	Designer CEL/CIL update underway
FD-240, Farrington Hwy Station Group	8%	-	Designer CEL/CIL update underway
DB-275, Pearl Highlands PS/Bus Transit Center	-	-	TBD - Base CEL/CIL not yet SSRC approved
FD H2R2 Ramps	-	-	Base CEL/CIL not yet SSRC approved
FD-340, Kamehameha Highway Station Group	87%	+4%	2 station CEL/CILs ready for SSRC approval
DB-xxx, Airport Guideway and Stations Group	38%	+38%	Contract change underway
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	Contract change underway
FD-530, City Center Utilities	-	-	Designer input is underway
FD-600, West O’ahu Park & Ride	-	-	TBD - Base CEL/CIL not yet SSRC approved
DBOM-920, Core Systems			
- Traction Electrification System	-	-	Designer input underway
- Communication System	-	-	Designer input underway
- Fire Detection Alarm System	-	-	Designer input underway
- Passenger vehicle	-	-	Designer input underway
- Train Control	-	-	Designer input underway
- Supervisory Control & Data Acquisition (SCADA)	-	-	Designer input underway
- Platform Screen Gate System	-	-	Designer input underway
- MOW Vehicles	-	-	Base CEL/CIL not yet SSRC approved
- Yard systems Bungalows	-	-	Designer input underway
MI-930, Elevators & Escalators	-	-	TBD - Base CEL/CIL not yet SSRC approved

S & S Construction Specification Conformance Checklists Construction Installation/Testing Verification Status			
Contracts	% Construction Installation Testing Verified	% Increase from last FTA Monthly Report	Comments
Under Construction			
DB-200, MSF	-	-	3/25/2015, SSRC approved base checklist
DB-120, WOFH Guideway	-	-	02/25/2015, SSRC approved base checklist Verification underway
DB-320, KHG Guideway	-	-	3/25/2015, SSRC approved base checklist
DBB-505, Airport Utilities	-	-	Draft spec conform checklist under review
FD-430, AGU 7 Drilled Shafts	-	-	3/25/2015, SSRC approved base checklist
Still under Design or in Pre-bidding Process			
DBB-171, West O'ahu Station Group	-	-	Draft spec conform checklist under review
DBB-271, Farrington Hwy Station Group	-	-	Draft spec conform checklist under review
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	TBD
DBB-371, Kamehameha Hwy Stations Grp	-	-	Draft spec conform checklist under review
DBB-385, H2R2 Ramps	-	-	Draft spec conform checklist under review
DB-xxx, Airport Guideway & Stations Grp	-	-	Draft spec conform checklists in hand
DBB-xxx, City Center Utilities	-	-	TBD
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	TBD
DBB-600, West O'ahu Park & Ride	-	-	TBD
DBOM-920, Core Systems	-	-	TBD
- Traction Electrification System CIL	-	-	TBD
- Communication System CIL	-	-	TBD
- Fire Detection Alarm System	-	-	TBD
- Passenger vehicle CIL	-	-	TBD
- Train Control CIL	-	-	TBD
- Supervisory Control & Data Acquisition (SCADA)	-	-	TBD
- Platform Screen Gate System	-	-	TBD
- MOW Vehicles	-	-	TBD
- Yard systems Bungalows	-	-	TBD
MI-930, Elevators & Escalators	-	-	TBD

Project-Wide Incident Activity					
Event Type	Total Number of Events since 1/1/2007	Total Number of Events for March 2015	Loss Type	Date	Event Description
Environment	12	0			
Loss or Damage	19	1	Minor damage	3/18/2015	Airport - Small (200 sq.ft.) grass fire caused by grinding/cutting operations along roadside.
*Reportable Occupational Injury/Illness	0	0			
Security	43	1	Theft	3/3/2015	KHG - Equipment trailer and 2 excavator buckets were stolen from laydown yard.
**Loss Time Occupational Injury/Illness	6	0			
Road/Vehicle - Driving	51	8	Minor Damage Minor Damage Minor Damage No Damage Minor Damage No Damage Minor Damage No Damage	a) 3/12/2015 b) 3/14/2015 c) 3/20/2015 d) 3/26/2015 e) 3/26/2015 f) 3/26/2015 g) 3/28/2015 h) 3/31/2015	a) KMM Archaeological - Employee ran into the back of a citizen's vehicle. b) KHG - Citizen drove through work area and damaged speed shoring. c) WOFH - Employee struck bridge with stright mast forklift. d) KHG - Citizen drove into marked work zone. e) KHG - Citizen drove into work zone and struck light plant. f) KHG - Intoxicated citizen drove into a work zone and was arrested. g) WOFH - Piece of dunnage that was being used as cribbing fell off an employee truck and lodged under a citizen's front right tire causing damage to the tire and rim. h) WOFH - Citizen drove around cones and into a trench.
Service Strike	34	3	Minor Damage Minor Damage No Damage	a) 3/4/2015 b) 3/11/2015 c) 3/19/2015	a) KHG - Shallow not properly installed traffic signal cable cut by employee using a saw. b) Airport - Unidentified conduit was struck while excavating. c) KHG - Contractor struck unmarked traffic signal cable.

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

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

6.2 Quality Management

- Overview**

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less Nonconformance Reports (NCR) are reported or encountered.
- Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP).
- Conducted biweekly Quality Task Force (QTF) meetings with CE&I, contractors and consultants QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; NCRs; Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; and Buy America compliance.
- Participated in Pre-Activity Meeting for scheduled construction activities on WOFH (Direct Fixation Plinths and Plinthless Trackwork), MSF (Roofing Standing Seams), KHG (Traffic Signals), and Airport Section Utilities (Wet and Dry Utilities Relocations).
- Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 4

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
CCH-100	Honolulu Authority for Rapid Transportation (HART)	HART	15-009	6/16 - 6/23		
	Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only					
CT-HRT-10HO137	West O'ahu/Farrington Highway Guideway Design-Build (WOFH)	KIWC - HI	15-001	2/17 - 2/19	2/17 - 2/18	
CT-HRT-11HO195	Kamehameha Highway Guideway Design-Build (KHG)	KIWC - HI				
CH-HRT-10HO449	Maintenance and Storage Facility Design-Build (MSF)	KKJV - HI	15-003 QA	2/25 - 2/26	2/25 - 2/26	
			15-003 BA	2/25 - 2/26	2/25 - 2/26	
CT-HRT-11HO195	WOFH-KHG Casting Yard	KIWC - HI	15-011	7/15 - 7/16		
CT-HRT-10HO137	WOFH, KHG, MSF) Audit Surveying and Alignments	KIWC/KKJV - HI	15-013	8/19 - 8/20		
CT-HRT-1200106	Core Systems Contract (CSC) Design-Build-Operate-Maintain	ASTS Italy	TBD	TBD		
		AB Italy	TBD	TBD		
		AB USA	TBD	TBD		
CT-HRT-1200106	Core Systems Contract (CSC)	AHJV - HI	15-010	6/25 - 6/26		
SC-HRT-1200116	West O'ahu Station Group Final Design (WOSG)	AECOM - HI	15-005	3/18 - 3/19	3/18 - 3/19	
FD-245	Pearl Highlands Parking Structure/Bus Transit Center Final Design	TBD	TBD	TBD		



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 4

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
SC-HRT-1200111	Kamehameha Highway Station Group Final Design (KHSG) PH, PR, AS	AVA - HI AVA - CA	15-002	4/29 -4/30		
SC-HRT-1200111	H2R2 Final Design	AVA - HI AVA - CA	15-004	1/28	1/28	2/3
SC-HRT- 1200038	Airport Section Utilities and Guideway Final Design (AUG)	AECOM - HI	15-008	5/27 - 5/29		
SC-HRT- 1300022	Airport Station Group Final Design (ASG)	AECOM - HI				
SC-HRT-1200149	City Center Section Utilities and Guideway Final Design (CCUG)	AECOM - HI	TBD	TBD		
SC-HRT-1400003	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design (DKSG)	PERKINS+WILL - SEA	TBD	TBD		
SC-HRT-1400049	CSC Support Services	L + E	15-017	11/23 - 11/24		
FD-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Final Design	TBD	TBD	TBD		
DBB-185	West O'ahu/Farrington Hwy/Kamehameha Hwy Station Groups "West Side Stations" Construction	TBD	TBD	TBD		
DBB-275	Pearl Highlands Parking Structure/Bus Transit Center Construction	TBD	TBD	TBD		
DBB-470	Airport Station Group Construction	TBD	TBD	TBD		
SC-HRT-1200038	Airport Section Utilities Construction	NAN, Inc	15-012	7/29 - 7/30		
CT-HTR-1500080	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	15-006	3/11	3/11 - 3/24	



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 4

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
DBB-510	City Center Section Utilities Construction	TBD	TBD	TBD		
DBB-520	Airport and City Center Sections Guideway Construction	TBD	TBD	TBD		
DBB-580	Dillingham/Kaka'ako Station Groups "East Side Stations" Construction	TBD	TBD	TBD		
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction	TBD	TBD	TBD		
CT-HRT-1300318	Elevator and Escalator - Manufacture, Install and Maintain	US Schindler - HI	15-015	9/8 - 9/10		
		US Schindler - NJ				
SC-HRT-1400050	West O'ahu, Farrington Highway, and Kamehameha Highway Station Groups "West Side Stations" CE&I	PGH Wong - HI	15-014	9/2 - 9/3		
	Pearl Highlands Parking Structure/Bus Transit Center CE&I		TBD	TBD		
	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I		TBD	TBD		
SC-HRT-1400051	Airport and City Center Section Utilities CE&I	TBD	15-016	9/14 - 9/15		
	Airport and City Center Sections Guideway CE&I		TBD	TBD		
	Airport, Dillingham, and Kaka'ako Station Groups "East Side Stations" CE&I		TBD	TBD		
SC-HRT-1400027	General Engineering Consultant III for Final Design and Construction (GEC III)	CH2M Hill	15-007	5/20 - 5/21		

• **Key Issues**

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

- Updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees must be performed in order to assure competency and proficiency.
- Closing of QA audits performed, including NCRs and Observations in order to prevent recurrence and occurrence, respectively. See HART NCR Log above.
- QA audit of KHSB Final Design prior to issuance for bid solicitation.
- QA audit of Airport Guideway and Station Group Final Design prior to issuance of DB RFP.
- Replacement of cracked segments 11 and 12 of Span 67 (HART NCR No. 14-000-QA1); remedial work in progress.
- Replacement of cracked segments 1, 2, 11 and 12 of Span 17 (KIWC performing root cause analysis and preparing an NCR).

- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Construction of Balanced Cantilever Segmented Span across H-1.
- Timely closeout of contractors, consultants and suppliers open NCRs.

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

• **Interim Buy America Audit**

- An Interim Buy America audit was conducted by Raul v. Bravo + Associates, Inc., who has subject matter expertise in Buy America audits, March 23-25, 2015.

• **Utilities**

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

• **Look Ahead**

- Will provide updates on any new construction agreements HART enters into with a utility company.
- Will provide updates on the Buy America Interim Audit for rolling stock.
- Will provide updates on the outstanding Buy America issues involving the bridge crane and lockset door hardware.

6.4 Disadvantaged Business Enterprise (DBE)

• **Activities this month**

- \$21,254,963 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 3/31/15
 - 5.7% = DBE utilization on total disbursed FTA funds received to date (\$21,254,963 divided by \$373,171,075)
 - 1.2% = DBE utilization to date on total Project FTA funds (\$21,254,963 divided by \$1,763,903,901)

*Total DBE Participation = \$21.3M
(previous report = \$20.8M)*

Figure 17. DBE Participation this Month

DBE Participation in March		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-1400061 MM-964	\$37,630
ADS System Safety Consulting	SC-HRT-1400061 MM-964	\$88,599
LKG-CMC	SC-HRT-1400049 MM-962	\$13,964
Bow Construction Management	SC-HRT-1400050 MM-290	\$9,327
The Solis Group	SC-HRT-1400027 MM-913	\$146,155
AMR Estimating Services	SC-HRT-1400027 MM-913	\$137,144
Hawaiya Technologies	CT-HRT-1200106 DBOM-920	\$20,142
Pacific Preferred Contractors	CT-HRT-10H0137 DB-120	\$44,425
TOTAL FOR THE MONTH		\$497,386

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

6.5 Planning and Environment

• Activities this month

- Programmatic Agreement Activities:
 - HART held the PA Annual Meeting on March 2, 2015.
 - HART’s Programmatic Agreement (PA) team met with SHPD on March 10, 2015 to finalize comments on the two Makalapa National Register (NR) Nominations. HART submitted the NR nominations to SHPD on March 30, 2015.
 - HART’s PA team is preparing a report on demolitions that occurred in 2014 per Stipulation IX.C.
- Planning, Environmental, and Cultural Activities:
 - HART continues to work with the City Department of Parks and Recreation (DPR), the State of Hawai‘i Department of Transportation – Highways (HDOT), other agencies, and community stakeholders to transplant trees which will be affected by project construction. Transplanted trees were moved into Kapiolani Park and the Ala Wai Golf Course at the end of February.
 - HART received formal approval for the Project Wide Additional Right-of-Way Acquisitions Post-Record of Decision (ROD).
 - The UHWO Interim Park-and-Ride Facility Post-ROD was formally submitted to FTA for their formal approval.
 - HART is working with FTA to formally submit the Middle Street Post-ROD to FTA.

• Looking Ahead

- Conduct regular monthly O‘ahu Island Burial Council (OIBC) and cultural descendant meetings. HART plans on seeking determination on all findings of human skeletal remains classified as “previously identified” at the OIBC’s April meeting.
- Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail’s interim opening date.
- Conduct regular monthly HART/SHPD consultation meetings.
- Continue resolution of Post-ROD documentation.

6.6 Risk Management

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

The primary strategy of risk management is to maintain a reserved contingency balance throughout the life of the Project that is acceptable to HART and the FTA. Effective management of project risks is necessary to significantly increase the likelihood of delivering a successful project. Some risks are directly within HART’s control while others are not.

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

This report includes a listing of the top program wide risks which is an aggregate of the individual contract risks of the same category. Key metrics are subject to change as more is learned about the risks while implementing mitigation of avoidance, minimization and transfer, and as additional expertise is brought in to implement various aspects of the Project. By actively managing the RR, HART is able to actively manage the Project.

NOTES OF SIGNIFICANCE

- Contractor production rates have been highlighted and are in process for remedy to avoid/minimize impacts.
- Corrective actions are underway to improve cost estimates and forecasting methods as well as cost containment measures being implemented and evaluated to more accurately reflect budget and market conditions.
- Induced current from parallel high voltage power lines and associated risk to passengers has been mitigated with a negative grounding device to be incorporated in the design.
- Securing Navy property is critical. The processing time for property and site access was first highlighted over a year ago and progress has been slow. The Airport Utility contract will be the first to be adversely impacted without resolution.
- Securing a Section 401 from DOH is becoming critical for the Waiawa Stream crossing area on the WOFH Guideway and Pearl Highlands Station.

ADDITIONAL BACKGROUND (Dates indicated as shown are target goals)

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

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

Mitigation Plan:

- Seek Construction Industry feedback regarding market conditions, trends and future outlook to inform Delivery and Procurement Plan. **Action:**
 - ***Prepare General Terms and Conditions for the Design-Build guideway and station packages as part of feedback follow up to contracting industry. – Complete.***
- Revise Contract Packaging Plan based on Contractor Industry feedback. **Actions:**
 - ***Prepare update to Contract Packing Plan with updated cost estimates. – Complete.***
 - ***Determine package content (i.e. Reference or Record Drawings) and issue direction to Design and Construction to provide direction to designers. – Complete.***
 - ***Provide direction and change order to HART designers to complete packages for bidding per the new procurement plan. – Date: April 2015.***
- Refine list of primary and secondary mitigation measures. **Actions:**
 - ***Update list for discussions with FTA. – Complete.***
 - ***Finalize recommendations for primary and secondary mitigation measures and submit to "Project Director" for Action. – Date: April 2015.***
- Identify opportunities within project scope for alternative funding sources. **Actions:**
 - ***Reach agreement on possible HDOT funding of utility, widening, ITS and Intersection Improvements. – Date: April 2015.***
 - ***Research State Law relative to Public Private Partnership funding relative to TOD and parking opportunities. – Date: June 2015.***

- Seek additional GET extension of funding to close the gap for market conditions and delay beyond HART's control.
Actions:
 - **Work with Board, City/County Honolulu and Legislative Committee members to develop proposed Legislative Bill to extend the GET and respond to frequently asked questions. – Complete.**
 - **Respond to Legislators and provide testimony as needed. – Date: TBD and Ongoing throughout the session.**

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

Mitigation Plan:

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

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

Mitigation Plan:

- West Side – all remaining right-of-way issues have been escalated to HART Executives. All remaining parcels are on the critical path or near critical path and must be resolved as soon as possible. Parcels include: UH West O'ahu and Leeward Community College. **Action:**
 - **Issues have been escalated for property access issues for resolution. – Complete.**
 - **UH West O'ahu**
 - **Leeward Community College – Complete.**

- East Side – there are a number of third-party agreements needed on the Airport Section and private parcels on the City Center Section. The revised Delivery and Procurement Plan takes into account the Right-of-Way Acquisition Plan. Cost to Cure property contacts will take time to work through with owners and tenants for the 16-22 parcels. **Actions:**
 - **Elevate coordination with Navy for Pearl Harbor Station for schedule coordination and certainty of clearance by July or pull station out of the DB package. – Date: June 2015.**
 - **Implement property acquisition plan. Develop risk mitigation plan should there be parcels that are not likely to be secured by August 2015 with information available to other Departments in advance. – Date: June 2015.**

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

Mitigation Plan:

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

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

Mitigation Plan:

- Efforts to minimize further delay to the Core Systems Contractor include: 1) Issuing revised access dates and requesting an updated baseline schedule. 2) Extend dates; need to define completion dates. 3) HART and AHJV will work to re-sequence activities to minimize overall cost impact to the project. 4) Joint HART/AHJV workshop to work out details of schedule rebaseline. **Actions:**
 - **Implement four step mitigation plan to correctly understand the schedule implications of new station procurement and guideway/station procurement dates. Coordinate Core Systems schedule impacts and report results to Project Controls and Project Director. – Complete.**
 - **Evaluate the need for going with a separate TPSS Bungalow to mitigate station access impacts and develop recommendation prior to the procurement of the next station package. – Complete.**

F) U.S. Navy Property – There are a number of property easements required for site access. These properties have an impact to construction in the Airport Section. The Pearl Harbor Station is also affected. A certain level of delay was expected due to the coordination required locally through command channels to Washington, D.C. through the various federal processes. It is apparent the approvals required are not moving as HART was anticipating.

Mitigation Plan:

- Efforts to accelerate the process are underway through an increased number of meetings with the Navy at various levels to attempt to educate, learn and communicate at the multiple levels within each Agency. **Actions:**
 - **Meet with local command staff to review plans, purpose and need of the project as well as specific issues and property required. – Complete.**
 - **Meet and resolve technical issues of reporting items of historic significance and other matters relating to Navy approvals of property access rights. – Date: Mar. 2015 and ongoing.**

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

Figure 18. Risk Matrix

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

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

Figure 19. Top Project Risks

Top Risks March 2015								
Current Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Mar. '15 Risk Rating	Feb. '15 Risk Rating
111.05	Airport Guideway	Market - Estimates may be low for remaining guideway based on WOFH and KHG relative to construction market escalation.	90%	5	5	4	22.5	22.5
111.06	City Center Guideway	Market - Estimates may be low for remaining guideway based on WOFH and KHG relative to construction market escalation.	90%	5	5	4	22.5	22.5
20.08	Core Systems Contract	Interface - Delays in access milestones of MSF, stations, or guideway interfaces to systems results in delays to core systems contractor substation completion milestones.	100%	5	5	4	22.5	22.5
110.06	City Center Guideway	Right of Way - Real Estate market could rebound before purchase of all needed properties, greatly increasing cost of property and delaying construction if legal actions are pursued.	75%	4	5	4	18	18
65.06	City Center Guideway	Third Party (HECO) - The relocation of the 138 kV overhead power lines may require new lines erected to provide redundancy during the 'outage.' (Temporary diversion of the 138kV line may be required if grid capacity is insufficient.)	75%	4	5	4	18	10.5
6.04	Kamehameha Highway Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	5	3	16	11
20.03	West Oahu/Farrington Highway Guideway	Late delivery of/ or acceptance of civils, stations, or systems interface to guideway results in change orders.	90%	5	3	3	15	10
16.03	West Oahu/Farrington Highway Guideway	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	75%	4	4	3	14	3
83.06	City Center Guideway	Utilities - Due to court case, delay of utility easement identification for City Center Guideway may result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14	14
106.13	Airport Station Group	ROW - Right-of-way acquisition at Pearl Harbor may take longer due to Navy NEPA/Section 10b process requirements.	75%	4	3	4	14	14
129.13	Airport Station Group	Third Party - Potential delays at Pearl Harbor Station due to community actions concerning historical site (Navy).	75%	4	2	5	14	14

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

Figure 20. Risks Added

Risks Added in March 2015							
Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Risk Rating
178.03	WOFH	Disputed items escalated for resolution.	25%	2	5	0	5
178.04	KHG	Disputed items escalated for resolution.	25%	2	4	2	6
179.03	WOFH	Delay consuming escalation provisional sum at a faster rate than forecasted.	50%	2	5	0	5
180.03	WOFH	Interest on retainage recovery by contractor.	75%	4	4	0	8
181.03	WOFH	Balanced cantilever delay recovery.	75%	3	4	2	9

Figure 21. Risks Deleted

Risks Deleted in March 2015						
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating		
				Mar. '15	Feb. '15	
3.04	Kamehameha Highway Guideway	Third Parties- HDOT reviews of Interstate Crossings are not provided in a timely manner and delay the project. (WOFH, Kamehameha, and Airport Guideway Segments).	HDOT has agreed to the design parameters including the balanced cantilever. The new administration seems willing to work with HART should anything come up in the future.	6	6	
7.03	West Oahu/Farrington Highway Guideway	Utilities- More fiber optic cable lines than estimated may need to be relocated (number and type of cables in ducts to be relocated not known).	Project has progressed past the risk.	1.5	4.5	
8.03	West Oahu/Farrington Highway Guideway	Utilities- Old electrical and other utilities may contain asbestos which will require HAZMAT disposal.	Redundant, combined with 15.03	4.5	6	
20.09	West Side Station Group	Interface - Late delivery of/or acceptance of TCCR or Elevator/Escalator interface results in change orders for delay.	CSC design is complete and accepted. Changes from here on will be addressed within CSC contract based on merit.	7.5	12.5	
24.09	West Side Station Group	Technical Capacity - Insufficient HART resources to respond to contractors requests for information leading to delay in award, change orders and/or force account.	Issue is highly unlikely with the deliverable and procurement schedules.	9	12	
25.04	Kamehameha Highway Guideway	Third Parties- HDOT Master Agreement clarifications- difference between perceived requirements for operation and maintenance of traffic at bid (12 hour) and actual (8 hour) - result in change orders.	Issues with HDOT have been resolved.	2	1	
35.16	Pearl Highlands Garage	Geotech - Due to court delays, limited geotechnical information available at PE level. Additional costs for redesign may be incurred.	Data results are favorable and foundation design is adequate.	7	7	
45.04	Kamehameha Highway Guideway	Utilities- Relocation of 10 inch fuel line and 16 inch gas line along Kamehameha Highway may have scope gap for install, backfill and removal requirements.	Risk has been retained and incorporated into a change.	7.5	4	
75.04	Kamehameha Highway Guideway	Third Parties- Late turnover of ROW to contractor may result in claims (ie. Navy and UH)	Delay has been incorporated into a change order and is reflected into the EAC.	5	5	
75.09	West Side Station Group	ROW - Late turnover of ROW to contractor may result in delays and cost impacts.	Procurement schedule has been revised and required ROW has been acquired.	7	5	

Risks Deleted in March 2015 (continued)					
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating	
				Mar. '15	Feb. '15
78.04	Kamehameha Highway Guideway	Third Parties - Double left turn at Kanuku St. (near Best Buy) may be required by HDOT.	This risk will be avoided, dealt with as a betterment, or resolved as a maintenance and operations issue long after RSD.	9	9
96.09	West Side Station Group	Market - Procurement results in higher pricing than FFGA estimate assumptions.	Cost reductions have been implemented through a VE process. Getting back to FFGA budget amounts is highly unlikely and HART will absorb market increase.	22.5	12
107.03	West Oahu/Farrington Highway Guideway	Third Parties - Additional Leeward Community College scope could result in additional costs.	Risk is absorbed through contract change.	7.5	9
147.04	Kamehameha Highway Guideway	Contract - Plinthless Design fails to meet requirements for smooth ride.	Risk is actively being dealt with on WOFH. It is not likely to carryover to KHG.	4	4
157.09	West Side Station Group	Permit - Pearl Highlands - Stream bank area below the station entry level may attract undesirable activity. Fencing provided will need to be designed as folding/knockdown design to satisfy no flood requirement.	Fencing has been eliminated.	6	6
170.03	West Oahu/Farrington Highway Guideway	Contract - Production rates of Fixed Facility contracts are lagging planned results.	Risk transferred as a contract obligation.	12	10.5
170.04	Kamehameha Highway Guideway	Contract - Production rates of Fixed Facility contracts are lagging planned results.	Risk transferred as a contract obligation.	16	7

6.7 Community Outreach

• Activities this month

- With construction in full swing, HART’s public outreach team participated in more than 20 presentations, meetings and events this month, including canvassing in construction zones in Waipahu to notify residents and business of upcoming work and traffic changes.

Canvassing, monthly meetings, coordination and oversight of the contractor’s outreach efforts are an essential part of the construction process. In addition, HART participated in the City’s Transit-Oriented Development Workshop for the Halawa area, and provided project updates for Neighborhood Boards, business groups and seniors. HART’s outreach team also participated in the First Hawaiian International Auto Show in March, which drew an estimated 40,000 attendees over the course of the three-day event. HART’s outreach team answered questions and provided information on the project’s progress and finances.

• Construction Outreach

- More than 160 people from the construction industry attended HART’s third Industry Day workshop. The workshop focuses on providing information on upcoming construction contracts to encourage greater participation in the project’s construction program. HART’s senior design and construction team participated in the event, which included small- and medium-sized contractors, Disadvantaged Business Enterprise (DBE) firms, as well as larger prime contractors. In addition, attendees were able to connect with exhibitors, prime contractors and other government agencies.
- Traffic during construction remains one of the top concerns. HART’s efforts to keep the public informed through regular traffic updates are provided to the media, and weekly press releases and providing real-time traffic updates using social media remains strong. Highlighting key closures for the media, and visiting businesses and residents in key construction zones to provide information on traffic changes in advance also remain an important part of the project’s outreach.

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

- *1,777 presentations and events*
- *968 Neighborhood Board meetings*

Figure 22. HART’s public outreach team participated in the Auto Show, providing project information to the public.



HART provided the public with information about the project’s progress during the First Hawaiian International Auto Show, which drew an estimated 40,000 people over the weekend.

Figure 23. HART held its third Industry Day to encourage participation in the project’s construction program.



HART’s senior construction team met with members of the construction industry to discuss upcoming construction opportunities during its third Industry Day.

- **Community Input**

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

- **Look Ahead**

Coming in April:

- Meetings for businesses and the community along the rail alignment to provide construction and traffic updates.
- HART’s Business Outreach Program helps local businesses through the construction process.
- Presentations at community Town Hall meetings, Neighborhood Boards and community events to provide construction updates and reports on the project’s finances.

6.8 Staffing

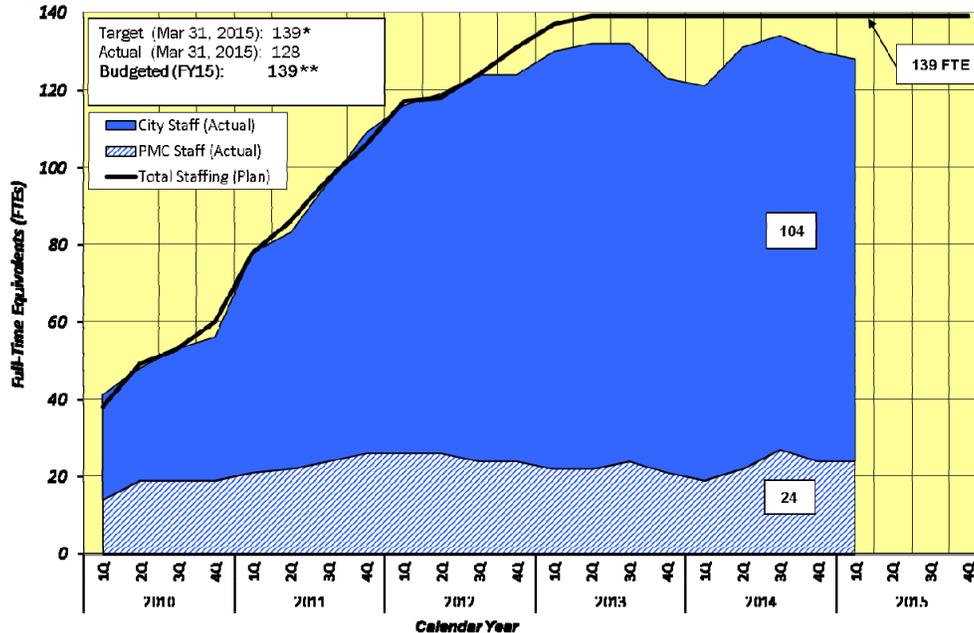
Figure 24. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Executive Management				
Senior Clerk (Receptionist)	Executive Management	Existing (City)	Recruiting via Civil Service	
Design and Construction				
Assistant Project Manager	Construction (KHG)	New (City)	Recruiting	
Assistant Project Manager	Construction (WOFH)	New (City)	Recruiting	
HECO Coordinator	Design & Construction	Existing (City)	Creating Position/Recruiting	
Electrical Engineer	Core Systems	Existing (City)	Recruiting	
Budget and Finance				
Budget Analyst	Budget and Finance	New (City)	Selected/Processing	Jul
Procurement				
Deputy Director of Procurement & Contracts	Procurement & Contracts	Existing (City)	Recruiting/Interviewing	
Contract Administration and Change				
Transit Contracts Manager* (2)	Contract Administration and Change Management	Existing (City)	Filled (2)	Apr
Planning, Permits & Right-of-Way				
Planner V (Land Use)	Planning	Existing (City)	Recruiting via Civil Service	
Planner III* (Environmental)	Planning	Existing (City)	Recruiting	
Planner V* (Mitigation Compliance)	Planning	Existing (City)	Recruiting	
Planner VI* (Lead Permits /Hazmat Coordinator)	Planning	Existing (City)	Recruiting	
Secretary I	ROW	Existing (City)	Recruiting	
Secretary I	Planning	Existing (City)	Recruiting	
Administrative Services				
Personnel Clerk	Administrative Services	New (City)	Recruiting via Civil Service	

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

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

Figure 25. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5 (Under Revision)
 ** 139 City positions authorized in FY 2015 HART Operating Budget

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

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

APPENDICES

Appendix A. Action Items

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

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	On-going		On-going – Boom truck equipment was delivered in September 2014 and field testing began in October 2014. HECO evaluating site specific locations where truck may not fully address their requested clearance. HART provided a letter to HECO regarding the lease arrangement of the item.
2	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	May-15		Open – on-going
3	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending. HART provided MOU to PMOC.
4	Updates resulting from Risk Refresh:					
4a	Update the Contract Packaging Plan	HART	Aug-14	Apr-15		In progress. Draft submitted to PMOC for review.
4b	Re-baseline Financial Plan	HART	Apr-14	July-15		In progress
4c	Re-baseline budget	HART	Apr-14	Apr-15		In progress
4d	Re-baseline MPS	HART	Apr-14	Apr-15		In progress
4f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Apr-15		In progress – Conference call to be scheduled following receipt of updated RCMP.
5	HART to implement plan to address conflict of interest with AECOM acquisition of URS	HART	Jul-14	Mar-15	Mar-15	Closed
6	Prepare a Decision Matrix to track key milestone events	HART	Jan-15	Apr-15		In progress – Matrix was discussed at March 2015 meeting.
7	Track Cost Containment measures each month at the Cost Containment workshops to evaluate/measure proposed cost containment measures	HART	Jan-15	On-going		In progress – Matrix was discussed at March 2015 meeting.
8	Prepare a Vehicle Status Chart to track the production status of all 80 rail transit vehicles	HART	Jan-15	Apr-15		In progress
9	Provide confirmation of the status of the approval of the Interstate Access Management Report (activity includes HDOT/FHWA action)	HART	Jan-15	Prior to receipt of Bid		On-going coordination with HDOT/FHWA.
10	MPS Workshop	HART/PMOC	Feb-15	TBD		To be scheduled when Preliminary Update of MPS is available.
11	Provide General Condition and Special Provisions prior to RFP issuance for Airport Guideway and Stations DB Contract	HART	Feb-15	Apr-15		
12	Draft Project Management Plan	HART	Mar-15	Apr-15		Draft to PMOC before the April 2015 Quarterly Meeting.

Appendix B. Project Contingency Management General Background and Clarifications

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

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

Current Contingency Balance = \$515.6M

Current Known Changes Contingency = \$0M

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

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

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

Changes Identified and Project Performance

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

The Risk and Contingency Management Plan (RCMP), Contract Packaging Plan (CPP), Master Project Schedule (MPS), Project Budget and Financial Plan updates are all in progress. The RCMP includes updates to the cost and schedule contingency drawdown curves, which establish minimum and buffer zone levels of cost and schedule contingency in accordance with FTA recommendations. Over the course of the project, if the cost or schedule contingency enter into the buffer zone (the area above the minimum contingency), Project Management will immediately implement actions to maintain the level of contingency appropriate for the project stage.

Known Changes Contingency

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

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (k\$)	Contingency Code
July '12 (Bottoms-Up Estimate)					
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	\$58,443	90.02 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	\$2,054,106	90.02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the KHG DB 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	(\$220,863)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	\$3,985,230	90.02 - Allocated Contingency
July '12 Contingency Drawdown				\$5,851,273	
July '12 - Ending Contingency Balance				\$649.4	
August '12					
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSG FD contract budget	\$1,809,200	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCGUJ 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	(\$2,870,000)	90.02 - Allocated Contingency
August '12 Contingency Drawdown				\$5,066,145	
August '12 - Ending Contingency Balance				\$654.5	
September '12					
N/A	N/A	N/A	No Contingency Drawdown	\$0	
September '12 - Ending Contingency Balance				\$654.5	
October '12					
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	(\$58,669)	90.02 - Allocated Contingency
October '12 Contingency Drawdown				(\$58,669)	
October '12 - Ending Contingency Balance				\$654.4	
November '12					
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	\$227,764	90.03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	\$202,468	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				\$309,602	
November '12 - Ending Contingency Balance				\$654.7	
December '12					
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 01 - Design & Engineering Cost Estimates	(\$275,000)	90.02 - Allocated Contingency
December '12 Contingency Drawdown				(\$275,000)	
December '12 - Ending Contingency Balance				\$654.4	
January '13					
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					
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/ Additional BISG 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					
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	(\$3,865)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Ins. Covg Requirements/ DII Crossovers Insulated Joints	(\$484,876)	90.02 - Allocated Contingency
March '13 Contingency Drawdown				(\$488,741)	
March '13 - Ending Balance				\$652.3	
April '13					
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	(\$81,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	\$1,670,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 08	\$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	\$600	90.02 - Allocated Contingency
April '13 Contingency Drawdown				\$2,023,765	
April '13 - Ending Contingency Balance				\$654.3	
May '13					
N/A	N/A	N/A	No Contingency Drawdown	\$0	
May '13 - Ending Contingency Balance				\$654.3	
June '13					
June '13 - Ending Contingency Balance				\$654.3	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

Project #	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
N/A	N/A	No Contingency Drawdown	\$0	
		June '13 Contingency Drawdown	\$0	
June '13 - Ending Contingency Balance				
			\$654.3	
July '13				
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	(\$464,114)	90.02 - Allocated Contingency
2)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2	(\$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	(\$684,866)	90.02 - Allocated Contingency
		July '13 Contingency Drawdown	(\$6,254,106)	
July '13 - Ending Contingency Balance				
			\$649.1	
August '13				
1)	DB-120 West Oahu Farmington Highway Guideway DB	Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Provisional Part 2	(\$5,900,000)	90.02 - Allocated Contingency
2)	DB-120 West Oahu Farmington Highway Guideway DB	Executed Change Order No. 32 - Kalo Channel Station Mod Concept	(\$72,381)	90.02 - Allocated Contingency
3)	DB-120 West Oahu Farmington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension	(\$1,196,094)	90.02 - Allocated Contingency
4)	DB-120 West Oahu Farmington Highway Guideway DB	Executed Change Order No. 36 - Ho'Iopi Station Relocation Design	(\$590,815)	90.02 - Allocated Contingency
5)	DB-320 Kamehameha Highway Guideway DB	Executed Change Order No. 08 - 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	(\$504,368)	90.03 - Contract Allowance
7)	MI-930 Elevator & Escalator Install/Maint	Budget Transfer for Contract Awarded under ESE IM 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				
1)	DB-120 West Oahu Farmington 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 Farmington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	(\$1,820,812)	90.02 - Allocated Contingency
3)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalation	(\$923,500)	90.02 - Allocated Contingency
4)	FD-240 Farmington Highway Stations Group FD	Executed Contract Amendment No. 10 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Farmington Highway DB Contract	(\$270,985)	90.02 - Allocated Contingency
		September '13 Contingency Drawdown	(\$6,116,297)	
September '13 - Ending Contingency Balance				
			\$637.1	
October '13				
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 Farmington Highway Guideway DB	Executed Change Order No. 37 - Ala Ike Street Mod/IV36 at DR Horton & Farmington HWY	\$24,815	90.02 - Allocated Contingency
4)	DBOM-920 Ollingham and Kaka'ako Stations Group FD	Core Systems Design Build OIM	(\$23,301,857)	90.02 - Allocated Contingency/
5)	FD-550 Ollingham and Kaka'ako Stations Group FD	Budget Transfer for Contract awarded under DKSG FD contract budget	\$1,157,760	90.01 - Unallocated Contingency
		October '13 Contingency Drawdown	(\$22,184,737)	
October '13 - Ending Contingency Balance				
			\$615.0	
November '13				
1)	DB-120 West Oahu Farmington 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 Farmington Highway Guideway DB	Budget Transfer for Change Order No. 038 for Ins. Covg Requirements	\$1,600,000	90.02 - Allocated Contingency
3)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2	(\$214,846)	90.02 - Allocated Contingency
4)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification	(\$1,729,000)	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	(\$522,800)	90.02 - Allocated Contingency
7)	FD-240 Farmington 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				
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Ulena St. re-design scope impact	(\$248,956)	90.02 - Allocated Contingency
2)	FD-140 West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design relocation of HECO 48kV and fiber optic lines	(\$25,920)	90.02 - Allocated Contingency
		December '13 Contingency Drawdown	(\$272,866)	
December '13 - Ending Contingency Balance				
			\$609.8	
January '14				
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. San. 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	\$181,088	90.02 - Allocated Contingency
4)	MM-595 Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget	\$1,103,817	90.02 - Allocated Contingency
		January '14 Contingency Drawdown	(\$1,425,716)	
January '14 - Ending Contingency Balance				
			\$608.3	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

Project #	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (#)	Contingency Code
February '14				
		Beg. Balance:	\$608.3	
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 07 - Resist & Sand 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 BEC II	Budget Transfer for Contract Award - Archeological & Cultural Monitoring & Core Systems Support contracts	(\$4,424,173)	90.02 - Allocated Contingency
4)	MM-980 Archeological & Cultural Monitoring	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract	\$36,761	90.02 - Allocated Contingency
5)	MM-982 Core Systems Support	Budget Transfer for Contract Award - Core Systems Support contract	\$4,396,889	90.02 - Allocated Contingency
		February '14 Contingency Drawdown	(\$132,900)	
March '14				
		Beg. Balance:	\$608.2	
	N/A	No Contingency Drawdown	\$0	
		March '14 Contingency Drawdown	\$0	
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 430/Provisional Sum for Design Support during bid	(\$1,669,014)	90.03 - Contract Allowance
3)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 016 - Rail Lubricators	(\$102,000)	90.02 - Allocated Contingency
4)	DE-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)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 018 - Rail Material Storage Plan	(\$370,000)	90.02 - Allocated Contingency
6)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 019 - Train Wash Facility Shortening	\$0	90.02 - Allocated Contingency
7)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 040 - Precast Yard Alternative Site	(\$12,400,638)	90.02 - Allocated Contingency
8)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 041 - Revised Track Alignment and Profile	(\$46,808)	90.02 - Allocated Contingency
9)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 042 - Sandwhich Isles Communications Utility Relocation @ North South Rd	(\$748,049)	90.02 - Allocated Contingency
10)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 005 - Rebar Clear-Spanning Design Criteria	\$0	90.02 - Allocated Contingency
		April '14 Contingency Drawdown	(\$17,496,762)	
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)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 008 - APEC work restrictions/abandon of utilities removal	(\$505,874)	90.02 - Allocated Contingency
3)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	(\$839,000)	90.02 - Allocated Contingency
4)	DEBOM-920 Core Systems Contract Design Build O/M	Executed Change Order No. 007 - Relocate TP&S to system site #3	\$867,064	90.02 - Allocated Contingency
5)	MM-915 HDOT MOTT Consultant	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,381	90.02 - Allocated Contingency
6)	MM-975 NSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	(\$3,810)	90.02 - Allocated Contingency
7)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 020 - CSC consolidated changes construction	(\$22,500,000)	90.01 - Unallocated Contingency
8)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 025 - OSB reconfiguration	\$170,000	90.02 - Allocated Contingency
		May '14 Contingency Drawdown	(\$22,310,916)	
June '14				
		Beg. Balance:	\$568.4	
1)	DE-200 Maintenance & Storage Facility DB	Board Approved RFCC 00010 - Amendment 1 Non-Rail Escalation	(\$5,000,000)	90.02 - Allocated Contingency
		June '14 Contingency Drawdown	(\$5,000,000)	
July '14				
		Beg. Balance:	\$563.4	
1)	DEBOM-920 Core Systems Contract Design Build O/M	Executed Change Order No. 008 - Platform Screen Gates Mobilization	(\$898,184)	90.02 - Allocated Contingency
2)	ROW Real Estate/Right-of-Way	Budget Transfer for Contract Award above the Real Estate Map & Survey budget	(\$1,344,612)	90.02 - Allocated Contingency
3)	DE-200 Maintenance & Storage Facility DB	Budget Transfer to Project Contingency from remaining "known" changes balance	\$1,007,860	90.02 - Allocated Contingency
4)	DE-120 West Oahu Farrington Highway Guideway DB	Budget Transfer to Project Contingency from remaining "known" changes balance	\$1,556,187	90.02 - Allocated Contingency
		July '14 Contingency Drawdown	\$821,161	
August '14				
		Beg. Balance:	\$563.7	
1)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 010 - Delay in issuance of Notice-to-Proceed 2 & 3	(\$1,829,000)	90.02 - Allocated Contingency
2)	FD-140 West Oahu Stations Group FD	Executed Amendment No. 006 - Passenger screen gates	(\$80,233)	90.02 - Allocated Contingency
3)	DEB-505 Airport Section Utility Construction DBB	Budget Transfer for Contract Award above Airport Section Utility Construction original budget	(\$2,755,321)	90.02 - Allocated Contingency
4)	MM-946 On-Call Hazmat Removal Consultant	Budget Transfer due to scope transfer from ROW to Hazmat consultant	\$470,823	90.02 - Allocated Contingency
5)	MM-945 On-Call Contractor	Budget Transfer for Contract Award above On-Call Contractor original budget	(\$138,435)	90.02 - Allocated Contingency
		August '14 Contingency Drawdown	(\$4,323,156)	
September '14				
		Beg. Balance:	\$559.4	
1)	MM-950 OCIP Consultant Contract	Budget Transfer to unallocated contingency as estimate at completion is less than current budget	\$750,000	90.02 - Allocated Contingency
2)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 027 - Traditional Cultural Properties (TCP) Suspension	(\$475,583)	90.02 - Allocated Contingency
3)	DE-200 Maintenance & Storage Facility DB	Executed Change Order No. 028 - Insurance Coverage Requirements 2014	(\$1,112,000)	90.02 - Allocated Contingency
4)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 011 - Insured Vehicle Criteria/Construction Safety Security Plan	(\$231,500)	90.02 - Allocated Contingency
5)	DE-320 Kamehameha Highway Guideway DB	Executed Change Order No. 012 - Insurance Coverage Requirements 9/17/3 - 6/20/14	(\$1,400,000)	90.02 - Allocated Contingency
6)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 045 - Standard Specification Revision 2.0	(\$2,850,000)	90.02 - Allocated Contingency
7)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 046 - Insurance Coverage Requirements 2014	(\$3,400,000)	90.02 - Allocated Contingency
8)	FD-530 City Center Guideway Utilities FD	Executed Contract Amendment 004 - Aesthetic Station Column	(\$271,850)	90.02 - Allocated Contingency

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (\$)	Contingency Code
9)	DE-520	City Center Guideway Utilities FD	Executed Contract Amendment 005 - City Center Section Rescue Cart Scope Impact	(\$72,000)	90 02 - Allocated Contingency
10)	DE-340	Kaunahāhā Highway Stations Group FD	Executed Contract Amendment 001 - Special Provisions Update/Shear Wave Analysis	(\$27,832)	90 03 - Contract Allowance
11)	DE-340	Kaunahāhā Highway Stations Group FD	Executed Contract Amendment 003 - Historic Archeology/Replace Highway Sign	(\$71,811)	90 03 - Contract Allowance
12)	DE-340	Kaunahāhā Highway Stations Group FD	Executed Contract Amendment 006 - Added Bus Shelters at Alona Station Station	(\$28,893)	90 03 - Contract Allowance
13)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 010 - Aesthetic Station Column and Pearl Harbor Station Redesign	(\$238,750)	90 02 - Allocated Contingency
14)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 011 - Airport Section Rescue Cart Scope Impact	(\$345,000)	90 02 - Allocated Contingency
15)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment 007 - Traffic Signal Conflict UHW/Hoopili Access Road	(\$527,722)	90 03 - Contract Allowance
September '14 Contingency Drawdown				(\$9,389,167)	
September '14 - Ending Contingency Balance				\$550.1	
October '14				\$550.1	
1)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 009 - WOPF Guideway Alignment for CSC	(\$145,000)	90 02 - Allocated Contingency
2)	DE-200	Maintenance & Storage Facility DB	Executed Change Order No. 028 - Escalation due to Schedule Impacts	(\$9,500,000)	90 01 - Unallocated Contingency
3)	DE-320	Kaunahāhā Highway Guideway DB	Executed Change Order No. 013 - Station Load & Configuration Mods	(\$1,350,000)	90 02 - Allocated Contingency
4)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 047 - Station Load & Configuration Mods	(\$4,400,000)	90 01 - Unallocated Contingency
5)	FD-440	Alport Stations Group FD	Executed Contract Amendment No. 002 - Extension of PM Services	(\$780,000)	90 02 - Allocated Contingency
6)	FD-440	Alport Stations Group FD	Executed Contract Amendment No. 003 - Add Pedestrian Bridges to HIA Stations	(\$434,840)	90 02 - Allocated Contingency
7)	ED-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 001 - Extension of PM Services	(\$397,500)	90 03 - Contract Allowance
8)	ED-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 002 - Incorporation of Comments	(\$768,768)	90 01 - Unallocated Contingency
9)	ED-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 003 - Value Engineering	(\$472,065)	90 01 - Unallocated Contingency
10)	ED-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 004 - FORVALOR	(\$746,538)	90 01 - Unallocated Contingency
11)	ED-140	West Oahu Stations Group FD	Executed Contract Amendment No. 010 - Temporary Parking lot Near UHW/UHWMO & Hoopili Sewage Holding Tank	(\$102,988)	90 03 - Contract Allowance
12)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 011 - Extension of PM Services	(\$267,500)	90 02 - Allocated Contingency
October '14 Contingency Drawdown				(\$18,307,168)	
October '14 - Ending Contingency Balance				\$531.8	
November '14				\$531.8	
1)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 012 - Delete Ticket Vending Machines	\$10,350,000	90 02 - Allocated Contingency
2)	FD-550	Dillingham Kaia ako Stations Group FD	Executed Contract Amendment No. 002 - General Excise Tax credit	\$385,886	90 02 - Allocated Contingency
November '14 Contingency Drawdown				\$10,735,886	
November '14 - Ending Contingency Balance				\$542.49	
December '14				\$542.5	
1)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 019 - HRT Train Mock-up Shipment/Delivery	(\$53,715)	90 02 - Allocated Contingency
3)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 013 - HECC Connection Changes	(\$159,000)	90 02 - Allocated Contingency
4)	DE-320	Kaunahāhā Highway Guideway DB	Executed Change Order No. 014 - Escalation due to Schedule Impacts	(\$3,500,000)	90 02 - Allocated Contingency
5)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 048 - Escalation due to Schedule Impacts	(\$15,000,000)	90 01 - Unallocated Contingency
December '14 Contingency Drawdown				(\$18,163,716)	
December '14 - Ending Contingency Balance				\$523.78	
January '15				\$523.8	
1)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 011 - Eliminate Station Manager Booths	\$310,000	90 02 - Allocated Contingency
2)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 050 - Escalation due to Schedule Impacts Subcontractor Ameron Aggregate	(\$494,413)	90 01 - Unallocated Contingency
3)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 051 - Escalation due to Schedule Impacts Subcontractor Anti-Graffiti Paint	(\$21,476)	90 01 - Unallocated Contingency
4)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 052 - Escalation due to Schedule Impacts Subcontractor HPD Spec Duty Officer	(\$156,123)	90 01 - Unallocated Contingency
5)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 053 - Escalation due to Schedule Impacts Subcontractor MESA Blocks	(\$71,883)	90 01 - Unallocated Contingency
6)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 054 - Escalation due to Schedule Impacts Subcontractor Road Builder	(\$716,858)	90 01 - Unallocated Contingency
7)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 055 - Escalation due to Schedule Impacts Subcontractor Post Tension Strand Accessories	(\$767,177)	90 01 - Unallocated Contingency
8)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 056 - Escalation due to Schedule Impacts Subcontractor Ameron Rolled Drilled Shaft Casings	(\$102,675)	90 01 - Unallocated Contingency
9)	DE-170	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 057 - Escalation due to Schedule Impacts Subcontractor PAC Electric	(\$777,883)	90 01 - Unallocated Contingency
10)	DEIOM-920	Core Systems Contract Design Build O/M	Executed Contract Amendment No. 014 - Eliminate Secondary Emergency Access at WSF	\$50,000	90 02 - Allocated Contingency
11)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 012 - Contaminated Soil, 7 Piers, Wayside Lubricators	(\$58,700)	90 02 - Allocated Contingency
12)	FD-550	Dillingham Kaia ako Stations Group FD	Executed Contract Amendment No. 003 - Scope for Downtown Sta/Civic Center Sta/Kapalama Sta & Bike Ramps	(\$480,017)	90 02 - Allocated Contingency
13)	FD-550	Dillingham Kaia ako Stations Group FD	Executed Contract Amendment No. 004 - Ala Moana Transit Ctr-Chinatown Sta Geotech Expedited Station Loads	(\$818,717)	90 02 - Allocated Contingency
14)	FD-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 005 - Addition of Bike Ramps to FHSG Stations	(\$17,744)	90 02 - Allocated Contingency
15)	FD-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 006 - Addition of 30' Guideway Section West Loch and Waipahu Stations	(\$57,000)	90 02 - Allocated Contingency
16)	FD-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 007 - MODS to West Loch and Waipahu Order Design	(\$3,988,243)	90 02 - Allocated Contingency
January '15 Contingency Drawdown				(\$3,988,243)	
January '15 - Ending Contingency Balance				\$519.79	
February '15				\$519.8	
1)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 056 - Kalo Drainage Channel Geotechnical	(\$897,607)	90 02 - Allocated Contingency
2)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 059 - Revision of Waipahu Guideway, LCC Station, & Pedestrian Vibration Criteria	(\$301,052)	90 02 - Allocated Contingency
3)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 060 - Waialua Scour Design Actuals	(\$288,484)	90 02 - Allocated Contingency
4)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 061 - Kalo Scour Design Actuals	(\$836,671)	90 02 - Allocated Contingency
5)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 062 - West Loch and UHWMO Station Revisions of Guideway	(\$54,712)	90 02 - Allocated Contingency
6)	DE-120	West Oahu Farmington Highway Guideway DB	Executed Change Order No. 063 - Procurement & Delivery LCC Modular Bldg	(\$1,919,021)	90 01 - Unallocated Contingency
February '15 Contingency Drawdown				(\$4,196,653)	
February '15 - Ending Contingency Balance				\$515.59	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
		*January '15 - Board Approved Changes Only - Pending execution			
(1)	13COM4300	Core Systems Contract Design Build O&M	Test and Storage Track Changes at MSF	(\$2,510,000)	8002 - Allocated Contingency
		*February '15 - Board Approved Changes Only - Pending execution			
	N/A	N/A	No changes brought to the board this period	\$0	
Subtotal Board Approved Contingency Drawdown				(\$2,510,000)	
March '15 - Ending Contingency Balance (Pending Execution)				\$513.1	

Appendix C. Project Cost Reports (data as of Feb. 27, 2015)

Project Costs by Contract

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



Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by Contract - One Line Summary

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current*	AFE**	AFE**	INCURRED	Incurred To Date	PERCENT	PERCENT	
A RT	Project Wide A RT	0	0	0	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH	15,348,443	0	15,348,443	0	15,348,443	0	14,925,228	0	14,925,228	0	37%	37%
CCH-101	HART/City Dept of BFS	105,092	0	105,092	0	105,092	0	0	0	0	0	0%	0%
CCH-102	HART/City DDC Land Division	256,201	0	256,201	0	256,201	0	173,182	0	173,182	0	68%	68%
CCH-107	HART/City Corporation Counsel (COR)	1,692,366	0	1,692,366	0	1,692,366	0	149,466	0	149,466	0	9%	9%
CCH-108	Board of Water Supply (BWS)	928,325	0	928,325	0	928,325	0	928,325	0	928,325	0	100%	100%
DB-20	West Oahu/Farrington Hwy Guideway	482,924,000	140,673,298	623,597,298	623,597,298	623,597,298	623,597,298	368,170,427	0	368,170,427	0	59%	59%
DB-200	Maintenance & Storage Facility DB	195,258,000	79,100,008	274,358,008	274,358,008	274,358,008	207,388,742	172,670,294	0	172,670,294	0	63%	63%
DB-320	Kamehameha Hwy Guideway DB	372,150,000	16,365,363	388,515,363	388,515,363	388,515,363	136,517,119	136,517,119	0	136,517,119	0	35%	35%
DBB-185	SPCD - West Side SG Construction	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-275	SPCD-Pearl Highlands Pkg. Str. Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-450	SPCD-Airport Section Utility Reloc.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-460	SPCD-Airport Guideway Util. Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-470	SPCD-Airport Station Group Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-505	Airport Section Utilities Constr.	28,413,974	0	28,413,974	27,383,022	28,413,974	27,383,022	0	0	0	0	0%	0%
DBB-510	City Center Section Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-520	SPCD-Airport-City Center Gateway Cntr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-525	Airport Section Guideway 7 Pier Crst	3,973,000	0	3,973,000	3,973,000	3,973,000	3,973,000	1,826,010	0	1,826,010	0	46%	46%
DBB-530	SPCD-City Segment Util Relocations	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-580	SPCD-City Center Guideway Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-570	SPCD-Dillingham Stat Group Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-572	SPCD-City Center Station Constr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-580	SPCD-Dillingham/Haka'ako S.G Cntr.	0	0	0	0	0	0	0	0	0	0	0%	0%
DBB-600	Park-and-Ride Lots Construction	0	0	0	0	0	0	0	0	0	0	0%	0%
DBO M-920	Core Systems Design Build O/M	579,782,793	21,357,205	595,139,998	579,224,886	595,139,998	579,224,886	112,735,639	0	112,735,639	0	19%	19%
FD-140	West Oahu Station Group Final Design	7,789,000	2,131,205	9,920,305	8,988,505	9,920,305	8,988,505	7,958,160	0	7,958,160	0	80%	80%
FD-240	Farrington Highway Stations Group 2	9,300,696	4,897,349	14,198,045	12,990,376	14,198,045	12,990,376	12,332,344	0	12,332,344	0	87%	87%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	0	0	0	0	0	0	0	0	0	0	0%	0%
FD-340	Kamehameha Hwy Station Group FD	8,702,592	0	8,702,592	8,004,496	8,702,592	8,004,496	7,866,141	0	7,866,141	0	90%	90%
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	3,769,872	42,610,832	42,610,832	42,610,832	42,610,832	39,557,575	0	39,557,575	0	93%	93%
FD-440	Airport Station Group FD	10,177,365	1,224,840	11,402,205	10,528,862	11,402,205	10,528,862	9,718,742	0	9,718,742	0	85%	85%
FD-530	City Center Guideway/Utilities FD	43,948,220	1,282,803	45,231,023	42,614,702	45,231,023	42,614,702	36,973,819	0	36,973,819	0	82%	82%
FD-542	SPCD-City Center Stations (3), FD	0	0	0	0	0	0	0	0	0	0	0%	0%

n_low_pmod_monthly_contract_org_line - No. 19

* Current Committed = Original Contract + CCO /Amendment

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

Print 3/13/15 10:39



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

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current *	Current *	AFE**	AFE**	Incurred To Date	Incurred To Date	PERCENT	PERCENT
FD-550	Dillingham and Kaka'ako SG FD	18,321,918	652,529	18,974,447	0	18,974,447	0	15,395,142	0	10,396,963	0	55%	55%
FD-600	Park-and-Ride Lots Final Design	0	0	0	0	0	0	0	0	0	0	0%	0%
HRT-200	HART Labor	35,951,942	0	35,951,942	0	35,951,942	0	0	0	35,603,747	0	99%	99%
HRT-201	HART ODC	15,471,954	0	15,471,954	0	15,471,954	0	0	0	14,226,958	0	92%	92%
M1-900	Project Wide Fare Collection DEI	0	0	0	0	0	0	0	0	0	0	0%	0%
M1-930	Elevators & Escalators Install/Maint	50,982,714	0	50,982,714	0	50,982,714	0	5,442,108	0	3,579,997	0	7%	7%
MM-180	SPCD-West Dahu/Farrington Stat CEI	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-280	SPCD-WOFR/RHSG CE&I(REPA,CKA,GED)	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-290	Construction Engrg & Inspection West	54,232,480	0	54,232,480	0	54,232,480	0	16,650,000	0	9,544,338	0	18%	18%
MM-385	SPCD-Pearl Highlands Garage Ramps CEI	0	0	0	0	0	0	0	0	0	0	0%	0%
MM480	SPCD-Airport Guideway/Utilities CEI	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-500	SPCD-By MM959 CEI East	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-525	SPCD-By MM959 CEI East	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-580	SPCD-City Center Guideway/MI CEI	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-590	SPCD-By MM959 CEI East	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-595	Construction Engrg & Inspection East	63,083,417	0	63,083,417	0	63,083,417	0	15,257,000	0	6,607,853	0	10%	10%
MM-600	SPCD-UHWO Pkg-Hoopili Stn Fresh CEI	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-900	Program Mgt Support Conslt (PM SC-1)	36,727,162	0	36,727,162	0	36,727,162	0	20,700,000	0	0	0	0%	0%
MM-901	Program Mgt Support Conslt (PM SC-2)	33,376,897	0	33,376,897	0	33,376,897	0	26,680,790	0	28,195,280	0	84%	84%
MM-905	MM-905 Gen Engrg Conslt EIS/PE	0	78,564,942	78,564,942	0	78,564,942	0	150,000,000	0	74,157,822	0	94%	94%
MM-910	MM-910 Gen Engrg Conslt FD-Construct	150,000,000	0	150,000,000	0	150,000,000	0	150,000,000	0	149,307,153	0	100%	100%
MM-913	MM-913 Gen Engrg Reconnect	46,143,277	0	46,143,277	0	46,143,277	0	13,078,208	0	13,656,223	0	30%	30%
MM-915	HDOT Traffic Mgmt. Consult.	1,600,000	1,400,000	3,000,000	0	3,000,000	0	4,000,000	0	2,071,431	0	69%	69%
MM-920	HDOT Coordination Conslt WOFH	3,000,000	7,500,000	10,500,000	0	10,500,000	0	10,000,000	0	6,029,705	0	57%	57%
MM-921	HDOT Coordination Conslt KHG	40,000,000	-1,400,000	38,600,000	0	38,600,000	0	5,000,000	0	2,793,726	0	32%	32%
MM-922	HDOT Coord. Conslt. Airport	12,000,000	-5,600,000	6,400,000	0	6,400,000	0	3,000,000	0	1,834,082	0	29%	29%
MM-923	HDOT Coordination Conslt City Center	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-925	HDOT Labor - Highway Group	550,000	0	550,000	0	550,000	0	815,633	0	1,243,127	0	226%	226%
MM-926	HDOT Labor - Airport Group	0	0	0	0	0	0	0	0	0	0	0%	0%
MM-930	HDOT State SOA Manager & Consultant	1,272,400	583,142	1,855,542	0	1,855,542	0	849,167	0	634,987	0	34%	34%
MM-935	Real Estate Consultant	3,000,000	3,327,665	6,327,665	0	6,327,665	0	4,817,665	0	3,012,689	0	48%	48%
MM-937	Real Estate Consultant - Maps/Surv.	2,998,000	0	2,998,000	0	2,998,000	0	1,500,000	0	508,128	0	17%	17%
MM-940	Kaiko'o Consultant	1,000,000	0	1,000,000	0	1,000,000	0	500,000	0	434,360	0	43%	43%

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



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

Page: 3 of 3

CPP No	Title	A		B		C=A+B		D		E		F	
		Original	COMMITTED Changes	Current *	AFE**	AFE**	Incurred To Date	PERCENT %					
MM-945	On-Call Contractor	1,000,000	1,000,000	2,000,000	2,000,000	533,257	27%						
MM-946	On-Call Hazmat Removal Contractor	3,075,000	0	3,075,000	1,000,000	1,813,284	59%						
MM-950	OCIP Consultant	1,250,000	0	1,250,000	833,750	799,063	64%						
MM-951	Owner-Controlled Insurance Program	41,000,000	0	41,000,000	0	19,574,745	48%						
MM-960	Archaeological & Cultural Monitoring	459,517	0	459,517	417,426	239,622	52%						
MM-962	Core Systems Support	43,989,989	0	43,989,989	3,600,000	6,474,762	15%						
MM-964	Safety and Security Consultant	4,699,573	0	4,699,573	1,200,000	1,302,389	28%						
MM-975	LEED Commissioning Services for MSF	279,630	9,910	288,540	288,540	58,660	20%						
OTHER	Project Wide	0	0	0	0	0	0%						
PA-101	Programmatic Agreement Humanities	0	0	0	0	0	0%						
PA-102	Programmatic Agreement HP C	400,000	0	400,000	2,000,000	44,032	11%						
PA-103	Programmatic Agreement HP C Park Inpr	0	0	0	0	0	0%						
ROW	Real Estate / Right-of-Way	89,885,511	0	89,885,511	121,992	77,758,577	87%						
UTIL	Utilities by Utility Companies	90,560,619	8,027,656	98,588,275	78,901,597	15,949,711	16%						
Total Project:		2,609,901,026	364,867,887	2,974,768,913	2,416,366,143	1,410,823,140							

* Current Committed = Original Contract + CCO/Amendment

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

m_cw_price_monthly_contract_order - No. 19

Print 3/13/15 10:39

Project Costs by SCC – Summary

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

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

Page: 1 of 1

SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date		
1. Subtotal 10 - 80 SCC Costs													
10.	Guideway & Track Elements	1,114,215,147	39,357,677	1,153,572,824	543,750,407	30,036,846	490,863	1,153,572,824	0	156,012,752	0	156,012,752	0
20.	Stations, Stops, Terminals, Intermodal	421,804,740	(25,138,472)	396,666,268	50,382,714	0	0	396,666,268	0	3,579,897	0	3,579,897	0
30.	Support Facilities: Yards, Shops, Admin	92,535,015	21,771,122	114,306,137	114,306,137	17,962,473	355,000	114,306,137	0	56,538,601	0	56,538,601	0
40.	Sitework & Special Conditions	983,178,121	50,250,666	1,033,428,787	718,491,720	161,815,344	(391,304)	1,033,428,787	0	382,072,293	0	382,072,293	0
50.	Systems	221,284,301	25,296,231	246,580,532	232,420,319	27,038,099	0	246,580,532	0	18,408,158	0	18,408,158	0
60.	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	93,215,331	329,820	5,000,000	197,926,568	0	81,049,067	0	81,049,067	0
70.	Vehicles	186,829,020	4,713,997	191,543,017	191,543,017	1,514,720	(68,496)	191,543,017	0	21,203,394	0	21,203,394	0
80.	Professional Services	1,087,830,119	11,172,996	1,099,003,115	1,019,872,803	123,510,987	(16,620,109)	1,099,003,115	0	663,560,689	0	663,560,689	0
A.C.	Provisional Pay Requests	0	0	0	0	0	0	0	0	27,800,000	0	27,800,000	0
Subtotal:		4,305,074,410	127,952,838	4,433,027,248	2,964,582,448	362,208,289	(11,234,046)	4,433,027,248	0	1,410,224,950	0	1,410,224,950	0
2. NTP													
NTP	Authorized For Expenditure	0	0	0	0	2,047,556,615	0	0	0	0	0	0	0
Subtotal:		0	0	0	0	2,047,556,615	0	0	0	0	0	0	0
3. Contingency													
CNTR	Allocated Contingency	541,689,343	(72,544,617)	469,144,726	10,186,465	6,801,239	210,529,112	469,144,726	0	598,190	0	598,190	0
PRJ	Unallocated Contingency	101,871,170	(55,408,211)	46,462,949	0	0	0	46,462,949	0	0	0	0	0
Subtotal:		643,560,513	(127,952,838)	515,607,675	10,186,465	6,801,239	210,529,112	515,607,675	0	598,190	0	598,190	0
4. Finance Charges - Eligible													
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
FTA TOTAL PROJECT COSTS	5,121,693,166	(0)	5,121,693,166	2,974,766,913	2,416,366,143	199,295,066	5,121,693,166	0	1,410,823,140	0	1,410,823,140	0	
4. Finance Charges - Ineligible Costs													
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
INELIGIBLE COSTS	42,000,000	0	42,000,000	0	0	0	0	42,000,000	0	0	0	0	0
Total Project:	5,163,693,166	(0)	5,163,693,166	2,974,766,913	2,416,366,143	199,295,066	5,163,693,166	0	1,410,823,140	0	1,410,823,140	0	

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

Report M_C00_pmoec_monthly_Soc_31mmay - No. 22

Print Date: '13/15 10:49

Project Costs by SCC – Level 2

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

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

Page: 1 of 3



SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**						
1. Subtotal 10 - 80 SCC Costs													
10.00	Guideway & Track Elements	1,114,215,147	39,357,877	1,153,572,824	543,750,407	30,036,846	490,863	1,153,572,824	0	156,012,752	0	156,012,752	0
10.04	Guideway: Aerial Structure	1,022,380,671	36,381,516	1,058,762,187	458,447,570	20,375,119	490,863	1,058,762,187	0	112,533,752	0	112,533,752	0
10.08	Guideway: Retained Cut or Fill	7,492,344	(1,056,688)	6,435,656	6,436,256	0	0	6,436,256	0	0	0	6,436,256	0
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	43,419,000	0	43,419,000	0
10.11	Track: Ballasted	3,293,724	(593,849)	2,699,875	2,697,875	0	0	2,697,875	0	0	0	2,697,875	0
10.12	Track: Special (Switches, turnouts)	1,700,603	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0	0	3,231,479	0
20.00	Stations/Stops/Terminals, Intermodal	421,804,740	(25,138,472)	396,666,268	50,982,714	0	0	396,666,268	0	3,579,997	0	3,579,997	0
20.01	A-grade station, stop, shelter...	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0	0	6,111,332	0
20.02	Aerial Station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0	0	273,163,457	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0	0	66,408,765	0
20.07	Elevators, Escalators	54,721,196	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	3,579,997	0	3,579,997	0
30.00	Support Facilities: Yards, Shops, Admin	32,535,015	21,771,122	114,306,137	114,306,137	17,962,473	355,000	114,306,137	0	56,538,601	0	56,538,601	0
30.02	Light Maintenance Facility	7,591,888	(5,035)	7,586,793	7,586,793	0	0	7,586,793	0	1,222,063	0	1,222,063	0
30.03	Heavy Maintenance Facility	38,099,138	4,595,814	42,694,952	42,694,952	4,837,922	355,000	42,694,952	0	15,592,898	0	15,592,898	0
30.04	Storage or Maintenance of Way Bull	7,737,460	964,571	8,702,031	8,702,031	1,026,121	0	8,702,031	0	2,373,327	0	2,373,327	0
30.05	Yard and Yard Track	39,046,529	16,215,832	55,262,361	55,262,361	12,098,430	0	55,262,361	0	37,350,313	0	37,350,313	0
40.00	Sitework & Special Conditions	983,178,121	50,250,686	1,033,428,787	718,491,720	161,815,344	(391,304)	1,033,428,787	0	382,072,293	0	382,072,293	0
40.01	Demolition, Clearing, Earthwork	29,980,158	(1,741,059)	28,239,099	8,589,446	692,302	0	28,239,099	0	652,835	0	652,835	0
40.02	Site Utilities, Utility Relocation	289,449,756	8,893,545	308,343,301	201,049,008	14,638,176	0	308,343,301	0	39,393,177	0	39,393,177	0
40.03	Haz. mat'l, contain'd soil removal	9,199,237	(5,421,634)	3,777,603	3,091,085	16,085	(391,304)	3,777,603	0	1,829,369	0	1,829,369	0
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,543,497	2,689	0	31,955,923	0	6,836,521	0	6,836,521	0
40.05	Site structures, retaining walls,	7,998,960	1,134,077	9,133,037	8,974,511	71,663	0	9,133,037	0	2,436,091	0	2,436,091	0
40.06	Pedestrian/bike access/landscaping	41,073,897	7,411,777	48,485,674	4,991,868	(4,566)	0	48,485,674	0	50,000	0	50,000	0
40.07	Auto, bus, van accessways	181,979,367	(10,796,852)	171,182,515	36,270,071	1,501,555	0	171,182,515	0	3,636,046	0	3,636,046	0
40.08	Temporary Facilities/Indirect Cost	386,517,624	52,464,611	438,982,235	438,982,235	144,897,440	0	438,982,235	0	327,238,253	0	327,238,253	0
50.00	Systems	221,284,301	25,296,231	246,580,532	232,420,319	27,038,099	0	246,580,532	0	18,408,158	0	18,408,158	0
50.01	Train control and signals	81,982,556	23,381,140	105,363,696	106,363,696	23,961,030	0	105,363,696	0	2,250,872	0	2,250,872	0
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	0	10,251,336	0	0	0	10,251,336	0
50.03	Traction power supply, substation	29,500,326	1,379,880	30,880,206	30,880,206	(67,495)	0	30,880,206	0	342,747	0	342,747	0
50.04	Traction power distribution, cat	32,878,150	5,059,838	37,937,988	33,029,111	7,941,115	0	37,937,988	0	9,893,467	0	9,893,467	0
50.05	Communications	53,691,339	6,133,477	59,824,816	59,824,816	5,573,419	0	59,824,816	0	7,052,873	0	7,052,873	0

Report ID: CCM_monthly_Scc_details - No. 23

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

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

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

Print Date: 3/13/15 10:53

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



SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Budget	Transfers	Current	Committed	AFE	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date		
1. Subtotal 10 - 80 SCC Costs													
50.0	Systems	221,284,301	25,296,231	246,580,532	232,420,319	27,038,099	0	246,580,532	0	246,580,532	0	18,408,158	
50.06	Fare collection system and equipment	9,139,277	(10,291,178)	(1,151,901)	(1,151,901)	(10,350,000)	0	(1,151,901)	0	(1,151,901)	0	(1,151,901)	
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	3,453,791	0	0	
60.0	ROW, Land, Existing Improvements	137,397,947	528,621	137,926,568	93,215,331	329,820	5,000,000	137,926,568	0	137,926,568	0	81,049,067	
60.01	Purchase or lease of real estate	179,360,664	250,821	179,611,485	86,269,854	52,020	5,000,000	179,611,485	0	179,611,485	0	74,043,431	
60.02	Relocation of existing households	18,037,283	277,800	18,315,083	6,945,477	277,800	0	18,315,083	0	18,315,083	0	7,005,636	
70.0	Vehicles	186,829,020	4,713,937	191,543,017	191,543,017	1,514,720	(68,496)	191,543,017	0	191,543,017	0	21,203,334	
70.01	Light Rail	166,721,386	5,915,687	172,637,073	172,637,073	1,514,720	(68,496)	172,637,073	0	172,637,073	0	14,473,308	
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	13,026,548	0	6,729,486	
70.07	Spare parts	5,760,711	118,895	5,879,606	5,879,606	0	0	5,879,606	0	5,879,606	0	0	
80.0	Professional Services	1,087,830,119	11,172,936	1,099,003,115	1,019,872,803	123,510,387	(16,620,109)	1,099,003,115	0	1,099,003,115	0	663,560,689	
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	20,805,682	0	118,699,447	0	118,699,447	0	101,336,352	
80.02	Final Design	228,321,632	(8,910,231)	219,411,401	201,914,419	26,999,932	1,460,427	219,411,401	0	219,411,401	0	148,872,324	
80.03	Project Management Design & Cons	363,849,768	(44,051,182)	319,798,586	354,592,839	65,946,774	(17,323,901)	319,798,586	0	319,798,586	0	274,165,390	
80.04	Constr. Admin. & Management	139,656,728	(35,361,872)	104,294,856	138,460,336	4,045,764	0	104,294,856	0	104,294,856	0	62,921,345	
80.05	Professional Liability & other ins	46,549,724	28,781,938	75,331,662	43,174,637	700,500	0	75,331,662	0	75,331,662	0	21,333,107	
80.06	Legal: Permits, Review Fees etc..	67,641,005	(211,086)	67,429,919	35,564,005	2,516,420	0	67,429,919	0	67,429,919	0	17,039,320	
80.07	Surveys, Testing, Investigation, I	21,759,336	47,111,928	68,871,264	67,760,323	1,433,947	29,174	68,871,264	0	68,871,264	0	21,600,630	
80.08	Start up	65,996,664	(230,665)	65,765,999	48,868,977	9,619,009	(776,809)	65,765,999	0	65,765,999	0	16,230,421	
A.C.	Provisional Pay Requests	0	0	0	0	0	0	0	0	0	0	27,800,000	
ACR	Provisional Request For Payment	0	0	0	0	0	0	0	0	0	0	27,800,000	
Subtotal:		4,305,074,410	127,952,838	4,433,027,248	2,964,582,448	362,208,289	(11,234,046)	4,433,027,248	0	4,433,027,248	0	1,410,224,950	
2. NTP													
NTP	Authorized For Expenditure	0	0	0	0	2,047,556,815	0	2,047,556,815	0	2,047,556,815	0	0	
NTP	Notice To Proceed	0	0	0	0	2,047,556,815	0	2,047,556,815	0	2,047,556,815	0	0	
Subtotal:		0	0	0	0	2,047,556,815	0	2,047,556,815	0	2,047,556,815	0	0	
3. Contingency													
CNTR	Allocated Contingency	541,689,343	(72,544,617)	469,144,726	10,186,465	6,601,239	210,529,112	469,144,726	0	469,144,726	0	598,190	
90.02	Allocated Contract Contingency	540,101,329	(75,447,097)	464,654,233	6,601,239	6,601,239	201,076,936	464,654,233	0	464,654,233	0	598,190	

Report: M_C100_pmtoc_monthly_Soc_detail - No. 23

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

Print Date: 3/13/15 10:53



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

SCC	Title	A		B		C-A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion***	Variance	Incurred To Date			
3. Contingency													
DNTR	Allocated Contingency	541,689,343	(72,544,617)	469,144,726	10,186,465	6,601,239	210,529,112	469,144,726	0	598,190	0	598,190	0
90.03	Allowances	1,588,014	2,902,479	4,490,493	3,585,226	0	9,462,176	4,490,493	0	0	0	0	0
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0	0	0	0
PRJ	Unallocated Contingency	101,871,170	(55,408,221)	46,462,949	0	0	0	46,462,949	0	0	0	0	0
90.01	Unallocated Project Contingency	101,871,170	(55,408,221)	46,462,949	0	0	0	46,462,949	0	0	0	0	0
Subtotal:		643,560,513	(127,952,838)	515,607,675	10,186,465	6,601,239	210,529,112	515,607,675	0	598,190	0	598,190	0
4. Finance Charges - Eligible													
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
100.1	Finance Charges: Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
FTA TOTAL PROJECT COSTS 5,121,693,166													
		0	0	5,121,693,166	2,974,768,913	2,416,366,143	199,295,066	5,121,693,166	0	1,410,823,140	0	1,410,823,140	0
4. Finance Charges - Ineligible Costs													
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
INELIGIBLE COSTS													
		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,974,768,913	2,416,366,143	199,295,066	5,163,693,166	0	1,410,823,140	0	1,410,823,140	0

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Report: M_CW_pm00_m015 by_Soc_de Bile - No. 23

Print Date: 3/13/15 10:53

Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Contract Name	Contractor Name	Advertise Date	Contract Date	Issue NTP	Projected Substantial Completion Date
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Apr 03 '09	Nov 11 '09	Dec 01 '09	Jul 04 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KKJV)	Jul 24 '09	June 30 '11	Jul 25 '11	Apr 15 '16
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	Mar 19 '10	June 30 '11	Jul 12 '11	Sep 16 '16
DBOM-920	Core Systems Contract	Ansaldo Honolulu JV	Aug 17 '09	Nov 28 '11	Jan 13 '12	Mar 31 '19
MI-930	Elevators and Escalators	Schindler Elevator Corporation	Dec 18 '12	Jul 31 '13	Aug 02 '13	Jul 05 '18
FD-140	West O'ahu Station Group Final Design and Support	URS Corporation	Jun 14 '10	Jun 14 '12	Jun 15 '12	Jun 30 '16
FD-240	Farrington Highway Station Group Final Design and Support -2	URS Corporation	Jun 10 '13	Sep 27 '13	Sep 30 '13	Nov 14 '16
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) and	Anil Verma Associates, Inc.	Jun 28 '11	Nov 16 '12	Nov 26 '12	Oct 31 '16
FD-430	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 26 '11	Dec 22 '11	Jan 05 '12	Jun 30 '17
FD-530	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 30 '12	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	Mar 30 '12	Nov 7 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and	Perkins+Will	Nov 16 '12	Aug 15 '13	Jul 31 '13	Jul 30 '18
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wong Engineering, Inc.	Jul 26 '13	Jan 9 '14	Jan 09 '14	Mar 01 '19
MM-595	Construction Engineering & Inspection East Side Sections	URS Corporation	Jul 26 '13	Jan 07 '14	Jan 09 '14	Mar 01 '19
MM-901	Program Management Support Consultant -2 (PMSC-2)	InfraConsult LLC	Aug 03 '11	Feb 28 '12	Mar 08 '12	Mar 07 '15
MM-910	General Engineering Consultant II (GEC-2) (Final Design and Construction)	Parsons Brinckerhoff	Sep 03 '09	Jun 30 '11	Aug 02 '11	Dec 31 '14
MM-913	General Engineering Consultant III (GEC-3)	CH2M HILL	Jul 26 '13	Dec 5 '13	Dec 05 '13	Apr 5 '19
MM-935	Real Estate Consultant	Paragon Partners, Ltd.	Apr 01 '11	Mar 14 '12	Mar 14 '12	Mar 13 '17
MM-937	Real Estate Mapping & Surveying	R.M. Towill Corporation	Nov 15 '13	May 22 '14	May 23 '14	Dec 30 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	May 20 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Jan 31 '12	May 10 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Jun 04 '13	Apr 9 '14	Apr 08 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	May 30 '18
MM-962	CORE Systems Support	Lea+Elliott, Inc.	Sep 13 '13	Feb 10 '14	Feb 11 '14	Mar 01 '19
MM-964	Safety / Security Support	Lawson & Associates, Inc.	Oct 23 '13	Apr 23 '14	May 01 '14	Dec 14 '17
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility (MSF)	Enovity, Inc.		Oct 6 '10	Oct 07 '10	Jan 14 '16
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Mar 15 '13	Aug 1 '13	Aug 01 '13	May 01 '16
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Aug 15 '11	Jun 5 '12	Jun 12 '12	Jul 01 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 15 '18
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jul 15 '16
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 15 '18
MM-925	HDOT Labor Master Agreement WOFH	HDOT		Oct 27 '10	Oct 27 '10	Oct 27 '19
MM-945	On-Call Construction Contractor	Royal Contracting Co. Ltd.	Jun 02 '14	Aug 6 '14	Aug 14 '14	Mar 03 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Feb 15 '17
DBB-605	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Dec 22 '16
DBB-525	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	TBD

Remaining Contracts						
Contract Code	Contract Name	Advertise Date	Bids Due/Part 1 Proposals Due	RFP Part 2 Proposals Due	Issue NTP	Projected Substantial Completion Date
AP00	Art-in-Transit	May 9 '13	-	-	TBD	TBD
DB-275	Pearl Highlands Parking Structure / Bus Transit Center	Mar 03 '14	Jun 03 '14	TBD	TBD	TBD
DBB-271	Farrington Hwy Stations Group Construction	Dec 19 '14	Mar 03 '15	-	Apr 06 '15	Aug 31 '17
DBB-385	Ramp H2R2	Jan 30 '15	Apr 28 '15	-	May 22 '15	May 31 '16
MM-947	On-Call Construction Contractor II	Mar 17 '15	Apr 20 '15	-	May 09 '15	TBD
MM-970	Fare Collection System Technical Support Consultant	Mar 24 '15	Apr 27 '15	-	May 15 '15	TBD
MM-596	Construction Engineering and Inspection (CE&I) II Contract	Mar 25 '15	Apr 29 '15	-	-	TBD
DB-450	Airport Guideway and Stations	Apr 02 '15	Jun 02 '15	Dec 15 '15	Feb 1 '16 May 2 '16	Jun 28 '19
DBB-171	West O'ahu Stations Group Construction	Apr 13 '15	Jun 16 '15	-	Jul 08 '15	Nov 30 '17
DBB-510	City Center Utilities	Jun 01 '15	Aug 20 '15	-	Oct 01 '15	Mar 31 '17
DB-550	City Center Guideway and Dillingham Kaka'ako Stations	Aug 04 '15	Oct 01 '15	Apr 15 '16	Jun 1 '16 Nov 1 '16	TBD
DBB-371	Kamehameha Hwy Stations Group Construction	Aug 18 '15	Nov 03 '15	-	Dec 01 '15	Aug 31 '18
DBB-600	East Kapolei and UH West O'ahu Park and Ride Lots	Nov 14 '16	Feb 15 '17	-	Apr 03 '17	Mar 01 '19

Appendix E. DBE Participation

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

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

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

DBE Participation (9/24/07 to 3/31/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	
				CT-DTS-1100195 DB-320	\$129,816	
				CT-HRT-1000449 DB-200	\$52,821	\$189,437
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$537,031	
				CT-HRT-10H0449 DB-200	\$41,232	
				CT-DTS-1100195 DB-320	\$60,714	\$638,977
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$59,881	\$59,881
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$2,730,278	\$2,730,278
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	\$43,866	
				CT-DTS-1100195 DB-320	\$107,100	\$150,966
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	\$6,105	\$6,105
LP&D Hawaii	541320	APA	M	SC-DTS-1100013 FD-240	\$219,911	\$219,911
Ace Land Surveying	541370	NA	M	SC-DTS-1100013 FD-240	\$38,700	\$38,700
Integrated Security Tech.	561621	O	F	CT-HRT-1200106 DBOM-920	\$105,180	\$105,180
LKG-CMC	541618	O	F	SC-HRT-11H0131 MM-905	\$2,600,462	
				SC-DTS-0700001 **** MM-910	\$2,783,277	
				SC-HRT-1400051 MM-595	\$92,562	
				SC-HRT-1400049 MM-962	\$165,362	\$5,641,663
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$740,962	
				SC-DTS-0700001 **** MM-910	\$150,141	
				SC-HRT-1400061 MM-964	\$516,628	\$1,407,731
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$388,609	
				SC-DTS-0700001 **** MM-910	\$392,920	\$781,529
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$402,791	
				SC-DTS-0700001 **** MM-910	\$374,110	\$776,901
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$358,141	

DBE Participation (9/24/07 to 3/31/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
				SC-DTS-0700001 **** MM-910	\$354,758	\$712,899
JAD & Associates	541330	APA	M	SC-DTS-0700001 **** MM-910	\$508,355	\$508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 **** MM-910	\$39,273	\$39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$67,014	\$67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 **** MM-910	\$298,557	\$298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$162,813	
				SC-HRT-1200149 FD-530	\$191,227	
				SC-HRT-1300022 FD-440	\$134,912	\$488,952
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$25,020	\$25,020
Miyabara Associates	541320	APA	M	SC-HRT-1300022 FD-440	\$99,850	\$99,850
Anil Verma Associates, Inc.**	541350	HA	M	SC-HRT-1200111 FD-340	\$3,239,360	\$3,239,360
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$135,281	
				SC-HRT-1400027 MM-913	\$424,623	\$559,904
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	\$3,843
Hawaiya Technologies	238210	APA	F	CT-HRT-10H0449 DB-200	\$27,514	
				CT-HRT-1200106 DBOM-920	\$20,142	\$47,656
Element Environmental	541620	APA	M	SC-HRT-1400050 MM-290	\$387,544	\$387,544
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290	\$4,477	\$4,477
Bow Construction Management	541330	APA	M	SC-HRT-1400050 MM-290	\$117,342	\$117,342
FIC, LLC	541611	APA	M	SC-HRT-1400051 MM-595	\$454,154	\$454,154
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	\$511,747	\$511,747
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	\$18,147	\$18,147
ADS System Safety Consulting ****	541620	BA	M	SC-HRT-1400061 MM-964	\$619,820	\$619,820
Total						\$21,254,963

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

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

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

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

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

Race Categories

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

Appendix F. Risk

Risk by Contract Package				
Contract Packages	Feb. 2015 # of Risks	March 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	4	4	0	0
WOFH Guideway	21	21	4	4
Pearl Highlands	5	4	0	1
Maintenance and Storage Facility	5	5	0	0
Kamehameha Highway Guideway	24	18	1	7
Core Systems Contract	10	10	0	0
Elevator/Escalator	2	2	0	0
Airport Utilities	3	3	0	0
West Side Stations ¹	15	0	0	15
Farrington Highway Stations		5	5	0
West Oahu Stations		6	6	0
Kam. Highway Stations		8	8	0
Airport Guideway	27	27	0	0
City Center Guideway	41	41	0	0
Airport Section Stations	22	22	0	0
City Center Section Stations	13	13	0	0
Total	192	189	24	27

Notes of Significance:

1) West Side Station risks have been allocated to the new packaging plan. Not all risks identified for West Side Stations are applicable to all three sub-packages; FHSG, WOSG and KHSG.

Comparison of Risk Ratings								
Contract Package/Section	February 2015 # of Risks				March 2015 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	4	1	2	1	4	1	2	1
WOFH Guideway	21	4	10	7	21	4	12	5
Pearl Highlands	5	0	5	0	4	0	4	0
Maintenance and Storage Facility	5	0	4	1	5	0	4	1
Kamehameha Highway Guideway	24	3	15	6	18	1	10	7
Core Systems Contract	10	1	4	5	10	1	4	5
Elevator/Escalator	2	0	2	0	2	0	2	0
Airport Utilities	3	0	3	0	3	0	3	0
West Side Stations	15	3	11	1	0	0	0	0
Farrington Highway Stations					5	0	5	0
West Oahu Stations					6	1	5	0
Kam. Highway Stations					8	0	3	5
Airport Guideway	27	3	21	3	27	3	21	3
City Center Guideway	41	9	27	5	41	9	27	5
Airport Stations	22	4	17	1	22	4	17	1
City Center Stations	13	0	11	2	13	0	11	2
Total	192	28	132	32	189	24	130	35

Notes:

1) Work is progressing on the West with fewer utility conflicts and less opportunity for unforeseen conditions.

Appendix G. Project Organization Chart

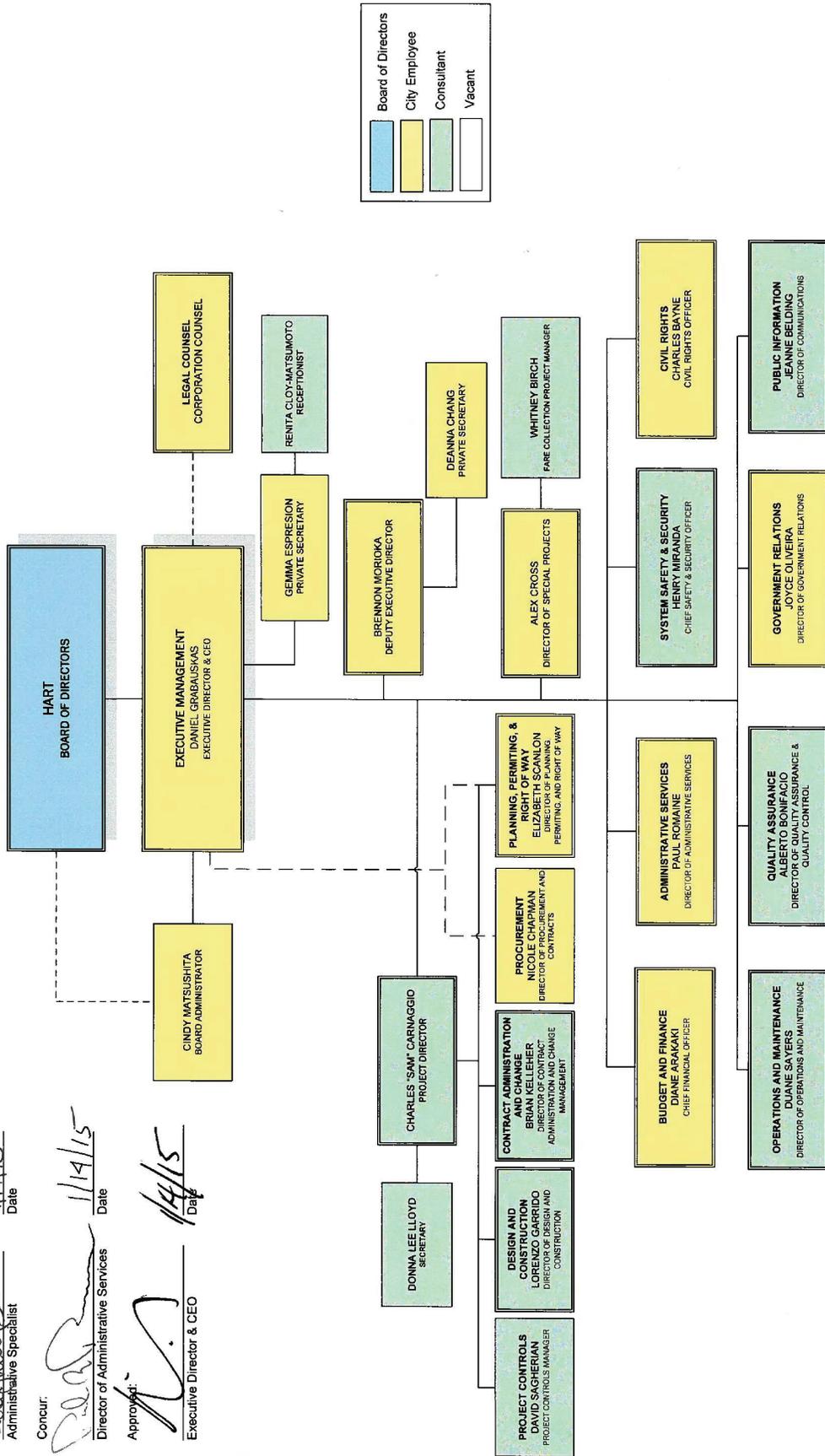
January 14, 2015

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

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

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

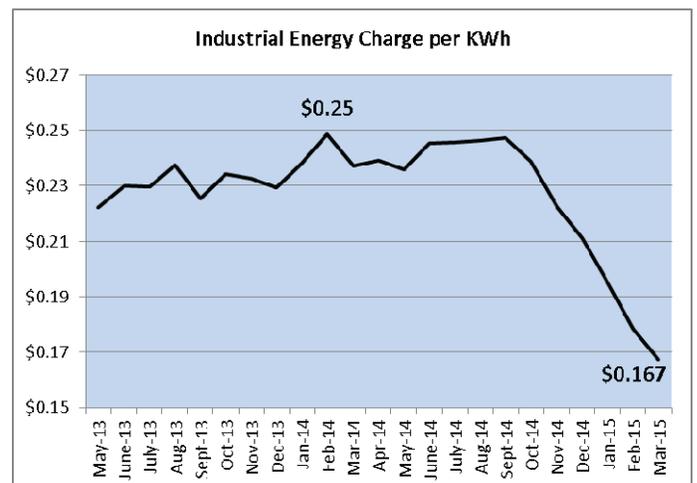
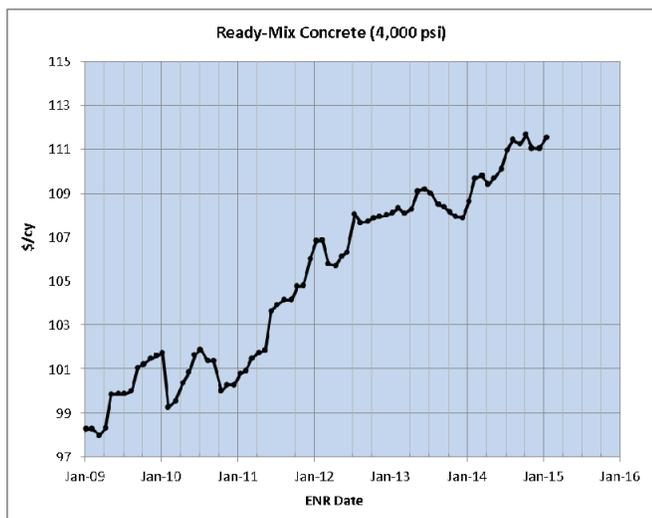
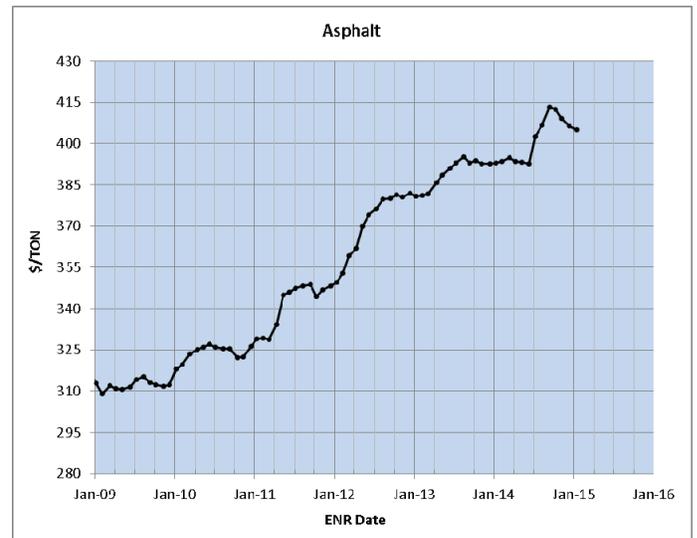
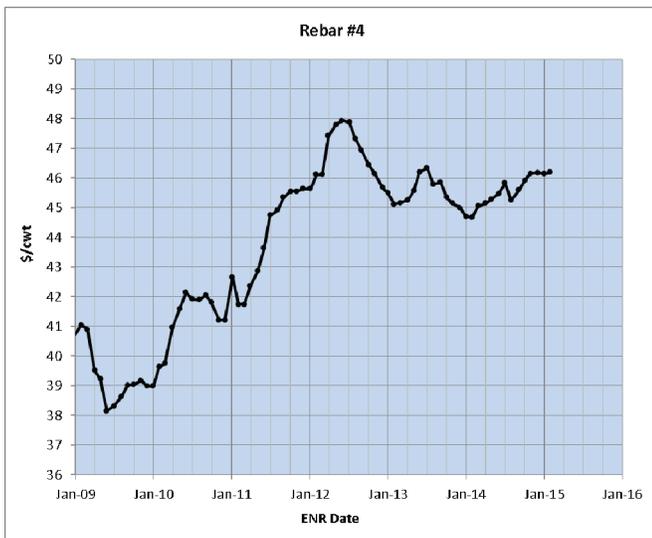
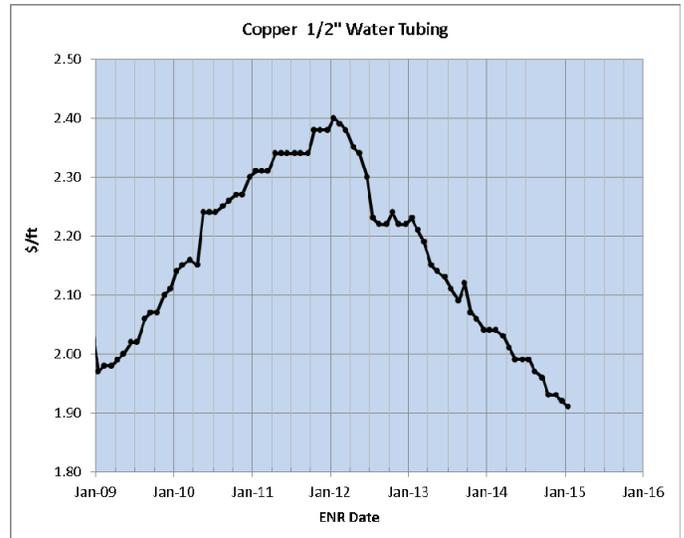
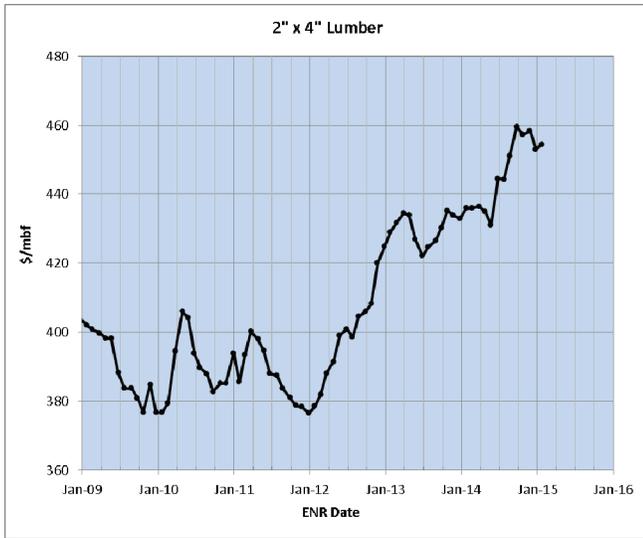
Approved: [Signature] Date: 1/14/15
 Executive Director & CEO



Board of Directors
 City Employee
 Consultant
 Vacant

Appendix H. Indices on Key Commodities

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



Source: HECO: Effective Rate Summary for DS Rate

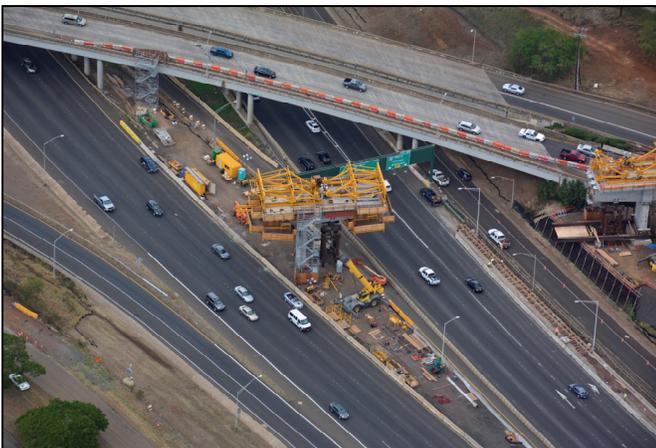
Appendix I. Project Photos



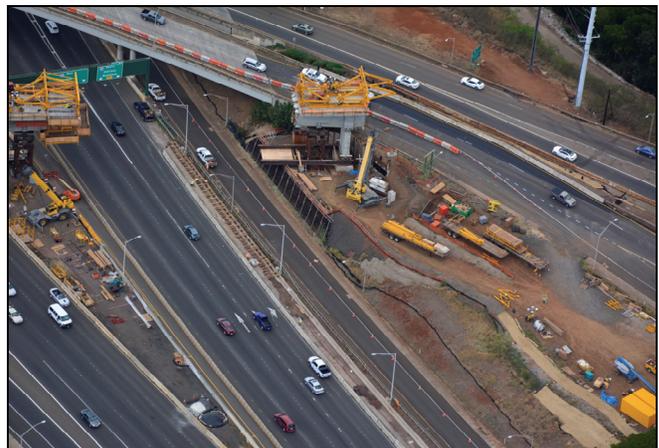
Guideway construction in West O'ahu.



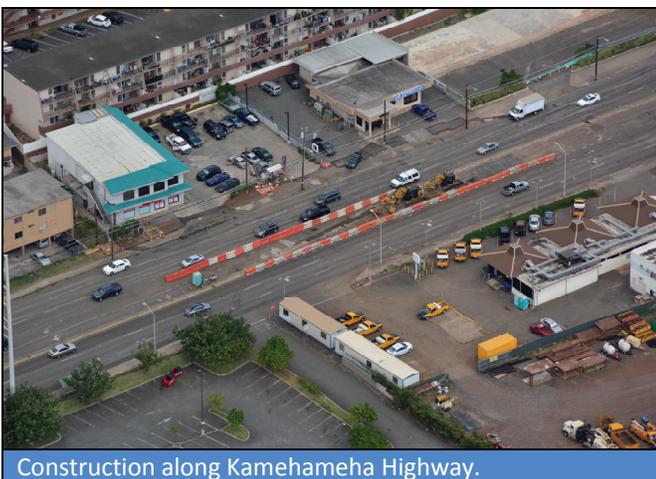
Equipment storage site.



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



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



Construction along Kamehameha Highway.



Future Aloha Stadium Station.



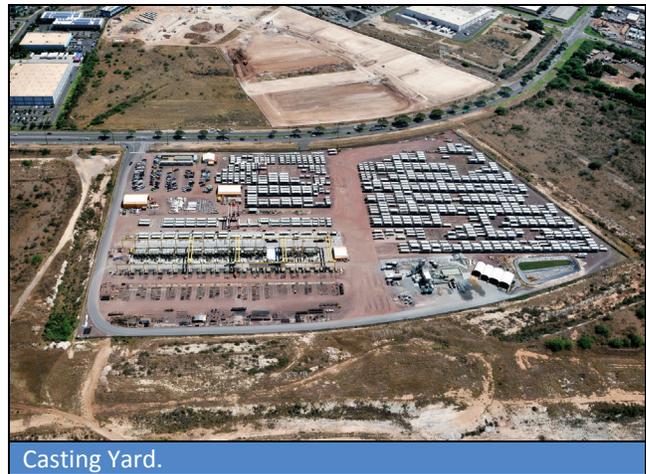
Operations and Servicing Building (OSB).



Wheel Truing Building and OSB.



Maintenance of Way Building.



Casting Yard.