HONOLULU AUTHORITY for RAPID TRANSPORTATION

Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street
Honolulu, Hawaii 96813
Thursday, April 23, 2015 9:00 am

MINUTES

PRESENT:	Ivan Lui-Kwan	William "Buzz" Hong
	Donald G. Horner	Carrie Okinaga
	Michael Formby	Robert "Bobby" Bunda
	Ford Fuchigami	Keslie Hui
ALSO IN ATTENDANCE: (Sign-In Sheet and Staff)	Daniel Grabauskas	Elizabeth Scanlon
	Brennon Morioka	Morris Atta
	Gary Takeuchi	Lorenzo Garrido
	Trevor Ozawa	Tom LeBeau
	Tom Berg	Scott Ishikawa
	Rose Pou	Joyce Oliveira
	Barbra Armentrout	Andrea Tantoco
	Kathleen Davenport	Cindy Matsushita
	Russell Honma	
EXCUSED:	George Atta	Damien Kim

I. Call to Order by Chair

HART Board Chair Ivan Lui-Kwan called the meeting to order at 9:10 a.m. He welcomed viewers to the premiere broadcast of the HART Board of Directors meeting on Olelo, and introduced the Board members, as well as HART Executive Director and CEO Daniel Grabauskas.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony.

Tom Berg testified that HART had not responded to his previous questions. He said that the Federal Transit Administration (FTA) would allow a change in rail technology on the Honolulu rail project. He questioned when the FTA had stated that HART would have to

return federal monies if it did not deliver the rail project as outlined in the Full Funding Grant Agreement (FFGA). He also asked whether the right of way budget was $300 million or $90 million.

Board member Donald G. Horner asked about HART's response, and Mr. Grabauskas said HART had responded to Mr. Berg in a timely fashion. He added that the FFGA budget for right of way acquisitions was $220 million.

John Bond of the Kanehili Cultural Hui provided testimony regarding traditional cultural property (TCP) issues being reviewed by the FTA. He registered his dissatisfaction with a report by former HART General Engineering Consultant Parsons Brinckerhoff, which did not identify west Oahu farmlands or Pearl Harbor as requiring mitigation under Section 4(f). He invited members to attend Aloun Farms' sweet onion festival to view the farmlands.

Natalie Iwasa provided suggestions to improve HART's website, and expressed her approval that the HART meetings were being broadcast. She asked whether there was any follow up on a statement made by a State Senator at a legislative hearing that procurement laws requiring funding prior to entering into contracts were not meant to prohibit projects like rail. Ms. Iwasa also stated that HART should be more aggressive in pursuing a reduction of the 10% General Excise Tax (GET) surcharge administrative fee retained by the State of Hawaii.

Mr. Horner asked Ms. Iwasa her opinion of HART's financial audit. Ms. Iwasa responded that although her she was professionally prohibited from providing an opinion on the matter, she acknowledged that it was a clean opinion.

Russell Honma testified that the rail project should take advantage of the current lower pricing of concrete and steel.

III. Approval of the Minutes of the Meetings of the Board of Directors
- A. March 12, 2015 Meeting
- B. April 2, 2015 Meeting

Mr. Lui-Kwan solicited modifications to the March 12, 2015 and April 2, 2015 minutes of the Board of Directors meetings. There being none, the minutes were approved as circulated.

IV. Status of Actions by the Hawaii State Legislature and City Council

Mr. Grabauskas and Director of Government Relations Joyce Oliveira made a PowerPoint presentation on the status of actions by the Hawaii State Legislature and City Council, a copy of which is attached hereto as Attachment A.

Ms. Oliveira said that House Bill (HB) 134, HD1, SD1, which would extend the GET surcharge for 5 years at .5%, limit GET surcharge revenue use to capital costs, and require the Board to conduct audits and submit annual reports to the governor and Legislature, had passed third reading in the House of Representatives on March 10, 2015, and subsequently passed third reading before the Senate on April 14, 2015. Conference committees would begin that day.

At the City Council, Bill 23 proposes to amend City ordinances pertaining to the county surcharge by repealing the current sunset of 2022. The bill passed first reading on April 1, 2015.

Mr. Grabauskas said that copious amounts of information had been relayed to legislators and councilmembers. The information provided described HART's financial situation, which was a combination of revenue and expenditures, in three factors:

1. Additional cost of legal and construction delays;
2. Hawaii having highest construction costs in the U.S.; and
3. Lower GET surcharge revenues than anticipated and the removal of Section 5307 funds from HART's Financial Plan.

Mr. Grabauskas said that delay and construction costs had risen. Additionally, GET surcharge revenue was down. The combination resulted in the prospective $920 million shortfall.

Mr. Grabauskas said that, for its FFGA Financial Plan, HART had calculated GET surcharge projections based on a 30-year historical growth rate of 5.04%. However, the projections were calculated going forward from annual surcharge realizations as of the time of the projection, and the State Department of Taxation (DoTax) subsequently informed HART that it had mistakenly overpaid $9.9 million to HART during the baseline period. As a result, the projections in the FFGA Financial Plan were overstated. Additionally, the FFGA Financial Plan contained $210 million in 5307 funds, which will not be utilized for rail following input from the public, Mayor, and City Council.

Mr. Grabauskas said that the GET surcharge extension was needed now, as state procurement law required that funding be in place in order to award the contracts required to complete the project. The remaining contracts on the rail project must be issued by the end of the year to comply with the FFGA.

Additionally, construction costs in Hawaii were the highest in the nation and were expected to rise 12-15% per year in the next two years, according to a report by Rider Levett Bucknall. Construction costs were much lower in 2009 in the wake of the recession when the first contracts were let. However, the 2012-2013 construction suspension delayed the letting of contracts, thereby leaving HART to procure construction services now in a very active construction market. Accordingly, HART was trying to award its construction contracts as soon as possible.

Mr. Grabauskas addressed questions and suggestions regarding reducing the scope of the project. He noted that the City and County of Honolulu had a binding agreement with the FTA in the form of the FFGA, which requires completion of the project as described.

Mr. Grabauskas referenced a letter from Acting FTA Administrator Therese McMillan, in which she confirmed that:

1. Changing the rail technology would terminate the current project and require the initiation of a new project;

2. Reducing the length of the alignment or number of stations would constitute a breach of the FFGA;
3. Any alterations to the route would also be considered a breach of the FFGA, in which case HART may be required to return federal monies to the FTA and lose monies already appropriated. So far, $365 million had been drawn down; and
4. Removal of the $210 million in Section 5307 funds from the project budget would result in the FTA requiring assurances of the availability of other funding sources.

Mr. Hui remarked that any breach or termination of the project would have a detrimental effect on the state for any consideration of federal funding for future projects. Mr. Grabauskas agreed, and said that HART had an obligation to complete the project per the FFGA. He reminded the Board that the previous failure at building rail, for which monies had already been appropriated by the FTA, had a chilling effect for Hawaii. Mr. Lui-Kwan clarified that the FFGA was between the City and the FTA, and not the state.

Additionally, Mr. Grabauskas said that stopping or reducing the project would result in termination of the project. Nearly $2 billion would have been spent, with an additional $1.4 billion of exposure in terminating exiting contracts.

Mr. Grabauskas referenced the numerous binders of project information provided to the State Legislature and City Council since December 2014. He said that HART had worked hard to provide transparency.
Ms. Oliveira confirmed that the information included that provided to the Mayor for submittal to the Legislature, as well as responses to specific questions that arose in legislative committees.

Mr. Lui-Kwan asked about the information provided to the State Department of Budget and Finance (B&F). Mr. Grabauskas said that HART had provided two sets of responses to B&F Director Wes Machida that arose in a Senate Transportation and Public Safety hearing, and that Mr. Machida had subsequently indicated the adequacy of those responses.

Mr. Bunda asked about legislators' opinions about HART's transparency. Mr. Grabauskas said that every question posed to HART had been responded to and posted on HART's website. Questions from legislators and councilmembers were often similar in nature and timing, so information was provided to members of both bodies. Mr. Bunda asked if any information had been rebutted, and Mr. Grabauskas said it had not.

Ms. Oliveira said that HART sent out 37 items of correspondence with the State of Hawaii and City Council between December 2014 and April 2015, which she detailed. Mr. Grabauskas said that in that same time frame, HART attended 52 meetings with state and city officials, attended 23 hearings, made 30 presentations, for a total of 105 events in which it provided information on the project.

Mr. Horner pointed out that the slide indicating increased costs and revenue shortfall did not include information on savings in finance charges and land acquisitions, as well as the value added to the tax base as a result of transit oriented development. He said that HART should work with the City Council on value added by the project as an investment, which is not

captured in the financials. Mr. Grabauskas acknowledged that there would be value added, which could lead to opportunities for subsidies for rail.

Mr. Grabauskas said that the estimate at completion with the additional construction costs would be $600 million. Mr. Horner asked if that figure included potential savings. Mr. Grabauskas responded that it included some cost savings measures but not all, as HART was challenged with cutting costs while still delivering a safe, quality system. Mr. Horner acknowledged the efforts of the City administration in realizing savings in debt financing, and Mr. Grabauskas agreed.

Mr. Horner requested an update on federal funding. Mr. Grabauskas said that approvals were received from the President and Congress for a total $1.053 billion, and that the President had included another $250 million for HART in next year's budget. HART would be two federal fiscal years away from receiving the total amount in the FFGA. Mr. Horner noted that much of the project's risks were either being reduced or were no longer risks. He cited the receipt of federal funding, the securing of rail cars and materials for the Rail Operations Center, and the budget for the first ten miles of track. Now the risk component was on the 21 stations and final ten miles of track.

Mr. Horner asked about the station status. Mr. Grabauskas said that there would be an additional $600 million cost for construction. Mr. Horner said that the final 40% of the project had yet to be contracted for. Mr. Grabauskas said that HART had utilized modular stations and repackaged its station contracts in a cost saving effort. Mr. Horner said that the modular stations resulted in a $100 million in savings, as well as future operating cost savings.

Mr. Lui-Kwan thanked Mr. Grabauskas, Deputy Executive Director Brennon Morioka, Ms. Oliveira, Director of Communications Jeanne Mariani-Belding, and Chief Financial Officer Diane Arakaki for their work with the Legislature and City Council. He asked Mr. Grabauskas to address questions regarding the oversight of the project.

Mr. Grabauskas said that as a recipient of federal monies, the FTA and its Project Management Oversight Contractor (PMOC) Jacobs Engineering provide oversight via monthly meetings and quarterly FTA meetings with the regional administrator. The City auditor conducts an annual financial audit. In addition, staff reports to the HART Board Finance Committee, as well as the Budget Committee of the City Council on a regular basis. Mr. Lui-Kwan pointed out that Jacobs Engineering's PMOC report concurred with the reasons for the increased costs to the project, as well as the reduced borrowing costs, which he attributed to the efforts of the HART Board Vice Chair.

Mr. Grabauskas addressed Ms. Iwasa's comment regarding the posting of meeting materials on the website. He said that the PMOC report had been received the previous day and had been added to the website.

Mr. Hui commended staff for making as much information available as possible. However, he said that based on stakeholder feedback, more can be done in communicating project information. Mr. Grabauskas said that HART is working to revamp its website to that end.

Mr. Formby noted that HART had already fulfilled a legislative request that the PMOC report be posted on its website and included on its Board meeting agendas. He asked about other requests. Mr. Grabauskas said that HART had curtailed nonessential travel and imposed other cost restrictions. In addition, it had posted requested materials on its website and begun broadcasting its Board meetings on Olelo. Mr. Formby talked about the importance of tracking and following up on such requests. He said that in the website revamp, the search function would be critical, as would addressing any misunderstandings about the project.

Ms. Okinaga said that while HART had always striven to be transparent, those efforts came at a cost, and asked whether there was a way of quantifying that. Ms. Oliveira said that the Government Relations division consisted of 1.5 people, but that quantification would be difficult as the entire HART team contributed to providing requested information.

Ms. Okinaga asked about the status of the City Council resolution regarding a Department of Taxation (DoTax) audit. Ms. Oliveira reported that it had not moved out of committee in the Senate.
Mr. Horner said that taxpayers had contributed over $100 million in administrative fees to DoTax as a result of the GET surcharge.

Ms. Okinaga added that there were other project benefits such as value addition that should weigh equally.

Board member Ford Fuchigami commended HART for explaining why the GET surcharge extension was needed. Mr. Lui-Kwan agreed, and added that project data was copious, but HART has been able to convey the information requested. Mr. Grabauskas said that the answers to Mr. Machida's questions were posted on HART's website. Mr. Hong also commended staff.

Mr. Horner said that although there is a perception that HART is over budget, it currently had a cash balance of $365 million, contingency fund of approximately $500 million, and a savings of $10 million in the right of way budget with over 80% of the land already acquired. The future shortfall of $700 million is HART's effort to forecast its future financial position. Mr. Grabauskas said that HART could pay for the contracts it currently held, but would not have enough for future contracts. He responded to Mr. Berg's question by saying that the 2012 FFGA Finance Plan contained a $220 million budget for ROW acquisitions.

Mr. Lui-Kwan thanked Director of Communications Jeanne Mariani-Belding and Ms. Oliveira for their work in keeping the public and lawmakers informed about the project.

V. Resolution No. 2015-6 Relating to the Broadcast of the Honolulu Authority For Rapid Transportation's Board of Directors and Committee Meetings

Mr. Lui-Kwan called on registered testifier Councilmember Trevor Ozawa, the author of City Council Resolution 15-80, which sought to have HART meetings broadcast. The draft Board resolution is attached hereto as Attachment B.

Councilmember Ozawa registered his support of HART Resolution 2015-6. He thanked the Board members, Olelo Community Media, Council Chair Ernest Martin, his fellow Councilmembers, Mayor Kirk Caldwell, and City Department of Transportation Services Director Michael Formby for their support in televising HART Board meetings to preserve public trust in the rail project. He stressed the importance of clarifying misstatements. Councilmember Ozawa also praised Ms. Okinaga for her prudence in reminding the Board of the cost of providing information.

Mr. Lui-Kwan said the broadcast that day was a result of collaboration between Councilmember Ozawa, the Mayor, and HART.

Councilmember Ozawa urged the Board to look to its budget for the broadcast of its meetings for the sake of the public trust.

Barbra Armentrout provided testimony that the public should attend HART meetings to be informed, and said that the HART Board has been very open.

Mr. Grabauskas thanked Multimedia Administrator Aukai Reynolds for his work with Olelo in setting up the broadcast. Mr. Reynolds thanked the Council, Councilmember Ozawa, Olelo, and its CEO Angela Angel for making the broadcast possible. He outlined the costs associated with broadcasting the HART meetings as a one-time cost of $7,000 for equipment, and an approximate $10,000 annual cost for closed captioning. Mr. Hui registered his support of the resolution, and asked for clarification of the cost. Mr. Reynolds responded that post-production and closed captioning costs would vary depending on the vendor. Mr. Horner said that HART should find the cost of under $25,000 within its budget.

Mr. Lui-Kwan called for motion to approve Resolution 2015-6. Mr. Hong so moved, and Mr. Horner seconded the motion. All being in favor, the resolution was unanimously adopted.

VI. Right of Way Update

Director of Planning and Right of Way Elizabeth Scanlon and Deputy Director of Right of Way Morris Atta made a PowerPoint presentation updating the Board on right of way acquisitions, a copy of which is attached hereto as Attachment C.

Ms. Scanlon reiterated the goals of the Right of Way group, which are to balance the needs of HART and the landowners, balance the responsibility of staying within budget in a challenging real estate market, communicate effectively and negotiate fairly with landowners, and meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

She reported that staff had been focusing on acquisitions within the Airport Section, with particular attention to properties held by the Navy. She said that although the Navy had been extremely collaborative, the process had been taking longer than anticipated, and could impact construction work.

Ms. Scanlon reported that of the four eminent domain cases brought before the Board, two cases were requested to be brought by property owners. HART had reached tentative settlements with the landowners in the other two cases. She said that additional eminent domain matters would be brought before the Board the following month to ensure there were no more delays to the program.

Ms. Scanlon said that staff had been focusing on site access, and utilizing possession and use agreements, which included an irrevocable right of entry. So far, 88% of the needed square footage had been made available to HART's contractors. In the first section of the alignment, staff had been working on rights of entry with the University of Hawaii. In the City Center section, Dillingham Boulevard was the area of focus.

Mr. Horner asked about the difference between acquisition and access. Ms. Scanlon said that acquisition of properties takes longer than access. Mr. Atta detailed the survey and appraisal progress, which are part of the acquisition effort. He said that 56 offers had been made, with 67 offers in the process of being prepared. Mr. Atta outlined the total amount of parcels remaining to be acquired, with 45 parcels owned by five owners.

Ms. Scanlon summarized by stating that the right of way effort was $10 million under budget. Mr. Horner added that HART had acquired more property than originally planned, and was still under the total budget of $220 million.

Mr. Formby requested information on the square footage of each parcel, which would inform the Board of opportunity costs. Ms. Scanlon said that information had been previously provided to the Transit Oriented Development (TOD) Committee, and that she would provide it to the entire Board. Mr. Horner said that data on TOD opportunities should be captured.

Mr. Hong asked about the properties. Ms. Scanlon said that HART was seeking a series of partial acquisitions along Kamehameha Highway and Radford Drive near the Makalapa Gates, plus land for the Pearl Harbor station.

VII. Construction and Traffic Update

Director of Design and Construction Lorenzo Garrido, Deputy Director of Construction Tom LeBeau and Information Specialist Scott Ishikawa made a PowerPoint presentation updating the Board on construction and traffic. A copy of the presentation is attached hereto as Attachment D.

Mr. LeBeau provided an overview of the project and its four sections. He updated the Board on the progress at the Rail Operations Center (ROC), where 68% of the track laying was complete. Mr. LeBeau said that the first trains were on schedule to arrive in 2016.

The West Oahu/Farrington Guideway (WOFH) section was 61.5% complete, with work on the section becoming very visible as it emerged from the fields. Mr. LeBeau said that the contractor had been very accommodating in self reporting problems, such as a column that was not constructed properly. He said that the contractor was fixing the problem at its cost. Mr. Lui-Kwan asked whether the repair would be sound, and Mr. LeBeau replied that HART ensures that work meets its standards before accepting it. In addition, the contractor had its

own quality control process as well, including the issuance of a nonconformance report. Mr. Grabauskas said that out of 153 columns, only two had quality issues.

Mr. Bunda asked about safety. Mr. Garrido said that acceptance of work requires a signoff by a HART engineer that the work has met standards. Mr. Lui-Kwan asked whether nonconformance reports tie in with industry standards, and Mr. Garrido confirmed that was an industry practice. Mr. Formby asked about the cost of addressing nonconforming items. Mr. LeBeau said that most times the contractor absorbs the cost of nonconforming items.

Mr. Lui-Kwan asked about catching up to schedule on the WOFH section. Mr. LeBeau said that WOFH was four months behind schedule, and the Kamehameha Highway Guideway (KHG) was seven months behind. HART was working with the contractor to mobilize additional crews on the WOFH section. In KHG, a third drill would be added to drill column shafts.

Mr. LeBeau continued his report by saying that construction on the balanced cantilever was progressing, with both sets of travelers being employed. In KHG, there was significant work being done. Although the section was behind schedule, the contractor was employing mitigation measures.

For the next ten miles, the HART construction group was coordinating with the right of way group on work areas. In the Airport section, the seven piers were more than 81% complete. Mr. Horner asked where the next ten miles were, and what would occur there. Mr. LeBeau said the second ten miles of the alignment went from just past Aloha Stadium to Ala Moana. In late summer or early fall, procurement for the advanced City Center utilities design-bid-build contract would occur. Mr. Horner said that it was anticipated that the change to design-bid-build would save money. Mr. Grabauskas concurred and said that although it may take more time, the overall cost should be lower.

Mr. Ishikawa reported on construction related traffic. He apologized for the inconvenience, but stated that the lane closures were for the public's safety. He reported on the weeknight closure of Farrington Highway near Kahi Mohala, a well as in Waipahu for column work. Night lane closures were occurring for balanced cantilever construction. He also detailed closures and detours along Kamehameha Highway through Aiea and Pearl City, and thanked Mr. Formby and DTS staff for adjusting traffic signal timing in the area to ease congestion. Mr. Ishikawa also detailed work in the Airport area.

Mr. Ishikawa detailed the ways in which HART disseminates traffic information, including traffic releases to the media and e-blasts to the public, information on HART's website, as well as on HART's hotline. He reported 104 hotline calls since the last Board meeting, which included 29 claims for vehicle damage following a television news report on the topic, and five calls regarding information on HART contracts.

Mr. Hong asked about the progress on utility relocation. Mr. Garrido said that utility work remains one of the highest risk items to the schedule, and HART was working with the contractor to mitigate any impacts.

Mr. Formby requested that the traffic update include information on the GoAkamai and Nixle websites, and Mr. Ishikawa agreed to do so. He indicated that HART works with the State Department of Transportation on traffic coordination.

Mr. Lui-Kwan reported that Mr. Garrido would be relocating to San Diego, and expressed his appreciation for Mr. Garrido's work on the HART team. Mr. Garrido confirmed that he would be working on the San Diego rail extension starting in June. He thanked the Board for being able to serve the HART program.

VIII. March Quarterly Report

Mr. Grabauskas said that the March Quarterly Report had been posted on HART's website and distributed to Board members, and solicited any questions or comments. There were none. A copy is attached hereto as Attachment E.

IX. March Project Management Oversight Contractor Report

Mr. Grabauskas said that as the FTA had just made the March Project Management Oversight Contractor report available the previous day, it would be included on the May HART Board agenda for any Board questions or comments, thus allowing members time to review the report. A copy is attached hereto as Attachment F.

X. Update on Debt Financing Memorandum of Understanding with the City and County of Honolulu

Mr. Hui said that HART had been working with the City administration and City Council on a memorandum of understanding (MOU) for debt financing, which is a requirement for seeking bond financing. He reported that the City Council had passed the form of the MOU that was distributed to HART Board members. The changes to the MOU from the last discussion with the Board were the inclusion of the City Council as a stakeholder and recipient of communications and reporting, and the Council's request for a bond maturity date of December 31, 2023, which was based on current GET expiration. Mr. Hui said that any change in the GET surcharge expiration by the Legislature would likely cause the date in the MOU to be revisited. A copy of the MOU is attached hereto as Attachment G.

XI. Executive Director & CEO's Report

Mr. Grabauskas said that as previously reported, HB 134, HD1, SD1 on the GET surcharge extension had been scheduled to be heard in conference committee that day.

Mr. Grabauskas reported that the FTA Regional Administrator had been in town recently for its quarterly meeting with HART, which included a tour and review of the project finances. The administrator had acknowledged HART's financial challenges, but reiterated that the FTA continued to be a partner on the Honolulu rail project. Mr. Grabauskas said that a report would be issued of that quarterly meeting, which would be made available.

Mr. Grabauskas reported that the State Department of Taxation released figures for the quarterly GET surcharge revenues, which were $65 million. HART had expected $55

million, so overall it is now $30.5 million behind its GET surcharge projections. Mr. Horner commented that $30 million as compared to the over $3 billion total projected GET surcharge revenues was only ten percent, and said that the projections were reasonably good.

Mr. Grabauskas reminded the Board that during the Archaeological Inventory Survey, *iwi kupuna* had been discovered, and HART had entered into consultation with the Oahu Island Burial Council (OIBC) and cultural/lineal descendants to develop a burial treatment plan. He reported that the plan had been approved by OIBC, and that all testifiers at the OIBC meeting had been in favor of the plan, including state lawsuit plaintiff Paulette Kaleikini. Mr. Horner commended the Board Chair for his leadership in that process.

Mr. Grabauskas said HART had sent a letter to Hitachi, which is purchasing AnsaldoBreda and Ansaldo STS, inviting Finmeccanica, AnsaldoBreda, and Hitachi to speak about their commitment to the rail project. Mr. Horner expressed his approval of the transaction, saying that all safeguards remain in place regarding bonds and sureties.

Mr. Grabauskas reported that community outreach continued, with a Waipahu Neighborhood board meeting that night, as well as recent meetings with the Building Industry Association and various community meetings.

He reported that the City Council had passed HART's budget bills on second reading by a vote of 9 – 0. Mr. Horner said that the Governor requested information on why the GET surcharge must be extended now, and Mr. Grabauskas replied that he would be happy to do so, and that HART had already provided some information to the Governor. Mr. Lui-Kwan said that Mr. Grabauskas and the HART team had been interfacing effectively with legislators on the GET surcharge.

XII. Executive Director & CEO's Performance Evaluation and Upcoming Performance Objectives

Ms. Okinaga said that the Board would continue its discussion from the last meeting on the Executive Director and CEO's performance evaluation and upcoming performance objectives. She thanked Mr. Grabauskas for the leadership demonstrated in his request to forgo his bonus.

XIII. Executive Session

Ms. Okinaga made a motion to enter into exec session pursuant to Hawaii Revised Statutes Section 92-4 and Subsections 92-5(a)(4) and 92-5(a)(2), to consider the Annual Evaluation of the Executive Director/CEO where consideration of matters affecting privacy will be involved, and to consult with the Board's attorneys on questions and issues pertaining to the Board's powers, duties, privileges, immunities and liabilities with regard to these matters. Mr. Hui seconded the motion. All being in favor, the motion carried unanimously.

The Board entered into executive session at 12:23 p.m.

The Board re-entered into public session at 1:04 p.m.

Ms. Okinaga said that the Board had made good progress, but needed one more executive session to finalize Mr. Grabauskas' evaluation. Regarding the performance objectives, members had given their feedback, and the objectives would be finalized following the meeting. Mr. Grabauskas desired that the performance objectives be released once approved.

Ms. Okinaga moved to approve the performance objectives. Mr. Horner seconded the motion, and said that it was unusual for a CEO's evaluation to be made public.

Mr. Grabauskas thanked the Board members for their comments, and said that he appreciated the rigorous set of performance objectives for the upcoming year.

All being in favor, the performance objectives were unanimously approved.

XIV. Adjournment

There being no further business before the Board, Mr. Lui-Kwan adjourned the meeting at 1:07 p.m.

Respectfully Submitted,

Cindy Matsushita
Board Administrator

Approved:

Ivan Lui-Kwan, Esq.
Board Chair

MAY 21 2015
Date

ATTACHMENT A

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Status of Actions by the Hawaii State Legislature and City Council

April 23, 2015

County Surcharge on State Tax

- State Legislature
  House Bill 134, HD1, SD2 Relating to Taxation

  - Description: As it applies to Honolulu:
    (1) Extends the county surcharge on state tax to December 31, 2027
    (2) Limits the use of surcharge revenues to capital costs and
    (3) Requires the HART Board of Directors to conduct audits, submit annual reports to the Governor and the Legislature, and to conduct hearings and take testimony on audits and reports.

  - Status:
    - Passed the House on March 10, 2015
    - Passed the Senate on April 14, 2015
    - Scheduled for Conference Committee on April 23, 2015

County Surcharge on State Tax

- City Council
  Bill 23 (2015) Relating to Transportation Surcharge

  - Description: to amend the City ordinances pertaining to county surcharge by repealing the current sunset date of December 31, 2022 to a date uncertain.

  - Status:
    - Passed first Reading on April 1, 2015

Project Finances

- Three factors have come together to create a new fiscal reality for the rail project:
  - Additional cost of legal and construction delays
  - Hawaii now has the highest construction costs in the U.S.
  - Lower GET revenue received and removal of bus funds from the budget

Project Finances

$600M COST

- $410 million projected increase in project construction costs
- $190 million in project delays including delays due to legal challenges
  - Lawsuits filed May 12, 2011 (Federal Case) and January 31, 2011 (State Case)
  - HART came into existence July 1, 2011

Revenue $310M

- $100 million projected deficit in GET surcharge revenue for the remainder of the project
- $210 million in 5307 formula funds that are no longer available and will be removed from the financial plan

GET Surcharge Extension: Why Now?

- Extending the surcharge revenue is important and needed now because according to state law *(Hawai`i Revised Statutes Section 103D-309 and Hawai`i Administrative Rules Section 3-122-102)*, funding must be in place in order to award the contracts required to complete the project.

- All remaining contracts must be issued by the end of the year and executed by mid-2016 to comply with the terms of the Full Funding Grant Agreement (FFGA).

- Because of projected increase in construction costs for the remaining contracts, funding may not be in place to award future contracts.

HRS CONTRACT LAW

HRS § 103D-309 provides in pertinent part:

(a) Contracts awarded pursuant to section 103D-302 [Sealed Bids], 103D-303 [Sealed Proposals], or 103D-306 [Sole source procurement], **shall neither be binding nor have any force and effect of law** unless the comptroller, the director of finance of a county, or the respective chief financial officers of the department of education, the judiciary, or the legislative branches of the State or county, as the case may be, endorses thereon **a certificate that there is an appropriation or balance of an appropriation over and above** all outstanding contracts, **sufficient to cover the amount required by the contract**; provided that if the contract is a multi-term contract, the comptroller… or chief financial officer shall only be required to certify that there is an appropriation or balance of an appropriation over and above all outstanding contracts, that is sufficient to cover the amount required to be paid under the contract during the fiscal year or remaining portion of the fiscal year of each term of the multi-year contract….

(b) In any contract involving not only state or county funds but supplemental funds from the federal government, this section shall be applicable only to that portion of the contract price as payable out of state or county funds. As to the portion of the contract price as is expressed in the contract to be payable out of federal funds, the contract shall be construed to be an agreement to pay the portion to the contractor, only out of federal funds to be received from the federal government….

HONOLULU AUTHORITY for RAPID TRANSPORTATION

HAR CONTRACT LAW

HAR §3-122-102 entitled, *"Contract not binding unless funds available,"* provides in pertinent part:

(a) Certification that **there is an appropriation or balance of an appropriation sufficient to cover the amount required by the contract** as well as the application of federal funds shall comply or be exempt under section 103D-309, HRS.

...

(c) Certification of a portion of the total funds required for a contract may be permitted when an immediate solicitation will result in **significantly more favorable contract terms** and conditions to the State than a solicitation made at a later date; provided that certification for partial funding shall be permitted only if the respective chief financial officer, as the case may be, states in the certificate that the availability of funds in excess of the amount certified as available shall be contingent upon future appropriations or special fund revenues. All contracts partially funded shall be **enforceable only to the extent to which funds shall have been certified as available.**

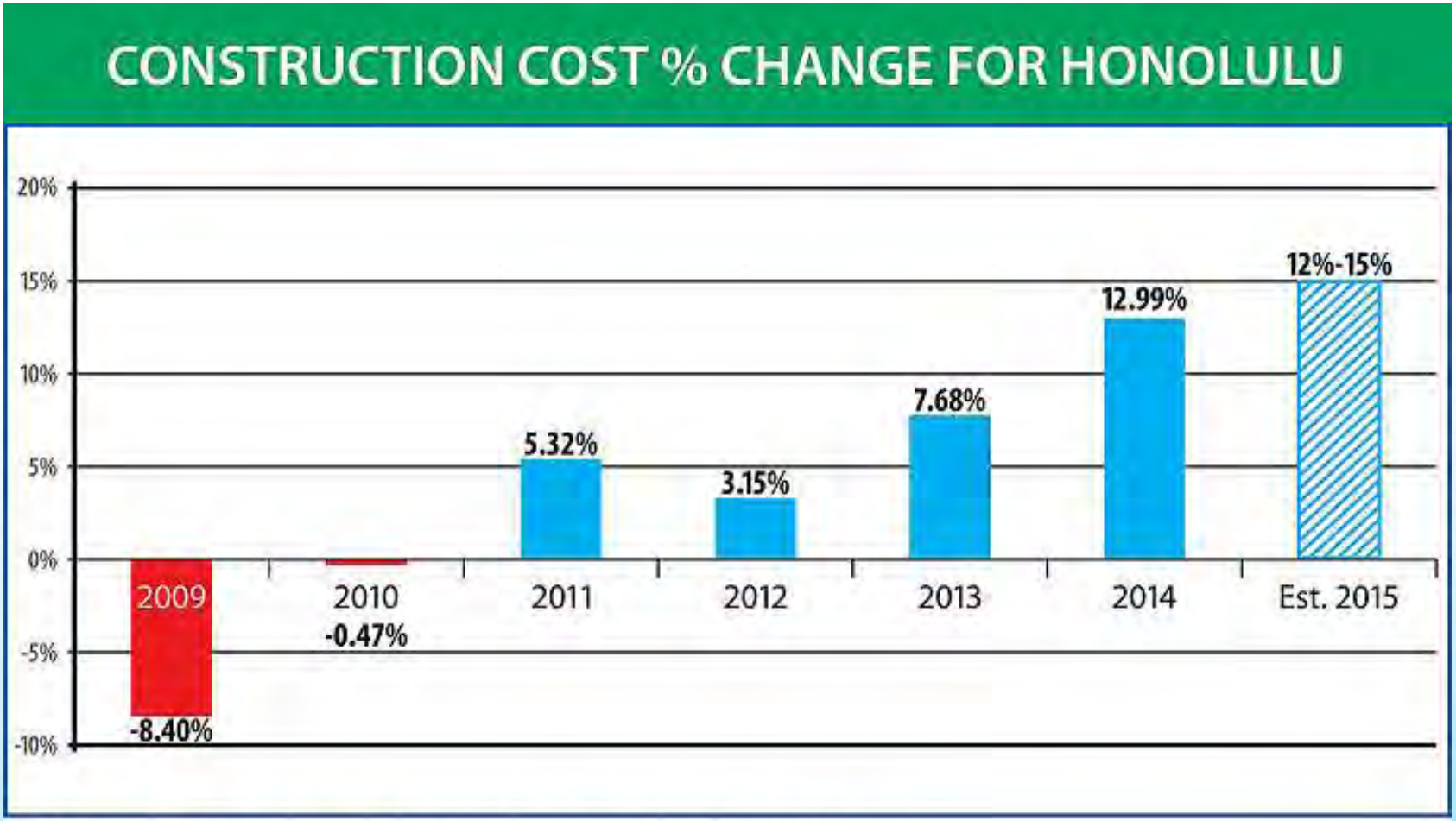
GET Surcharge Extension: Why Now?

- Honolulu's construction costs are among the highest in the nation, and rising: Waiting could mean even higher construction costs.

- Industry experts expect construction costs to rise 12 percent to 15 percent in each of the next two years.

- Construction projects islandwide are seeing higher construction costs.

Construction Costs



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

Why not stop or reduce the project?

- We have a binding, Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) that requires us to complete the project as stated.

- The FFGA specifically outlines this 20-mile, 21-station project as part of that agreement.

FTA Letter

U.S. Department
of Transportation
Federal Transit Administration

Administrator

1200 New Jersey Ave., S.E.
Washington, DC 20590

APR 03 2015

Mr. Daniel Grabauskas
Executive Director
and Chief Executive Officer
Honolulu Authority for Rail Transportation
1099 Alakea Street, 17th Floor
Honolulu, HI 96813

Dear Mr. Grabauskas:

Thank you for your letter requesting confirmation of the essential elements of discussions that the Federal Transit Administration (FTA) had with Honolulu Mayor Kirk Caldwell and separately with Honolulu City Council Chair Ernie Martin and Council Members Manahan, Ozawa, and Elefante. Your letter addressed four major topics, each of which is addressed below. These responses track the information that was provided to Mayor Caldwell and the Members of the Honolulu City Council and those recent meetings.

With respect to the technology of the project, your understanding is correct that the Honolulu Rail Transit Project Full Funding Grant Agreement (FFGA) contract and the Federal funds provided under that contract is limited exclusively to the project described in the FFGA's "Scope of the Project." Only a 20-mile grade separated fixed rail system from East Kapolei to the Ala Moana Center operating on an exclusive right of way and powered by third rail electrification that propels light metro fully automated driverless rail vehicles qualifies for the funds provided under the FFGA. Should Honolulu, and/or the Honolulu Authority for Rail Transit (HART) elect to change the technology now, however, the current project would come to an immediate end, the FTA would seek repayment of the Federal funds provided to the project thus far, and HART would need to initiate a new project under the current FTA Capital Investment Grant (CIG) process, which is significantly different than the process under which the current project was developed. Moreover, there is no guarantee that a revised resubmitted project would be approved. It would have to undergo the entire CIG evaluation and rating process, which is extremely competitive.

Additionally, we would note that the revised CIG project development process no longer includes the Alternatives Analysis step that was a part of the former New Starts process. Activities prior to initiation of the step now known as Project Development must be accomplished without CIG program funds and cannot be counted as part of the local match for a CIG project. We also would note that, as stated in the FFGA, defaulting on the current project would be a factor considered before a decision is made to approve any new project FFGA.

With respect to the route of the project, you are correct that any deviation from the project's length of 20 miles, number of stations (21), and the project's route approved under the Record of

Decision issued at completion of the National Environmental Policy Act (NEPA) process would constitute a breach of the FFGA. As noted above, such a breach would result in termination of the FFGA and a requirement that the Federal funds expended to date be repaid to FTA. Should HART and the City desire to proceed with a different project, it would also necessitate, at a minimum, the completion of a new NEPA document, possibly a Supplemental Environmental Impact Statement (SEIS), or even a new Environmental Impact Statement (EIS), likely resulting in considerable delay in delivering such a project.

With respect to repayment of Federal funds, if the City and/or HART are unable to complete the project as specified in the FFGA or make changes to the project that constitute a breach that is not cured, the FFGA provides that "in the event of a default, the Government may demand all Federal funds provided to the Grantee for the project be returned to the Government." Additionally, making alterations to the project route, number and location of stations, and essential elements of the project included or incorporated by reference into the FFGA also would constitute a breach of the FFGA. If that breach were not cured to restore the essential elements of the project, repayment of the Federal funds would be required.

With respect to the deletion of FTA formula funds in the project's Financial Plan, although the final Financial Plan for the project incorporated use of $210 million in Section 5307 Urbanized Area Formula funds apportioned to Honolulu, FTA understands the City and HART's concern that use of those funds for the rail project might adversely affect that transit service currently provided by TheBus. The FTA shares those concerns. In fact, FTA should and received assurances in a letter dated September 2011, from then-Mayor Peter Carlisle, that the programming of Section 5307 funds for the rail project would not undercut services provided by TheBus and that the City would maintain its historical commitment to fully fund TheBus services and planned enhancements. However, the removal of the $210 million in Section 5307 funding from the project's Financial Plan requires that the City and HART replace the $210 million from some other non-CIG funding source and that the alternative source of funding have similar assurances of availability to the project as was the case with respect to the Section 5307 Urbanized Area Formula funding. In other words, the replacement funds must be dedicated to the project, fully committed, thus not requiring any further legislative action by State or local bodies.

We hope this letter responds to the concerns that you have expressed and look forward to working with you as the City and HART continue their efforts to implement the Honolulu Rail Transit Project. Please do not hesitate to contact me if you have any further questions on (202) 366-4040.

Sincerely,

Therese W. McMillan
Acting Administrator

FTA Letter

- Should Honolulu, and/or the Honolulu Authority for Rail Transit (HART) elect to change the technology now, however, the current project would come to an immediate end, the FTA would seek repayment of the Federal funds provided to the project thus far, and HART would need to initiate a new project under the current FTA Capital Investment Grant (CIG) process, which is significantly different than the process under which the current project was developed.

- With respect to the route of the project, you are correct that any deviation from the project's length of 20 miles, number of stations (21), and the project's route approved under the Record of Decision issued at completion of the National Environmental Policy Act (NEPA) process would constitute a breach of the FFGA. As noted above, such a breach would result in termination of the FFGA and a requirement that the Federal funds expended to date be repaid to FTA.

FTA Letter

- Additionally, making alterations to the project route, number and location of stations, and essential elements of the project included or incorporated by reference into the FFGA also would constitute a breach of the FFGA. If that breach were not cured to restore the essential elements of the project, repayment of the Federal funds would be required.

- However, the removal of the $210 million in Section 5307 funding from the project's Financial Plan requires that the City and HART replace the $210 million from some other non-CIG funding source and that the alternative source of funding have similar assurances of availability to the project as was the case with respect to the Section 5307 Urbanized Area Formula funding.

Why not stop or reduce the project?

- Nearly $2 billion in would be spent, with no transportation system to show for it.
- We would incur an additional $1.4 billion in exposure to terminate existing contracts.
- Defaulting on the Full Funding Grant Agreement would impact our ability to obtain future federal funding.

Project Information Provided to Legislative Committees

- **Materials prepared for submittal by Mayor Kirk Caldwell to the State Legislature**
  - Project details, position summaries, vacancies, public outreach, contingency drawdown, ridership numbers, City TOD plans

- **Response to Senate Ways & Means, House Finance and Senate Transportation/Public Safety Committees**
  - Real property tax calculation if GET is not extended
  - Summary of savings if the State reduces 10% administrative fee
  - List of HART-initiated cost reduction measures
  - HART Board/Committee meeting agendas, minutes, and materials highlighting project finances

Materials are available for public review on: www.honolulutransit.org

Project Information Provided to State Officials

- **Response to State Director of Department of Budget and Finance**
  - Updated construction cost projections
  - Estimated operations & maintenance costs
  - Updated GET revenue estimates
  - Detailed accounting of contract commitments
  - Projected capital plan cash flow by various GET sunset dates

- **Responses to State Legislators**
  - List of HART oversight by Mayor, City Council, HART Board, FTA, PMOC, and City Auditor
  - PMOC and HART monthly/quarterly reports
  - List of program wide contracts
  - Requested FTA's response re HART's obligations under the FFGA

Materials are available for public review on: www.honolulutransit.org

Project Information Provided to City Council

- Updated cash balance summary
- List of prime contractors and local subcontractors
- Calculated cost of financial liability in event of FFGA default
- Contract termination exposure to claims
- Materials regarding Honolulu's construction costs as highest in the nation

Total State/Council Correspondence: 37

(December 2014 to April 2015)

All requested information has been provided

Materials are available for public review on: www.honolulutransit.org

Summary of Meetings to Provide Project Information

- **State and City Officials: 52**
- **Hearings: 23**
  - State Caucuses, Informational Briefings, House Finance, Senate Ways & Means, and Senate Transportation/Public Safety Committees
  - City Budget, Transportation, Executive Matters Committees
- **Presentations: 30**
  - Neighborhood boards, community associations, town hall meetings, media briefings, and community events

TOTAL: 105 meetings (December 2014 to April 2015)

Mahalo!

HONOLULU RAIL TRANSIT

ATTACHMENT B

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-6

RELATING TO THE BROADCAST OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION'S BOARD OF DIRECTORS AND COMMITTEE MEETINGS

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

WHEREAS, openness and transparency are fundamental to promoting efficiency and effectiveness in government and strengthening the democratic process; and

WHEREAS, the proper development, operation, maintenance, and expansion of the Honolulu Rail Transit Project (HRTP) requires that the Board of Directors of HART conduct its business in the spirit of openness and transparency; and

WHEREAS, in recognition of the importance of transparency in its proceedings, the HART Board of Directors passed Resolution 2011-5 regarding its Transparency Policy on July 1, 2011; and

WHEREAS, the HART Board of Directors recognizes the intense public interest in the HRTP, the largest capital improvement project in the history of the City and County of Honolulu; and

WHEREAS, various legislative measures including City Council Resolution No. 15-80, Senate Resolution No, 66, and Senate Concurrent Resolution No. 115 have been introduced to encourage the HART Board of Directors to broadcast its meetings; and

WHEREAS, Olelo Community Media routinely televises governmental proceedings such as meetings and hearings of the Hawaii State Legislature and Honolulu City Council;

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

1. HART will negotiate the terms and conditions of broadcasting the meetings of its Board of Directors and committees on Olelo Community Media or other publicly accessible media.
2. This Resolution shall take effect immediately upon its adoption.

DRAFT

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

_____
Board Chair

ATTEST:

_____
Board Administrator

DRAFT

ATTACHMENT C

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Right-of-Way Status Update
April 23, 2015

Meeting our Goals

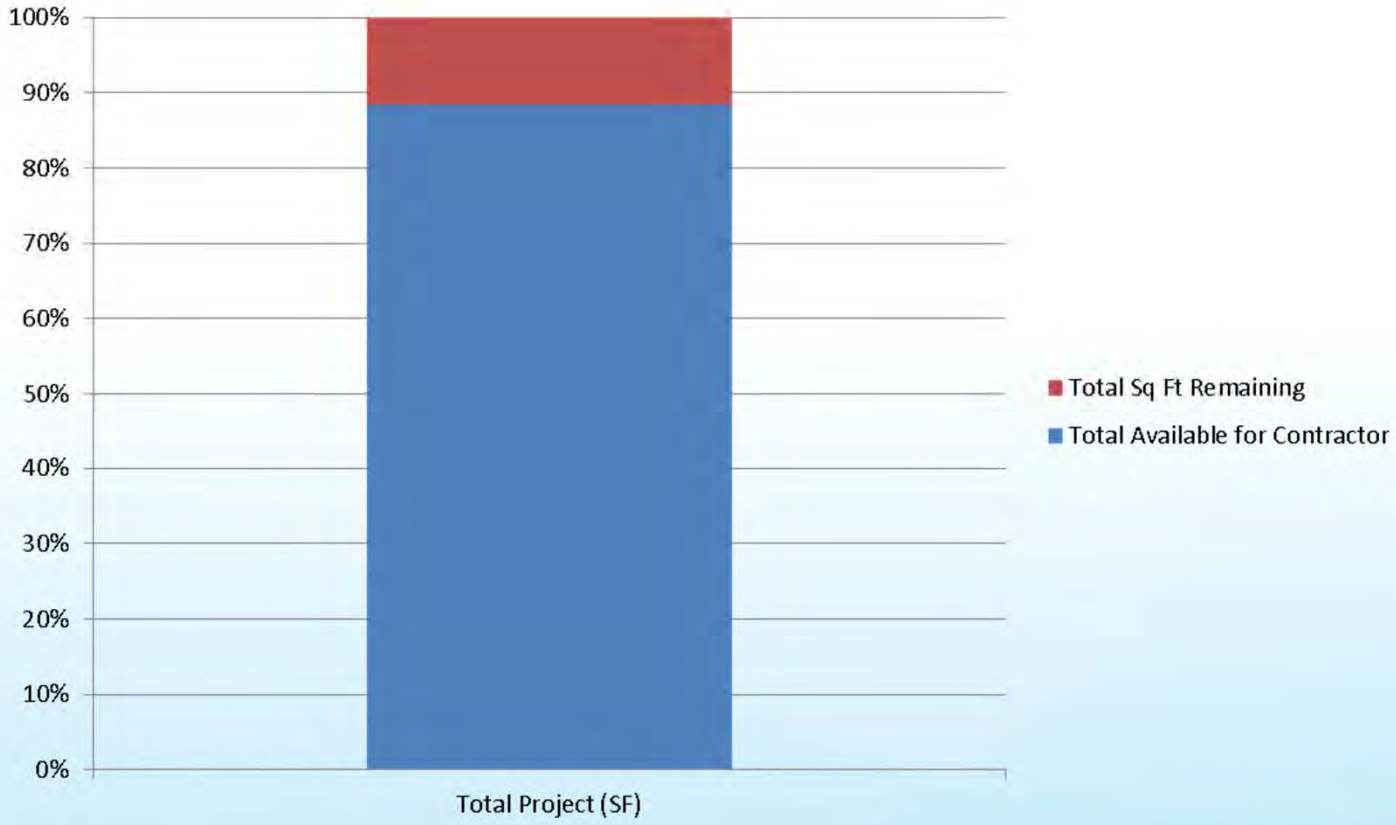
- Balance respect for property owner with schedule needs and project budget
- Balance responsibility of staying within the budget in a changing real estate market
- Continue to communicate and educate effectively
- Negotiate fairly
- Meet requirements of the Uniform Act

Status Summary

- ROW needs are critical for Airport Section
  - US Navy rights of way are critical for utilities work
  - Navy process is under way but taking longer than anticipated
  - Could impact construction work
- Eminent domain update
- ROW team continues to meet the schedule for City Center acquisitions relative to program procurement needs
  - Intense focus on Airport and Dillingham Parcels to support upcoming procurement

Progress Acquisition by Land Area

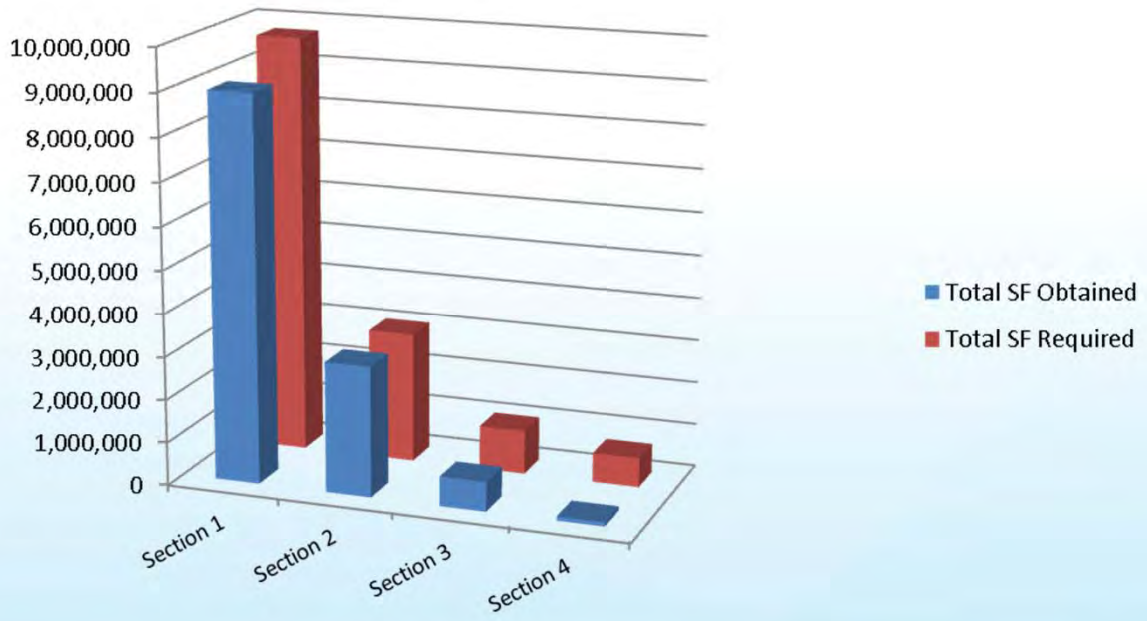
as of 3/20/2015



Total Project (SF)	Total Square Feet Requirement	14,454,376
	Total Available for Contractor	12,775,190
	Total Sq Ft Remaining	1,679,186
	% Available for Contractor	88.38%
	Reported Last Month	88%

Progress Acquisition by Land Area

as of 3/20/2015

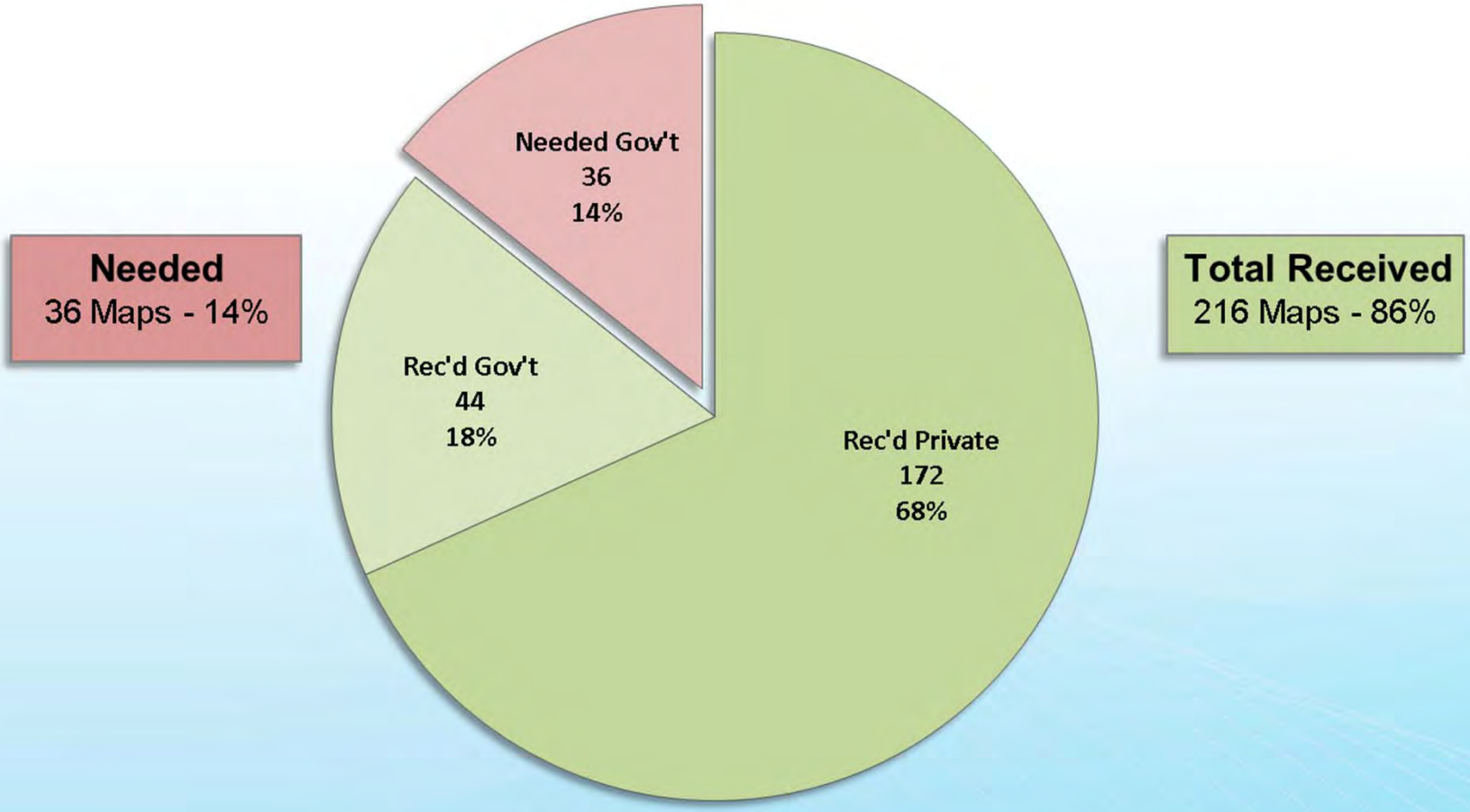


	Section 1	Section 2	Section 3	Section 4
Total SF Obtained	8,968,220	3,023,851	687,103	96,016
Total SF Required	9,732,420	3,027,020	1,015,658	679,278
% Progress	92.15%	99.90%	67.65%	14.14%

Survey Maps

(Privately Owned + Government Parcels)

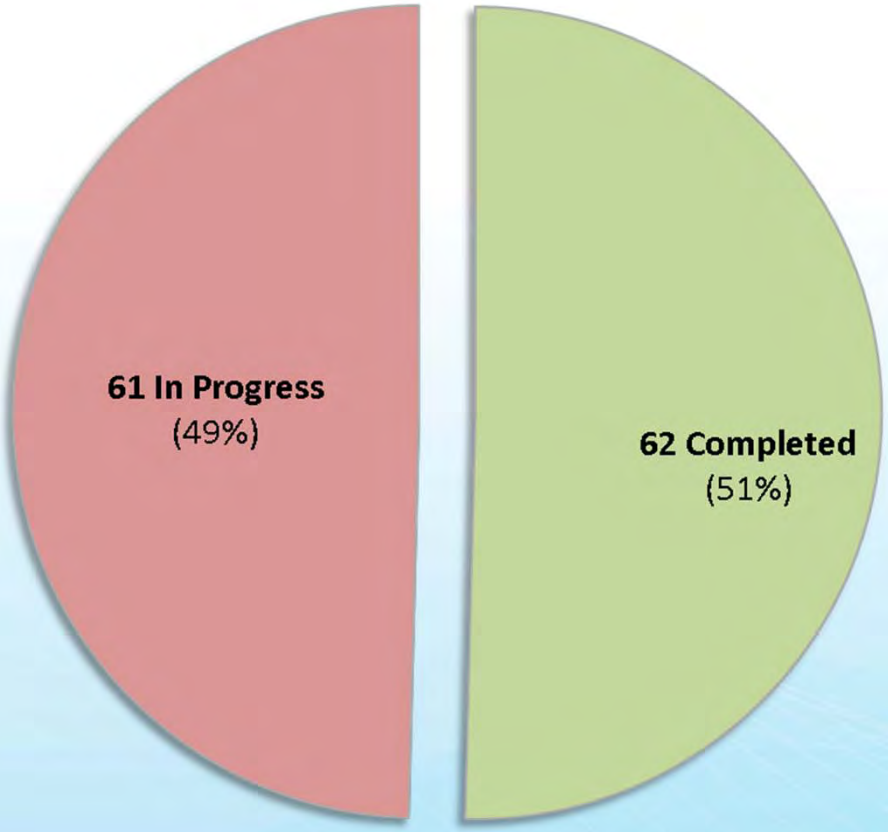
as of 3/20/2015



Appraisal Status on

Privately Owned Parcels to be Acquired

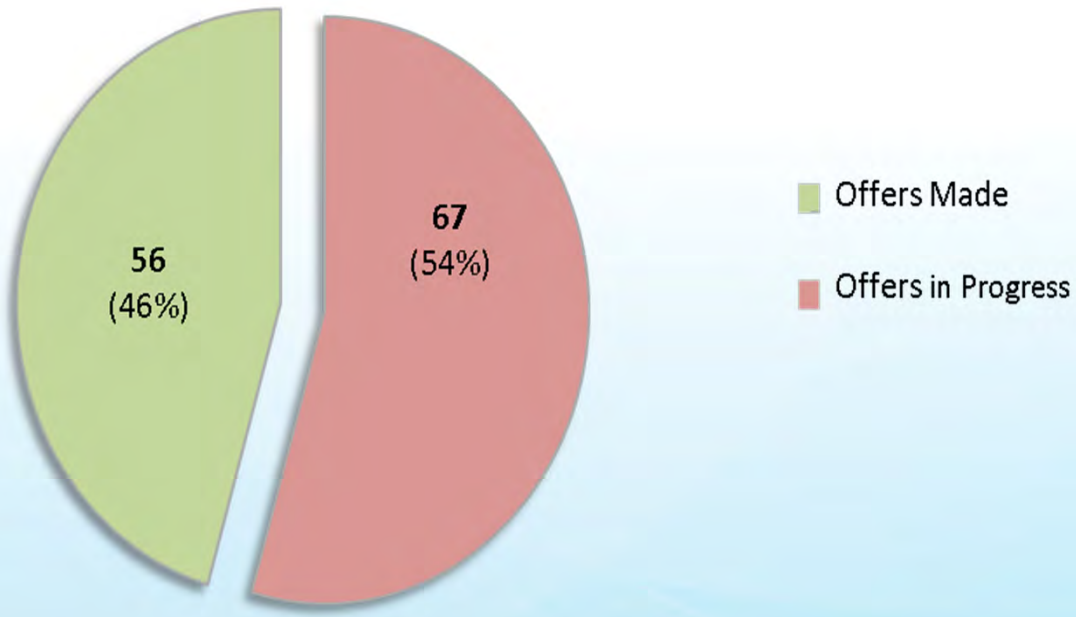
as of 3/20/2015



Offer Status on

Privately Owned Parcels to be Acquired

as of 3/20/2015

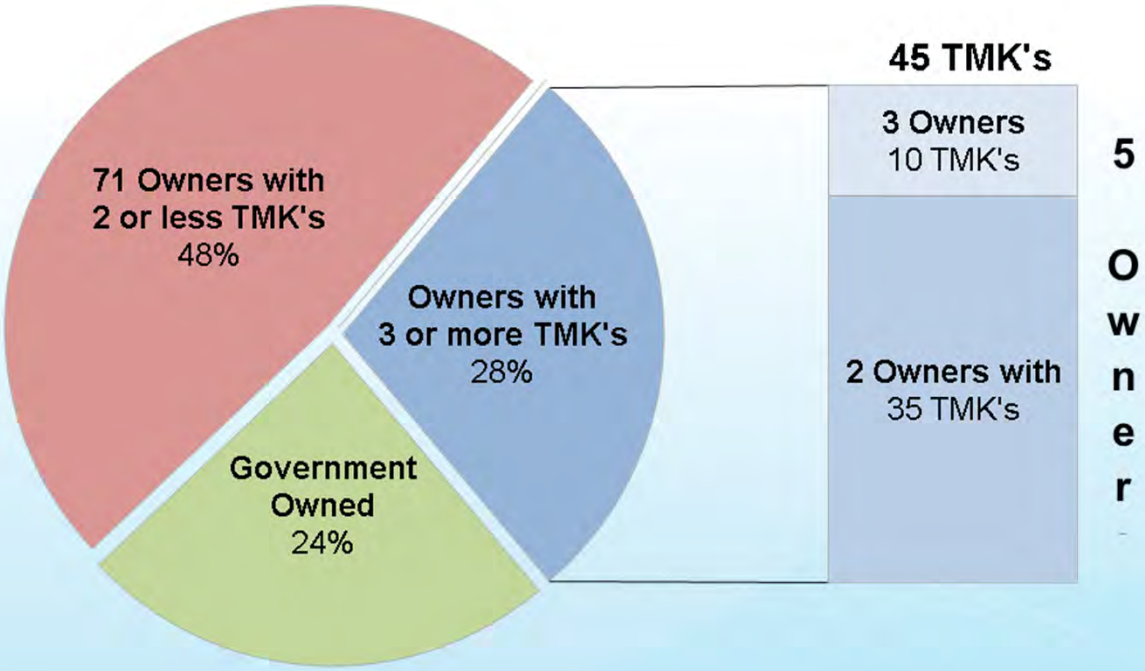


*39 of the 162 needed parcels are government owned and excluded from the figures above since only negotiated agreements are necessary for acquisition.

Parcels to be Acquired by Tax Map Key

(Privately Owned + Government Parcels)

as of 3/20/2015



Private Property Acquisition Summary as of 3/20/2015

No	TMK	Take	Address	Recordation Date	Total Acquisition ($)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Lp	7-Mar-14	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Lp	28-Mar-14	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Dr	21-Mar-14	2,843,274	3,930,328		1,087,055
4	1-1-016-015	Full	515 Lagoon Dr	3-Jun-13	3,551,508	5,067,659		1,516,151
5	1-2-003-016	Full	1819 Dillingham Blvd	21-Apr-14	1,106,416	1,741,689		635,273
6	1-2-003-082	Full	1825 Dillingham Blvd	31-Jul-14	984,299	1,596,625		612,326
7	1-2-009-001	Full	1901 Dillingham Blvd	16-Aug-12	2,805,135	2,814,000		8,865
8	1-2-009-017	Full	1953 Dillingham Blvd	16-Dec-14	2,257,359	436,620	**	-1,820,739
9	1-2-009-018	Full	1927 Dillingham Blvd	18-Nov-14	804,686	261,258	**	-543,428
10	1-2-010-068	Full	1900 Dillingham Blvd	4-Dec-12	1,831,279	2,529,000		697,721
11	1-5-007-021	Full	545 Kaaahi St	11-Oct-14	2,285,004	2,819,500		534,496
12	1-5-007-023	Full	533 Kaaahi St	23-Apr-10	2,850,000	2,850,000	*	0
13	1-7-002-026	Full	902 Kekaulike St	1-Nov-12	5,219,351	4,927,000	**	-292,351
14	2-3-004-048	Full	1156 Waimanu St	21-Mar-12	1,730,578	1,730,578		0
15	2-3-004-069	Full	1168 Waimanu St	10-Feb-12	2,660,398	2,658,317		-2,081
16	2-3-007-033	Full	1169 Kona St	13-Oct-14	5,824,643	10,102,669		4,278,026
17	2-3-007-036	Full	1174 Waimanu St	8-Oct-14	1,407,845	1,951,386		543,541
18	2-3-007-044	Full	1201 Kona St	3-Oct-14	1,357,540	1,751,700		394,160
19	9-4-017-011	Full	94-818 Moloalo St	4-Aug-11	870,000	870,000	*	0
20	9-4-019-050	Full	94-819 Farrington Hwy	1-Aug-12	1,004,277	1,005,000		723
21	**9-4-047-008**	**Partial**	**94-144 Farrington Hwy**	**13-Mar-15**	898,742	743,278		-155,464
22	9-4-048-046	Full	94-119 Farrington Hwy	25-Jul-11	3,159,142	3,159,142	*	0
23	9-4-048-047	Full	94-136 Leonui St	25-Jul-11	2,749,142	2,749,142	*	0
24	9-6-003-012	Full	96-171 Kamehameha Hwy	29-Jun-11	287,030	287,030	*	0
25	9-6-003-013	Full	96-165/169 Kamehameha Hwy	7-Sep-11	455,588	455,588	*	0
26	9-6-003-014	Full	96-157 Kamehameha Hwy	27-Jun-11	1,216,787	1,216,787	*	0
27	9-6-003-015	Full	96-159 Kamehameha Hwy	10-Aug-11	53,304	53,304	*	0
28	9-6-003-016	Full	96-149A Kamehameha Hwy	10-Aug-11	22,304	22,304	*	0
29	9-6-003-017	Full	96-149 Kamehameha Hwy	15-Sep-11	559,914	559,914	*	0
30	9-6-003-018	Full	96-137 Kamehameha Hwy	25-Jan-12	1,017,915	1,017,915	*	0
31	9-6-004-002	Full	96-93 Kamehameha Hwy	5-May-11	790,000	790,000	*	0
32	9-6-004-017	Full	Kamehameha Hwy	29-Jun-11	90,000	90,000	*	0
33	9-8-009-017	Full	98-077 Kamehameha Hwy	14-Jun-13	2,509,030	3,512,500		1,003,470
34	9-8-010-002	Full	98-080 Kamehameha Hwy	1-May-12	6,027,021	6,027,021	*	0
35	9-9-003-068	Full	99-140 Kohomua St	13-Sep-11	993,783	993,783	*	0
					71,065,525	81,543,456		10,477,931

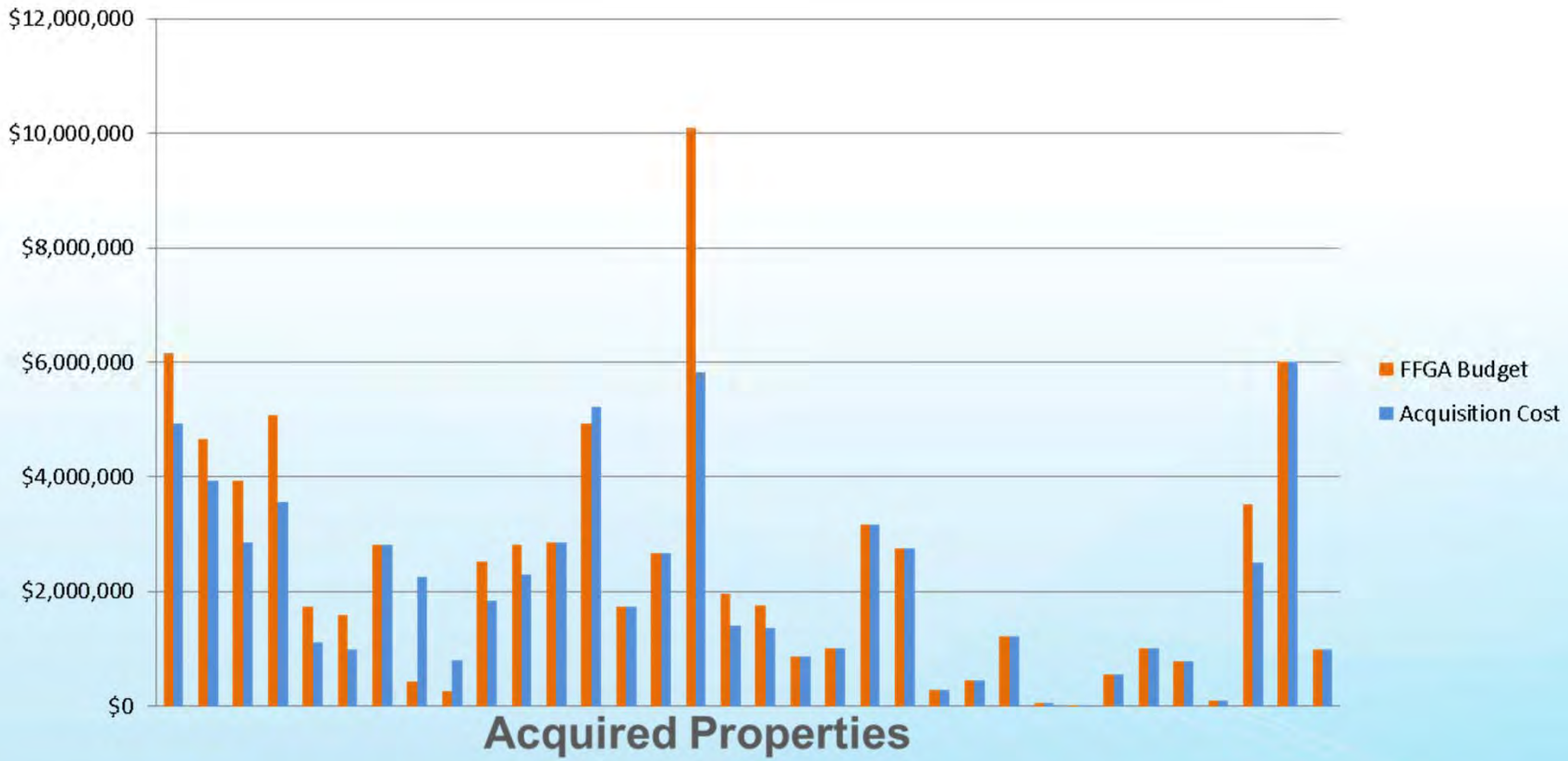
Notes:

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

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

Bold print reflects most recent acquisition

Private Property Acquisition Cost as of 3/20/2015



Mahalo!

HONOLULU RAIL TRANSIT

ATTACHMENT D

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update
April 23, 2015

Project Map
20 Miles – 21 Stations

Rail Operations Center

Physical Construction Completion	**68%**
Contract Billed to Date	**68%**
Contract Billing Planned Per Schedule	**73%**

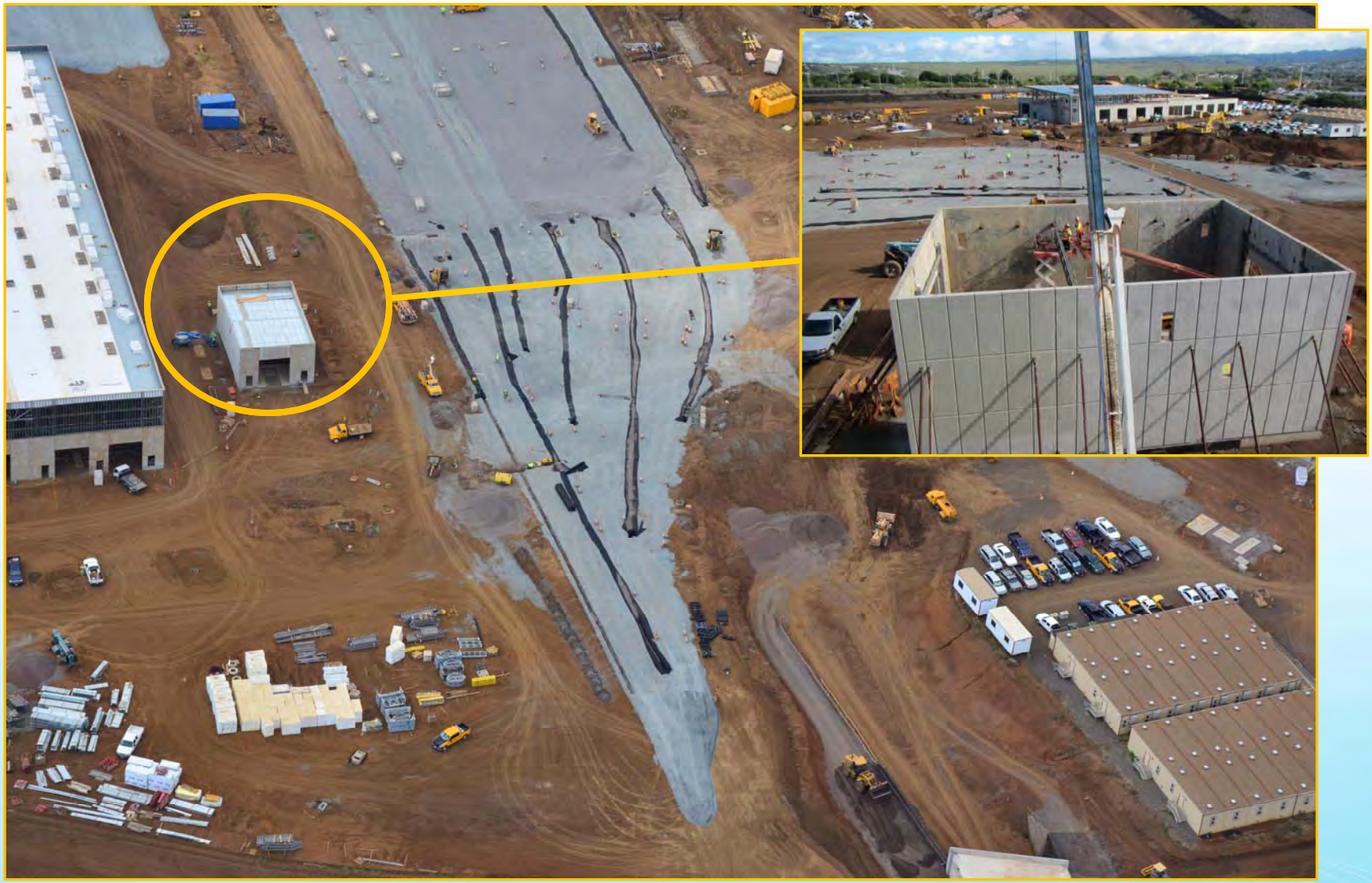
** ROC construction currently tracking to the planned Substantial Completion date.*

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

Operations Services Building (OSB)

Maintenance of Way (MOW) Building

Wheel Truing Building (WTB)



Rail Operations Center Design-Build

West Oahu Farrington HWY Guideway

Construction Completion	**61.5%**
Contract Billed to Date	**60.5%**
Contract Billing Planned Per Schedule	**71.5%**

** WOFH construction currently tracking 4 months behind the planned Substantial Completion date. Kiewit recently submitted a revised schedule that is currently under review by HART.*

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

Balanced Cantilever Work

Kamehameha HWY Guideway

Physical Construction Completion	**35%**
Contract Billed to Date	**36%**
Contract Billing Planned Per Schedule	**70%**

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

Moving Forward: The Next 10 Miles

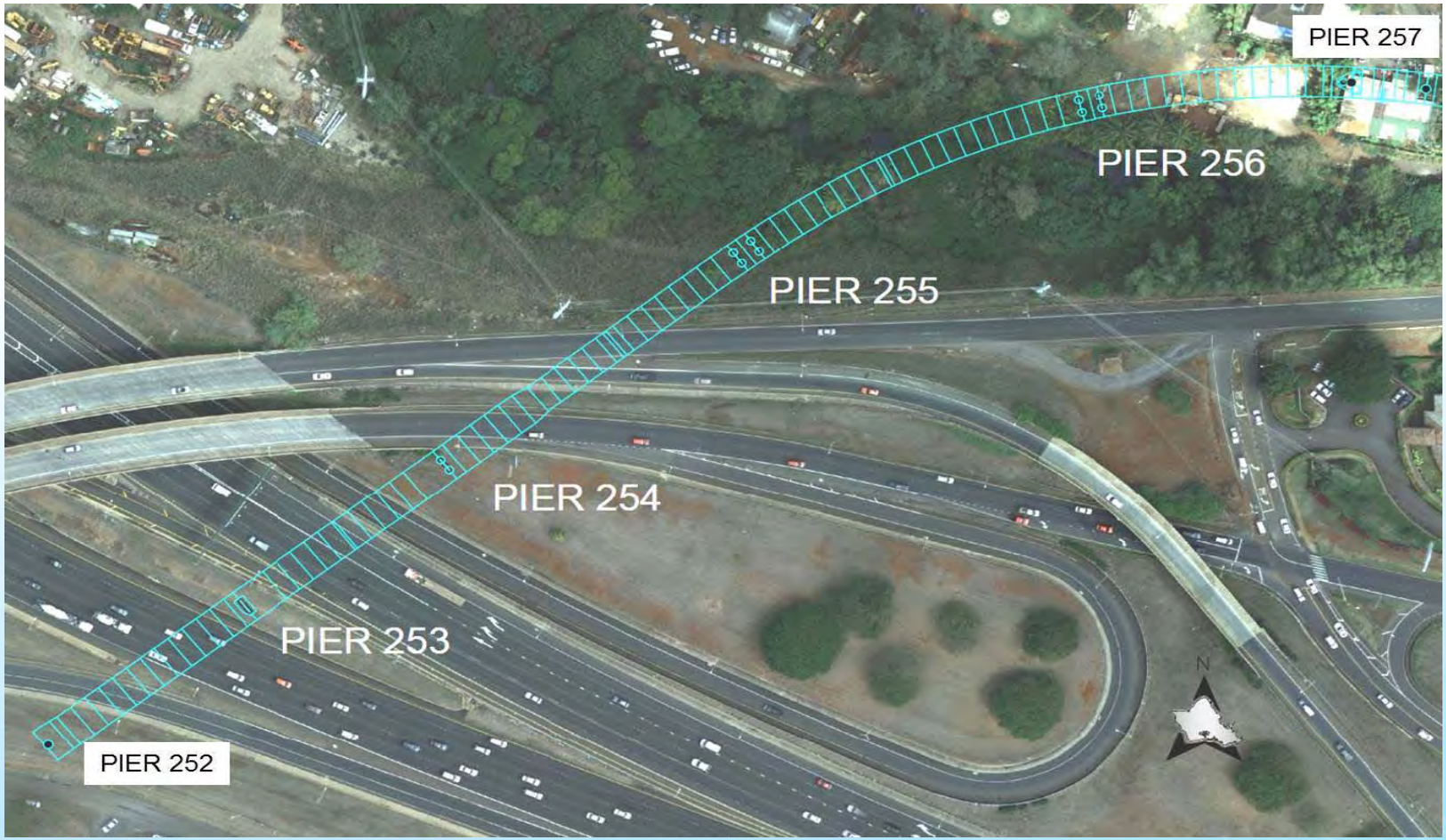
Traffic Update

Farrington Highway Detour

Farrington Highway in Waipahu

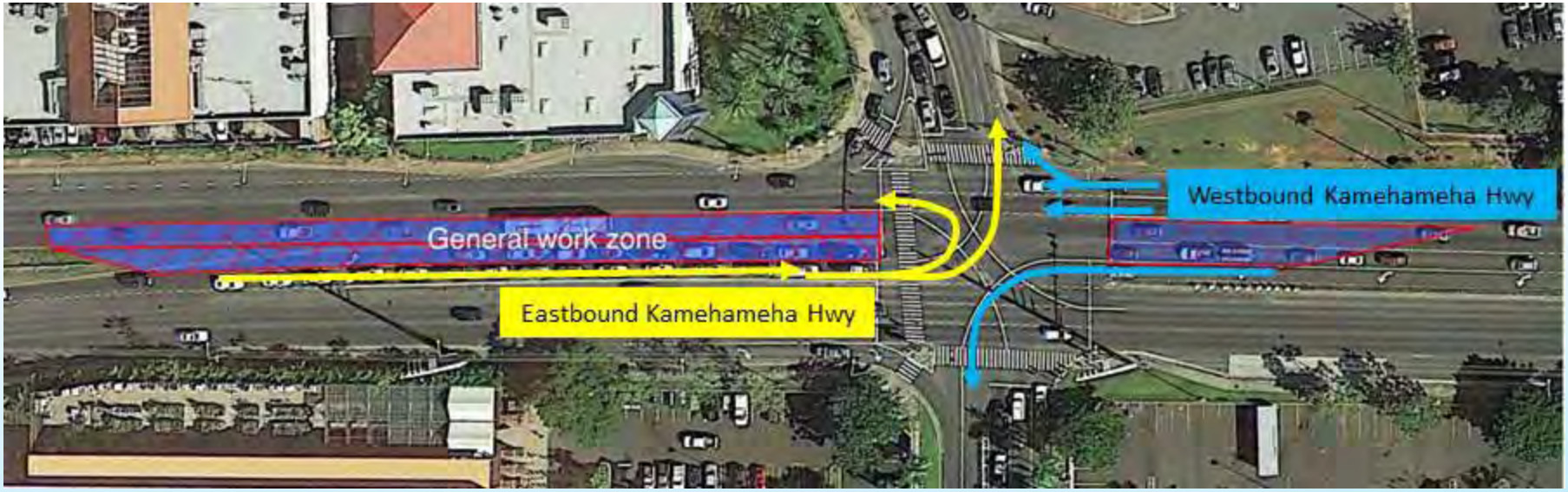
Farrington Highway in Waipahu

Balanced Cantilever Work



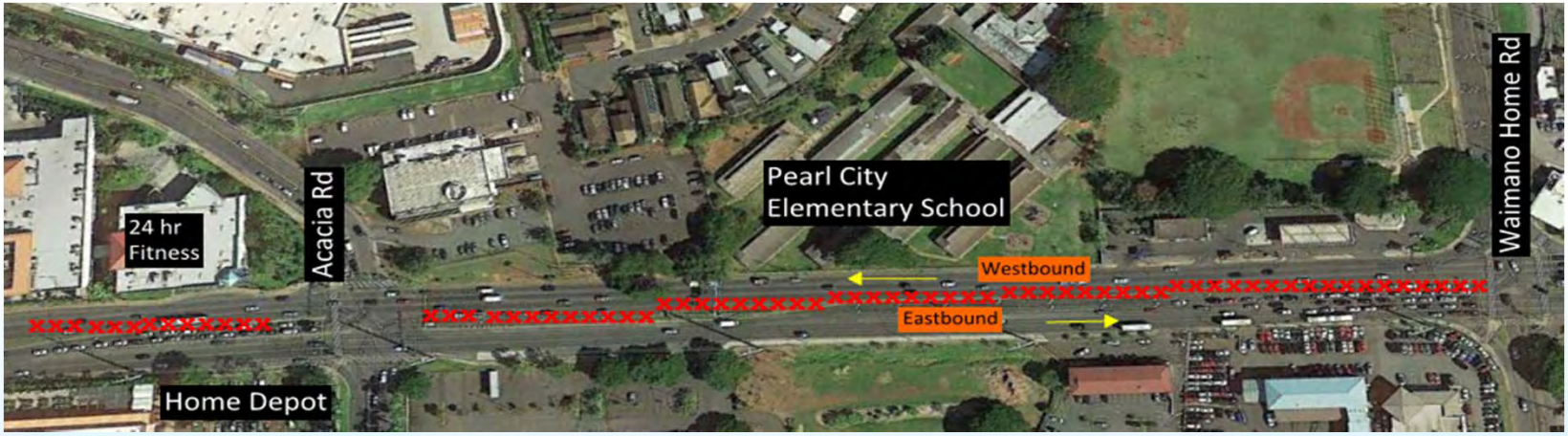
Balanced Cantilever Work

Kamehameha Highway in Pearl City

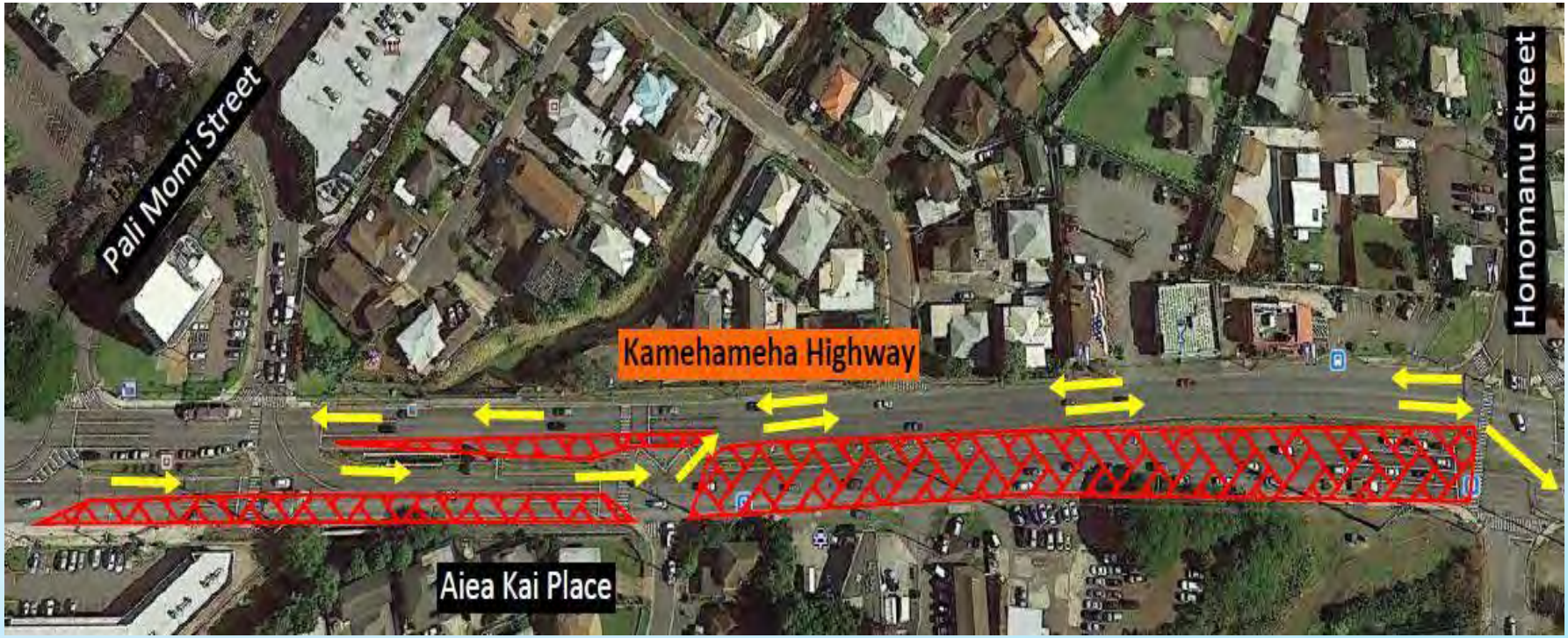


Kamehameha Highway in Pearl City

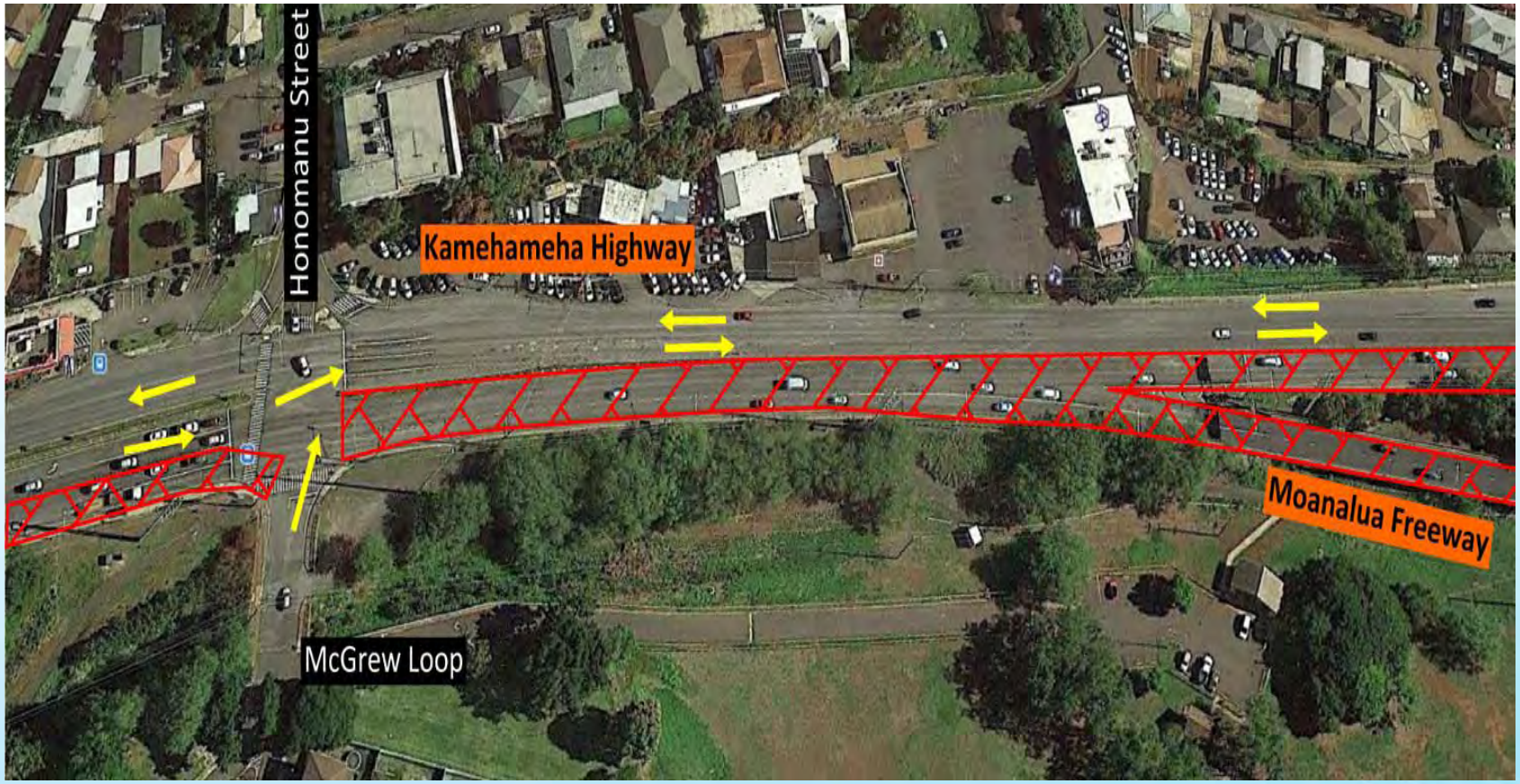
Kamehameha Highway in Pearl City



Kamehameha Highway in Aiea



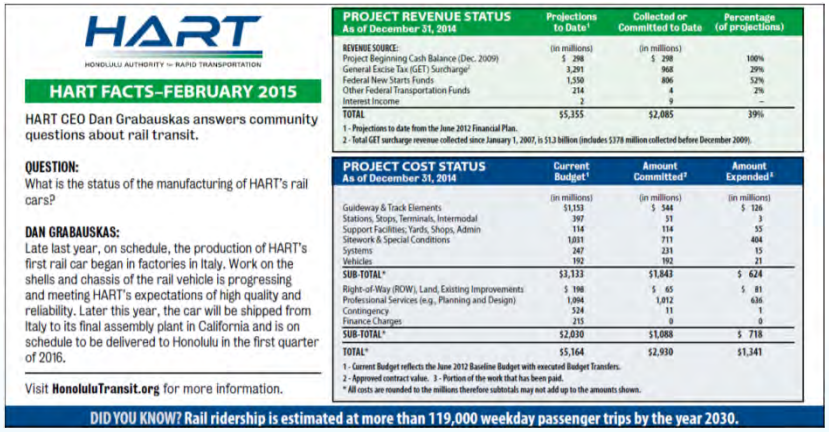
Kamehameha Highway in Aiea



Kamehameha Highway near Pearl Harbor

Stay Connected

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



HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

HART FACTS–FEBRUARY 2015

HART CEO Dan Grabauskas answers community questions about rail transit.

QUESTION:
What is the status of the manufacturing of HART's rail cars?

DAN GRABAUSKAS:
Late last year, on schedule, the production of HART's first rail car began in factories in Italy. Work on the shells and chassis of the rail vehicle is progressing and meeting HART's expectations of high quality and reliability. Later this year, the car will be shipped from Italy to its final assembly plant in California and is on schedule to be delivered to Honolulu in the first quarter of 2016.

Visit **HonoluluTransit.org** for more information.

PROJECT REVENUE STATUS As of December 31, 2014

REVENUE SOURCE:	Projections to Date[1] (in millions)	Collected or Committed to Date (in millions)	Percentage (of projections)
Project Beginning Cash Balance (Dec. 2009)	$ 298	$ 298	100%
General Excise Tax (GET) Surcharge[2]	3,291	968	29%
Federal New Starts Funds	1,550	806	52%
Other Federal Transportation Funds	214	4	2%
Interest Income	2	9	–
TOTAL	$5,355	$2,085	39%

1 - Projections to date from the June 2012 Financial Plan.
2 - Total GET surcharge revenue collected since January 1, 2007, is $1.3 billion (includes $378 million collected before December 2009).

PROJECT COST STATUS As of December 31, 2014

	Current Budget[1] (in millions)	Amount Committed[2] (in millions)	Amount Expended[3] (in millions)
Guideway & Track Elements	$1,153	$ 544	$ 126
Stations, Stops, Terminals, Intermodal	397	51	3
Support Facilities; Yards, Shops, Admin	114	114	55
Sitework & Special Conditions	1,031	711	404
Systems	247	231	15
Vehicles	192	192	21
SUB-TOTAL*	$3,133	$1,843	$ 624
Right-of-Way (ROW), Land, Existing Improvements	$ 198	$ 65	$ 81
Professional Services (e.g., Planning and Design)	1,094	1,012	636
Contingency	524	11	1
Finance Charges	215	0	0
SUB-TOTAL*	$2,030	$1,088	$ 718
TOTAL*	$5,164	$2,930	$1,341

1 - Current Budget reflects the June 2012 Baseline Budget with executed Budget Transfers.
2 - Approved contract value. 3 - Portion of the work that has been paid.
* All costs are rounded to the millions therefore subtotals may not add up to the amounts shown.

DID YOU KNOW? Rail ridership is estimated at more than 119,000 weekday passenger trips by the year 2030.

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

HART WEEKLY eBLAST | JULY 3, 2014

RAIL COLUMN WORK BEGINS NEAR H-1/H-2 MERGE

Workers make preparations to build support columns for the rail guideway to cross the H-1 Freeway.

Heading into town near the H-1/H-2 Freeway merge, crews are busy preparing for the installation of columns that will support the rail guideway as it crosses over the H-1 between Waipahu and Pearl City.

Next week, crews are scheduled to pour concrete for the first column located in the freeway median near the H-1 Waiawa Interchange. Several support columns need to be erected before guideway construction can begin later this fall. The column work will involve the closure of one southbound H-2 lane near the H-1/H-2 merge from Sunday, July 6 to Thursday, July 10 between 8 p.m. and 4 a.m. the following morning.

YouTube

facebook

twitter

vimeo

HART Rapid Response:

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

Mahalo!

HONOLULU RAIL TRANSIT

ATTACHMENT E

HONOLULU RAIL TRANSIT PROJECT

March 2015
QUARTERLY REPORT

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:
Left: West O'ahu Farrington Highway Guideway along Kualakai Parkway looking Diamond Head.
Upper right: West O'ahu Farrington Highway Guideway along Farrington Highway looking Diamond Head.
Lower right: Rail Operations Center (aka Maintenance and Storage Facility) site.

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LIST OF ACRONYMS

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

LRV	Light Rail Vehicle
MIM	Manufacture-Install-Maintain
MMIS	Maintenance Management Information System
MMP	Mitigation Monitoring Program
MOT	Maintenance of Traffic
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPS	Master Project Schedule
MPSS	Master Project Schedule Summary
MPV	Multiple Purpose Vehicle
MS4	Municipal Separate Storm Sewer System
MSE	Mechanically Stabilized Earth
MSF	Maintenance and Storage Facility
MTM	Modern Track Machineries
NCE	Non-Conformance Evaluation
NCR	Non-Conformance Report
NDC	Notice of Design Change
NEPA	National Environmental Policy Act
NHL	National Historic Landmark
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NR	National Register
NRHP	National Register of Historic Places
NTP	Notice to Proceed
NTS	Network Time Server
O&M	Operations and Maintenance
OCC	Operational Control Center
OCIP	Owner-Controlled Insurance Program
OIBC	O‘ahu Island Burial Council
OSB	Operations and Servicing Building
OSHA	Occupational Safety and Health Administration
OTS	O‘ahu Transit Services
OTW	Oceanic Time Warner
OTWC	Oceanic Time Warner Cable
PA	Programmatic Agreement
PAIS	Programmatic Agreement Implementation Schedule
PARs	Preventative Actions
PB	Parsons Brinckerhoff, Inc.
PE	Preliminary Engineering
PHA	Preliminary Hazard Analysis
PICM	Project Interface Control Manual
PIG	Permitted Interaction Group
PIM	Project Interface Manager
PLA	Project Labor Agreement
PM	Project Managers
PMC	Project Management Consultant
PMOC	Project Management Oversight Contractor
PMSC	Program Management Support Consultant
PPE	Personal Protective Equipment
PSG	Platform Screen Gate
PV	Passenger Vehicle
QA	Quality Assurance
QAM	Quality Assurance Manager
QAP	Quality Assurance Plan
QC	Quality Control
QMP	Quality Management Plan
QMS	Quality Management System
QTF	Quality Task Force
RCMP	Risk and Contingency Management Plan
RE	Resident Engineer
READ	Real Estate Acquisition Database
RFC	Request for Change
RFI	Requests for Information
RFID	Requests for Interface Data
RFMP	Rail Fleet Management Plan
RFP	Request for Proposals
RFQ	Request for Qualifications
ROC	Rail Operations Center
ROD	Record of Decision
ROE	Right of Entry
ROW	Right-of-Way
RR	Risk Register
RSD	Revenue Service Date
RTM	Requirements Traceability Matrix
RTSA	Regional Transit Stabilization Agreement
S1	Segment 1
SAIS	Supplemental Archaeological Inventory Survey
SCADA	Supervisory Control and Data Acquisition
SCAP	Stream Channel Alteration Permit
SCC	Standard Cost Category
SHPD	State Historic Preservation Division
SIC	Sandwich Isle Communications
SLAN	Station Local Area Network
SOG	Slab on Grade
SOI	Secretary of the Interior
SOW	Scope of Work
SP	Special Provisions
SQP	Supplemental Quality Plan
SSC	Safety Security Certification
SSCP	Safety and Security Certification Plan
SSCWG	Safety and Security Certification Working Group
SSI	Sensitive Security Information
SSMP	Safety and Security Management Plan
SSRC	Safety and Security Review Committee
SSSP	Site Safety Security Plan
SWPPP	Storm Water Pollution Prevention Plan
T&M	Time and Material
TCCR	Train Control and Communications Room
TCP	Traffic Control Plan
TES	Traction Electrification System
TIGER	Transportation Investment Generating Economic Recovery
TOC	The Outdoor Circle
TOD	Transit-Oriented Development
TPO	Thermoplastic Olefin
TPSS	Traction Power Sub-Station
TSA	Transportation Security Administration
TSI	Transportation Safety Institute
TVA	Threat and Vulnerability Analysis
TVM	Ticket Vending Machine
TWF	Train Wash Facility
UCA	Utility Construction Agreement
UFRCRA	Utility Facilities Relocation and Cost Reimbursement Agreement
UH	University of Hawai‘i
UHWO	University of Hawai‘i West O‘ahu
UL	Underwriters Laboratories
UPS	Uninterrupted Power Supply
USACE	U.S. Army Corps of Engineers
USDOT	U.S. Department of Transportation
VE	Value Engineering
WA	Work Area
WHS	Waipahu High School
WOFH	West O‘ahu/Farrington Highway
WOSG	West O‘ahu Station Group
WSS	West Side Stations
WSSG	West Side Station Group
WTB	Wheel Truing Building
WYL	West Yard Lead
YOE	Year of Expenditure

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PROJECT MAP

***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 Oʻahu 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 Oʻahu 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 Hawaiʻi (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)

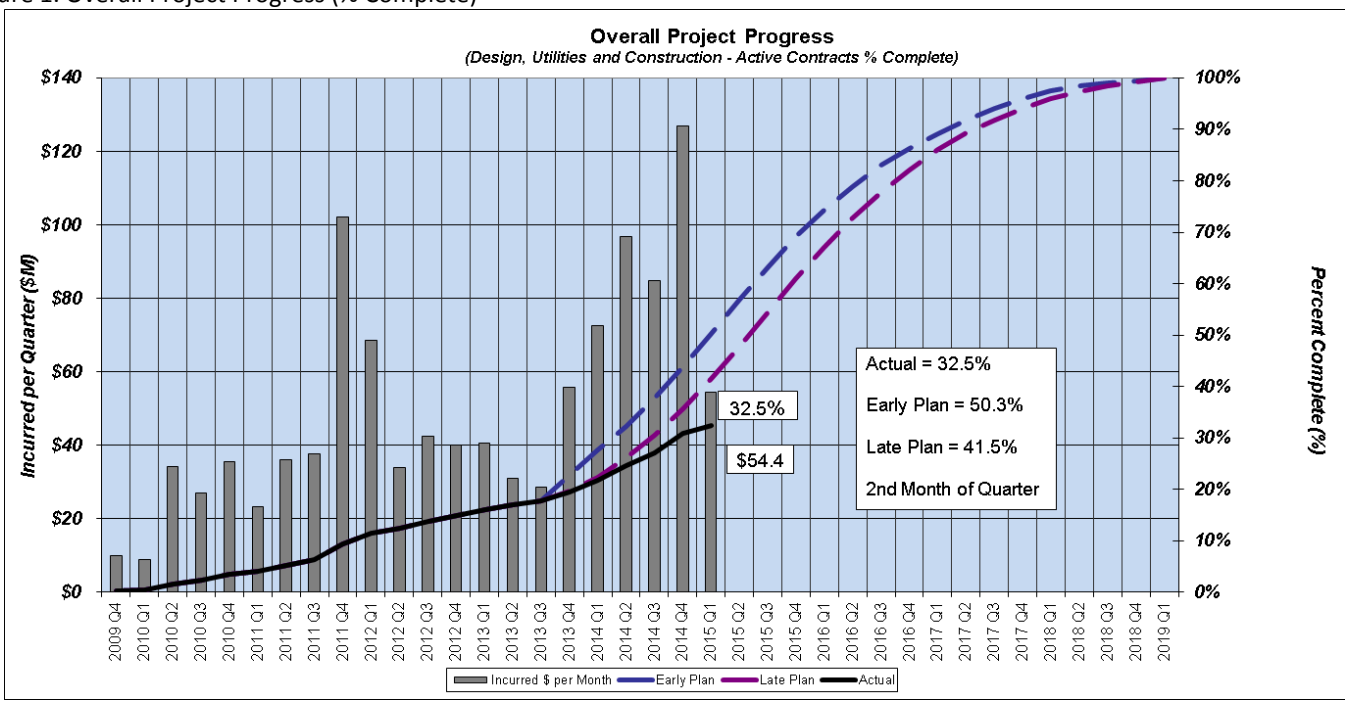
2 OVERALL PROJECT PROGRESS AND FINANCIALS

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

Note:

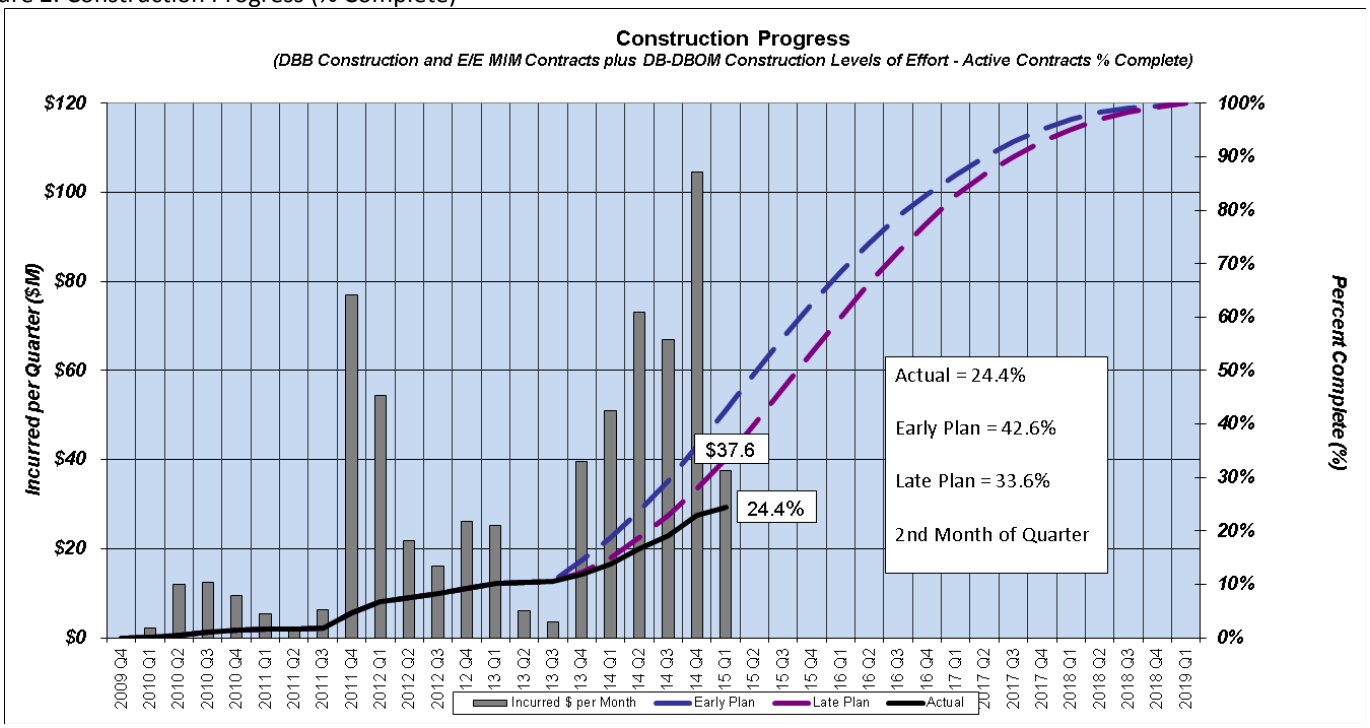
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
- Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
- Late Plan = Latest dates activities can begin and finish and not have an impact on completion date, based on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

Figure 1. Overall Project Progress (% Complete)



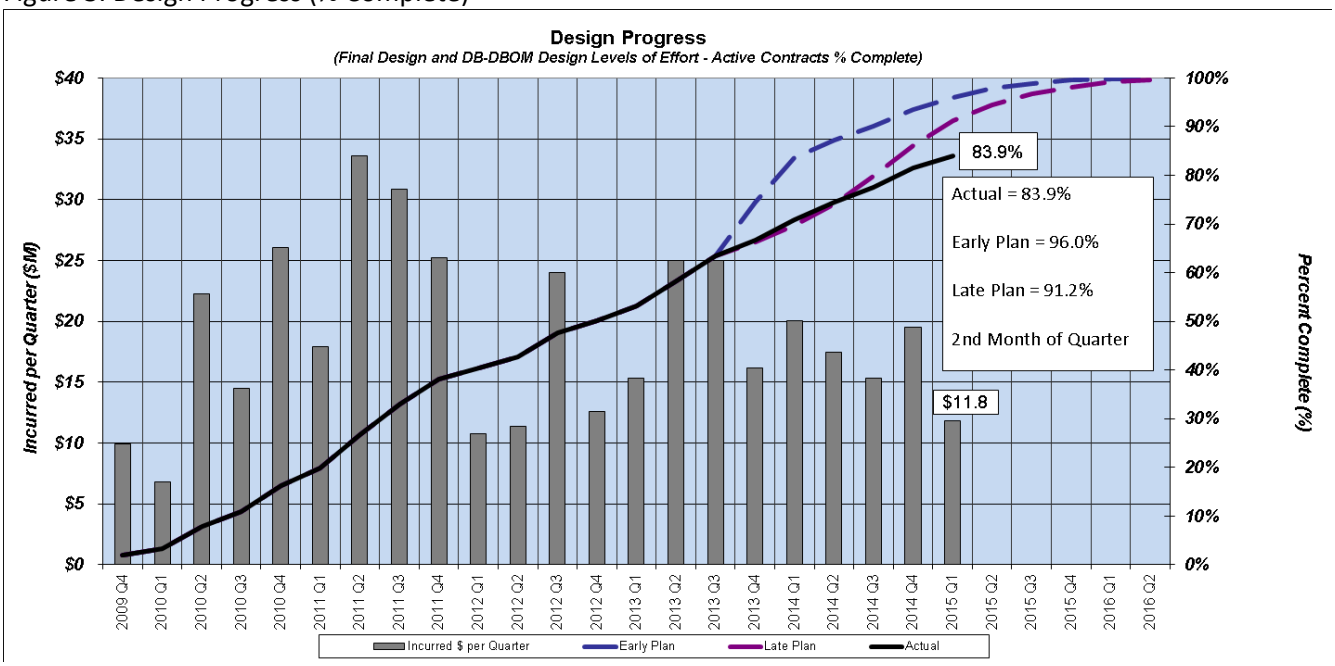
At present "overall" project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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



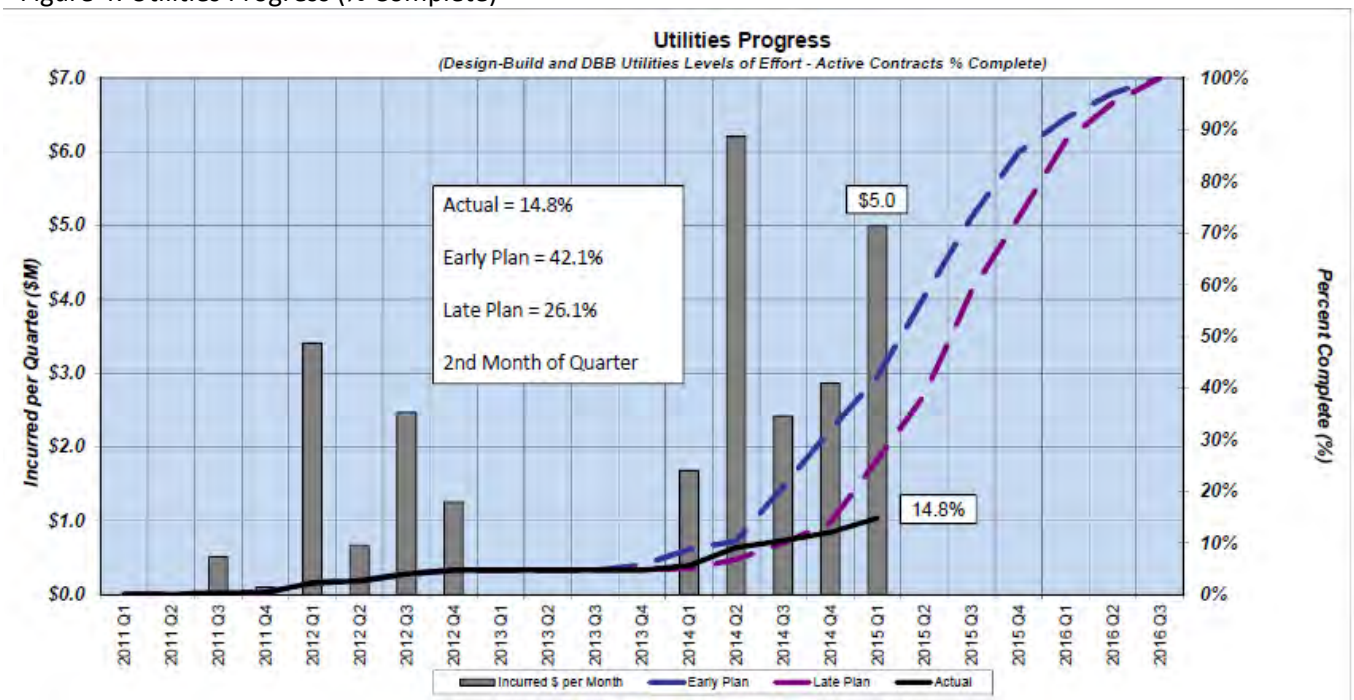
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

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.

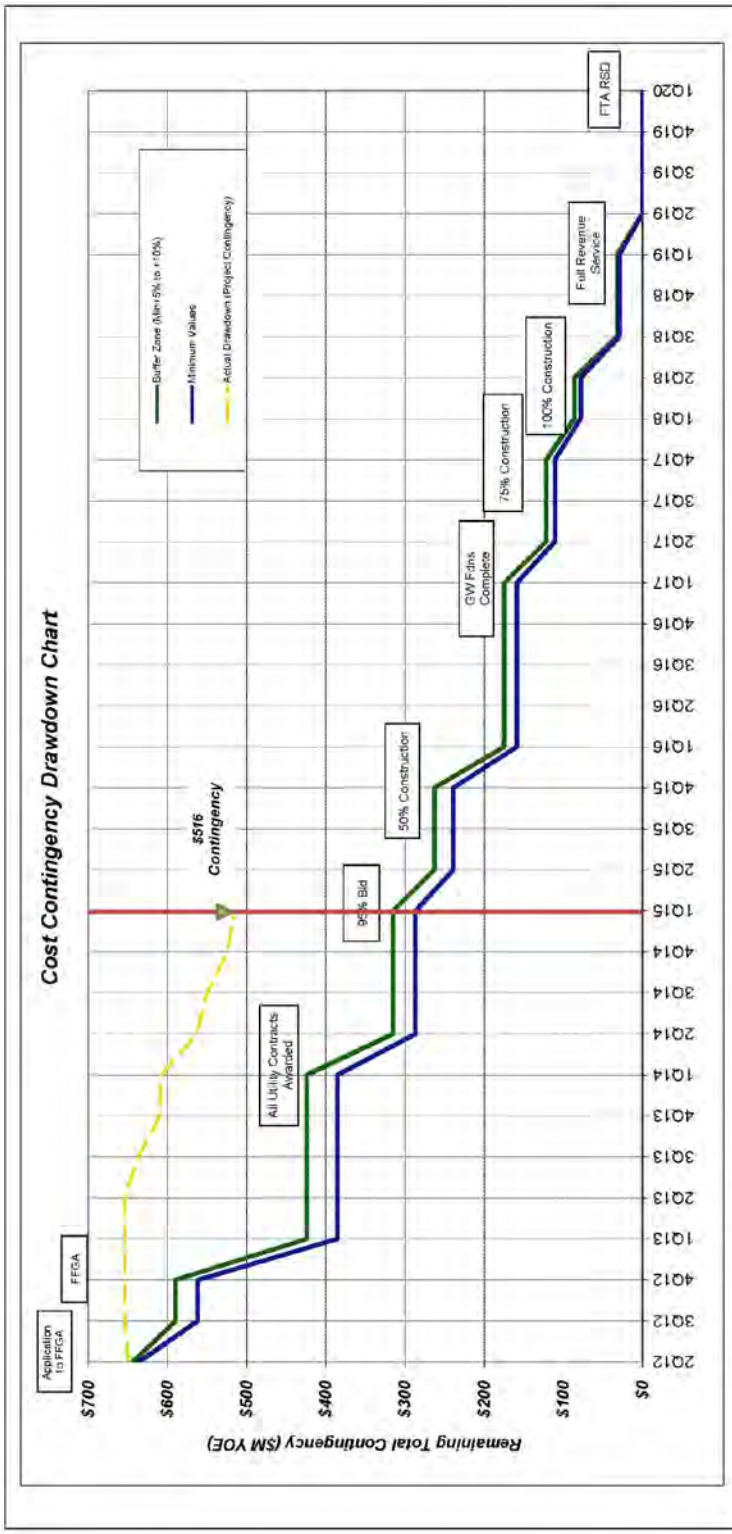
Current Contingency Balance = $515.6M
(previous report = $519.8M)

- 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.

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



	Application to FFGA	FFGA	All Utility Contracts Awarded	95% Bid	50% Construction	GW Fdns Complete	75% Construction	100% Construction	Full Revenue Service	FTA RSD
	2Q12	4Q12	1Q14	1Q15	4Q15	1Q17	4Q17	2Q18	1Q19	1Q20
Buffer Zone (Min+5% to +10%)	$644	$590	$424	$315	$263	$175	$122	$86	$32	$0
Minimum Values	$636	$562	$385	$287	$239	$159	$111	$78	$29	$0

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**

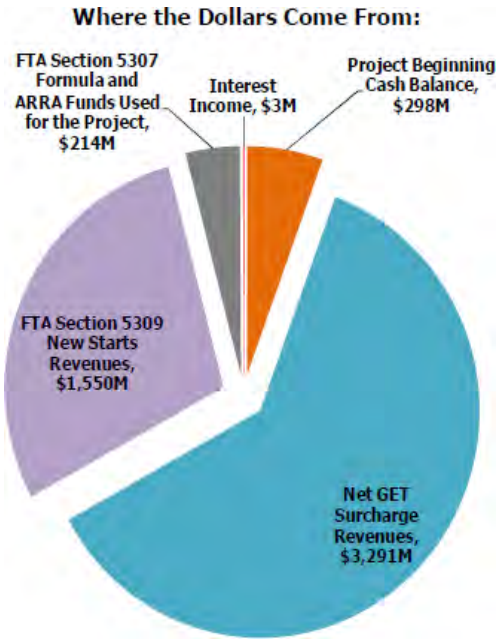
[1] GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

[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

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)

- 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.

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

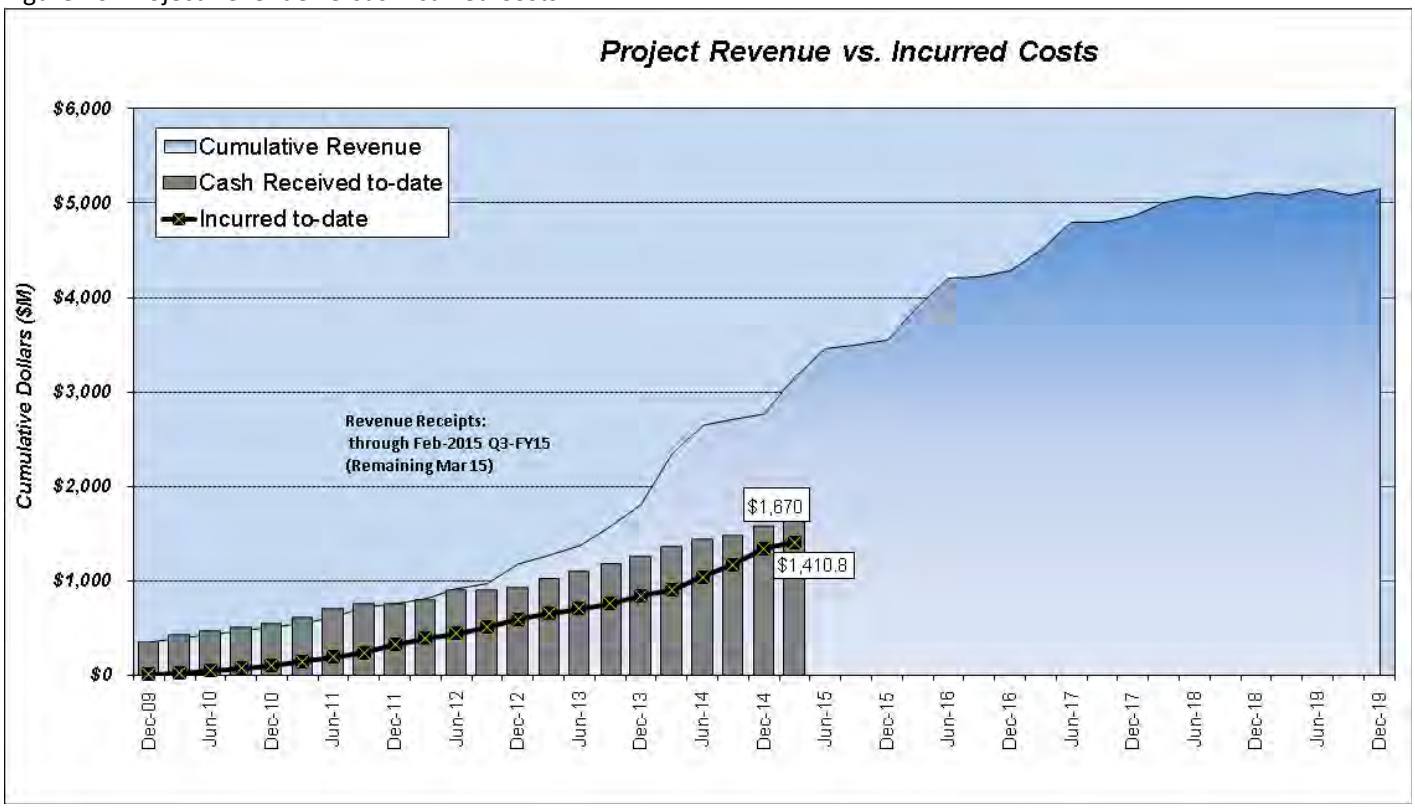
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	$15,190,000	$15,190,000	$0	
2009	$19,800,000	$19,800,000	$0	
2010	$30,000,000	$30,000,000	$0	
2011	$55,000,000	$55,000,000	$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

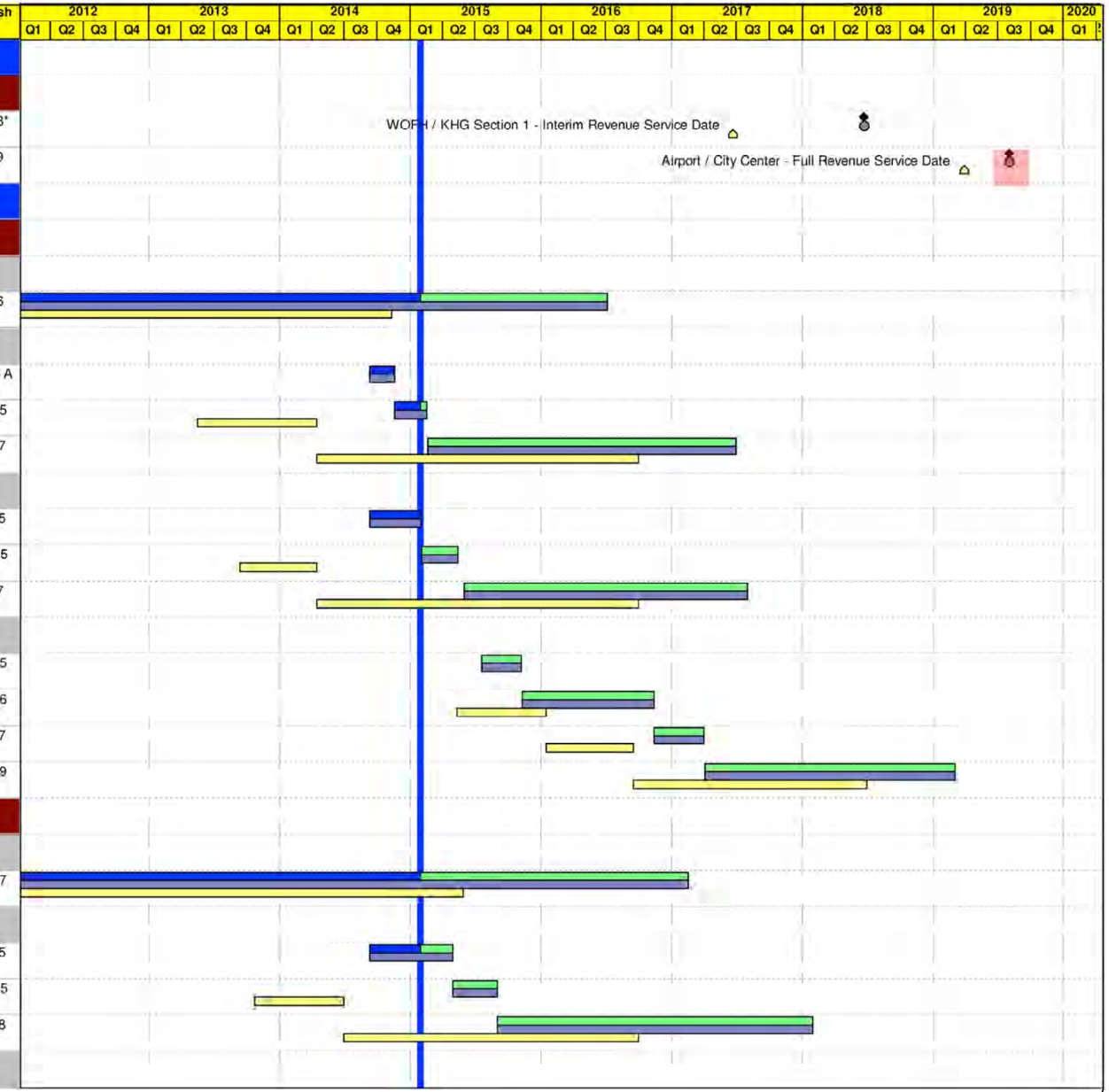
- HART is currently revising its procurement strategy for the east guideway, stations and utility relocations. Once completed, HART will update the design, bid/award and construction dates shown in the monthly MPS summary. Until then, the November MPS forecasts for the Interim Revenue Service Date and 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. HRTP 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.

Activity Name	Type	Current Start	Current Finish
KEY DATA			
MILESTONES			
WOFH / KHG Section 1 - Interim Revenue Service Date	M		22-Jun-2018*
Airport / City Center - Full Revenue Service Date	M		31-Jul-2019
CONTRACTS - DESIGN & CONSTRUCTION			
WEST OAHU / FARRINGTON HIGHWAY (WOFH) - SECTION 1			
WOFH Guideway & Utilities			
SUMM: DB-120 - WOFH Guideway - Design & Construction (Design-Build)	DB	01-Dec-2009 A	04-Jul-2016
Farrington Hwy Station Group (FHSG)			
Farrington Hwy Station Group - Redesign	D	10-Sep-2014 A	20-Nov-2014 A
Farrington Hwy Station Group - Bid & Award	A	20-Nov-2014 A	17-Feb-2015
Farrington Hwy Station Group - Construction	C	18-Feb-2015	30-Jun-2017
West Oahu Station Group (WOSG)			
West Oahu Station Group - Redesign	D	10-Sep-2014 A	31-Jan-2015
West Oahu Station Group - Bid & Award	A	01-Feb-2015	15-May-2015
West Oahu Station Group - Construction	C	01-Jun-2015	31-Jul-2017
East Kapolei/UH West Oahu Park & Ride			
SUMM: FD-600 UH West Oahu Park & Ride - Procurement	D	20-Jul-2015	08-Nov-2015
SUMM: FD-600 UH West Oahu Park - Design	D	09-Nov-2015	13-Nov-2016
SUMM: DBB-600 UH West Oahu Park & Ride - Bid & Award	A	14-Nov-2016	02-Apr-2017
SUMM: DBB-600 UH West Oahu Park & Ride - Construction	C	03-Apr-2017	04-Mar-2019
KAMEHAMEHA HIGHWAY (KH) - SECTION 2			
Kamehameha Highway Guideway & Utilities			
SUMM: DB-320 - KHG Guideway - Design & Construction (Design-Build)	DB	12-Jun-2011 A	17-Feb-2017
Kamehameha Highway Stations			
Kamehameha Hwy Station Group - Redesign	D	10-Sep-2014 A	30-Apr-2015
Kamehameha Hwy Station Group - Bid & Award	A	01-May-2015	31-Aug-2015
Kamehameha Station Group - Construction	C	01-Sep-2015	31-Jan-2018
Pearl Highlands Parking Structure & Ramps			



HART HONOLULU AUTHORITY for RAPID TRANSPORTATION

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

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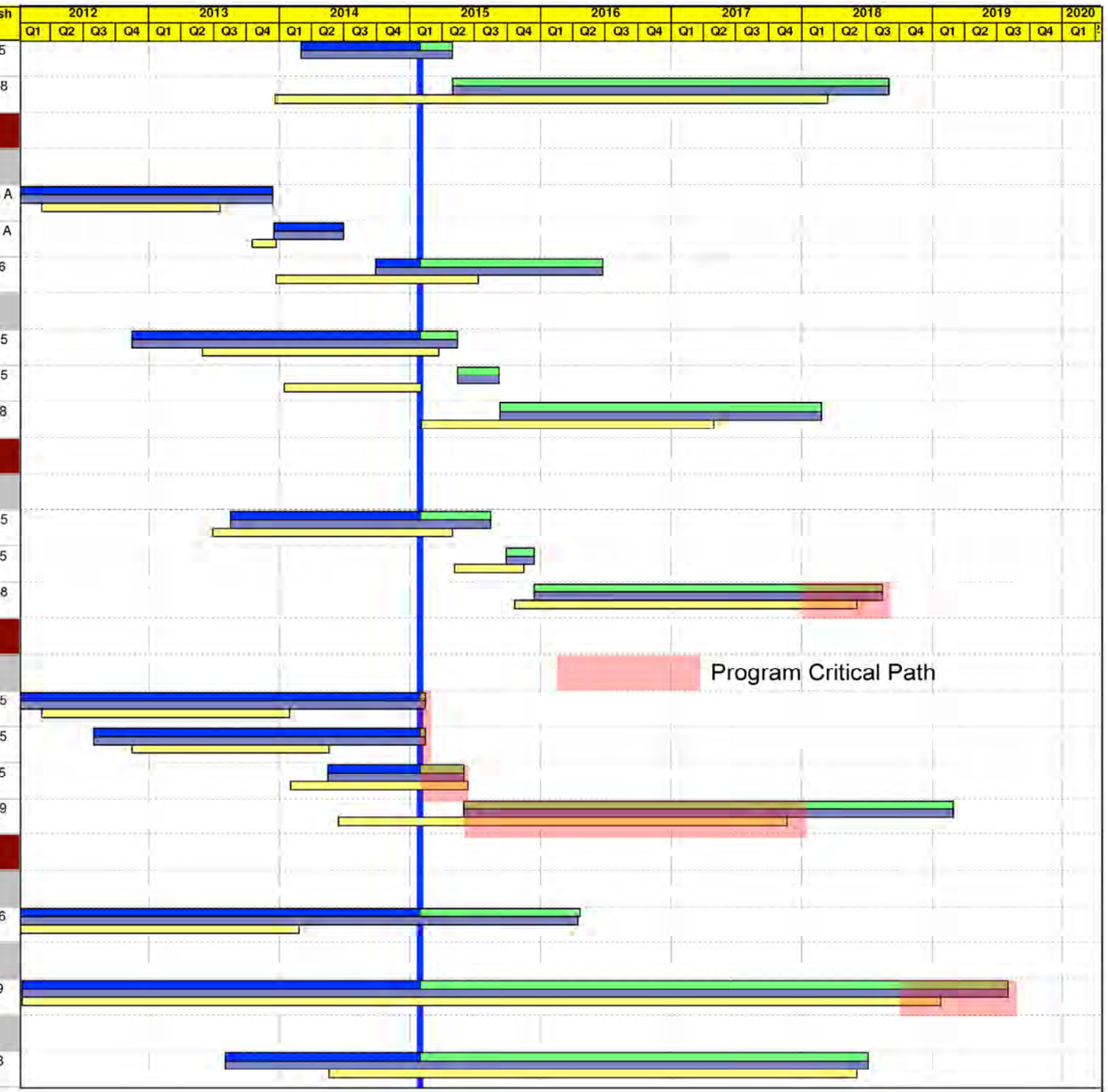
Activity Name	Type	Current Start	Current Finish
SUMM: Pearl Highlands Pking Structure & H2 Ramps - DB Procurement	D	03-Mar-2014 A	30-Apr-2015
SUMM: DB-275 - Pearl Highlands Pking Structure & H2 Ramps - Design & Construction (Design Build)	DB	30-Apr-2015	01-Sep-2018
AIRPORT - SECTION 3			
Airport Utility Relocation			
SUMM: FD-430 - Airport Utilities - Design	D	05-Jan-2012 A	16-Dec-2013 A
SUMM: Airport Utilities - Bid & Award	A	17-Dec-2013 A	30-Jun-2014 A
DBB-505 - Airport Utilities - Construction	C	26-Sep-2014 A	24-Jun-2016
Airport Stations			
SUMM: FD-440 - Airport Stations Group - Design	D	14-Nov-2012 A	14-May-2015
SUMM: Airport Stations Group - Bid & Award	A	15-May-2015	08-Sep-2015
SUMM: DBB-470 - Airport Stations Group - Construction	C	09-Sep-2015	24-Feb-2018
CITY CENTER (CC) - SECTION 4			
City Center Stations			
SUMM: FD-550 - Dillingham & Kaka'ako Stations Group - Design	D	19-Aug-2013 A	14-Aug-2015
SUMM: Dillingham & Kaka'ako Station Group - Bid & Award	A	28-Sep-2015	14-Dec-2015
SUMM: DBB-580 - Dillingham & Kaka'ako Station Group - Construction	C	15-Dec-2015	14-Aug-2018
Airport & City Center Guideway / City Center Utilities Combined Package			
Airport & City Center Guideway / City Center Utility Relocation			
SUMM: FD-430 - Airport Guideway - Design	D	05-Jan-2012 A	12-Feb-2015
SUMM: FD-530 - City Center Guideway & Utilities - Design	D	31-Jul-2012 A	12-Feb-2015
SUMM: Airport & City Center Guideway / City Center Utilities - Bid & Award	A	16-May-2014 A	01-Jun-2015
SUMM: DBB-520 - Airport & City Center Guideway / City Center Utilities - Construction	C	02-Jun-2015	01-Mar-2019
PROJECT WIDE - ALL SECTIONS			
Maintenance & Storage Facility (MSF)			
SUMM: DB-200 - MSF - Design & Construction (Design-Build)	DB	25-Jul-2011 A	21-Apr-2016
Core Systems			
SUMM: DBOM-920 - Core Systems - Design & Construction	DB	13-Jan-2012 A	31-Jul-2019
Elevators & Escalators			
SUMM: MI-930 - Elevators and Escalators - Design, Manufacture, Install, & Test	DB	02-Aug-2013 A	05-Jul-2018



HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

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

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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.

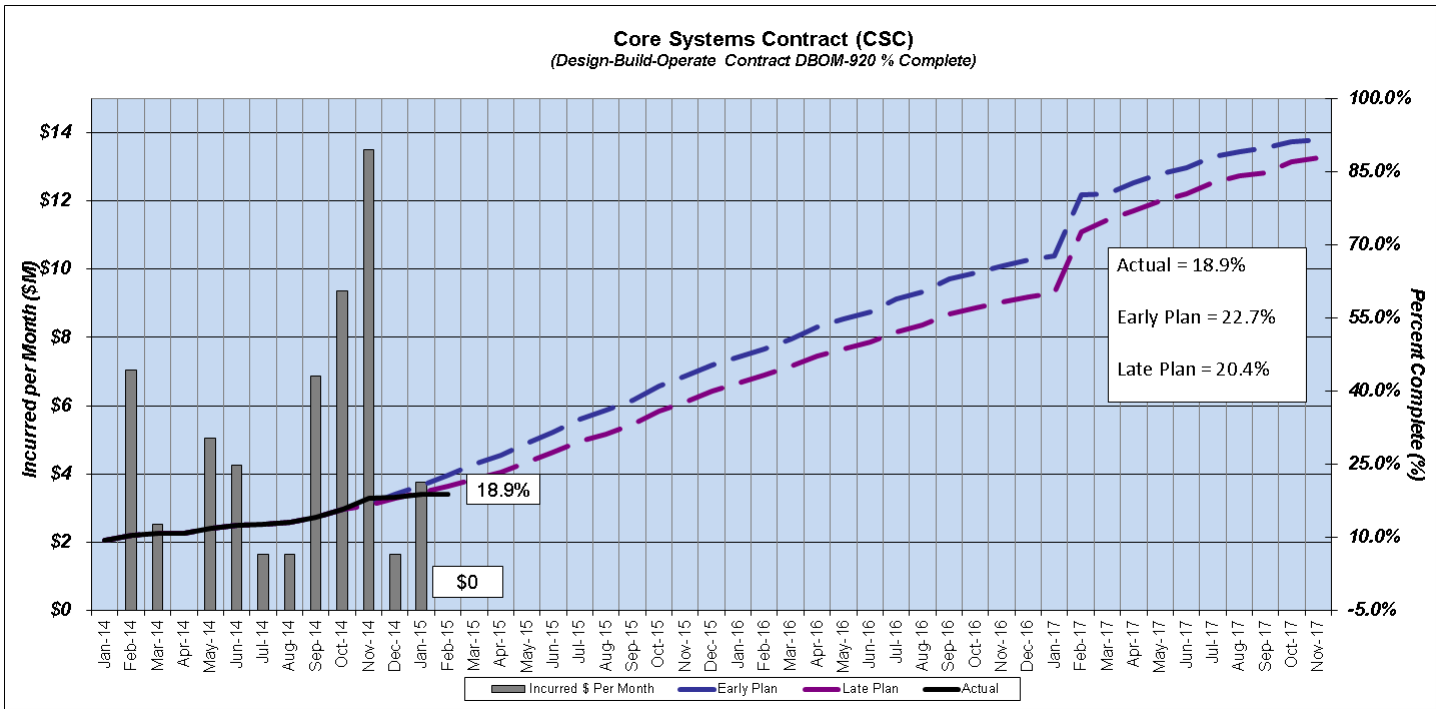
COST INFORMATION:

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

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

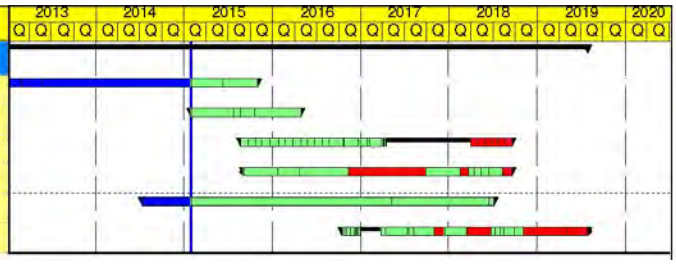
Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	$129,165
DBE % Attained:	0.029%

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



SCHEDULE:

Activity ID	Activity Name	Start	Finish
	Core Systems & Vehicles (DBOM) Contract	17-Jan-12 A	31-Jul-19
	Core Systems Design	17-Jan-12 A	30-Oct-15
	Core Systems Maintenance & Storage Facility Install	30-Jan-15	29-Apr-16
	Core Systems Guideway Install	24-Aug-15	17-Sep-18
	Core Systems Stations Install	04-Sep-15	18-Sep-18
	Core Systems Vehicles	15-Jul-14 A	06-Jul-18
	Core Systems Local and Integrated Testing	14-Oct-16	31-Jul-19



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

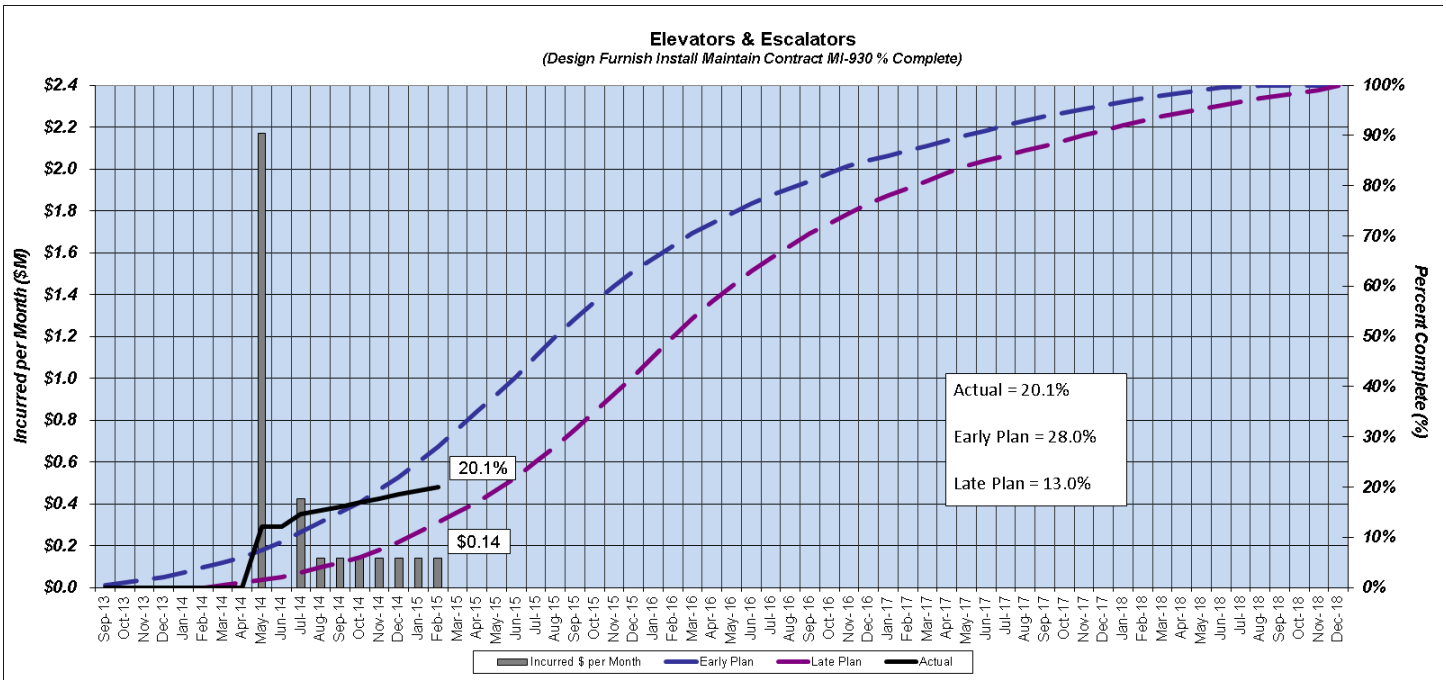
COST INFORMATION:

Original Contract: $50,982,714	Incurred-to-Date: $3,579,997
Current Contract Value[1]: $50,982,714	Incurred in Feb.: $140,825

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

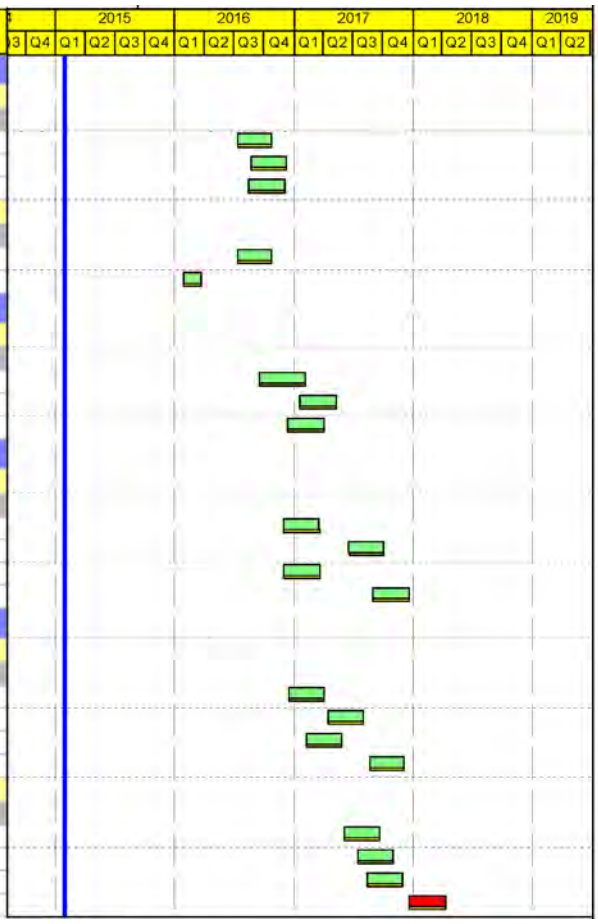
DBE Participation	
Actual DBE Participation:	$0
DBE % Attained:	0%

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



SCHEDULE:

Activity Name	Start	Finish
W. Oahu/Farrington Highway (WOFH) - Section 1	27-Jan-16	08-Dec-16
W. Oahu Station Group	12-Jul-16	08-Dec-16
Construction - W. Oahu Station Group	12-Jul-16	08-Dec-16
East Kapolei Station	12-Jul-16	25-Oct-16
UH West Oahu Station	23-Aug-16	08-Dec-16
Ho'opili Station	15-Aug-16	02-Dec-16
Farrington Highway Station Group	27-Jan-16	25-Oct-16
Construction - Farrington Highway Station Group	27-Jan-16	25-Oct-16
West Loch Station	12-Jul-16	25-Oct-16
Waipahu Transit Station	27-Jan-16	21-Mar-16
Kamehameha Highway (KH) - Section 2	16-Sep-16	09-May-17
Kamehameha Highway Station Group	16-Sep-16	09-May-17
Construction - Kamehameha Highway Station Group	16-Sep-16	09-May-17
Pearl Highlands - Station	16-Sep-16	06-Feb-17
Pearl Ridge Station	20-Jan-17	09-May-17
Aloha Stadium Station	14-Dec-16	03-Apr-17
Airport - Section 3	30-Nov-16	19-Dec-17
Airport Station Group	30-Nov-16	19-Dec-17
Construction - Airport Station Group	30-Nov-16	19-Dec-17
Pearl Harbor Station	30-Nov-16	17-Mar-17
HNL Airport Station	19-Jun-17	03-Oct-17
Lagoon Drive Station	01-Dec-16	20-Mar-17
Middle Street Station	31-Aug-17	19-Dec-17
City Center (CC) - Section 4	15-Dec-16	12-Apr-18
Dillingham Station Group	15-Dec-16	06-Dec-17
Construction - Dillingham Station Group	15-Dec-16	06-Dec-17
Kalihi Station	15-Dec-16	04-Apr-17
Kapalama Station	18-Apr-17	02-Aug-17
Iwilei Station	09-Feb-17	26-May-17
Chinatown Station	21-Aug-17	06-Dec-17
Kaka'ako Station Group	06-Jun-17	12-Apr-18
Construction - Kaka'ako Station Group	06-Jun-17	12-Apr-18
Downtown Station	06-Jun-17	21-Sep-17
Civic Center Station	18-Jul-17	31-Oct-17
Kaka'ako Station	15-Aug-17	01-Dec-17
Ala Moana Center Station	21-Dec-17	12-Apr-18



CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

Earned Value: 7.1%; Planned Value: 20%

- Design is 20% complete.
- All draft equipment drawings for the 21 stations have been submitted for review and acceptance and are in review.
- Design is complete on the three WOSG stations.
- The release to begin manufacturing of the FHSG equipment occurred in March 2015.

Look Ahead:

- Design is continuing for the three KHSG stations.
- Elevator & Escalator team will continue meeting with final designers for the Kamehameha Highway Station Group to finalize the respective designs for elevators and escalators. The Elevator & Escalator team is continuing to meet with the Airport Station designers. Meetings with the designer for the City Center stations have been suspended.

KEY ISSUES:

- The release to allow manufacturing for WOSG and KHSG will be dependent on the successful bid and award of these stations later this year (2015).

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.

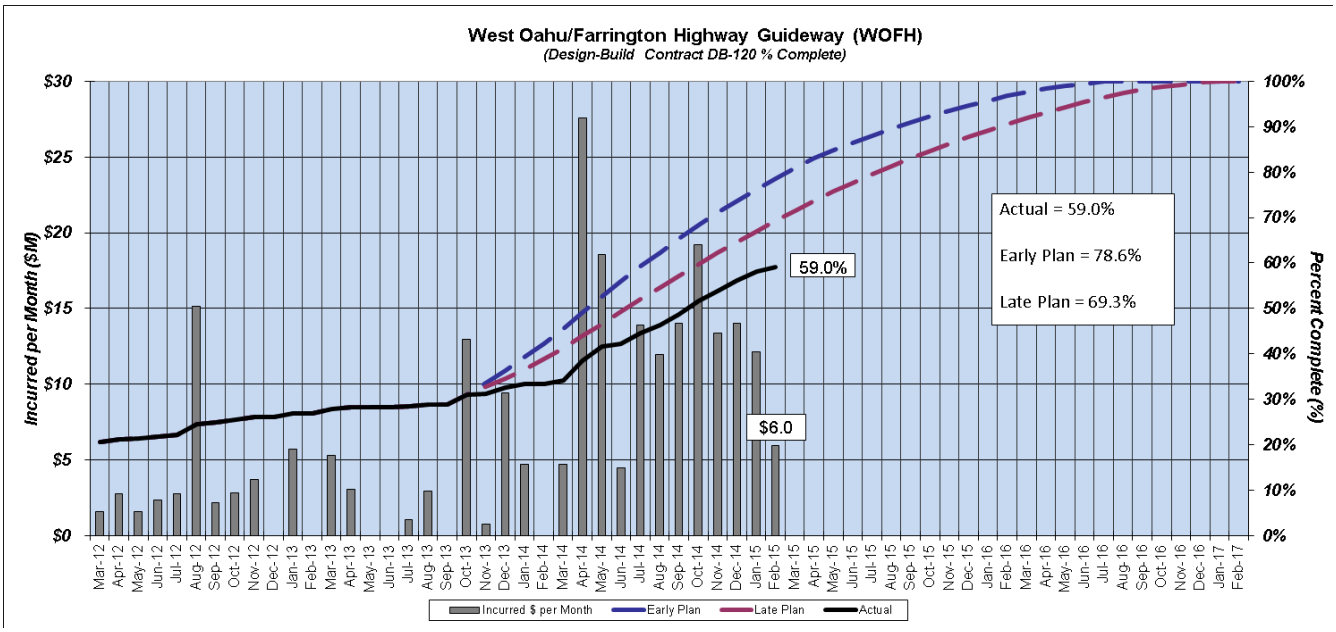
COST INFORMATION:

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

[1]*Current 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**



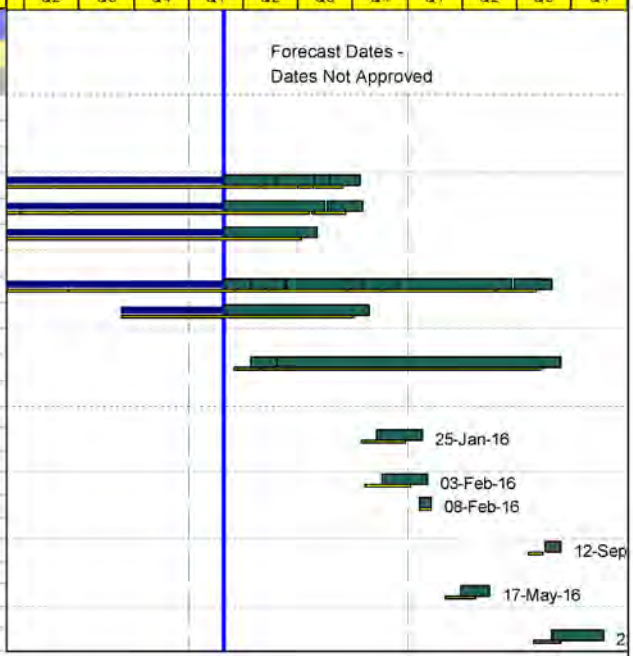
HART had rejected Pay Applications #60, 61, 62 and 63 for November 2014 to February 2015, respectively, due to unsatisfactory progress and requested that retention be applied. During March 2015, KIWC resubmitted all four Pay Applications with retention included and HART is currently reviewing. Pay Application #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.

February 2015 Update — Data Date: 27-Feb-15, Printed On: 13-Mar-15 14:05

Activity Name	Start	Finish
Total	08-Mar-12 A	23-Nov-16
West Guideways & Structures	08-Mar-12 A	23-Nov-16
W. Oahu/Farrington Highway (WOFH) - Section 1	08-Mar-12 A	23-Nov-16
W. Oahu/Farrington Highway Guideway	08-Mar-12 A	23-Nov-16
Kiewit WOFH Summary	08-Mar-12 A	23-Nov-16
Foundations	08-Mar-12 A	16-Oct-15
Drilled Shafts	23-Apr-12 A	13-Oct-15
Columns	21-May-12 A	16-Oct-15
At Grade	08-Mar-12 A	02-Aug-15
Guideway	29-Jan-14 A	29-Aug-16
Precast Segment Erection	29-Jan-14 A	29-Aug-16
Balanced Cantilever Segments	10-Sep-14 A	28-Oct-15
Trackwork	15-Apr-15	23-Nov-16
Direct Fixation Trackwork	15-Apr-15	12-Sep-16
Third Rail	09-Nov-15	23-Nov-16
Area 1: Ste 528 to Sta 392	09-Nov-15	25-Jan-16
WOFH Third Rail Area 1: Sta 528 to Sta 392	09-Nov-15	25-Jan-16
Functional Test Track	19-Nov-15	08-Feb-16
WOFH Third Rail: Functional Test Track; Sta 7(	19-Nov-15	03-Feb-16
WOFH Third Rail: Functional Test Track; Sta 6!	20-Jan-16	08-Feb-16
Area 2: Sta 573 to 528	18-Aug-16	12-Sep-16
WOFH Third Rail: Area 2: Sta 580 to 526	18-Aug-16	12-Sep-16
Area 5: MSF	29-Mar-16	17-May-16
WOFH Third Rail: Area 5: MSF	29-Mar-16	17-May-16
Sta 732 - 754: (MSF to KHG)	29-Aug-16	23-Nov-16
WOFH Third Rail: Sta 732 - 754 (MSF to KHG)	29-Aug-16	23-Nov-16



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
Water Line	8,528	9,348	91.2%
Sewer Line	550	570	96.5%
Fuel Line	340	340	100%
Gas line	1,498	1,591	94.2%
Drainage Line	3,325	5,166	64.4%
Elec/Telecom	14,856	21,374	69.5%
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%

Structure Element	Total to Date	Planned to Date*	Total Qty	% Complete
Shafts	204	186	266	76.7%
Columns	146	139	266	54.9%
Segment Casting	2,513	3,209	3,209**	78.3%
Spans Stressed	103	92	274**	37.6%

* The planned values are based on KIWC's Pending October Schedule Revision dated Dec. 5, 2014.

** Total quantity for segments cast/spans stressed have been revised to reflect the latest Issued for Construction number of segments and spans.

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 Hoʻopili 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.
- **Hawaiʻi 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 Hoʻopili 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.

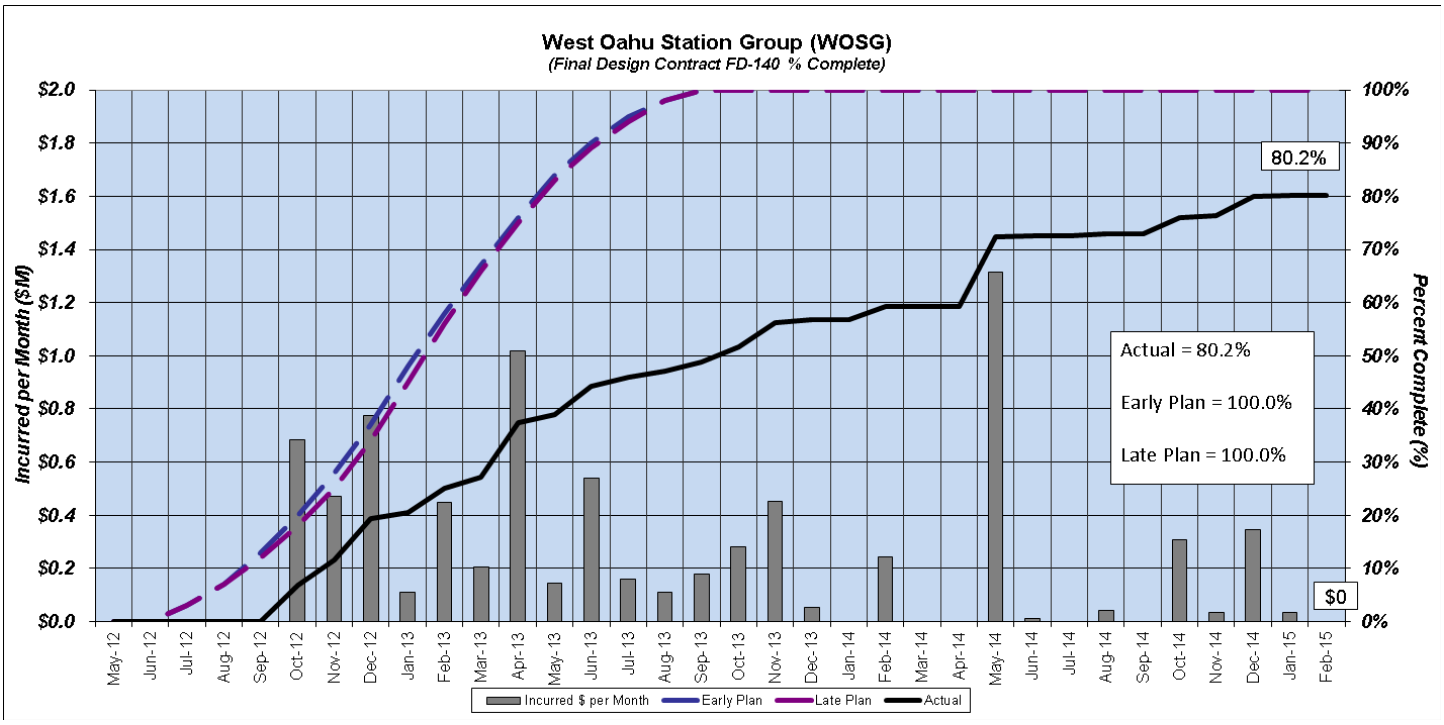
COST INFORMATION:

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

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

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

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:

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.

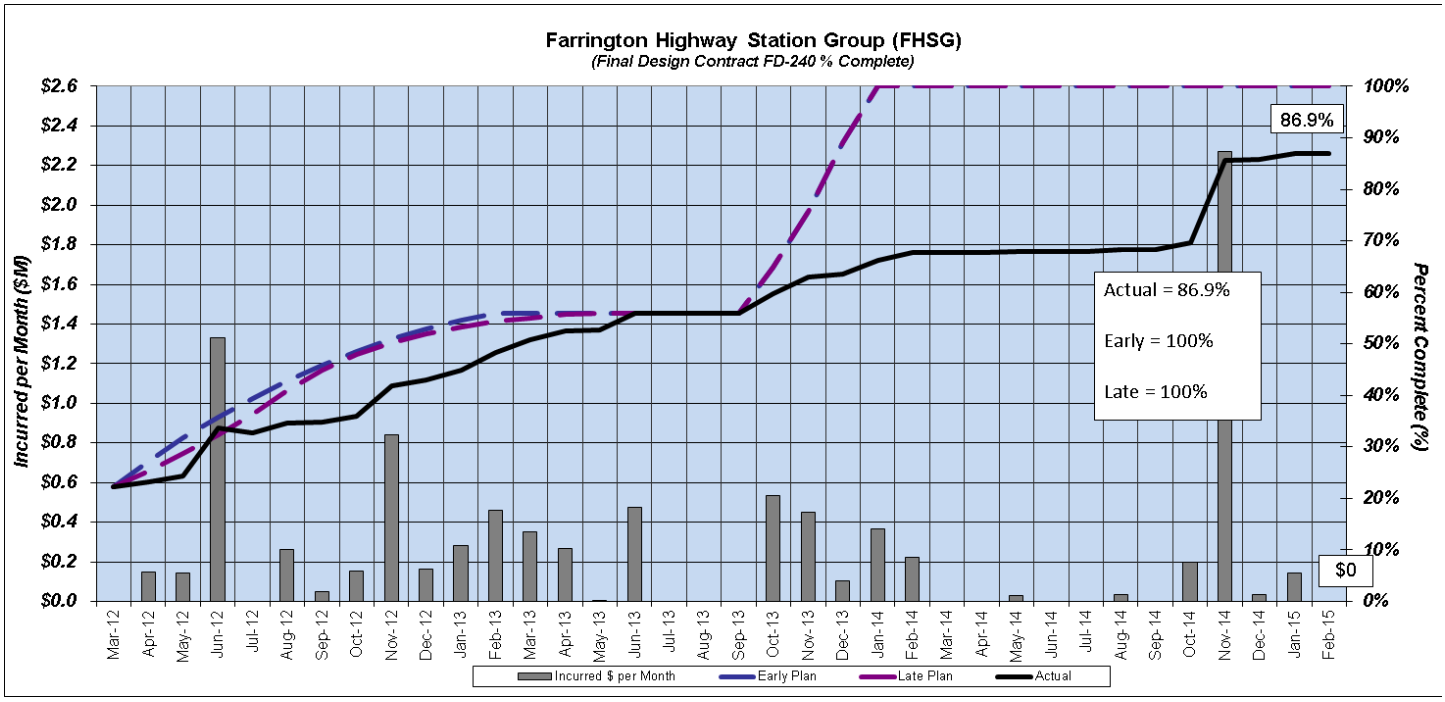
COST INFORMATION:

Original Contract: $9,300,696	Incurred-to-Date: $12,332,344
Current Contract Value[1]: $14,198,045	Incurred in Feb.: $0

[1]*Current 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
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.

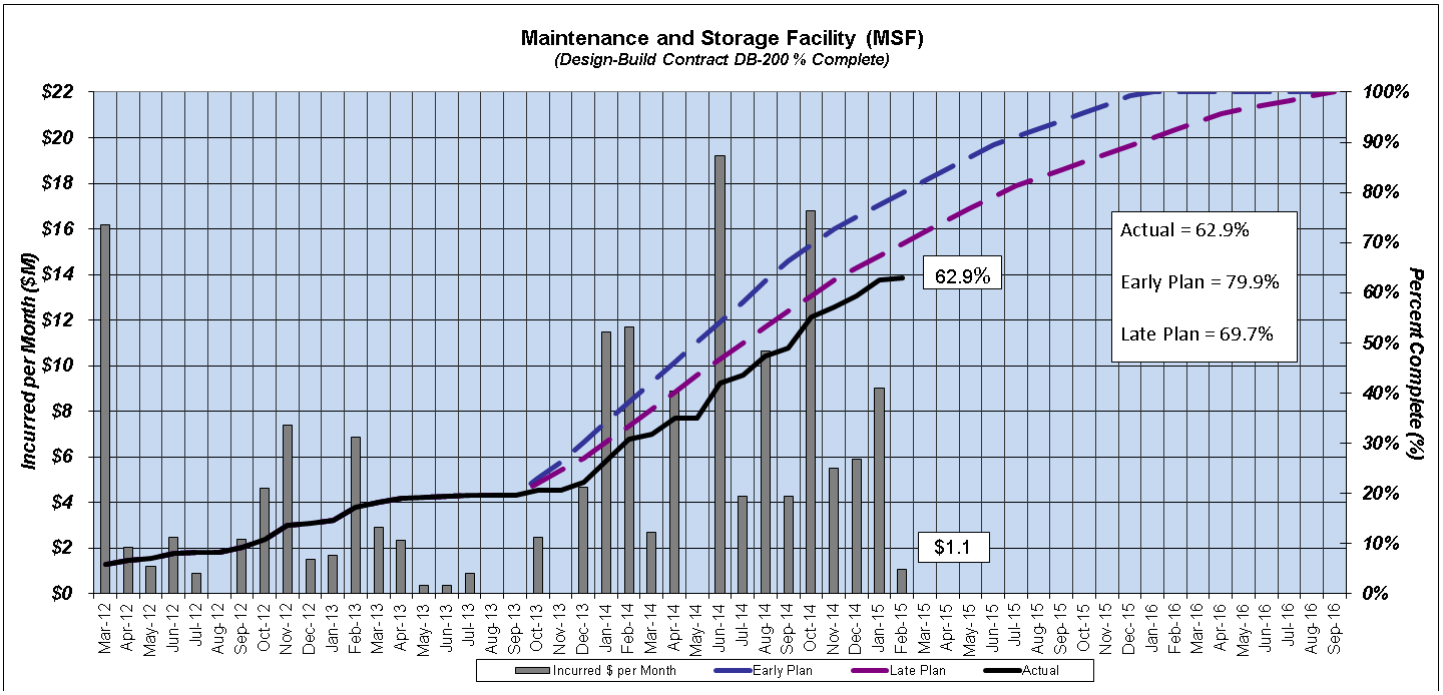
COST INFORMATION:

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

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

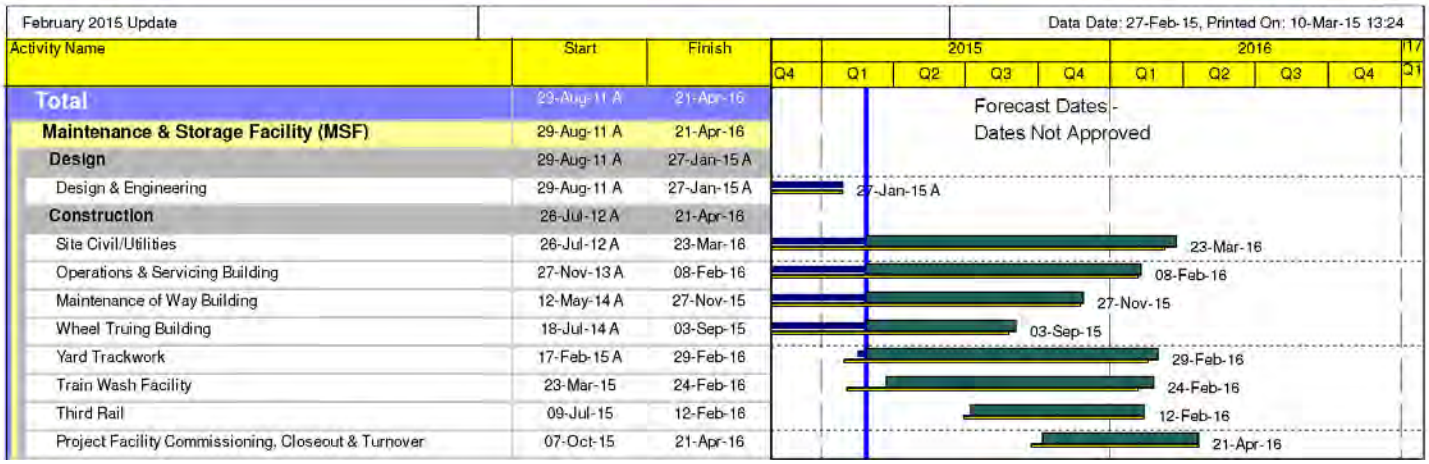
DBE Participation	
Actual DBE Participation:	$145,819
DBE % Attained:	0.08%

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).



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:

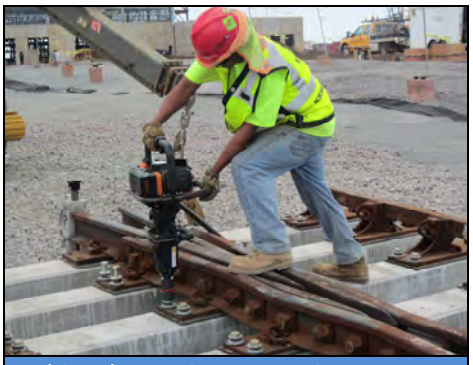
- **Interface Management with Core Systems Contractor –** predominant areas of concern include a general revision to the location of rail control system insulated joints and track devices; building internal requirements for access control, intrusion detection and fire detection and alarm system device 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.

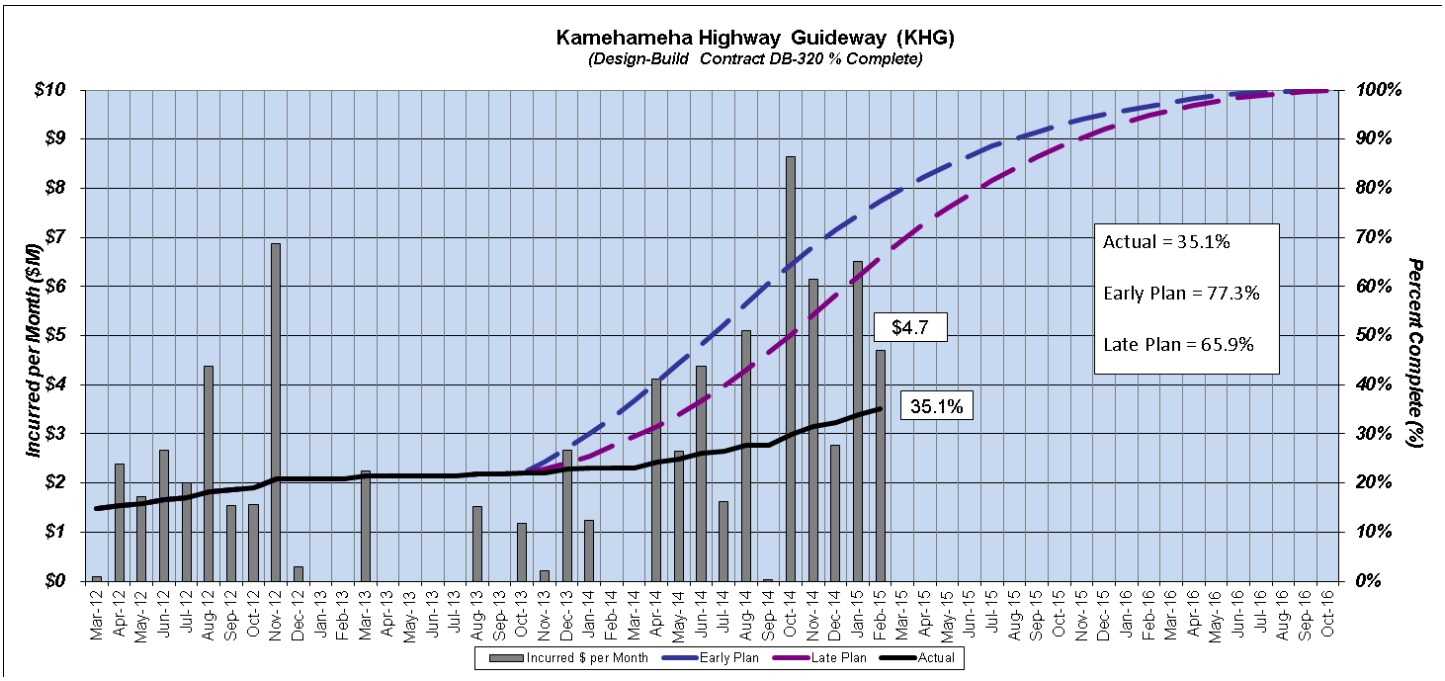
COST INFORMATION:

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%

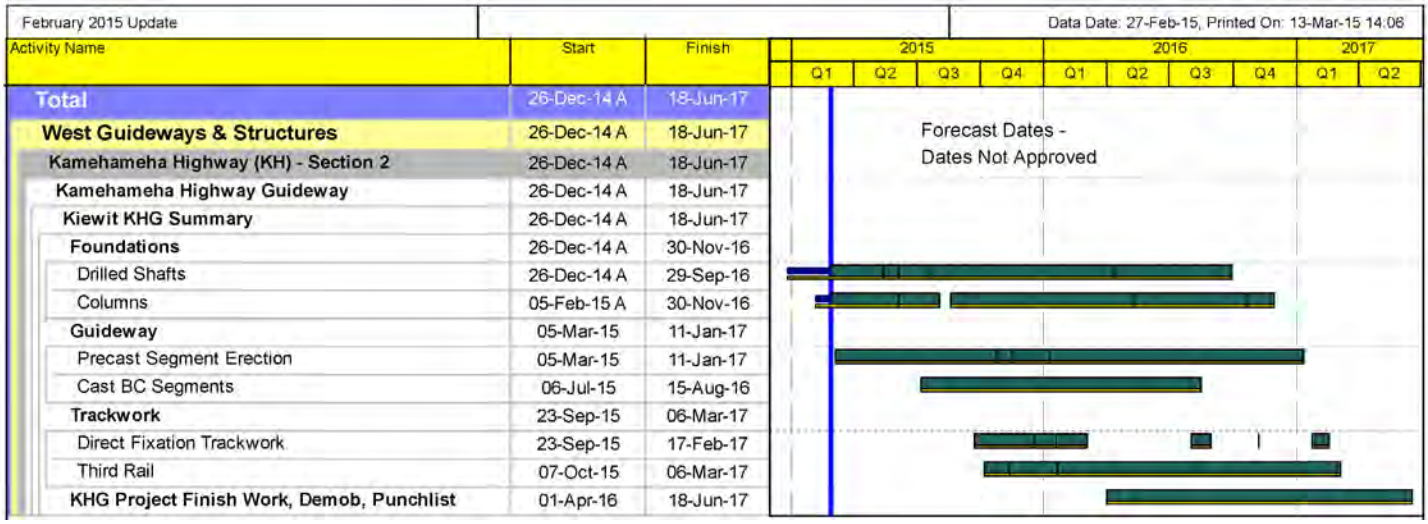
February Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$16,365,363**



- 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.



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
Water Line	3,547	4,362	81%
Gas Line	11,069	12,641	88%
Sewer Line	522	1,077	48%
Drainage	536	2,081	26%
Elec/Telecom	8,387	19,455	43%
Signals/ITS/ Lights	8,549	18,486	46%

Structure Element	Total to Date	Planned to Date*	Total Qty**	% Complete
Shafts	12	9	156	7.7%
Columns	0	0	156	0%
Segment Casting	0	0	2,075	0%
Segment Erection	0	0	2,075	0%
Spans Stressed	0	0	156	0%

* 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.

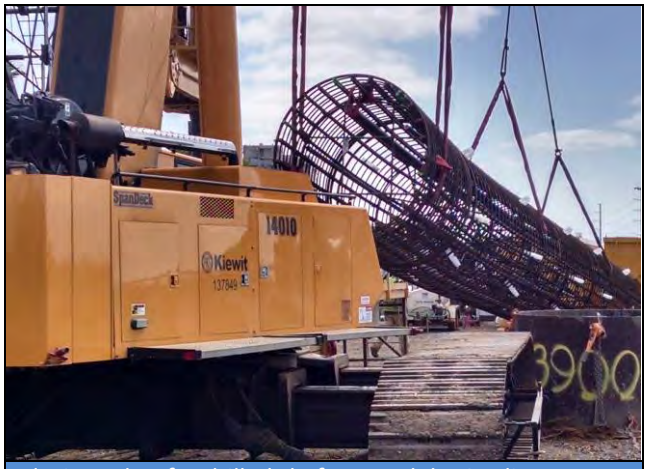
KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
42	34	8

PROJECT PICTURES:

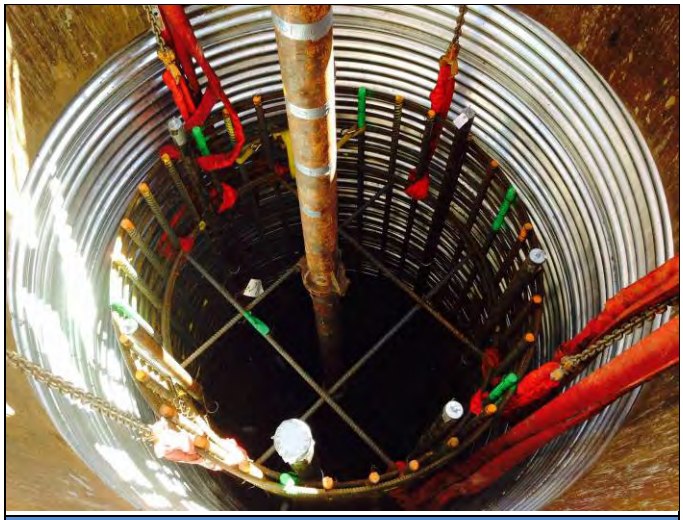
Pulling Hawaiian Tel conductors, Phase 1.

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.

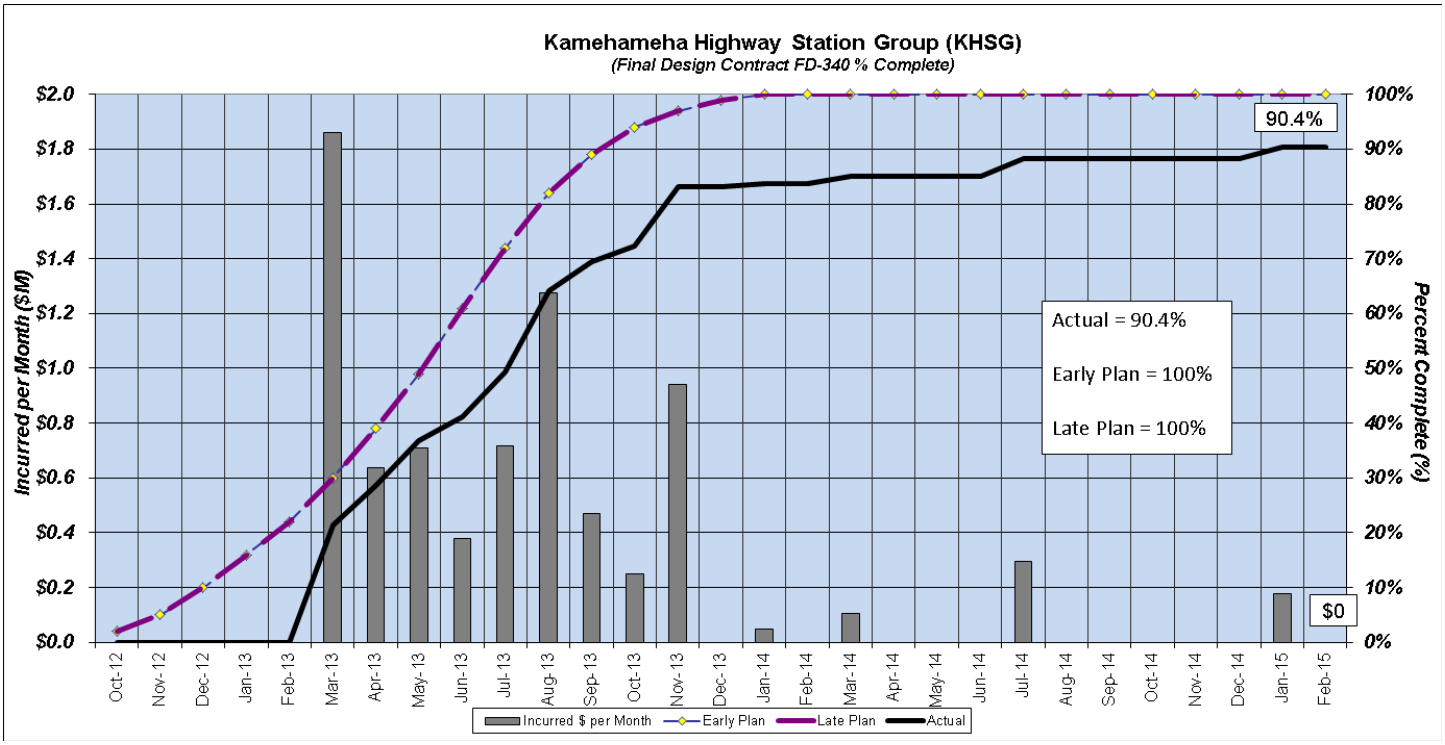
COST INFORMATION:

Original Contract: $8,702,592	Incurred-to-Date: $7,866,141
Current Contract Value[1]: $8,702,592	Incurred in Feb.: $0

[1] *Current 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**

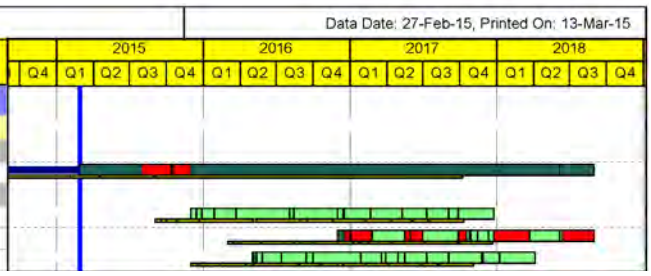


The closeout of the KHSG contract is currently 11 months behind its original schedule due to design interfaces with other HART contracts, ongoing value engineering efforts, and a reorganization of the KHSG construction solicitation package from its previous format in the canceled West Side Stations Group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

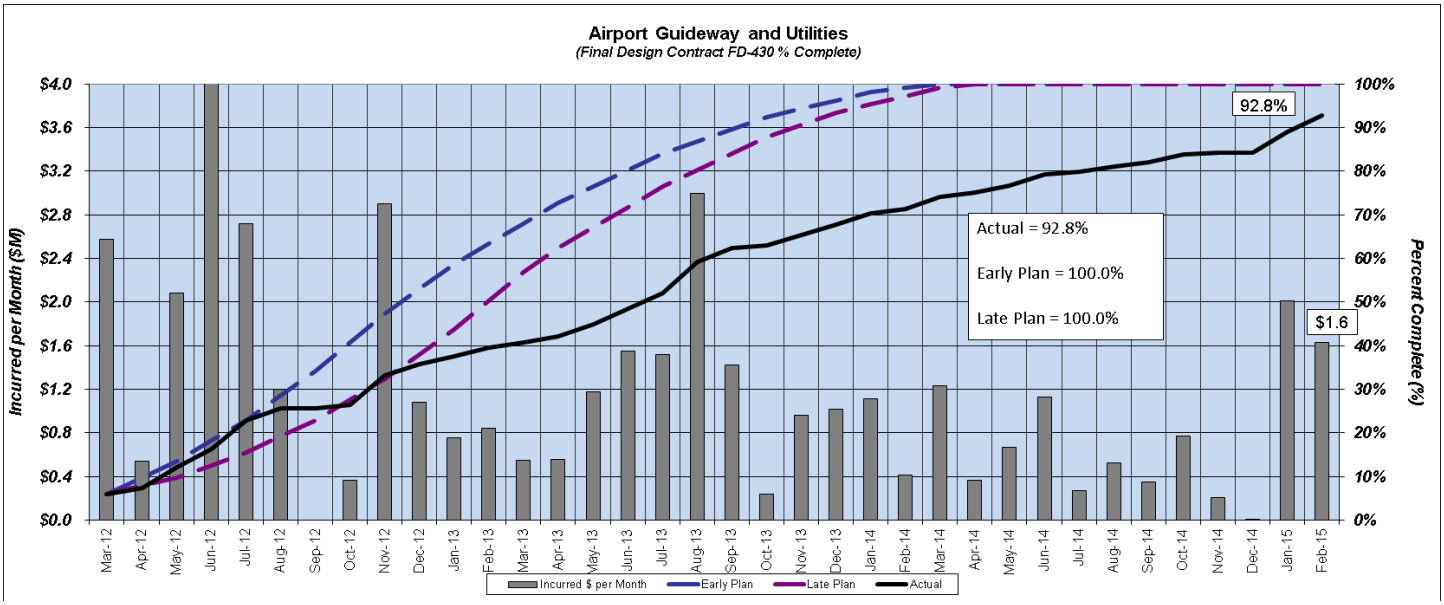
COST INFORMATION:

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

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

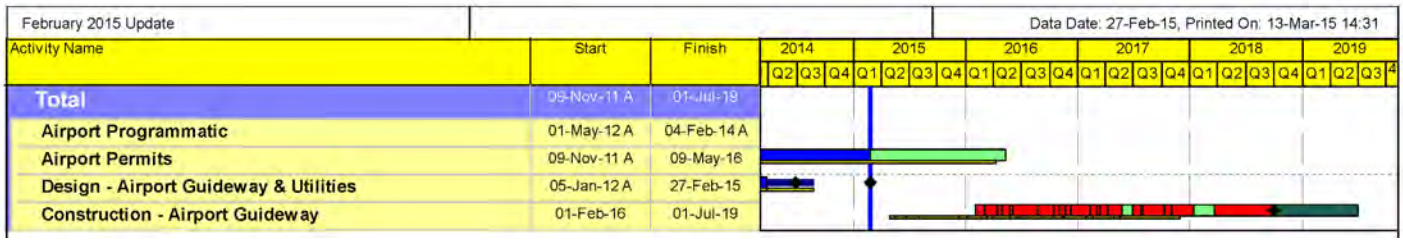
DBE Participation	
Actual DBE Participation:	$162,813
DBE % Attained:	0.42%

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:



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.

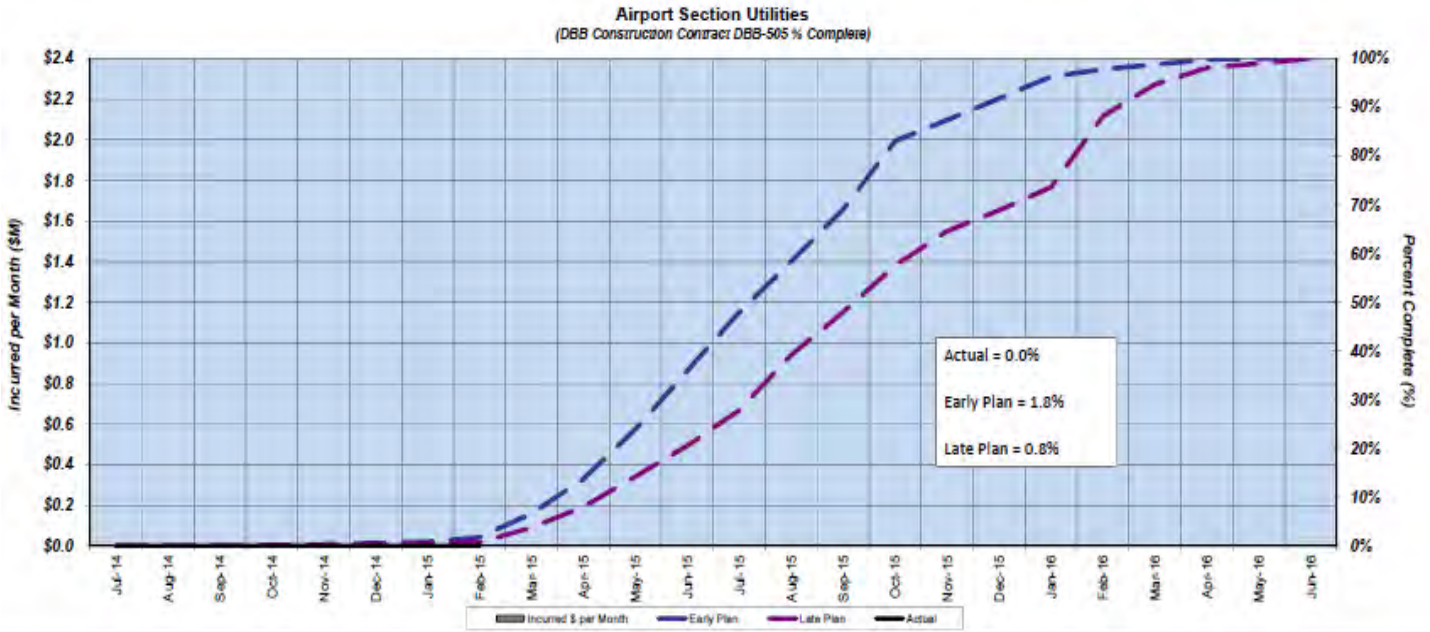
COST INFORMATION:

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

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

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

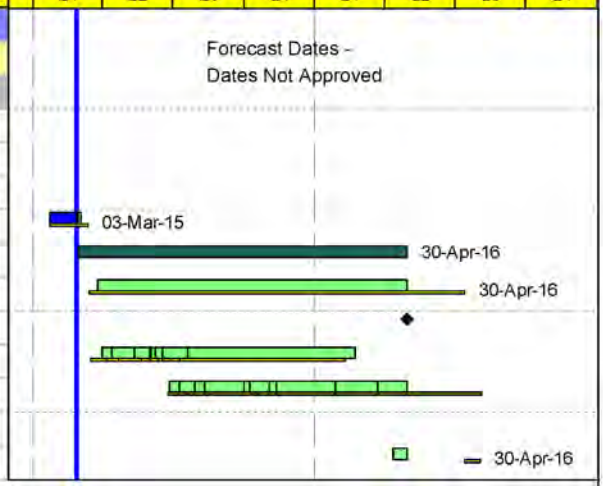
February Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



SCHEDULE:

February 2015 Update — Data Date: 27-Feb-15, Printed On: 24-Mar-15 18:41

Activity Name	Start	Finish
Total	30-Jun-14 A	30-Apr-16
East Guideways & Structures	30-Jun-14 A	30-Apr-16
Airport - Section 3	30-Jun-14 A	30-Apr-16
Airport Utility Relocation	30-Jun-14 A	30-Apr-16
Construction - Airport Utilities Relocation	30-Jun-14 A	30-Apr-16
Airport Utilities Relocation - Execute Contract	30-Jun-14 A	30-Jun-14 A
Permits for Airport Utilities Construction (Permits)	22-Jan-15 A	03-Mar-15
SUMM: DBB-505 - Airport Utilities - Construction	27-Feb-15	30-Apr-16
Airport Utilities Construction	26-Mar-15	30-Apr-16
Airport Utility Relocation - Substantially Complete		30-Apr-16
HART Utilities	31-Mar-15	22-Feb-16
HECO Utilities	26-Jun-15	29-Apr-16
Utility Relocation Inspection	11-Apr-16	30-Apr-16
Inspect and Accept Airport Section Utilities Relocations	11-Apr-16	30-Apr-16



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.

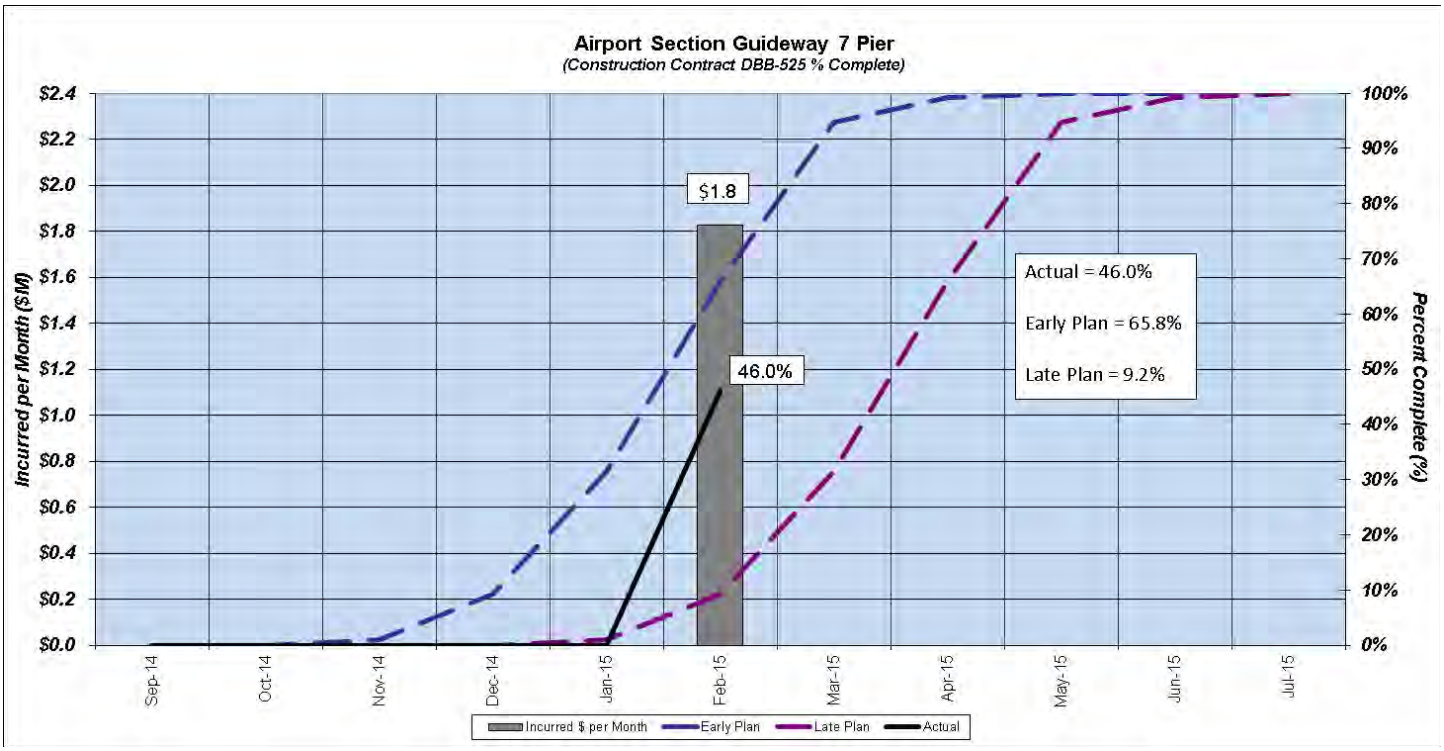
COST INFORMATION:

Original Contract:	$3,973,000	Incurred-to-Date:	$1,826,010
Current Contract Value[1]:	$3,973,000	Incurred in Feb.:	$1,826,010

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

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

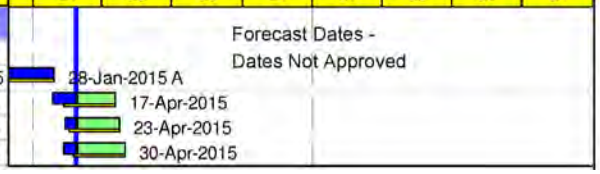
February Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$0**



SCHEDULE:

February 2015 Update — Data Date: 27-Feb-2015, Printed On: 13-Mar-2015 18:30

Activity Name	Start	Finish
Total	18-Sep-2014 A	30-Apr-2015
NTP	18-Sep-2014 A	
Mobilization	19-Sep-2014 A	28-Jan-2015
Drilled Shafts	26-Jan-2015 A	17-Apr-2015
Pour Foundation Piers	11-Feb-2015 A	23-Apr-2015
Transition Zone Rebar Cages	09-Feb-2015 A	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.

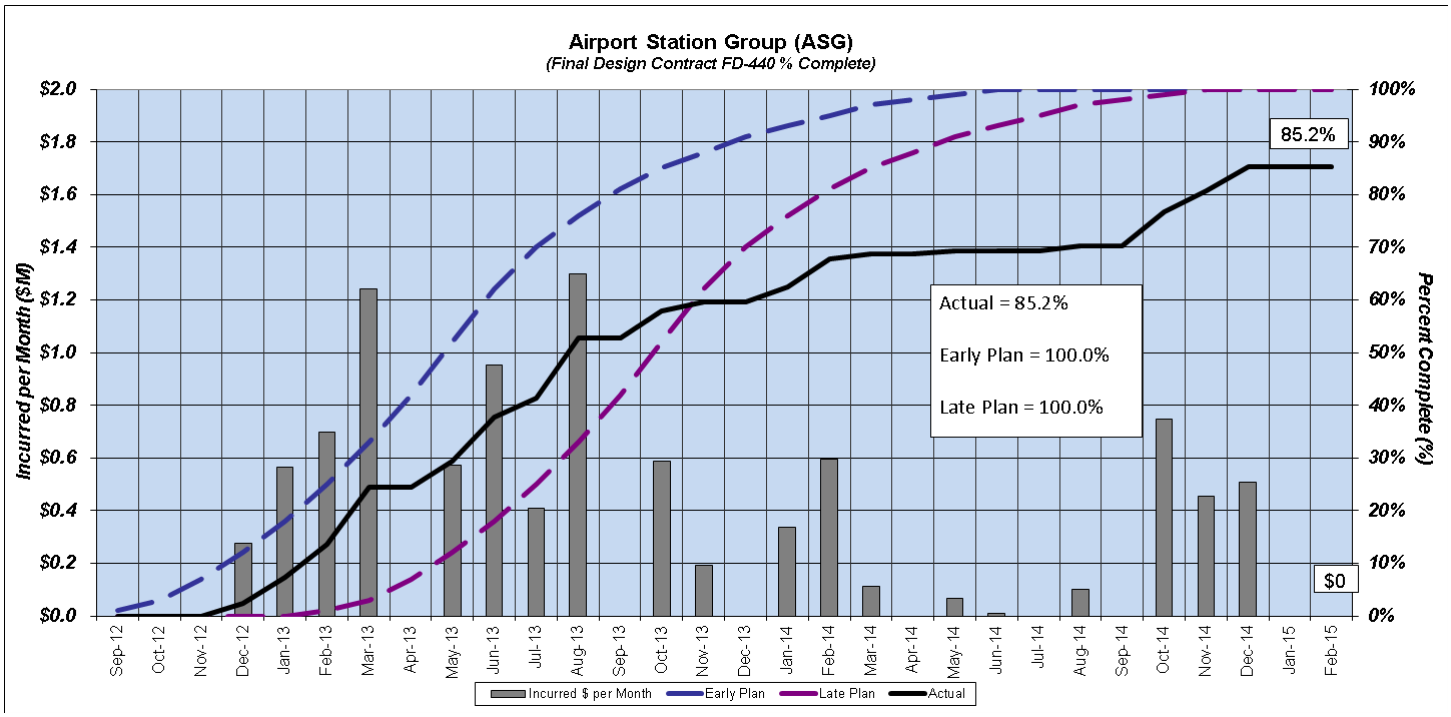
COST INFORMATION:

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

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

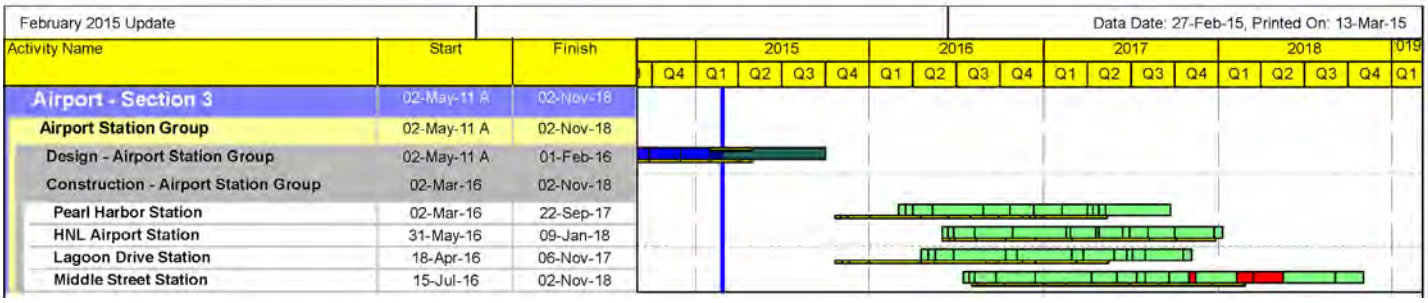
DBE Participation	
Actual DBE Participation:	$234,761
DBE % Attained:	2.31%

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.

SCHEDULE:



CRITICAL PATH ISSUES:

- HART is aggressively pursuing access to remaining properties.
- HART is working with AECOM to prepare the DB bid package.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88%.
- Developing DB package requirements and combining stations and guideway documents.

Look Ahead:

- Prepare bid package for pre-advertisement review.

KEY ISSUES:

- Coordinating with the Core Systems team to determine requirements for Faraday shield for mitigating Electromagnetic Interference (EMI) due to the proximity of the AM radio tower near the Middle Street Station.
- Acquiring parcel for the Pearl Harbor Station site by closely coordinating with U.S. Navy.

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.

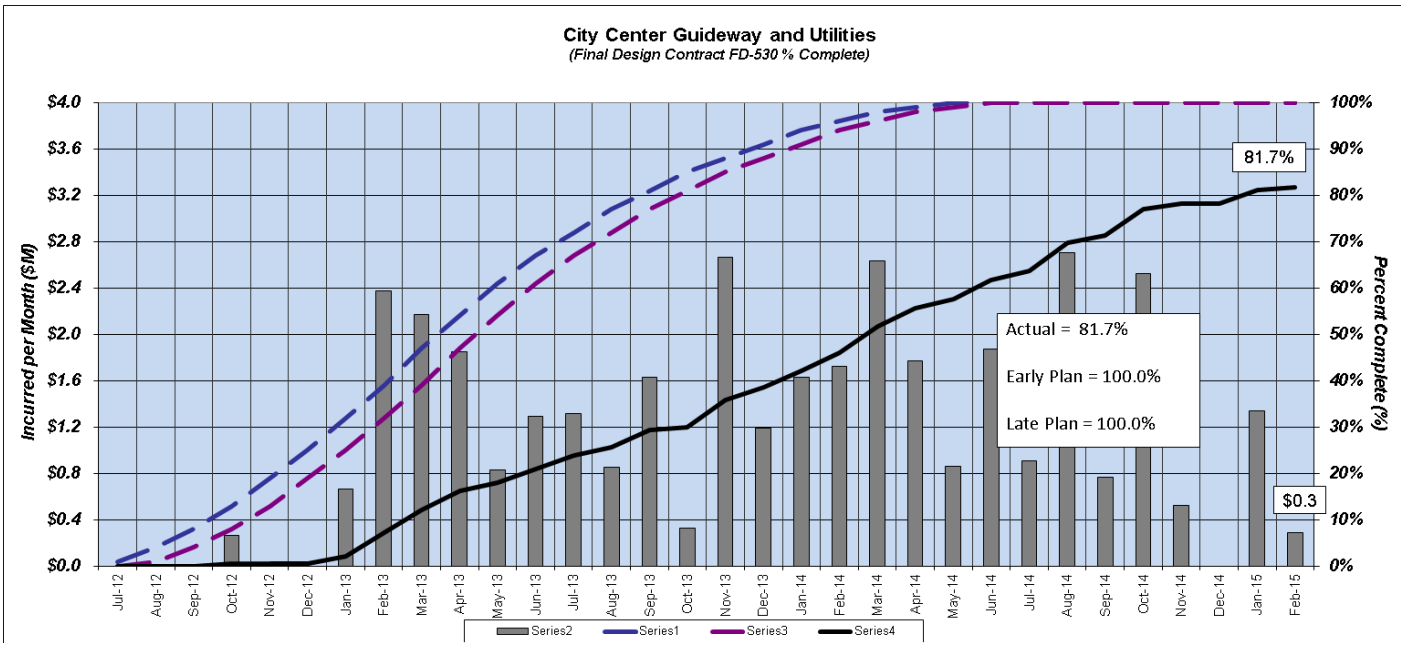
COST INFORMATION:

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

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

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

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

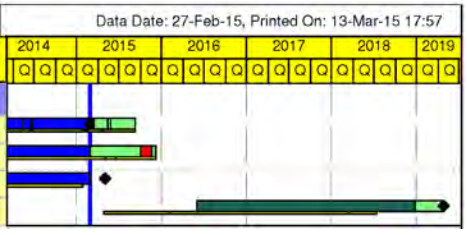


Due to the change in procurement strategy from DBB to DB, the design of the City Center Section guideway will not be advanced to completion by AECOM. Preparation of the DB solicitation documents is proceeding per schedule. Utility designs in the City Center Section are being advanced and considered for 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
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.

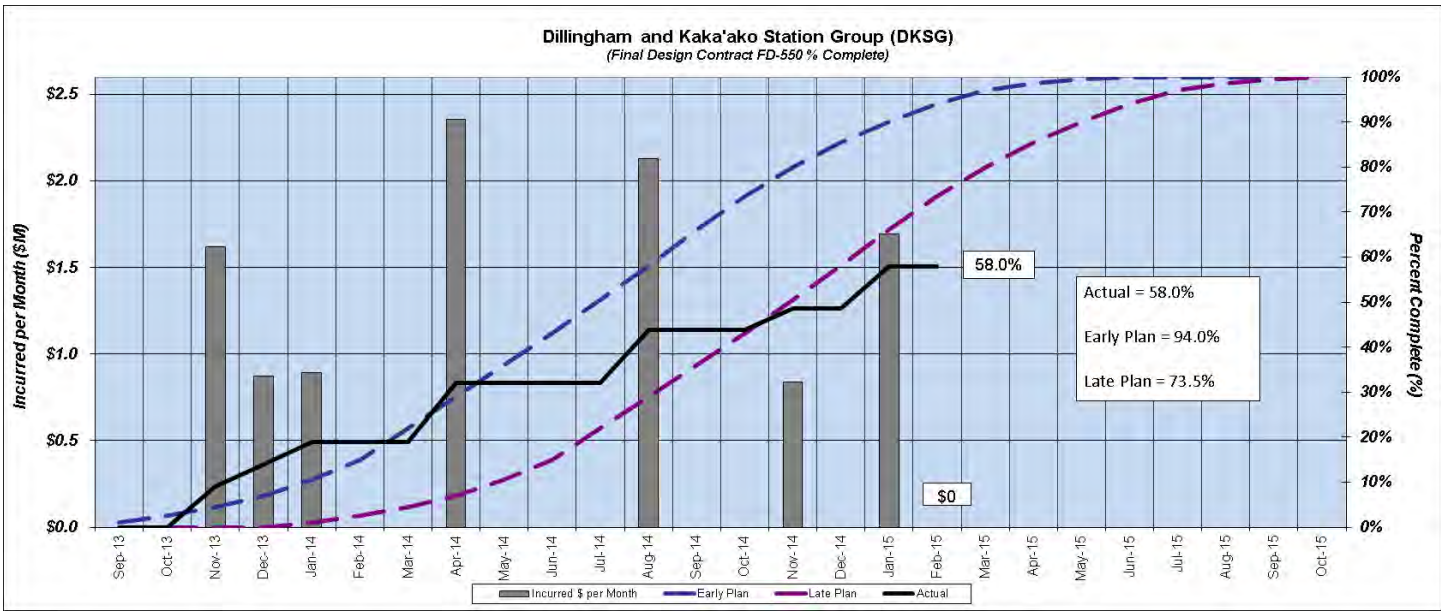
COST INFORMATION:

Original Contract: $18,321,918	Incurred-to-Date: $10,396,963
Current Contract Value[1]: $18,974,447	Incurred in Feb.: $0

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

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

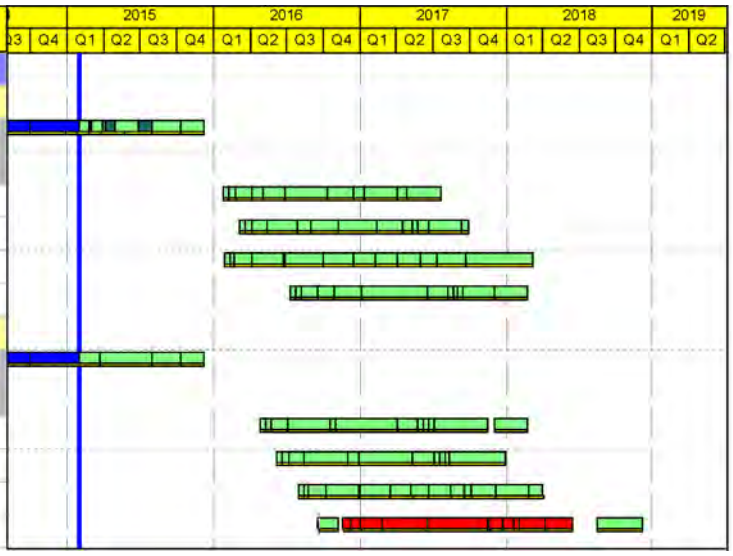
February Change Orders		
Change No.	Description	Amount ($)
None	---	---
	Cumulative to Date	**$713,148**



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:

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



CRITICAL PATH ISSUES:

- HART is 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.

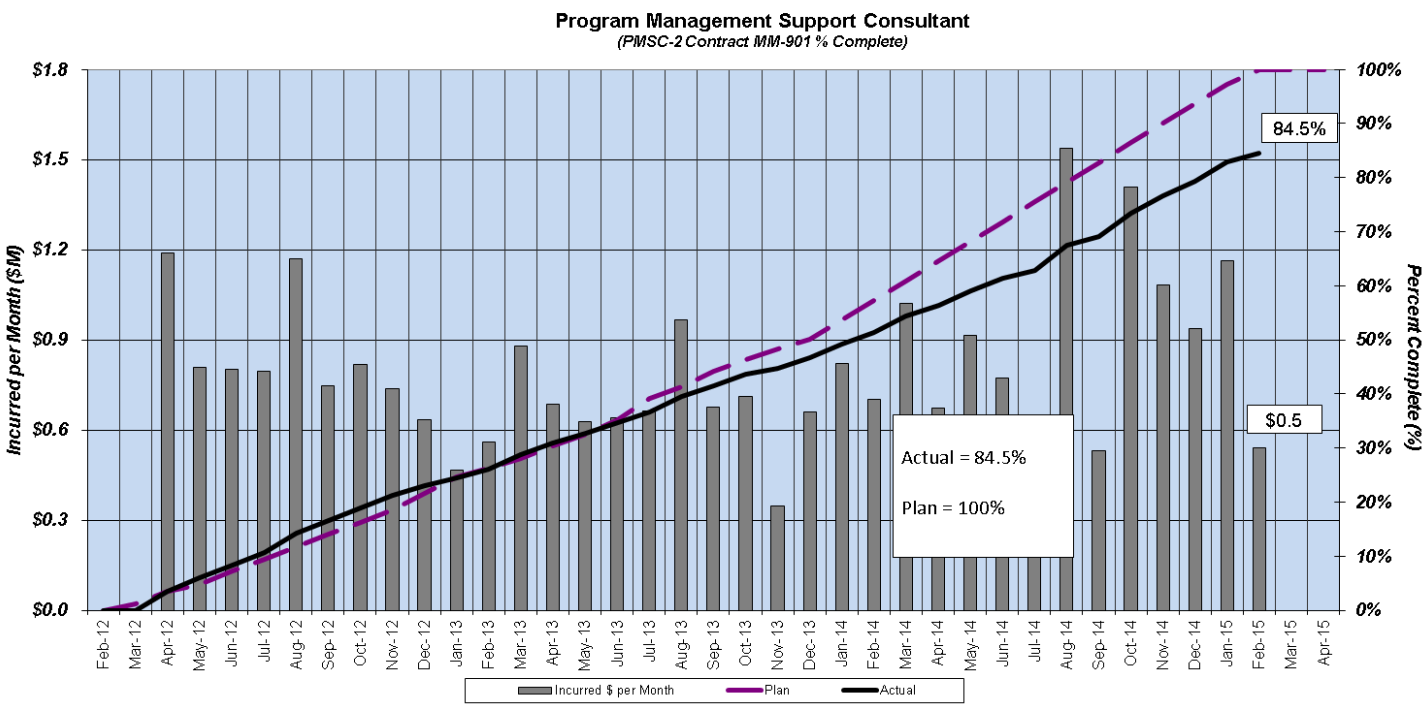
COST INFORMATION:

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

[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	---	$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.

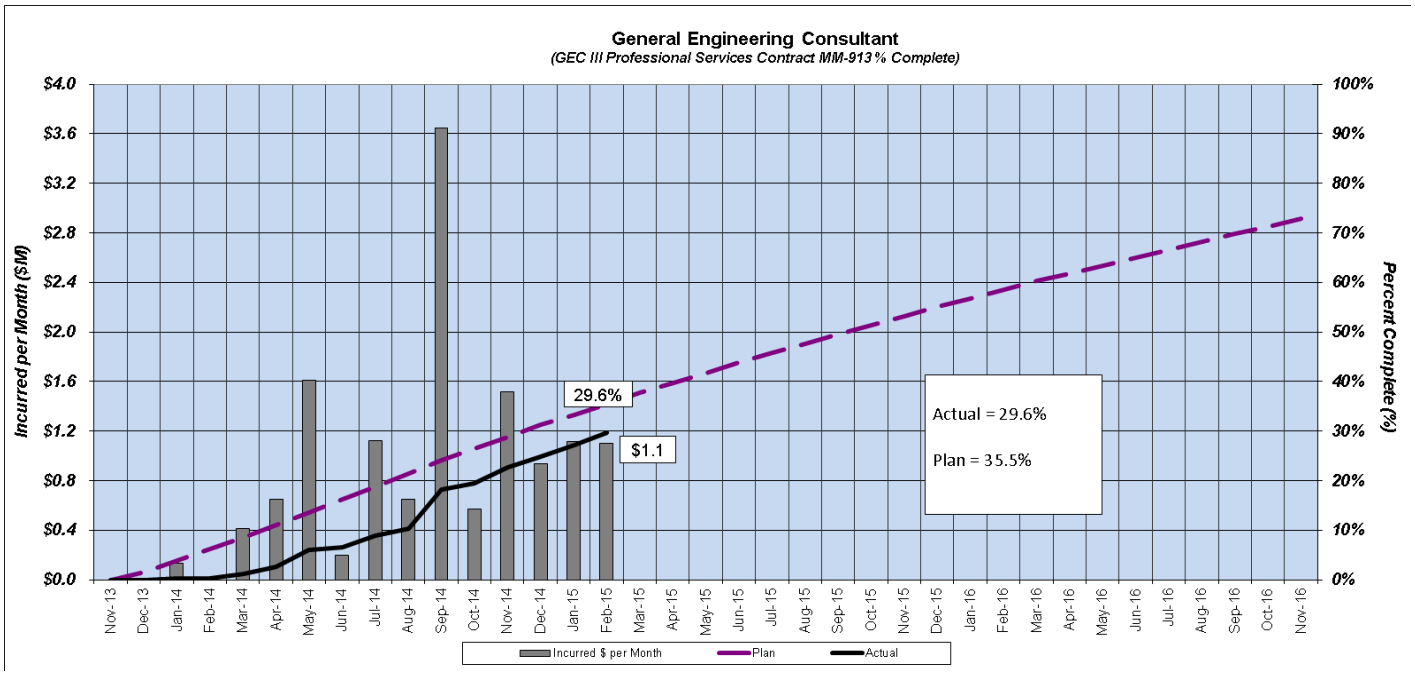
COST INFORMATION:

Original Contract: $46,143,277	Incurred-to-Date: $13,656,223
Current Contract Value[1]: $46,143,277	Incurred in Feb.: $1,101,057

[1] *Current 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 (HRTP) for the Honolulu Authority for Rapid Transportation (HART).

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

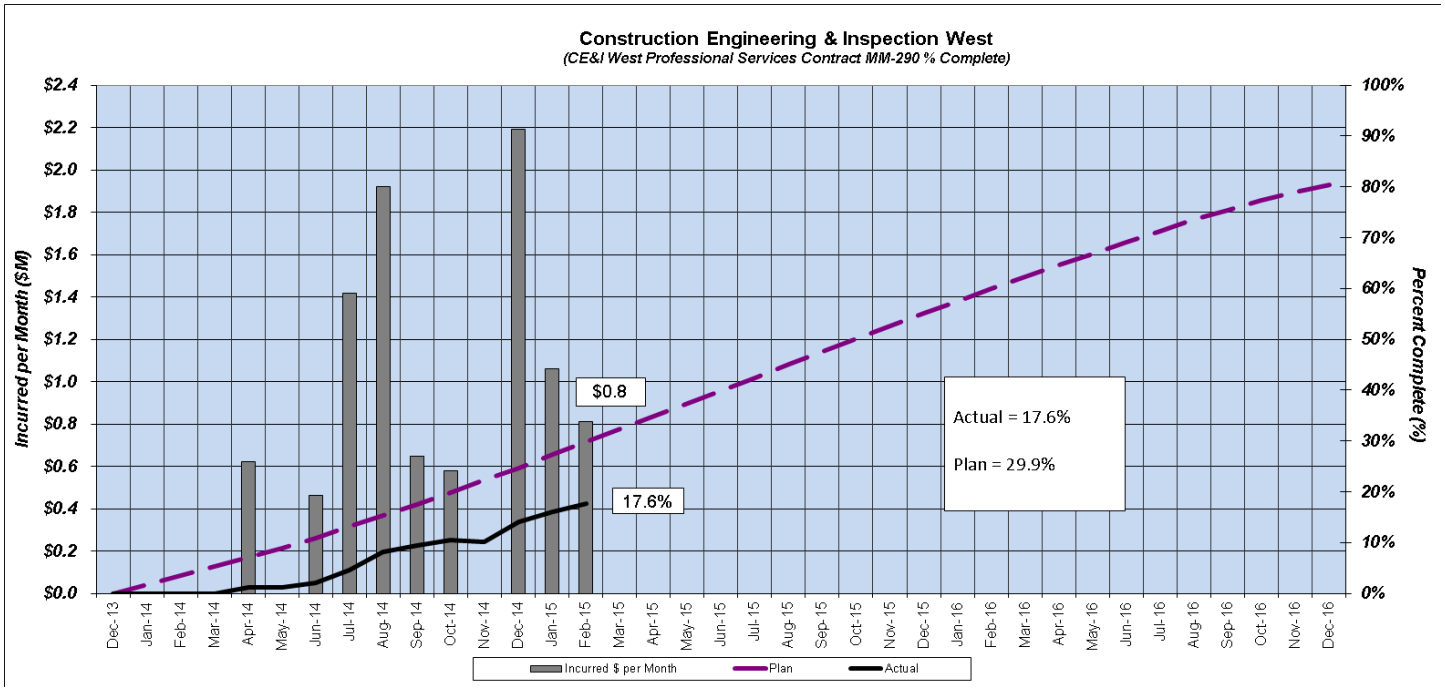
COST INFORMATION:

Original Contract:	$54,232,480	Incurred-to-Date:	$9,544,338
Current Contract Value[1]:	$54,232,480	Incurred in Feb.:	$812,328

[1]*Current 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 (HRTP) for the Honolulu Authority for Rapid Transportation (HART). The HRTP will construct a 20-mile passenger rail system connecting East Kapolei in west O'ahu to Ala Moana Center in Honolulu's dense urban core.

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

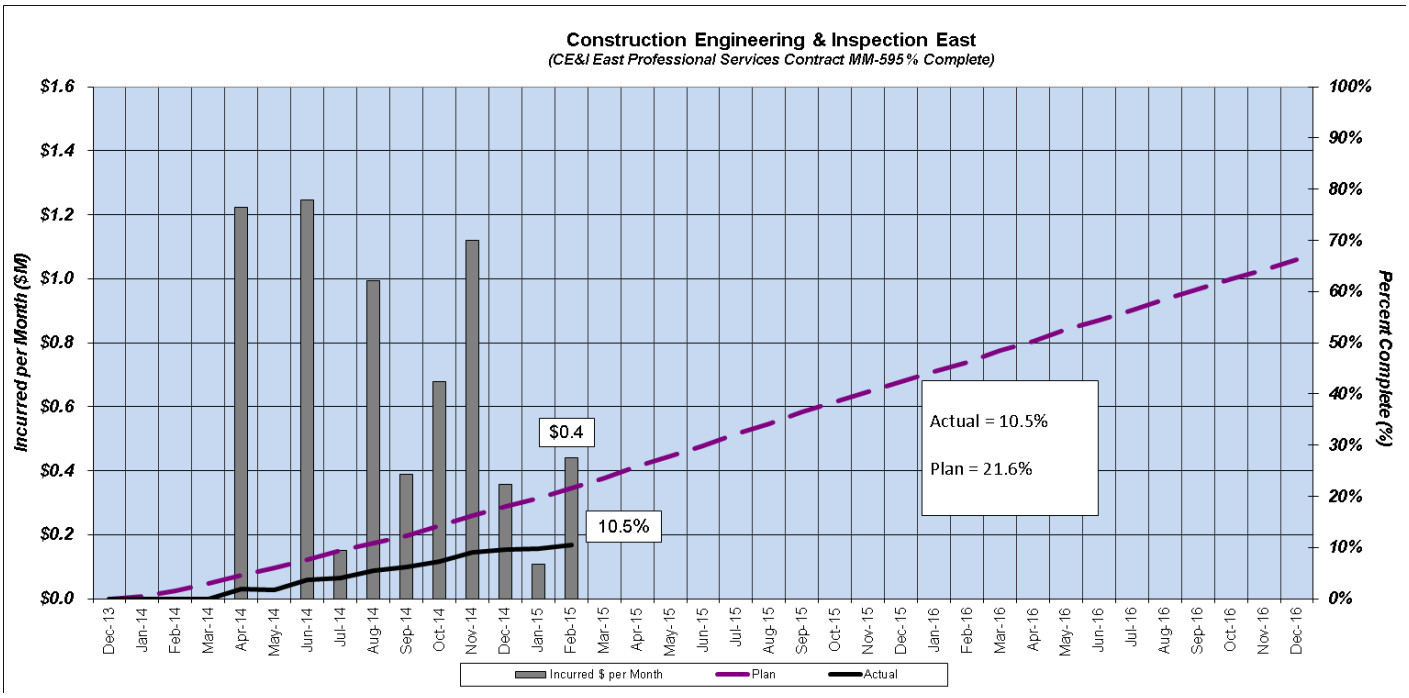
COST INFORMATION:

Original Contract: $63,083,417	Incurred-to-Date: $6,607,853
Current Contract Value[1]: $63,083,417	Incurred in Feb.: $441,867

[1] *Current 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.

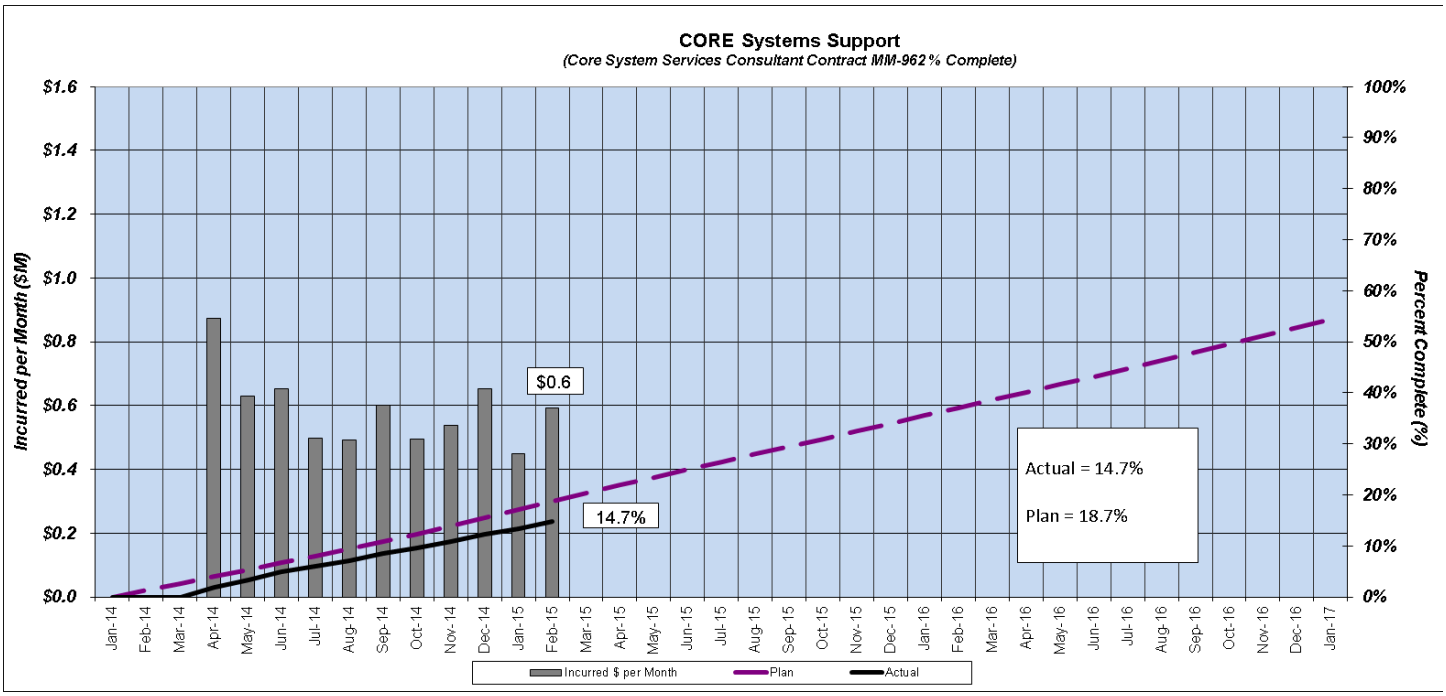
COST INFORMATION:

Original Contract: $43,988,989	Incurred-to-Date: $6,474,762
Current Contract Value[1]: $43,988,989	Incurred in Feb.: $591,288

[1]*Current 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.

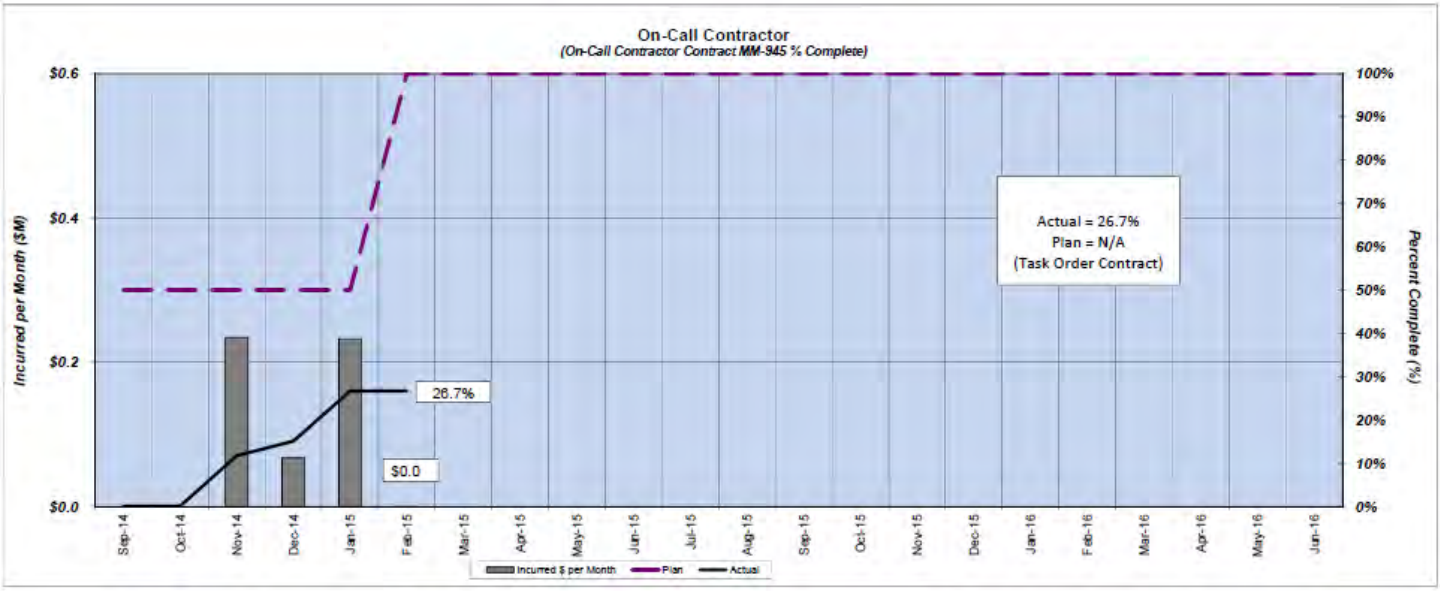
COST INFORMATION:

Original Contract: $1,000,000	Incurred-to-Date: $533,257
Current Contract Value[1]: $2,000,000	Incurred in Feb.: ($584)

[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 Hawaiʻi 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 Hawaiʻi 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 Nuʻuanu stream.

5.2 Hawaiʻi 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	5/18/12		Reviewing comments to draft from AT&T (will include KHG & City Center)	Agreement Executed		
	NTP	5/12/11	12/21/11						
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
UFRCRA = 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*

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

WEST O'AHU/FARRINGTON

- Issues:
  - 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	
OCCC/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 SSCRC 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:

HART

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	

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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 US Schindler - NJ	15-015	9/8 - 9/10		
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 KHSG 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.	3	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

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

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

- **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.

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

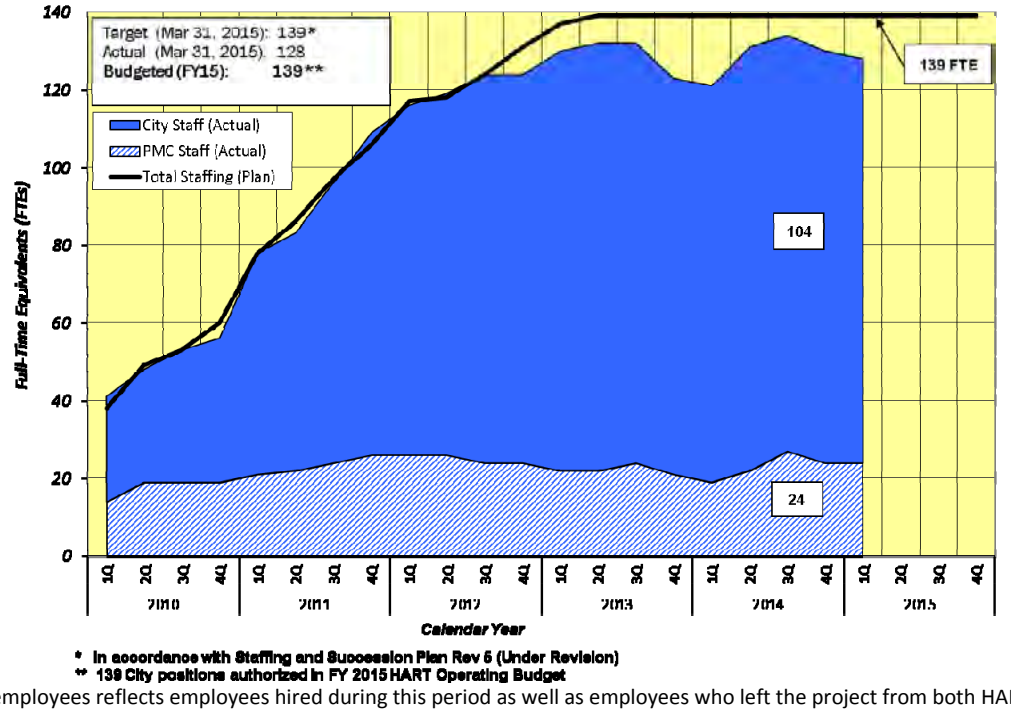
Figure 24. Staffing Activities

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)



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

Current Contingency Balance = $515.6M

Current Known Changes Contingency = $0M

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

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

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

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

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

Changes Identified and Project Performance

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

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

Known Changes Contingency

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

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
July '12 (Bottoms-Up Estimate)			**Beg. Balance:**	**$643.6**	
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer at Bottoms-Up-Estimate from Project Scope to Contingency (contract allowance)	$58,443	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	$2,054,106	90.02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	($36,623)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer for Contract Award above the KHG DB contract budget	($220,883)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	$3,995,230	90.02 - Allocated Contingency
			July '12 Contingency Drawdown	**$5,851,273**	
			July '12 - Ending Contingency Balance	**$649.4**	
August '12			**Beg. Balance:**	**$649.4**	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSG FD contract budget	$1,808,200	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCGU FD contract budget	$5,917,945	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 17 - Procure and Install Portable Buildings	($2,670,000)	90.02 - Allocated Contingency
			August '12 Contingency Drawdown	**$5,056,145**	
			August '12 - Ending Contingency Balance	**$654.5**	
September '12			**Beg. Balance:**	**$654.5**	
	N/A	N/A	No Contingency Drawdown	$0	
			September '12 Contingency Drawdown	**$0**	
			September '12 - Ending Contingency Balance	**$654.5**	
October '12			**Beg. Balance:**	**$654.5**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	($56,689)	90.02 - Allocated Contingency
			October '12 Contingency Drawdown	**($56,689)**	
			October '12 - Ending Contingency Balance	**$654.4**	
November '12			**Beg. Balance:**	**$654.4**	
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	$227,784	90.03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	$202,469	90.03 - Contract Allowance
3)	MM-905	General Engineering Consultant	Budget Transfer to align contract budget with Committed value	($120,630)	90.02 - Allocated Contingency
			November '12 Contingency Drawdown	**$309,623**	
			November '12 - Ending Contingency Balance	**$654.7**	
December '12			**Beg. Balance:**	**$654.7**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 01 - Design & Engineering Cost Estimates	($275,000)	90.02 - Allocated Contingency
			December '12 Contingency Drawdown	**($275,000)**	
			December '12 - Ending Contingency Balance	**$654.4**	
January '13			**Beg. Balance:**	**$654.4**	
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 01 - Acacia Rd alternative analysis	($15,981)	90.02 - Allocated Contingency
			January '13 Contingency Drawdown	**($15,981)**	
			January '13 - Ending Contingency Balance	**$654.4**	
February '13			**Beg. Balance:**	**$654.4**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/ Additional BGGV at Ft. Weaver Rd	($1,670,178)	90.02 - Allocated Contingency
			February '13 Contingency Drawdown	**($1,670,178)**	
			February '13 - Ending Contingency Balance	**$652.8**	
March '13			**Beg. Balance:**	**$652.8**	
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	($3,885)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 06 - Ins. Covg Requirements/ Dbl Crossovers Insulated Joints	($464,876)	90.02 - Allocated Contingency
			March '13 Contingency Drawdown	**($468,761)**	
			March '13 - Ending Balance	**$652.3**	
April '13			**Beg. Balance:**	**$652.3**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	($81,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	$1,670,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 06	$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	$600	90.02 - Allocated Contingency
			April '13 Contingency Drawdown	**$2,023,765**	
			April '13 - Ending Contingency Balance	**$654.3**	
May '13			**Beg. Balance:**	**$654.3**	
	N/A	N/A	No Contingency Drawdown	$0	
			May '13 Contingency Drawdown	**$0**	
			May '13 - Ending Contingency Balance	**$654.3**	
June '13			**Beg. Balance:**	**$654.3**	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	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			**Beg. Balance:**	**$654.3**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	($464,114)	90.02 - Allocated Contingency
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 Facilty Yard Switch Machines	($553,000)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 09 - Yard Layout Revisions	($514,426)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 10 - Train Configuration	($27,700)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 11 - Preliminary Design & Supplemental Project Mgt	($694,866)	90.02 - Allocated Contingency
			July '13 Contingency Drawdown	**($5,254,106)**	
			July '13 - Ending Contingency Balance	**$649.1**	
August '13			**Beg. Balance:**	**$649.1**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Provisional Part 2	($5,800,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 32 - Kaloi Channel Station Mod Concept	($72,381)	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension	($1,195,094)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Ho'opili Station Relocation Design	($490,615)	90.02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 06 - Archeological Inventory Survey (AIS) Provisional Part 2	($1,500,000)	90.02 - Allocated Contingency
6)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 02 - Canopy Redesign	($504,386)	90.03 - Contract Allowance
7)	MI-930	Elevator & Escalator Install/Maint	Budget Transfer for Contract Awarded under E&E I/M contract budget	$3,738,472	90.02 - Allocated Contingency
			August '13 Contingency Drawdown	**($6,824,004)**	
			August '13 - Ending Contingency Balance	**$643.2**	
September '13			**Beg. Balance:**	**$643.2**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 33 - Provisional Sum HDOT Joint Use and Occupancy	($4,900,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict	($120,812)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalation	($823,500)	90.02 - Allocated Contingency
4)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 10 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract	($270,985)	90.02 - Allocated Contingency
			September '13 Contingency Drawdown	**($6,115,297)**	
			September '13 - Ending Contingency Balance	**$637.1**	
October '13			**Beg. Balance:**	**$637.1**	
1)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 13 - Ins. Covg Requirements/ Roof Access Modification	($282,155)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements	$266,500	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 37 - Ala Ike Street Mod/ W36 at DR Horton & Farrington HWY	$24,815	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Design Build O/M	Executed Change Order No. 05 - Platform Screen Gates Systems	($23,301,657)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-550	Dillingham and Kaka'ako Stations Group FD	Budget Transfer for Contract awarded under DKSG FD contract budget	$1,157,760	90.02 - Allocated Contingency
			October '13 Contingency Drawdown	**($22,134,737)**	
			October '13 - Ending Contingency Balance	**$615.0**	
November '13			**Beg. Balance:**	**$615.0**	
1)	DB-120	West Oahu/Farrington Highway Guideway DB	Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013	($1,600,000)	90.02 - Allocated Contingency
2)	DB-120	West Oahu/Farrington Highway Guideway DB	Budget Transfer for Change Order No. 038 for Ins. Covg. Requirements	$1,600,000	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2	($214,848)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification	($1,723,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 015 for Ins. Covg. Requirements	$223,000	90.02 - Allocated Contingency
6)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension	($532,800)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Station Group FD	Budget Transfer for Contract Award for FHSG FD II	($2,700,205)	90.01 - Unallocated Contingency
			November '13 Contingency Drawdown	**($4,947,851)**	
			November '13 - Ending Contingency Balance	**$610.0**	
December '13			**Beg. Balance:**	**$610.0**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Ulena St redesign scope impact	($248,958)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design relocation of HECO 46Kv and fiber optic lines	($23,928)	90.02 - Allocated Contingency
			December '13 Contingency Drawdown	**($272,886)**	
			December '13 - Ending Contingency Balance	**$609.8**	
January '14			**Beg. Balance:**	**$609.8**	
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension	($2,306,450)	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment No. 02 - Soil Resistance Test and Max Sag Calculation	($406,153)	90.02 - Allocated Contingency
3)	MM-290	Construction Engineering & Inspection West	Budget Transfer for Contract Award less than CE&I West contract budget	$181,068	90.02 - Allocated Contingency
4)	MM-595	Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget	$1,102,817	90.02 - Allocated Contingency
			January '14 Contingency Drawdown	**($1,428,718)**	
			January '14 - Ending Contingency Balance	**$608.3**	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	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 & Sag Geotech Investigation	($132,900)	90.02 - Allocated Contingency
2)	HRT-201	HART ODC	Budget Transfer for Contract Award – Archeological & Cultural Monitoring contract	($11,497)	90.02 - Allocated Contingency
3)	MM-910	GEC II	Budget Transfer for Contract Award – Archeological & Cultural Monitoring & Core Systems Support contracts	($4,424,173)	90.02 - Allocated Contingency
4)	MM-960	Archeological & Cultural Monitoring	Budget Transfer for Contract Award – Archeological & Cultural Monitoring contract	$36,781	90.02 - Allocated Contingency
5)	MM-962	Core Systems Support	Budget Transfer for Contract Award – Core Systems Support contract	$4,398,899	90.02 - Allocated Contingency
			February '14 Contingency Drawdown	**($132,900)**	
			February '14 - Ending Contingency Balance	**$608.2**	
		March '14	**Beg. Balance:**	**$608.2**	
	N/A	N/A	No Contingency Drawdown	$0	
			March '14 Contingency Drawdown	**$0**	
			March '14 - Ending Contingency Balance	**$608.2**	
		April '14	**Beg. Balance:**	**$608.2**	
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 04 - East Kapolei Staff Room Pre-Final Submittal	($60,243)	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment No. 08 - Notice-to-Proceed 4&5/Previsional Sum for Design Support during bid	($1,588,014)	90.03 - Contract Allowance
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 016 - Rail Lubricators	($192,000)	90.02 - Allocated Contingency
4)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 017 - Yard Layout Reconfiguration/Automated Train Operation Design	($2,125,000)	90.02 - Allocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 018 - Rail Material Storage Plan	($370,000)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 019 - Train Wash Facility Shortening	$0	90.02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 040 - Precast Yard Alternative Site	($12,400,539)	90.02 - Allocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 041 - Revised Track Alignment and Profile	($46,809)	90.02 - Allocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 042 - Sandwhich Isles Communications Utility Relocation @ North South Rd.	($738,043)	90.02 - Allocated Contingency
10)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 005 - Rebar Clear Spacing Design Criteria	$0	90.02 - Allocated Contingency
			April '14 Contingency Drawdown	**($17,490,752)**	
			April '14 - Ending Contingency Balance	**$590.7**	
		May '14	**Beg. Balance:**	**$590.7**	
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Executed Contract Amendment No. 05 - Final Design for relocated Hoopili Station	$220,123	90.02 - Allocated Contingency
2)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 008 - APEC work restrictions/abandoned utilities removal	($505,674)	90.02 - Allocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 009 - Emergency walkway/insurance covg. Requirements 2013	($939,000)	90.02 - Allocated Contingency
4)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 007 - Relocate TPSS to system site #3	$867,054	90.02 - Allocated Contingency
5)	MM-915	HDOT MOT Consultant	Budget Transfer for Executed Contract Amendment No.002 - Increase T&M contract value	$297,391	90.02 - Allocated Contingency
6)	MM-975	MSF LEED Consultant	Budget Transfer for Executed Contract Amendment No. 001 - LEED measurement and verification plan	($9,810)	90.02 - Allocated Contingency
7)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 020 - CSC consolidated changes construction	($22,500,000)	90.01 - Unallocated Contingency
8)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 025 - OSB reconfiguration	$170,000	90.02 - Allocated Contingency
			May '14 Contingency Drawdown	**($22,310,016)**	
			May '14 - Ending Contingency Balance	**$568.4**	
		June '14	**Beg. Balance**	**$568.4**	
1)	DB-200	Maintenance & Storage Facility DB	Board Approved RFCC 00010 - Amendment 1 Non-Rail Escalation	($5,000,000)	90.02 - Allocated Contingency
			June '14 Contingency Drawdown	**($5,000,000)**	
			June '14 - Ending Contingency Balance	**$563.4**	
		July '14	**Beg. Balance**	**$563.4**	
1)	DBOM-920	Core Systems Contract Design Build O/M	Executed Change Order No. 006 - Platform Screen Gates Mobilization	($998,794)	90.02 - Allocated Contingency
2)	ROW	Real Estate/Right-of-Way	Budget Transfer for Contract Award above the Real Estate Map & Survey budget	($1,944,812)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,007,860	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to Project Contingency from remaining "known" Changes balance	$1,556,107	90.02 - Allocated Contingency
			July '14 Contingency Drawdown	**$321,161**	
			July '14 - Ending Contingency Balance	**$563.7**	
		August '14	**Beg. Balance**	**$563.7**	
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 010 - Delay in issuance of Notice-to-Proceed 2 & 3	($1,928,000)	90.02 - Allocated Contingency
2)	FD-140	West Oahu Stations Group FD	Executed Amendment No. 006 - Passenger screen gates	($90,233)	90.02 - Allocated Contingency
3)	DBB-505	Airport Section Utility Construction DBB	Budget Transfer for Contract Award above Airport Section Utility Construction original budget	($2,755,321)	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	($130,435)	90.02 - Allocated Contingency
			August '14 Contingency Drawdown	**($4,323,166)**	
			August '14 - Ending Contingency Balance	**$559.4**	
		September '14	**Beg. Balance**	**$559.4**	
1)	MM-950	CCIP Consultant Contract	Budget Transfer to unallocated contingency as estimate at completion is less than current budget	$750,000	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 027 - Traditional Cultural Properties (TCP) Suspension	($479,593)	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 026 - Insurance Coverage Requirements 2014	($1,112,000)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 011 - Revised Vehicle Criteria/Construction Safety Security Plan	($231,500)	90.02 - Allocated Contingency
5)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 012 - Insurance Coverage Requirements 9/1/13 - 6/30/14	($1,400,000)	90.02 - Allocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 045 - Standard Specification Revision 2.0	($2,850,000)	90.02 - Allocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 046 - Insurance Coverage Requirements 2014	($3,400,000)	90.02 - Allocated Contingency
8)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 004 - Aesthetic Station Column	($271,850)	90.02 - Allocated Contingency

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)	FD-530	City Center Guideway Utilities FD	Executed Contract Amendment 005 - City Center Section Rescue Cart Scope Impact	($72,000)	90.02 - Allocated Contingency
10)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 001 - Special Provisions Update/Shear Wave Analysis	($27,932)	90.03 - Contract Allowance
11)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 003 - Historic Architect/Replace Highway Sign	($71,911)	90.03 - Contract Allowance
12)	FD-340	Kamehameha Highway Stations Group FD	Executed Contract Amendment 006 - Added Bus Shelters at Aloha Stadium Station	($28,992)	90.03 - Contract Allowance
13)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 010 - Aesthetic Station Column and Pearl Harbor Station Redesign	($238,750)	90.02 - Allocated Contingency
14)	FD-430	Airport Section Guideway Utility FD	Executed Contract Amendment 011 - Airport Section Rescue Cart Scope Impact	($45,000)	90.02 - Allocated Contingency
15)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment 007 - Traffic Signal Conflict UHWO/Ho'opili Access Road	($92,722)	90.03 - Contract Allowance
			September '14 Contingency Drawdown	**($9,336,151)**	
			September '14 - Ending Contingency Balance	**$550.1**	
October '14			**Beg. Balance**	**$550.1**	
1)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 009 - WOFH Guideway Alignment for CSC	($146,000)	90.02 - Allocated Contingency
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 026 - Escalation due to Schedule Impacts	($16,500,000)	90.01 - Unallocated Contingency
3)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 013 - Station Load & Configuration Mods	($1,350,000)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 047 - Station Load & Configuration Mods	($4,400,000)	90.02 - Allocated Contingency/ 90.01 - Unallocated Contingency
5)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 002 - Extension of PM Services	($790,000)	90.02 - Allocated Contingency
6)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 003 - Add Pedestrian Bridges to HIA Stations	($434,840)	90.02 - Allocated Contingency
7)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 001 - Extension of PM Services	($297,500)	90.03 - Contract Allowance
8)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 002 - Incorporation of Comments	($758,750)	90.01 - Unallocated Contingency
9)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 003 - Value Engineering	($472,705)	90.01 - Unallocated Contingency
10)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 004 - EOR/AOR	($748,539)	90.01 - Unallocated Contingency
11)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 010 - Temporary Parking Lot Near UHWO/UHWO & Hoopili Sewage Holding Tank	($102,298)	90.03 - Contract Allowance
12)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 011 - Extension of PM Services	($297,500)	90.02 - Allocated Contingency
			October '14 Contingency Drawdown	**($18,307,138)**	
			October '14 - Ending Contingency Balance	**$531.8**	
November '14			**Beg. Balance**	**$531.8**	
1)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 012 - Delete Ticket Vending Machines	$10,350,000	90.02 - Allocated Contingency
2)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendement No. 002 - General Excise Tax credit	$385,586	90.02 - Allocated Contingency
			November '14 Contingency Drawdown	**$10,735,586**	
			November '14 - Ending Contingency Balance	**$542.49**	
December '14			**Beg. Balance**	**$542.5**	
1)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 016 - HRT Train Mock-up Shipment/Delivery	($93,715)	90.02 - Allocated Contingency
3)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 013 - HECO Connection Charges	($150,000)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 014 - Escalation due to Schedule Impacts	($3,500,000)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 048 - Escalation due to Schedule Impacts	($15,000,000)	90.01 - Unallocated Contingency
			December '14 Contingency Drawdown	**($18,713,715)**	
			December '14 - Ending Contingency Balance	**$523.78**	
January '15			**Beg. Balance**	**$523.8**	
1)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 011- Eliminate Station Manager Booths	$310,000	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 050 - Escalation due to Schedule Impacts Subcontractor Ameron Aggregate	($454,413)	90.01 - Unallocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 051 - Escalation due to Schedule Impacts Subcontractor Anti-Graffiti Paint	($21,476)	90.01 - Unallocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 052 - Escalation due to Schedule Impacts Subcontractor HPD Spec Duty Officer	($156,123)	90.01 - Unallocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 053 - Escalation due to Schedule Impacts Subcontractor MESA Blocks	($71,563)	90.01 - Unallocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 054 - Escalation due to Schedule Impacts Subcontractor Road Builder	($716,855)	90.01 - Unallocated Contingency
7)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 055 - Escalation due to Schedule Impacts Subcontractor Post Tension Strand Accessories	($757,177)	90.01 - Unallocated Contingency
8)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 056 - Escalation due to Schedule Impacts Subcontractor Ameron Rolled Drilled Shaft Casings	($102,875)	90.01 - Unallocated Contingency
9)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 057 - Escalation due to Schedule Impacts Subcontractor PAC Electric	($777,993)	90.01 - Unallocated Contingency
10)	DBOM-820	Core Systems Contract Design Build O/M	Executed Change Order No. 014 - Eliminate Secondary Emergency Access at MSF	$50,000	90.02 - Allocated Contingency
11)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 012 - Contaminated Soil, 7 Piers, Wayside Lubricators	($58,700)	90.02 - Allocated Contingency
12)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendment No. 003 - Scope for Downtown Sta/Civic Center Sta/Kapalama Sta & Bike Ramps	($490,017)	90.02 - Allocated Contingency
13)	FD-550	Dillingham Kaka'ako Stations Group FD	Executed Contract Amendment No. 004 - Ala Moana Transit Ctr-Chinatown Sta Geotech Expedited Station Loads	($618,717)	90.02 - Allocated Contingency
14)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 005 - Addition of Bike Ramps to FHSG Stations	($17,744)	90.02 - Allocated Contingency
15)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 006 - Addition of 30' Guideway Section West Loch and Waipahu Stations	($57,000)	90.02 - Allocated Contingency
16)	FD-240	Farrington Highway Stations Group-2 FD	Executed Contract Amendment No. 007 - MODS to West Loch and Waipahu Girder Design	($38,000)	90.02 - Allocated Contingency
			January '15 Contingency Drawdown	**($3,988,243)**	
			January '15 - Ending Contingency Balance	**$519.79**	
February '15			**Beg. Balance**	**$519.8**	
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 058 - Kalo'i Drainage Channel Geotechnical	($937,501)	90.02 - Allocated Contingency
2)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 059 - Revision of Waipahu Guideway, LCC Station & Pedestrian Vibration Criteria	($301,352)	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 060 - Waiawa Scour Design Actuals	($298,494)	90.02 - Allocated Contingency
4)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 061 - Kalo'i Scour Design Actuals	($636,571)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 062 - West Loch and UHWO Station Revisions of Guideway	($54,212)	90.02 - Allocated Contingency
6)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 063 - Procurement & Delivery LCC Modular Bldg	($1,919,021)	90.01 - Unallocated Contingency
			February '15 Contingency Drawdown	**($4,196,851)**	
			February '15 - Ending Contingency Balance	**$515.59**	

HART Project Contingency Drawdown with Details

Data as of 02/27/15

#	Project No.	Project Desc.	Subject Transfer/Change Description	Contingency Drawdown (+/-)	Contingency Code
***January '15 - Board Approved Changes Only - Pending execution**					
1)	DBOM-920	Core Systems Contract Design Build O/M	Test and Storage Track Changes at MSF	($2,510,000)	90.02 - 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)

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No	Title		A	B	C=A+B	D	E	F
			COMMITTED			AFE	INCURRED	PERCENT
			Original	Changes	Current *	AFE**	Incurred To Date	%
ART	Project Wide ART	T&M	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH		15,348,443	0	15,348,443	0	14,925,228	97%
CCH-101	HART/City Dept of BFS		105,092	0	105,092	0	0	0%
CCH-102	HART/City DDC Land Division		256,201	0	256,201	0	173,182	68%
CCH-107	HART/City Corporation Counsel (COR)		1,692,366	0	1,692,366	0	149,466	9%
CCH-108	Board of Water Supply (BWS)		928,325	0	928,325	0	928,325	100%
DB-120	West Oahu/Farrington Hwy Guideway	SOM	482,924,000	140,673,298	623,597,298	623,597,298	368,170,427	59%
DB-200	Maintenance & Storage Facility DB	SOM	195,258,000	79,100,008	274,358,008	207,388,742	172,670,294	63%
DB-320	Kamehameha Hwy Guideway DB	SOM	372,150,000	16,365,363	388,515,363	388,515,363	136,517,119	35%
DBB-185	SPCD - West Side SG Construction	SOV	0	0	0	0	0	0%
DBB-275	SPCD-Pearl Highlands Pkg. Str Cnstr.	SOV	0	0	0	0	0	0%
DBB-450	SPCD-Airport Section Utility Reloc.		0	0	0	0	0	0%
DBB460	SPCD-Airport Guideway/Util Cnstr.		0	0	0	0	0	0%
DBB-470	SPCD-Airport Station Group Cnstr.	SOV	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Cnstr.	SOV	28,413,974	0	28,413,974	27,383,022	0	0%
DBB-510	City Center Section Utilities Cnstr.	SOV	0	0	0	0	0	0%
DBB-520	SPCD-Airport-City Center Gdway Cntr.	SOV	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier Cnst	SOV	3,973,000	0	3,973,000	3,973,000	1,826,010	46%
DBB-550	SPCD-City Segment Util Relocations		0	0	0	0	0	0%
DBB-560	SPCD-City Center Guideway Cnstr.		0	0	0	0	0	0%
DBB-570	SPCD-Dillingham Stat Group Cnstr.		0	0	0	0	0	0%
DBB-572	SPCD-City Center Station Constr.		0	0	0	0	0	0%
DBB-580	SPCD-Dillingham/Kaka'ako S G Cntr.	SOV	0	0	0	0	0	0%
DBB-600	Park-and-Ride Lots Construction	SOV	0	0	0	0	0	0%
DBOM-920	Core Systems Design Build O/M	SOM	573,782,793	21,357,205	595,139,998	579,224,986	112,735,639	19%
FD-140	West Oahu Station Group Final Design	SOM	7,789,000	2,131,305	9,920,305	8,888,505	7,958,160	80%
FD-240	Farrington Highway Stations Group 2	SOM	9,300,696	4,897,349	14,198,045	12,930,376	12,332,344	87%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	SOM	0	0	0	0	0	0%
FD-340	Kamehameha Hwy Station Group FD	SOM	8,702,592	0	8,702,592	8,004,496	7,866,141	90%
FD-430	Airport Sect. Guideway/Utilities FD	SOM	38,840,960	3,769,872	42,610,832	42,610,832	39,557,575	93%
FD-440	Airport Station Group FD	SOM	10,177,365	1,224,840	11,402,205	10,352,862	9,718,742	85%
FD-530	City Center Guideway/Utilities FD	SOM	43,948,220	1,282,803	45,231,023	42,614,702	36,973,819	82%
FD-542	SPCD-City Center Stations (3), FD		0	0	0	0	0	0%

* Current Committed = Original Contract + CCO/Amendment

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

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HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No	Title		A COMMITTED Original	B COMMITTED Changes	C=A+B COMMITTED Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
FD-550	Dillingham and Kaka'ako SG FD	SOM	18,321,918	652,529	18,974,447	15,399,142	10,396,963	55%
FD-600	Park-and-Ride Lots Final Design	SOM	0	0	0	0	0	0%
HRT-200	HART Labor		35,951,942	0	35,951,942	0	35,603,747	99%
HRT-201	HART ODC		15,471,954	0	15,471,954	0	14,226,958	92%
MI-900	Project Wide Fare Collection DFI	MI	0	0	0	0	0	0%
MI-930	Elevators & Escalators Install/Maint	SOM	50,982,714	0	50,982,714	5,442,108	3,579,997	7%
MM-180	SPCD-West Oahu/Farrington Stat CEI		0	0	0	0	0	0%
MM-280	SPCD-WOFH/KHSG CE&I(REPACKAGED)	CPFF	0	0	0	0	0	0%
MM-290	Construction Engrg & Inspection West	CPFF	54,232,480	0	54,232,480	16,650,000	9,544,338	18%
MM-385	SPCD-Pearl Highlands Garage Rmps CEI	CPFF	0	0	0	0	0	0%
MM480	SPCD-Airport Guideway/Utilities CEI		0	0	0	0	0	0%
MM-500	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-525	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-580	SPCD-City Center Guideway/Util CEI		0	0	0	0	0	0%
MM-590	SPCD-By MM959 CEI East	CPFF	0	0	0	0	0	0%
MM-595	Construction Engrg & Inspection East	CPFF	63,083,417	0	63,083,417	15,257,000	6,607,853	10%
MM-600	SPCD-UHWO Pkg-Hoopili Stn Fnsh CEI	CPFF	0	0	0	0	0	0%
MM-900	Program Mgt Support Consit (PMSC-1)	CPFF	36,727,162	0	36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Consit (PMSC-2)	CPFF	33,376,897	0	33,376,897	26,680,790	28,195,280	84%
MM-905	MM-905 Gen Engrg Consit EIS/PE	CPFF	0	78,564,942	78,564,942	78,564,942	74,157,822	94%
MM-910	MM-910 Gen Engrg Consit FD-Construct	CPFF	150,000,000	0	150,000,000	150,000,000	149,307,153	100%
MM-913	MM-913 Gen Engrg Recompete	CPFF	46,143,277	0	46,143,277	13,078,208	13,656,223	30%
MM-915	HDOT Traffic Mgmt. Consult.	T&M	1,600,000	1,400,000	3,000,000	4,000,000	2,071,431	69%
MM-920	HDOT Coordination Consit WOFH	T&M	3,000,000	7,500,000	10,500,000	10,000,000	6,029,705	57%
MM-921	HDOT Coordination Consit KHG	T&M	10,000,000	-1,400,000	8,600,000	5,000,000	2,733,726	32%
MM-922	HDOT Coord. Consit. Airport	T&M	12,000,000	-5,600,000	6,400,000	3,000,000	1,834,082	29%
MM-923	HDOT Coordination Consit City Center	T&M	0	0	0	0	0	0%
MM-925	HDOT Labor - Highway Group	T&M	550,000	0	550,000	815,833	1,243,127	226%
MM-926	HDOT Labor - Airport Group	T&M	0	0	0	0	0	0%
MM-930	HDOT State SOA Manager & Consultant	T&M	1,272,400	583,142	1,855,542	843,167	634,987	34%
MM-935	Real Estate Consultant	T&M/T:	3,000,000	3,327,665	6,327,665	4,817,665	3,012,689	48%
MM-937	Real Estate Consultant - Maps/Surv.	CPFF	2,998,000	0	2,998,000	1,500,000	508,128	17%
MM-940	Kako'o Consultant	T&M/T:	1,000,000	0	1,000,000	500,000	434,360	43%

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by Contract - One Line Summary

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CPP No	Title		A Original	B COMMITTED Changes	C=A+B COMMITTED Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
MM-945	On-Call Contractor	T&M/T:	1,000,000	1,000,000	2,000,000	2,000,000	533,257	27%
MM-946	On-Call Hazmat Removal Contractor	T&M/T:	3,075,000	0	3,075,000	1,000,000	1,813,284	59%
MM-950	OCIP Consultant	FFF	1,250,000	0	1,250,000	833,750	799,063	64%
MM-951	Owner-Controlled Insurance Program	FFF	41,000,000	0	41,000,000	0	19,574,745	48%
MM-960	Archeological & Cultural Monitoring	T&M	459,517	0	459,517	417,426	239,622	52%
MM-962	Core Systems Support	CPFF	43,988,989	0	43,988,989	3,600,000	6,474,762	15%
MM-964	Safety and Security Consultant	FFF	4,699,573	0	4,699,573	1,200,000	1,302,389	28%
MM-975	LEED Commissioning Services for MSF	T&M	278,630	9,910	288,540	288,540	58,660	20%
OTHER	Project Wide		0	0	0	0	0	0%
PA-101	Programmatic Agreement Humanities	PA	0	0	0	0	0	0%
PA-102	Programmatic Agreement HPC	T&M/T:	400,000	0	400,000	200,000	44,032	11%
PA-103	Programmatic Agreement HPC Park Impr	PA	0	0	0	0	0	0%
ROW	Real Estate / Right-of-Way		89,885,511	0	89,885,511	121,992	77,758,577	87%
UTIL	Utilities by Utility Companies	T&M	90,560,619	8,027,656	98,588,275	78,901,597	15,943,711	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)

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Project Costs by SCC – Summary

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

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by SCC Summary

Page: 1 of 1

		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10. Guideway & Track Elements		1,114,215,147	39,357,677	1,153,572,824	543,750,407	30,036,846	490,863	1,153,572,824	0	156,012,752
20. 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
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
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
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
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
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
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
A.C. Provisional Pay Requests		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	1,410,224,950
2. NTP										
NTP Authorized For Expediture		0	0	0	0	2,047,556,615	0	0	0	0
Subtotal:		0	0	0	0	2,046,556,615	0	0	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	598,190
PRJ Unallocated Contingency		101,871,170	(55,408,221)	46,462,949	0	0	0	48,462,949	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
4. Finance Charges - Eligible										
DTH Finance Charges		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	(0)	5,121,693,166	2,974,768,913	2,416,366,143	199,295,066	5,121,693,166	0	1,410,823,140
4. Finance Charges -Ineligible Costs										
FINC Finance Charges		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	(0)	5,163,693,166	2,974,768,913	2,416,366,143	199,295,066	5,163,693,166	0	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)

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

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

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Project Costs by SCC – Level 2

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

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by SCC Details

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		A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
SCC	Title	Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10.	Guideway & Track Elements	1,114,215,147	39,357,677	1,153,572,824	543,750,407	30,086,846	490,863	1,153,572,824	0	156,012,752
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	112,593,752
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,056,688)	6,436,256	6,436,256	0	0	6,436,256	0	0
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	43,419,000
10.11	Track: Ballasted	3,293,724	(595,849)	2,697,875	2,697,875	0	0	2,697,875	0	0
10.12	Track:Special (Switches, turnouts)	1,700,603	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0
20.	Stations,Stops,Terminals,Intermodal	421,804,740	(25,138,472)	396,666,268	50,982,714	0	0	396,666,268	0	3,579,997
20.01	At-grade station, stop, shelter,..	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0
20.02	Aerial Station, stop, shelter,mall	294,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0
20.07	Elevators, Escalators	54,721,186	(3,738,472)	50,982,714	50,982,714	0	0	50,982,714	0	3,579,997
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
30.02	Light Maintenance Facility	7,591,888	(5,095)	7,586,793	7,586,793	0	0	7,586,793	0	1,222,063
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
30.04	Storage or Maintenance of Way Buil	7,797,460	964,571	8,762,031	8,762,031	1,026,121	0	8,762,031	0	2,373,327
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
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
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
40.02	Site Utilities, Utility Relocation	299,449,756	8,893,545	308,343,301	201,049,008	14,638,176	0	308,343,301	0	39,393,177
40.03	Haz. mat'l, contam'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
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
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
40.06	Pedestrian/bike access/landscaping	41,073,897	741,177	41,815,074	4,991,868	(4,566)	0	41,815,074	0	50,000
40.07	Auto, bus, van accessways	181,979,367	(10,796,852)	171,182,515	36,270,071	1,501,555	0	171,182,515	0	3,636,046
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
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
50.01	Train control and signals	81,982,556	23,381,140	105,363,696	106,363,696	23,961,050	0	105,363,696	0	2,250,972
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	0	10,251,336	0	0
50.03	Traction power supply: substation	29,500,926	1,379,880	30,880,806	30,880,806	(87,485)	0	30,880,806	0	342,747
50.04	Traction power distribution: cate	32,878,150	5,059,838	37,937,988	33,029,111	7,941,115	0	37,937,988	0	9,893,467
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

* Current Committed = Original Contract + CCO/Amendment

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

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

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HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by SCC Details

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SCC	Title	A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
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
50.06	Fare collection system and equipme	9,159,277	(10,291,178)	(1,131,901)	(1,131,901)	(10,350,000)	0	(1,131,901)	0	(1,131,901)
50.07	Central Control	3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	0
60. ROW, Land, Existing Improvements		197,397,947	528,621	197,926,568	93,215,331	329,820	5,000,000	197,926,568	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	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	7,005,636
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
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	14,473,908
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	6,729,486
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80. Professional Services		1,087,890,119	11,172,996	1,099,003,115	1,019,872,803	128,510,987	(16,620,109)	1,099,003,115	0	663,560,689
80.01	Preliminary Engineering	94,055,262	24,644,185	118,699,447	109,567,127	20,905,682	0	118,699,447	0	101,336,352
80.02	Final Design	228,321,632	(8,910,231)	219,411,401	201,914,419	26,999,992	1,450,427	219,411,401	0	148,872,924
80.03	Project Management Design & Cons	363,849,768	(44,051,182)	319,798,586	354,592,893	65,946,774	(17,323,901)	319,798,586	0	274,165,990
80.04	Constr. Admin. & Management	199,656,728	(35,961,872)	163,694,857	158,430,396	4,045,764	0	163,694,857	0	62,921,345
80.05	Professional Liability & other Ins	46,549,724	28,781,938	75,331,662	43,174,657	700,500	0	75,331,662	0	21,333,107
80.06	Legal; Permits,Review Fees ect..	67,641,005	(211,086)	67,429,919	35,564,005	2,516,420	0	67,429,919	0	17,039,920
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	21,600,630
80.08	Start up	65,996,664	(230,685)	65,765,980	48,868,977	961,909	(775,809)	65,765,980	0	16,290,421
A.C. Provisional Pay Requests		0	0	0	0	0	0	0	0	27,800,000
ACR	Provisional Request For Payment	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	1,410,224,950
2. NTP										
NTP Authorized For Expediture		0	0	0	0	2,047,556,615	0	0	0	0
NTP	Notice To Proceed	0	0	0	0	2,047,556,615	0	0	0	0
Subtotal:		0	0	0	0	2,047,556,615	0	0	0	0
3. Contingency										
CNTR Allocated Contingency		541,688,343	(72,544,617)	469,144,726	10,188,465	6,601,239	210,529,112	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	598,190

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

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HONOLULU AUTHORITY for RAPID TRANSPORTATION

Costs Reported as of Month Ending: February 2015

Project Monthly Cost Report by SCC Details

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SCC	Title	A	B	C=A+B	D	E	F	G	H=C-G	I
		BUDGET			COMMITTED	AFE	ESTIMATE AT COMPLETION			INCURRED
		Baseline	Transfers	Current	Current *	AFE **	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
3. Contingency										
CNTR	Allocated Contingency	541,889,343	(72,544,617)	469,144,726	10,186,465	6,601,239	210,529,112	469,144,726	0	598,190
90.03	Allowances	1,588,014	2,902,479	4,490,493	3,585,226	0	9,462,176	4,490,493	0	0
90.07	Known Change Contingency	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
90.01	Unallocated Project Contingency	101,871,170	(55,408,221)	46,462,949	0	0	0	46,462,949	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
4. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
100.1	Finance Charges:Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS		5,121,693,166	0	5,121,693,166	2,974,768,913	2,416,366,143	199,295,066	5,121,693,166	0	1,410,823,140
4. Finance Charges -Ineligible Costs										
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
INELIGIBLE COSTS		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,974,768,913	2,416,366,143	199,295,066	5,163,693,166	0	1,410,823,140

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

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

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Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Contract Name	Contractor Name	Advertize 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 '15
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-505	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Dec 22 '15
DBB-525	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	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

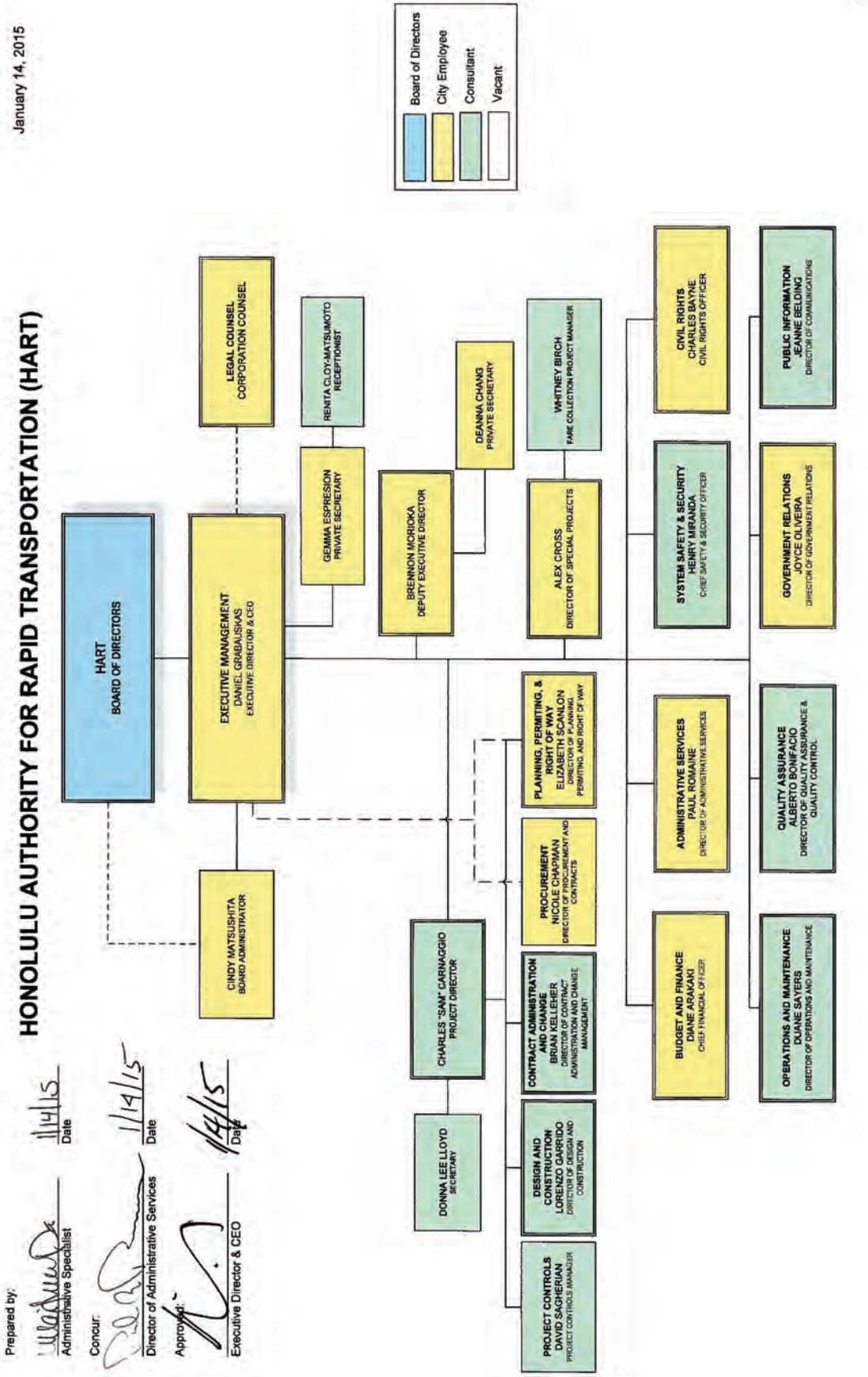
Risk by Contract Package				
Contract Packages	Feb. 2015 # of Risks	March 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	4	4	0	0
WOFH Guideway	21	21	4	4
Pearl Highlands	5	4	0	1
Maintenance and Storage Facility	5	5	0	0
Kamehameha Highway Guideway	24	18	1	7
Core Systems Contract	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

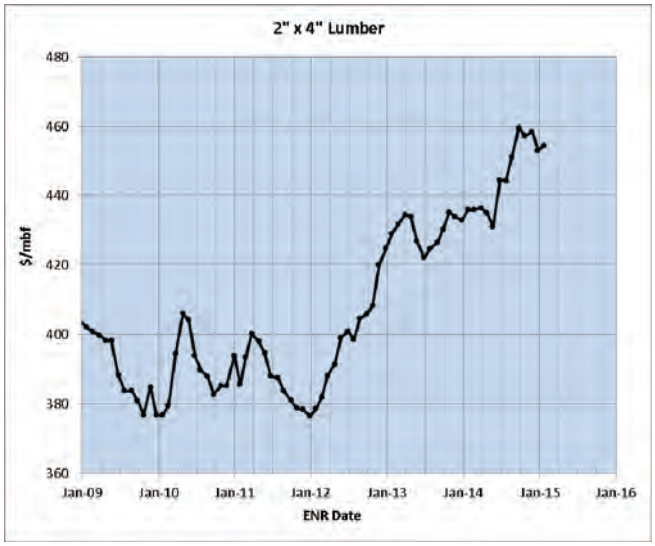
Notes:
1) Work is progressing on the West with fewer utility conflicts and less opportunity for unforeseen conditions.

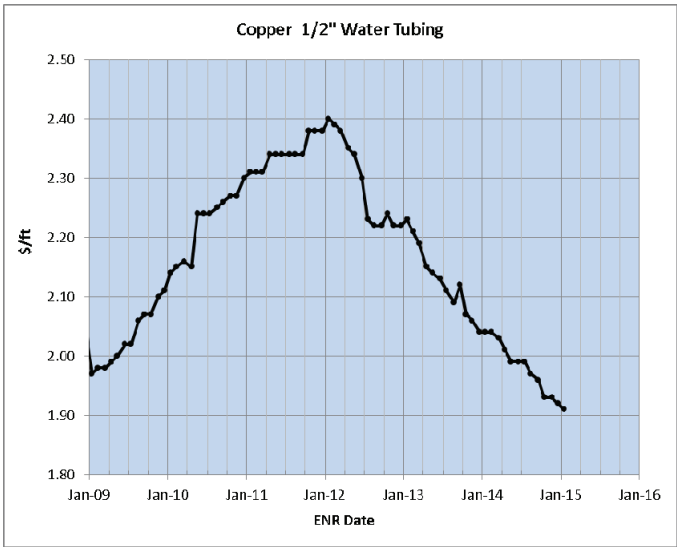
Appendix G. Project Organization Chart

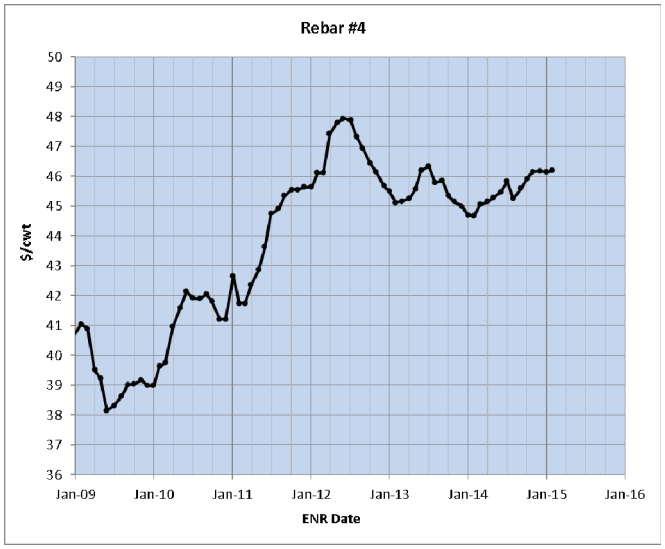


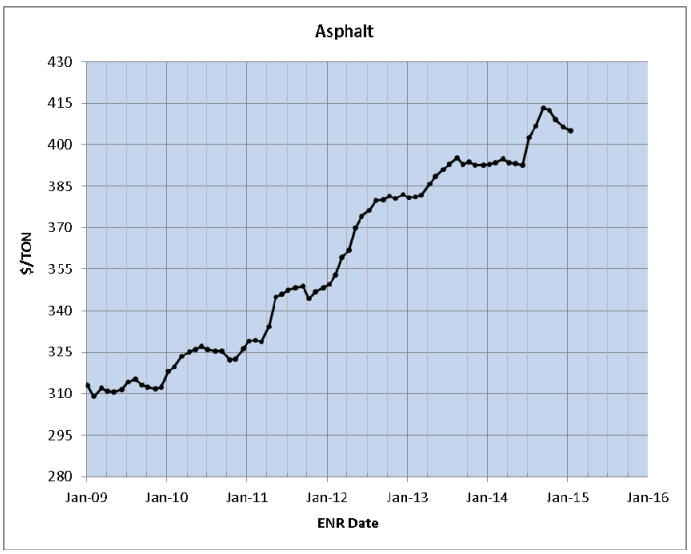
Appendix H. Indices on Key Commodities

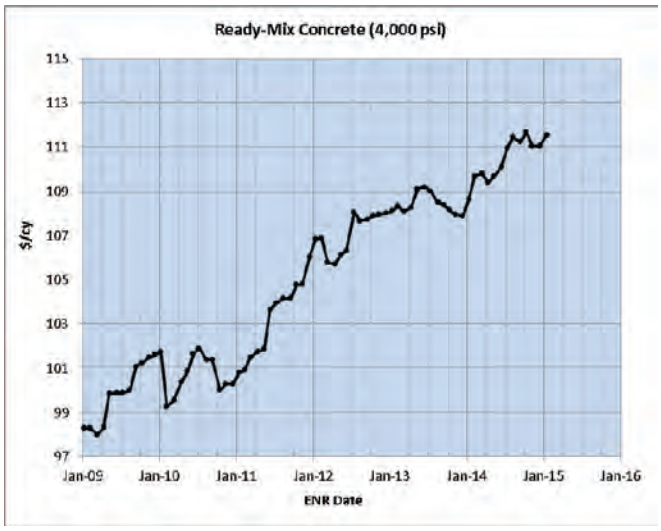
The following charts represent the cost trends on some of the key materials used in the program.

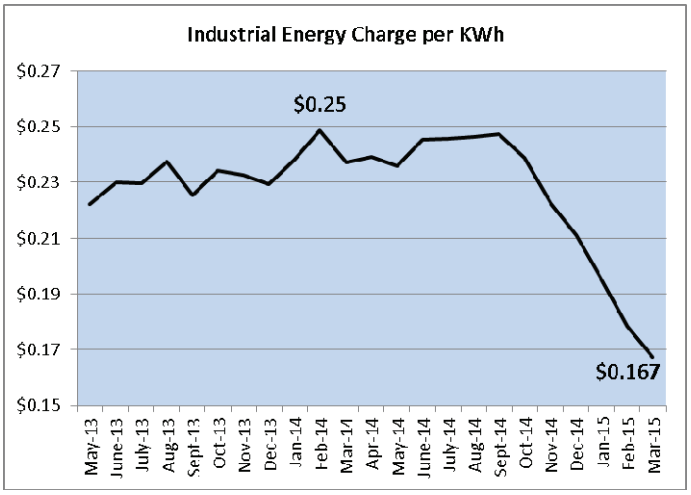










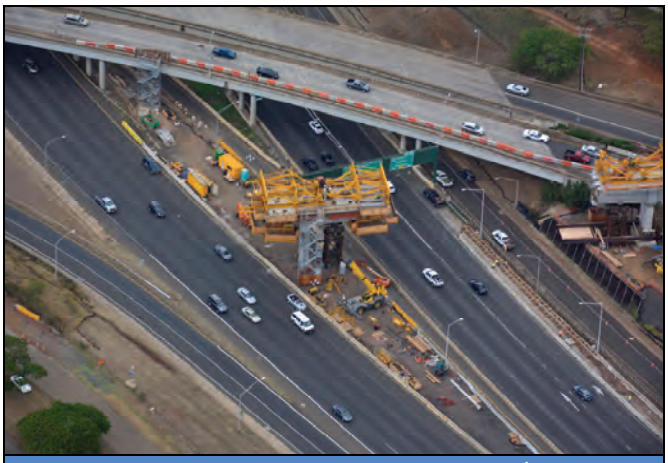


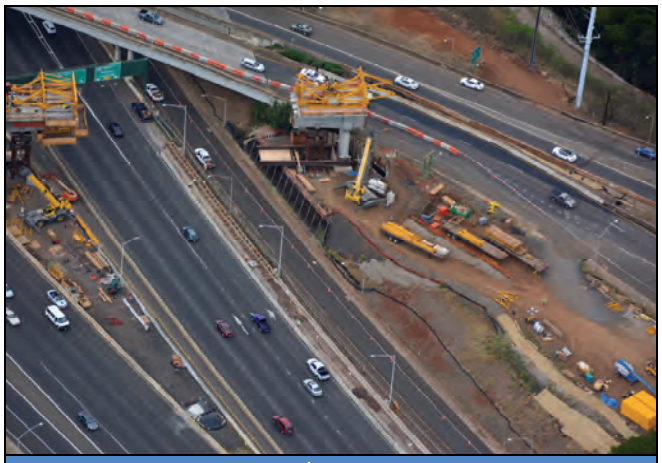
Source: HECO: Effective Rate Summary for DS Rate

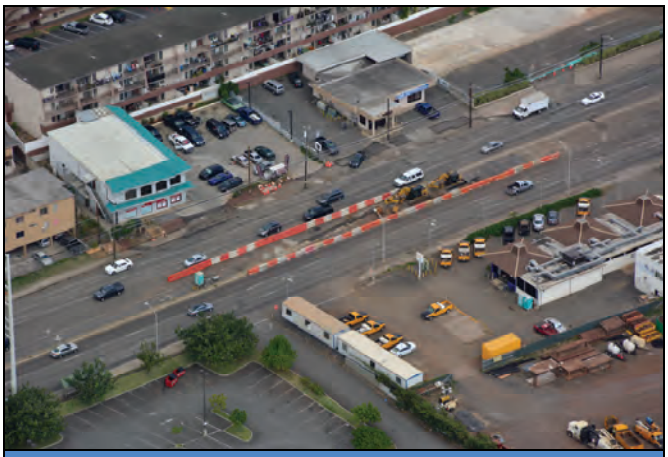
Appendix I. Project Photos

Guideway construction in West O'ahu.

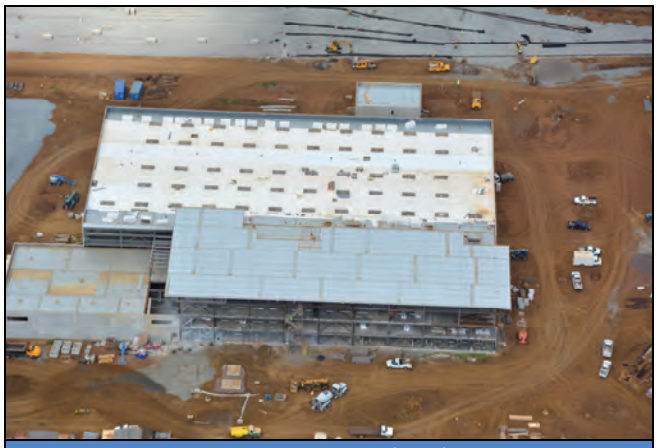
Equipment storage site.


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.

ATTACHMENT F

PMOC MONTHLY REPORT

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

March 2015 (FINAL)

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

Jacobs Engineering Group, Inc.
319 E. Warm Springs Road, Suite 200, Las Vegas, Nevada 89119
William Tsiforas, (702) 938-5400, william.tsiforas@jacobs.com
Length of Time Assigned: Five Years (November 18, 2009 through February 23, 2015)

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

1.0 EXECUTIVE SUMMARY

1.1 Project Description

- **General Description:** The Project is a 20-mile-long elevated fixed guideway rail system along Oahu's south shore between East Kapolei and Ala Moana Center. The Project will include 21 stations. The alignment is elevated, except for a 0.6-mile at-grade portion at the Leeward Community College station. The Project is planned to be delivered in four guideway segments.
  - Segment I (West Oahu/Farrington Highway) – East Kapolei to Pearl Highlands (7 miles/7 stations)
  - Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/2 stations)
  - Segment III (Airport) – Aloha Stadium to Middle Street (5 miles/4 stations)
  - Segment IV (City Center) – Middle Street to Ala Moana Center (4 miles/8 stations)
- **Length:** 20 miles
- **No. of Stations:** 21
- **Additional Facilities:** Maintenance and Storage Facility and parking facilities
- **Vehicles:** 80 vehicles
- **Ridership Forecast:** Weekday boardings – 104,300 (2020); 119,600 (2030)

1.2 Project Status

- Status of primary construction contracts:
  - West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract –
    - Contract is approximately 60.4% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 69.5%.
    - The contract is approximately four months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. A revised baseline schedule was submitted by the contractor and it was rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process.
    - Approximately two-miles of guideway has been erected. Overall quality of the contract is good.
  - Kamehameha Highway Guideway (KHG) DB Contract –
    - The contract is approximately 34.7% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 65.9%.
    - The contract is approximately seven months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the

contractor, but it was rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process.
        - Casting of segments is scheduled to begin in April 2015, and guideway erection is scheduled to begin in August 2015.
        - KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.
    - Maintenance and Storage (MSF) DB Contract –
        - The contract is approximately 66.3% complete based on earned value (design and construction activities). The planned earned value at this time is approximately 70%.
        - Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.
        - Building structures are moving along well with installation of tilt-up wall panels. Overall quality of the contract is good.
    - Core Systems Design-Build-Operate-Maintain (DBOM) Contract –
        - The contract is approximately 18.9% complete based on expenditures (design, manufacturing, and construction activities). The planned completion at this time is approximately 20.8%.
        - AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in June/July 2015 after all interface milestones are finalized.
        - Limited construction work (MSF signal house) is anticipated beginning in May/June 2015; significant construction activity will not begin until fall 2015.
        - Hitachi, LTD has an agreement to purchase AnsaldoBreda and Ansaldo STS from Finmeccania S.P.A. The sale is expected to close later this year.
        - HART will perform a Buy America Audit of the M (Middle) car in March/April 2015.
    - Airport Advanced Utilities Construction Contract –
        - Work is scheduled to begin March 2015. However, easements must still be granted by the Navy for this portion of the work to begin. HART has not been able to secure the necessary easements from the Navy to date. There are potential construction delays as a result of the lack of Right of Entry.

- Overall design of the project is approximately 83.4% complete as of January 2015. However, this percent complete may change as a result of utilizing DB procurement strategy for the Airport and City Center guideway and stations sections.
- Overall utilities installed on the project are approximately 12.2% as of January 2015.
- Overall construction of the project is approximately 24.1% complete as of January 2015.
- Appendix B of this report provides the status of the current design and construction contracts.

1.3 PMOC Issues or Concerns

The following key issues or concerns have been identified:

- Project Controls:
  - Budget – HART's current Estimate at Complete (EAC) indicates that the Project cost will most likely exceed the FFGA budget primarily due to the AIS, federal lawsuit delays, subsequent impact of current market conditions, and several other items that are anticipated to be an additional cost to the project. HART is reviewing the project budget and will update the EAC accordingly.

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

  - Funding – HART has indicated that it will not have access to $210 million in Section 5307 funds for the project. In addition, GET Surcharge revenues are under forecasted amounts by approximately 3.7%, or $40 million to date. HART, and the City, will need to identify substitute funding and address this shortfall in an update of its Financial Plan, which is due to FTA in July 2015. The primary option that is being considered is an extension of the GET Surcharge. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated $60-75 million in borrowing costs.

  - Cost Containment/Cost Reduction Measures – The PMOC has discussed the project cost on a monthly basis with HART in an effort to ensure that cost issues are proactively addressed. HART has recently implemented Cost Containment and Cost Reduction measures in an effort to mitigate the cost increase. These efforts include:
    - Significant revision of their contract packaging strategy
    - Development of a detailed cost reduction matrix that focuses on the remaining construction contracts (Value Engineering)
    - Review of interface milestones to help relieve schedule compression where possible
    - Review of various options relate to financing of the project
    - Identification of items that could be considered Operations & Maintenance costs
    - Development of a HART Decision Milestone Matrix.

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

- Schedule – Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS was provided to the PMOC in March 2015. The PMOC will await an MPS update before performing a detailed review. HART indicated that a revised MPS will be available in May 2015.

- Procurement –
  - Farrington Highway Stations Group – Bids were received on March 3, 2015. The apparent low bid was $78.9 million. HART received a bid protest notification from the second low bidder on March 11, 2015. HART's determination on the bid protest is pending.
  - West Oahu Stations Group – Invitation for Bids (IFB) will be issued in April 2015.
  - Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.
  - Airport Guideway and Stations DB Contract – This contract will include a two-part Request for Proposals (RFP). Part I will be issued April 7, 2015. Part II will be issued in July 2015. NTP is anticipated for February 2016.
  - City Center and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016.
  - Design Contracts – HART has limited the designers' activity for the Airport/City Center Guideway and Utilities Contract and Eastside Stations Group to supporting preparation of the eastside DB contracts.
  - Pearl Highlands Parking Structure DB Contract – HART has deferred this procurement with the next solicitation action scheduled for July 2015.
  - H2R2 Ramp – HART issued an addendum and pushed the bid date to April 28, 2015 pending a decision from HDOT and FHWA on the Interstate Access Modification Report.
  - Fare Collection Technical Support Consultant – Request for Qualification (RFQ) will be issued in March 2015. Request for Proposal (RFP) for the Fare System is anticipated to be released late April, but is contingent upon an MOU with the City.

- HART intends to build an interim park-n-ride facility at the University of Hawaii West Oahu Station. This facility would be in use until the developer completes the structure over the Kaloi Channel that allows for access to the permanent location of the park-n-ride facility. HART is evaluating the issue of either using federal funds or local funds to build the interim facility. UH-West Oahu intends to use the interim facility for campus parking after HART no longer has need for the facility. However, it is not known how long the interim facility will be in use before the permanent facility can be constructed. Clarification is needed to determine the anticipated period that the facility would be utilized by HART if federal funds are to be used.

- Hawaiian Electric Companies (HECO)
    - HECO has a collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly, which does not satisfy Davis-Bacon. HECO has requested a waiver at the state and federal level on collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly. HART is coordinating to resolve this with HECO.
    - HART, HECO, and their consultants are completing detailed power consumption analyses.
    - The cost for activation of the Traction Power Substations was not initially included in the project estimate. A change order will be required to address this cost, which is still being assessed. This issue has been partially captured in HART's EAC.
    - 50-foot Offset Issue –
        - Testing of the telescoping bucket truck continues, and HECO has indicated that initial results are favorable. HART is still working with HECO on the mechanism to acquire the truck.
        - HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO provided HART with a report from their consultant regarding the potential extents of under-grounding. HECO's preliminary estimate has not been validated by HART. HART has indicated that some costs have been included in the EAC to cover HECO undergrounding, additional HECO work in City Center, and service connections. However, the PMOC strongly recommended that HART prepare an independent cost estimate for all additional HECO-related costs given their potential order of magnitude.

1.4 Core Accountability Items

Project Status: FFGA		**Original at FFGA**	**Current Estimate**
Cost	Cost Estimate	$5,122,000,000	$5,122,000,000**
Contingency	Unallocated Contingency	$101,900,000	$56,100,000
	Total Contingency (Allocated plus Unallocated)	$643,600,000	$303,000,000
Schedule	Revenue Service Date (RSD)	1/31/2020	1/31/2020
Total Project Percent Complete	Based on Expenditures	32.0% (January 2015)	
	Based on Earned Value*	32.0%	

*Overall project progress is based on the weighted value progress of the individual construction and design contracts.
**Does not reflect HART's current EAC, which has not been validated and does not include all known potential costs.

Major Issues	Status	Comments/Planned Action
Potential Cost & Schedule Delays	HART has experienced delays and has incurred costs as a result of both the state and federal lawsuits.	• Budget – HART's current Estimate at Complete (EAC) indicates that the Project cost will most likely exceed the FFGA budget primarily due to the AIS, federal lawsuit delays, subsequent impact of current market conditions, and several other items that are anticipated to be an additional cost to the project. HART is reviewing the project budget and will update the EAC accordingly. The PMOC has discussed the project cost and schedule on a monthly basis with HART in an effort to ensure that cost and schedule issues are proactively addressed. HART has recently implemented Cost Containment and Cost Reduction measures in an effort to mitigate the cost increase. The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART Decision Milestone Matrix. However, it is anticipated that the Project cost will most likely exceed the FFGA budget. Therefore, in addition to the matrices, HART should begin initiating plans that identify a course of action, such as Secondary Mitigation Measures, and start to implement them. • Schedule – Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS was provided to the PMOC in March 2015. The PMOC will await an MPS update before performing a detailed review. HART indicated that a revised MPS will be available in May 2015.
Funding Shortfall	Section 5307 funds will not be made available and GET receipts continue to be an issue.	• HART has indicated that it will not have access to $210 million in Section 5307 funds for the project. In addition, GET Surcharge revenues are under budget by approximately 3.7%, or $40 million to date. HART will need to identify substitute funding and address this shortfall in an update of its Financial Plan. The primary option that is being considered is an extension of the GET Surcharge. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated $60-75 million in borrowing costs.
Post-Rod Changes	HART is considering several proposed design changes that may require additional environmental review.	FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.

Major Issues	Status	Comments/Planned Action
Hawaii Electric Company (HECO)	50-foot offset requirement	• 50-foot Offset Issue – Testing of the telescoping bucket truck continues, and HECO has indicated that initial results are favorable. HART is still working with HECO on the mechanism to acquire the truck. • HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO provided HART with a report from their consultant regarding the potential extents of under-grounding. HECO's preliminary estimate has not been validated by HART. HART has indicated that some costs have been included in the EAC to cover HECO undergrounding, additional HECO work in City Center, and service connections. However, the PMOC strongly recommended that HART prepare an independent cost estimate for all additional HECO-related costs given their potential order of magnitude.
Date of Next Quarterly Meeting:	April 22, 2015	

2.0 BODY OF REPORT

2.1 Grantee's Capabilities and Approach

2.1.1 Technical Capacity and Capability (TCC)

HART has gone through a considerable number of organizational changes since the FFGA was executed in December 2012. Project staff has begun updating the project's numerous plans and procedures to reflect these changes. The PMOC met with HART to discuss the timing of each plan that will require updating as a result of the organization and procedural changes that have occurred.

The PMOC has recommended that HART review their staffing and consider changes to streamline the organization. HART has begun reviewing the project organization to determine if changes can be made to be more effective. HART's update of the management plans must incorporate any organizational changes that have been made to date or any proposed changes. It is critical that any changes be documented in the various management plans immediately.

The acquisition of URS by AECOM was finalized October 17, 2014. HART has determined the AECOM acquisition of URS has created a Conflict of Interest (COI) that URS has been unsuccessful in resolving. HART subsequently issued a notice of termination letter to URS on March 10, 2015. URS will continue to provide services under a firewall arrangement until HART has re-procured and awarded a contract to a replacement contractor and remaining work is transitioned to the replacement contractor. AECOM will be retained by HART to develop the bridging documents (design) needed for Airport/City Center Guideway DB contract.

2.1.2 Project Controls for Scope, Quality, Schedule, Cost, Risk, and Safety

Schedule

- **Preliminary Engineering (PE):** FTA approved entrance into PE on October 16, 2009
- **Record of Decision (ROD):** ROD was issued on January 18, 2011.
- **Final Design (FD):** FTA approved entrance into FD on December 29, 2011.
- **Full Funding Grant Agreement (FFGA):** Executed on December 19, 2012.
- **Grantee Target Start of Revenue Operations for Full Alignment:** July 2019
- **FFGA Revenue Service Date (RSD):** January 31, 2020

Cost

- HART's current Estimate at Complete (EAC) indicates that the Project cost will most likely exceed the FFGA budget primarily due to the AIS, federal lawsuit delays, subsequent impact of current market conditions, and several other items that are anticipated to be an additional cost to the project. HART is reviewing the project budget and will update the EAC accordingly.
- The current estimated contingency is not sufficient to complete the project. HART is currently assessing the remaining contract strategy including implementation of primary risk mitigations measures and value engineering to reduce project cost

impacts. HART should begin initiating plans that identify a course of action, such as Secondary Mitigation Measures, and start to implement them.

Quality

- The contractor damaged (cracked) two precast segments during erection of the WOFH guideway structure. These segments were incorporated into a single span of the structure, but a review and analysis must be completed to determine whether repairs can be completed or if the segments must be replaced. HART indicated that KWIC will replace the two precast segments instead of repairing them. This work has begun.
- Following is a summary of Non-Conformance Reports (NCR) that have been issued on the project:

Contract	Description	NCRs		
		Issued	Closed	Open
DB-120	West Oahu/Farrington Highway	296	211	85
DB-200	Maintenance and Storage Facility	24	23	1
DB-320	Kamehameha Highway Guideway	40	32	8
DBOM-920	Core Systems Contract	13	13	0

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

System Safety and Security

- HART Design Conformance Checklists including CELs/CILs for active projects is going through the Safety and Security Review Committee (SSRC) for approval. However, Construction Conformance and Testing Verification is lagging.
- HART must update the Safety and Security Roadmap on a monthly basis and provide it to the PMOC a week prior to our Monthly Meeting.
- HART is in the process of updating Safety and Security Management Plan (SSMP), Safety and Security Certification Plan (SSCP) and Construction Safety Plan (CSP) to conform to pending update of the PMP.
- HART is revising their Contract Packaging Plan and will update the Airport, Navy and System-wide Threat and Vulnerability Analysis (TVA) to conform to pending update of the Contract Packaging Plan.
- HART Safety Open Concerns List is being updated on a monthly to include any open items from the active contracts.
- HART will be receiving LRVs during the 1st Quarter of 2016. Prior to any dynamic testing, HART must provide HDOT with all design, construction and inspection verification and meet the requirements of their SOA Program Plan before HDOT will approve HART for interim testing. HART is working on vehicle certification planning activities to comply with the HDOT Program Plan.

Real Estate

The PMOC had identified some issues regarding progress of HART's real estate activities:

- The number of outstanding parcels remains significant:
    - HART has closed 75 of 237 properties needed.
    - HART has completed 97 of 237 appraisals.
- Acquisitions are improving but are still behind schedule. It appears that some parcels may require condemnation. HART proposed the use of irrevocable right of entry documents (Right of Entry, Possession and Use Agreement) to gain control of a parcel prior to condemnation. This approach is a modification of the current procedures, and they have updated the RAMP to include this approach. FTA provided concurrence on the use of a right of entry provides sufficient interest to justify the construction.
- All private property site access for guideway is complete for KHG. KIWC has identified 14 permanent easement locations for relocated utilities. HART is working with KIWC to resolve these easements, but they are becoming critical and could impact construction work.
- HART has several easements pending from U.S. Navy for the Airport Section, particularly needed for the Airport Utility contractor. These easements are critical and could impact construction work. HART is working with the Navy to complete the documentation as quickly as possible.

2.1.3 Compliance with Applicable Statutes, Regulations, Guidance and FTA Agreements

<u>National Environmental Policy Act (NEPA)</u>

- Proposed Design Changes/Refinement – HART is considering several proposed design refinements that may require additional environmental review. FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.

2.2 Project Scope

The Project is a 20-mile fixed guideway rail system along Oahu's south shore between East Kapolei and Ala Moana Center. This Project is based on the Airport Alignment, which includes 21 stations. The alignment is elevated, except for a 0.6-mile at-grade portion at the Leeward Community College Station. The Project is planned to be delivered in four guideway segments:

- Segment I (West Oahu/Farrington Highway) – East Kapolei to Pearl Highlands (7 miles/7 stations)
- Segment II (Kamehameha Highway) – Pearl Highlands to Aloha Stadium (4 miles/2 stations)
- Segment III (Airport) – Aloha Stadium to Middle Street (5 miles/4 stations)
- Segment IV (City Center) – Middle Street to Ala Moana Center (4 miles/8 stations)

The alignment will average a total of 104,300 weekday boardings at the RSD in the year 2020 and 119,600 weekday boardings in the year 2030. The project is currently the subject

of extensive Transit Oriented Development (TOD) planning corridor-wide. Key areas include Ala Moana, Kakaako, Chinatown/Downtown, Pearl City, Waipahu, and Kapolei. The initial fleet will include 80 "light metro" rail vehicles.

2.2.1 Status of Design/Construction Documents

The status of each contract is provided in Appendix B. The table in Section 1.2 provides a summary of Design Percent Complete on all contracts provided for the project. Final Design work and engineering activities are still proceeding on all other contracts that have been awarded to date. Overall design of the project is approximately 82% complete as of January 2015. However, this percent complete may change as a result of utilizing DB procurement strategy for the Airport and City Center guideway and stations sections.

2.2.2 Status of Third-Party Agreements

The following table provides the status of any outstanding Third Party Agreements for the project:

Agreement	Status	Target	Section	Notes/Remarks	Purpose/Description
University of Hawaii (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.	Needed for columns located on UH property; the master agreement will encompass all campuses that HART project interfaces with
UH - West O'ahu (UHWO) Construction Right of Entry	Pending	April 2015	WOFH	In negotiations.	Column construction for the WOFH D/B contract within the West Oahu campus. Sub-agreement will also include the UHWO park-and-ride
Leeward Community College (LCC) Construction Right of Entry	Pending	March 2015	WOFH	In negotiations.	Column construction for the WOFH D/B contract within the LCC campus
DR Horton Final Easement Agreement	Pending	June 2015	WOFH	Document in process with DR Horton	Column construction for the WOFH D/B contract in the Ho`opili area
Honolulu Community College (HCC) Construction Right of Entry	Pending	July 2015	City Center	In negotiations.	Column construction for the City Center section
Department of Land and Natural Resources (DLNR) Easement	Pending	April 2015	WOFH	Easement documents in process	Column construction for the WOFH D/B contract
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	June 2015	KHG	Easement in process	Column construction for the KHG D/B contract and the construction of the park-and-ride lot
OCCC/Hawaii Department of Public Safety Agreement Dillingham Blvd	Pending	March 2015	City Center	Finalizing requirements.	Required due to parking space reduction at OCCC for roadway widening.
DAGS	Pending	March 2015	City Center	Awaiting final design requirements for the guideway.	
U.S. Navy / General Services Administration (GSA)	Pending	March 2015	Airport	Easements and fee taking are being processed by the Navy. Under new directive Navy will charge for all licenses and easements.	For column construction of the Airport section and the Pearl Harbor Station
U.S. Post Office Honolulu Processing Center	Pending	March 2015	Airport	In negotiations.	Easement needed for column construction of the Guideway in the Airport

Agreement	Status	Target	Section	Notes/Remarks	Purpose/Description
Federal Court House/GSA	Pending	March 2015	City Center	Awaiting final design requirements for the guideway	Easement needed for column construction of the Guideway in the Airport
Pacific Guardian Center	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.	Required for the column construction for City Center Guideway and Downtown station
Howard Hughes Corporation – Joint Development Agreement	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Kaka'ako station.	Required for the column construction for City Center Guideway and Kaka'ako station
Sam House Development LLC – Joint Development Agreement	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana Center station.	Required for the column construction for City Center Guideway and Ala Moana Center station
GGP Ala Moana LLC – Joint Development Agreement	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana station.	Required for the column construction for City Center Guideway and Ala Moana Center station

NOTE: ROW – Right of way
ROE – Right of entry

- The following agreements are critical and will impact the project if not completed in the near term:
- Aloha Stadium Construction Right of Entry (CROE) – The CROE has been executed with the Stadium Authority. This clears the way for guideway construction to begin in the area.
- University of Hawaii Right of Entry – University required that HART's contractor enter into a separate agreement to construct on University property. The university maintains that the current agreement with HART only addresses preliminary work and does not cover on-site construction.
- U.S. Navy / General Services Administration – HART has several easements pending from the U.S. Navy for the Airport Section, particularly needed for the Airport Utility contractor. These easements are critical and could impact construction work. HART is working with the Navy to complete the documentation as quickly as possible. The target completion is March 2015.

2.2.3 Delivery Method

As a result of project delays, HART has revised the Contract Packaging Plan (CPP). The revised strategy will impact numerous aspects of the project including the schedule. The current strategy includes the following contracts:

- Farrington Highway Stations Group – Bids were received on March 3, 2015. The apparent low bid was $78.9 million. HART received a bid protest notification from the second low bidder on March 11, 2015. HART's determination on the bid protest is pending.
- West Oahu Stations Group – Invitation for Bids (IFB) will be issued in April 2015.
- Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.
- Airport Guideway and Stations DB Contract – This contract will include a two-part Request for Proposals (RFP). Part I will be issued April 7, 2015. Part II will be issued in July 2015. NTP is anticipated for February 2016.
- City Center and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016.
- Design Contracts – HART has limited the designers' activity for the Airport/City Center Guideway and Utilities Contract and Eastside Stations Group to supporting preparation of the eastside DB contracts.
- Pearl Highlands Parking Structure DB Contract – HART has deferred this procurement with the next solicitation action scheduled for July 2015.
- H2R2 Ramp – HART issued an addendum and pushed the bid date to April 28, 2015 pending a decision from HDOT and FHWA on the Interstate Access Modification Report.
- Fare Collection Technical Support Consultant – Request for Qualification (RFQ) will be issued in March 2015. Request for Proposal (RFP) for the Fare System is anticipated to be released late April, but is contingent upon an MOU with the City.

2.2.4 Core Systems and Vehicle Status

AHJV will design, furnish, install, test, and commission passenger vehicles, operating systems, auxiliary vehicles and equipment, and appurtances, in support of incremental opening of the System. The following table provides a status of the Core Systems and Vehicle activities associated with the project:

Core System Description	Status
General	
Staffing	AHJV has filled all open positions to date.
Schedule	AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months after all interface milestones are finalized.
Design Status	Following are the approximate levels of design completion: • LRVs – 82% (Interim Design), 5% (Final Design) • Train Control – 94% (Interim Design), 80% (Final Design) • Traction Power – 100% (Interim Design), 83% (Final Design) • Communications – 100% (Interim Design), 18% (Final Design) • Fire Detection – 100% (Interim Design), 47% (Final Design) • PSG, UPS, MPV – N/A (Interim Design), 24% (Final Design)
NTP Delay Claim	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue is in mediation, but mediation is delayed awaiting AHJV input to proceed.
Fare Collection System	HART is coordinating with DTS to establish a city-wide fare system. HART intends to utilize fare gates (closed transit system).). Request for Qualification (RFQ) will be issued in March 2015. Request for Proposal (RFP) for the Fare System is anticipated to be released late April, but is contingent upon an MOU with the City..
System Performance Design	There are some concerns with AHJV's method for calculating headways and round-trip times. HART received updated System Performance Documents and continues discussions with AHJV. Alignment changes from Airport and City Center Fixed Facility Contractors may affect system performance. A full analysis must still be completed.
Hawaiian Electric Companies (HECO)	
Estimated Traction Power Demand	HART is to provide HECO with AHJV simulations to estimate power demand based on actual operation scenarios. AHJV submitted revised simulations and discussions with HECO are ongoing.
Activation Dates	HART and HECO are coordinating project schedule and HECO activation start dates for power. The cost for activation of the Traction Power Substations was not included in the project estimate. A change order will be required to address this cost, which is still being assessed. This issue has been partially captured in HART's EAC.
Service Requests	AHJV has submitted HECO service requests for all system sites. Design coordination is progressing.
Vehicle Subsystem	
Vehicle Schedule	HART is closely monitoring vehicle production in Italy and working with Ansaldo Breda to prepare for final assembly start-up in Pittsburgh, CA. HART met with AHJV in late January 2015 to discuss schedule and activities planned for early 2015. Shipment of the first LRV to Honolulu is scheduled for January 2016.
Car Production	Extrusion of car bodies began in November 2014. Final assembly of the first LRV in Pittsburg, CA is scheduled to begin in June 2015. Shipment of the first LRV to Honolulu is scheduled for January 2016. Vehicle car shell assembly has experienced a delay of 2 weeks due to issues with the start of underframe welding. HART on-site inspector identified corrective actions required to mitigate the deficiency.

Core System Description	Status
4-car Trains	HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. It is anticipated that HART and AHJV will resolve the commercial terms for change to 4-car trains in May 2015. HART will perform a Buy America Audit of the M (Middle) in March/April 2015.
Vehicle Status Checklist	HART is developing a Vehicle Status Chart to track the production of all 80 LRVs. Chart will be available prior to Quarterly Meeting on April 22, 2015.
Traction Electrification Subsystem	
Uninterruptible Power Supply (UPS)	UPS loads are under discussion between HART and AHJV.
Middle Street AM Antenna	HART designers are investigating options for shielding of communications equipment from Electromagnetic Interference (EMI) due to proximity of AM radio tower near Middle Street. HART is evaluating alternatives to shielding including the potential to relocate the carrier that utilizes the antenna.
O&M Subsystem	
MSF O&M	AHJV has provided preliminary MSF Operations Plans, but will resubmit to better follow HART's O&M Plan and FTA guidelines.
Fire Detection Subsystems	
Fire Detection	Fire Detection configuration is needed for the Operations Service Building (OSB).

Hitachi, LTD has an agreement to purchase AnsaldoBreda and Ansaldo STS from Finmeccania S.P.A. The sale is expected to close later this year. It is not anticipated that the sale will have a negative impact on the project.

2.3 Project Management Plan and Sub-Plans

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

Plan	Date for DRAFT Submittal (Target)	Note
Project Management Plan (PMP)	(April 2015)	PMP will be available for review in April 2015 without detailed budget and schedule information. HART will incorporate this information when it becomes available (tentatively June 2015).
Contract Packaging Plan (CPP)	March 2015	Under PMOC review
Risk and Contingency Management Plan (RCMP)	March 2015	Under PMOC review
Financial Plan	(July 2015)	
Real Estate Acquisition and Management Plan (RAMP)	November 2014	DRAFT RAMP has been reviewed; FINAL RAMP will be available in April 2015

2.4 Project Schedule Status

The Master Project Schedule (MPS) will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS was provided to the PMOC in March 2015. The PMOC will await an MPS update before performing a detailed review. HART indicated that a revised MPS will be available in May 2015.

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

Following is the status of the individual contract schedules:

- West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract – The contract is approximately four months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. A revised baseline schedule was submitted by the contractor and it was rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process.
- Kamehameha Highway Guideway (KHG) DB Contract – The contract is approximately seven months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected by HART. HART requested that the schedule be resubmitted by KIWC via the Change Order process.

- Maintenance and Storage (MSF) DB Contract – Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.
- Core Systems Design-Build-Operate-Maintain (DBOM) Contract –AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in June/July 2015 after all interface milestones are finalized.

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

Period: April 2015 – July 2015		
Activity	**Responsibility**	**Date**
Quarterly Meeting	FTA, HART and PMOC	April 22, 2015
Monthly Progress Meeting	FTA, HART and PMOC	May 13, 2015
Monthly Progress Meeting	FTA, HART and PMOC	June 10, 2015
Quarterly Meeting	FTA, HART and PMOC	TBD

2.5 Project Cost Status

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

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

Total Expenditures to Date – $1.388 billion (through January 2015)

2.5.1 Standard Cost Category (SCC)

The FFGA SCC Workbook is submitted as a separate electronic file. The following table presents the FFGA budget, expenditures to date, and Estimate at Completion (EAC) for each SCC.

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
10	**GUIDEWAY & TRACK ELEMENTS**	**1,275,328,962**	**1,114,305,144**	**161,023,818**	**131,790,527**
10.04	Guideway: Aerial structure	1,175,328,184	1,022,380,670	152,947,514	92,854,750
10.08	Guideway: Retained cut or fill	8,077,393	7,492,943	584,450	0
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	38,935,777
10.11	Track: Ballasted	3,550,634	3,293,724	256,910	0
10.12	Track: Special (switches, turnouts)	2,040,724	1,700,603	340,121	0
20	**STATIONS, STOPS, TERMINALS, INTERMODA**	**506,165,689**	**421,804,742**	**84,360,947**	**3,439,172**
20.01	At-grade station, stop, shelter, mall, terminal, platform	7,333,599	6,111,333	1,222,266	0
20.02	Aerial station, stop, shelter, mall, terminal, platform	353,476,148	294,563,457	58,912,691	0
20.06	Automobile parking multi-story structure	79,690,518	66,408,765	13,281,753	0
20.07	Elevators, escalators	65,665,424	54,721,187	10,944,237	3,439,172
30	**SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS**	**99,425,456**	**92,535,013**	**6,890,443**	**54,745,769**
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	929,461
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	15,554,303
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	1,899,430
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	36,362,575
40	**SITEWORK & SPECIAL CONDITIONS**	**1,103,867,264**	**980,569,426**	**123,297,838**	**368,169,360**
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	241,537
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	33,150,453
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	1,759,424
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	6,836,521
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	1,195,589
40.06	Pedestrian / bike access and accommodation, landscaping	48,262,816	41,073,897	7,188,919	50,000
40.07	Automobile, bus, van accessways including roads, parking lots	212,536,181	181,979,369	30,556,812	3,345,146
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	321,590,690
50	**SYSTEMS**	**247,460,781**	**221,284,483**	**26,176,298**	**15,952,918**
50.01	Train control and signals	91,492,532	81,982,556	9,509,976	2,250,972
50.02	Traffic signals and crossing protection	12,524,011	10,458,227	2,065,784	0
50.03	Traction power supply: substations	32,873,934	29,500,927	3,373,007	342,747
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	8,018,935
50.05	Communications	59,889,234	53,691,339	6,197,895	6,472,065
50.06	Fare collection system and equipment	10,221,753	9,159,277	1,062,476	(1,131,801)
50.07	Central Control	4,033,031	3,614,007	419,024	0
	Construction Subtotal (10 - 50)	**3,232,248,152**	**2,830,498,808**	**401,749,344**	**574,097,746**

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
60	**ROW, LAND, EXISTING IMPROVEMENTS**	**222,188,386**	**197,397,947**	**24,790,439**	**81,946,203**
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	75,096,819
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	6,849,384
70	**VEHICLES**	**208,501,186**	**186,829,020**	**21,672,166**	**21,203,394**
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	14,473,908
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	6,729,486
70.07	Spare parts	6,428,954	5,760,712	668,242	0
80	**PROFESSIONAL SERVICES**	**1,183,826,026**	**1,090,438,814**	**93,387,212**	**651,455,688**
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	101,098,184
80.02	Final Design	257,934,908	228,321,632	29,613,276	144,458,731
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	270,478,015
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	61,294,118
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	21,315,763
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	16,670,297
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	19,850,159
80.08	Start up	73,560,706	65,996,664	7,564,042	16,290,421
90	**Subtotal (10 - 80)**	**4,846,763,750**	**4,305,164,589**	**541,599,161**	**1,328,703,031**
	UNALLOCATED CONTINGENCY	101,871,170	0	101,871,170	0
100	**Subtotal (10 - 90)**	**4,948,634,920**	**4,305,164,589**	**643,470,331**	**1,328,703,031**
	FINANCE CHARGES	173,058,242			0
	Total Project Cost (10 - 100)	**5,121,693,162**	**4,305,164,589**	**643,470,331**	**1,328,703,031**
	Provisional Request for Payment				59,035,994
	Total Project Cost (10 - 100)	**5,121,693,162**	**4,305,164,589**	**643,470,331**	**1,387,739,025**

2.5.2 Contingency

HART's current forecast indicates a balance of uncommitted contingency of $303 million ($11.5 million in unallocated and $291.8 million in allocated). However, this does not reflect impacts of the Westside Stations bids, the updated cost estimate for the Airport/City Center Guideway Contract, and several items that have been reflected in the EAC.

2.5.3 Funding Sources

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

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

Following is the status of HART's GET receipts:

- HART has received approximately $1.404 billion in GET funds since 2007.
- HART has received approximately $1.026 billion in GET funds since Preliminary Engineering, which began in October 2009.

HART has indicated that it will not have access to $210 million in Section 5307 funds for the project. In addition, GET Surcharge revenuesis under projections by approximately 3.7%, or $40 million to date. HART will need to identify substitute funding and address this shortfall in an update of its Financial Plan. The primary option that is being considered is an extension of the GET Surcharge. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated $60-75 million in borrowing costs.

2.6 Project Risk

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

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

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

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

A DRAFT Cost Reduction Measures Matrix was presented by HART and discussed in detail in March 2015. The matrix does not include several items that were presented at the January 2015 Quarterly Meeting. HART will update the matrix and present it to the FTA and PMOC prior to the April 2015 Quarterly Meeting.

HART has prepared a DRAFT Decision Milestone Matrix, which was reviewed in March 2015. HART must still review and confirm the milestone dates that are incorporated into the matrix. The matrix was to be available for transmittal to FTA by the end of March 2015.

The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART Decision Milestone Matrix. However, it is anticipated that the Project cost will most likely exceed the FFGA budget.

It is anticipated that the another Risk Refresh will be completed once the updated MPS is available and the engineers estimates for the Airport Guideway and Stations DB Contract and the City Center and Stations DB Contract are developed.

2.7 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.
3	**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

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
10	MPS Workshop	HART/PMOC	Feb-15	TBD		To be scheduled when 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

APPENDICES

Appendix A: Acronym List

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

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

Appendix B: Contract Status

The following table provides the status of various ongoing contracts within this Project:

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
MM-901	Program Management Support Consultant (PMSC·2)	HDR/InfraConsult LLC	$33,376,897	Amendment No. 4 d. 3/18/14		$40,993,274	$27,655,413	82.9%	0%	Mar 2012	Mar 2016
Notes/Issues:											
MM-910	General Engineering Consultant (GEC II)	Parsons Brinkerhoff	$300,000,000				$132,000,000		0%	Jun 2011	Pending
Notes/Issues:		Contract closeout is pending.									
MM-913	General Engineering Consultant (GEC III)	CH2M Hill	$46,143,277			$46,143,277	$12,555,166	27.2%	1.42%	Dec 2013	Mar 2019
Notes/Issues:		▪ None at this time									
MM-290	Construction Engineering and Inspection (West)	PGH Wong Engineering, Inc	$54,232480			$54,232480	$8,732,010	16.1%	0.92%	Jan 2014	Jan 2020
Notes/Issues:		▪ None at this time.									
MM-595	Construction Engineering and Inspection (East)	AECOM/URS Corporation	$63,083,417			$63,083,417	$6,165,986	9.8%	0.87%	Jan 2014	Dec 2018
Notes/Issues:		▪ HART has determined the AECOM acquisition of URS has created a Conflict of Interest (COI) that URS has been unsuccessful in resolving. HART subsequently issued a notice of termination letter to URS on March 10, 2015. To prevent disruption of services, URS will continue to provide services under a firewall arrangement until HART has re-procured and awarded a contract to a replacement contractor and remaining work is transitioned to the replacement contractor.									
MM-962	Core System Contract Oversight Consultant	Lea + Elliott, Inc	$43,988,989			$43,988,989	$5,883,474	13.4%	0.31%	Feb 2014	Aug 2019
Notes/Issues:		▪ None at this time.									
DB-120	West Oahu/Farrington Highway DB	KIWC	$482,924,000	$113,998,382	23.6%	$619,400,447	$362,186,350	58.5%	0.75%	Nov 2009	Jul 2016

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
	Notes/Issues:	▪ Agreement called for issuance of all four NTPs within 120 calendar days of December 1, 2009. ▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract is approximately four months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected. HART has requested that the schedule be resubmitted via the Change Order process.									
DB-200	Maintenance and Storage Facility DB	Kiewit/Kobayashi JV	$195,258,000	$70,600,008	36.1%	$274,358,008	$171,594,297	62.5%	0.08%	Jun 2011	Apr 2016
	Notes/Issues:	▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.									
DB-320	Kamehameha Highway Guideway DB	KIWC	$372,150,000	$11,515,363	3%	$388,515,363	$131,817,119	33.9%	0.08%	Jun 2011	Sep 2016
	Notes/Issues:	▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis. ▪ Contract is approximately seven months behind schedule. The delay is the result of less than planned production rates and lack of site access. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised baseline schedule from the contractor, but it was rejected. HART has requested that the schedule be resubmitted via the Change Order process. ▪ KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.									
DBOM-920	Core Systems Contract	Ansaldo/Honolulu JV	$573,782,793	$29,198,490	5%	$595,139,998	$112,735,639	18.9%	0.025%	Nov 2011	Mar 2019
	Notes/Issues:	▪ AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. This issue is in mediation, but mediation is delayed awaiting AHJV input to proceed. ▪ HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. It is anticipated that HART and AHJV will resolve the commercial terms for change to 4-car trains in May 2015. ▪ AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months after all interface milestones are finalized.									
MI-930	Elevators and Escalators Install & Maintain	Schindler Elevator Corporation	$50,982,714	$0	0%	$50,982,714	$3,439,172	19.3%	0%	May 2013	Jul 2018
	Notes/Issues:	▪ None at this time.									

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
FD-140	West Oahu Station Group Construction FD	URS, Inc.	$7,789,000	$1,473,805	19%	$9,560,305	$7,958,160	83.2%	0%	Jun 2012	Dec 2016
	Notes/Issues:	▪ Westside Stations Group construction package includes Farrington Highway Station Group, West Oahu Station Group, and Kamehameha Station Group. Procurement was cancelled due to higher than anticipated bids. IFB in April 2015. ▪ Revised engineer's estimate exceeds the FFGA budget. ▪ West Oahu Stations Group – IFB will be issued in April 2015.									
FD-240	Farrington Highway Station Group FD	HDR, Inc. / URS	$9,300,696	$2,907,349	31%	$14,198,045	$12,332,344	86.9%	4.7%	Jan 2011	Dec 2016
	Notes/Issues:	▪ Bids were received on March 3, 2015. ▪ FFGA budget for this stations group was $55 million, and the current Engineers Estimate was $76 million. The apparent low bid was $78.9 million. ▪ HART received a bid protest notification from the second low bidder on March 11, 2015. HART's determination on the bid protest is pending.									
FD-340	Kamehameha Highway Station Group Construction FD	Anil Verma, Inc.	$8,702,592	$0	0%	$8,702,592	$7,866,141	90.4%	35.76%	Nov 2012	Dec 2016
	Notes/Issues:	▪ Revised engineer's estimate exceeds the FFGA budget. ▪ Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.									
FD-430	Airport Section Guideway and Utilities FD	AECOM	$38,840,960	$3,711,172	9.5%	$42,610,832	$37,769,872	89.0%	0.42%	Dec 2011	Jun 2017
	Notes/Issues:	▪ Airport Guideway will be combined with Airport Stations into a DB Contract. This contract will include a two-RFP. Part I will be issued April 2015. Part II will be issued in July 2015. NTP is anticipated for February 2016. ▪ Revised engineer's estimate exceeds the FFGA budget.									
FD-440	Airport Station Group Construction FD	AECOM	$10,177,365	$0	0%	$11,402,205	$9,718,742	85.2%	2.31%	Nov 2012	Jul 2017
	Notes/Issues:	▪ HART has limited the designers' activity to supporting preparation of the eastside DB contracts.									
FD-530	City Center Section Guideway and Utilities FD	AECOM	$43,948,220	$1,282,803	2.9%	$45,231,023	$36,688,628	81.1%	0.44%	Jul 2012	May 2018
	Notes/Issues:	▪ City Center Guideway will be combined with Dillingham/Kaka'ako Stations Group into a DB Contract. This contract will include a two-RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016. ▪ Revised engineer's estimate exceeds the FFGA budget.									

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
FD-550	Dillingham and Kaka'ako Station Group Construction FD	Perkins & Will	$18,321,918	$0	0%	$18,974,447	$10,396,963	58.0%	0%	Jun 2013	Jul 2018
Notes/Issues:		▪ HART has limited the designers' activity to supporting preparation of the eastside DB contracts.									
DBB-505	Airport Section Utilities Construction	Nan	$28,413,973	$0	0%	$28,413,973	$0.00	0%	0%	Jul 2014	Jun 2016
Notes/Issues		▪ Construction activities ongoing.									
DBB-525	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	$3,973,000	$0	0%	$3,973,000	$0.00	0%	0%	Sep 2014	Feb 2015
Notes/Issues		▪ Construction activities ongoing.									

Appendix C: Procurement Schedule

Contract No.	Type Service	Description	Status	Advertise	Due Date	NTP	Complete
DB-275	Design/Build	Pearl Highlands Parking Structure/Bus Transit Center	Suspended				
DBB-271	Construction	Farrington Highway Stations Group	Bids received; pending protest resolution	Dec 2014	Mar 2015	TBD – pending protest resolution	Jul 2017
DBB-385	Construction	Ramp H2R2	Pending	Jan 2015	Apr 2015	TBD	May 2016
DBB-171	Construction	West Oahu Stations Group	Pending	Apr 2015	Jun 2015	Jul 2015	Nov 2017
DBB-371	Construction	Kamehameha Stations Group	Pending	Aug 2015	Nov 2015	Dec 2015	Aug 2018
DB-450	Design/Build	Airport Guideway and Stations	Pending	Apr 2015	Dec 2015	Feb 2016	Jul 2019
DBB-510	Construction	City Center Utilities	Pending	Jun 2015	Aug 2015	Oct 2015	Mar 2017
DB-550	Design/Build	City Center Guideway and Stations	Pending	Aug 2015	Apr 2016	Jun 2016	Dec 2019

Appendix E: Safety and Security Checklist

Project Overview			
Project Name	Honolulu Rail Transit Project		
Project mode (Rail, Bus, BRT, Multimode)	Rail		
Project phase (Preliminary Engineering, Final Design, Construction, or Start-up)	FD		
Project Delivery Method (Design/Build, Design/Build/Operate Maintain, CMGC, etc.)	DB, DBB and DBOM		
Project Plans	**Version**	**Review by FTA**	**Status**
Safety and Security Management Plan	3.0	Y	Complete
Safety and Security Certification Plan	2.0	Y	Complete
System Safety Program Plan			Submittal date Mar-13
System Security Plan or Security and Emergency Preparedness Plan (SSEPP)		N	TBD
Construction Safety and Security Plan	1.0	Jun-11	Submitted in Mar-11
Safety and Security Authority	**Y/N**		**Status**
Is the grantee subject to 49 CFR Part 659 state safety oversight requirements?	Y		
Has the state designated an oversight agency as per Part 659.9	Y		Executive Order 10-04 effective April 6, 2010
Has the oversight agency reviewed and approved the grantee's SSPP as per Part 659.17?	N		Submission/Approval in 2013
Has the oversight agency reviewed and approved the grantee's Security Plan or SEPP as per Part 659.21?	N		Submission/Approval in 2013
Did the oversight agency participate in the last Quarterly Program Review Meeting?	Y		April 16, 2014
Has the grantee submitted its safety certification plan to the oversight agency?	N		SOA information
Has the grantee implemented security directives issues by the Department Homeland Security, Transportation Security Administration?	N		None issued to date
SSMP Monitoring			
Is the SSMP project-specific, clearly demonstrating the scope of safety and security activities for this project?	Y		
Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y		
Does the grantee implement a process through which the Designated Function (DF) for Safety and DF for Security are integrated into the overall project management team? Please specify.	Y		
Does the grantee maintain a regularly scheduled report on the status of safety and security activities?	Y		Reported Monthly
Has the grantee established staffing requirements, procedures and authority for safety and security activities throughout all project phases?	Y		
Does the grantee update the safety and security responsibility matrix/organization chart as necessary?	Y		
Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	Y		
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y		

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

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

Appendix D: Project Overview and Map

Date:	March 2015
Project Name:	Honolulu Rail Transit Project
Grantee:	City and County of Honolulu
FTA Regional contact:	Catherine Luu
FTA HQ contact:	Kim Nguyen

SCOPE

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

SCHEDULE

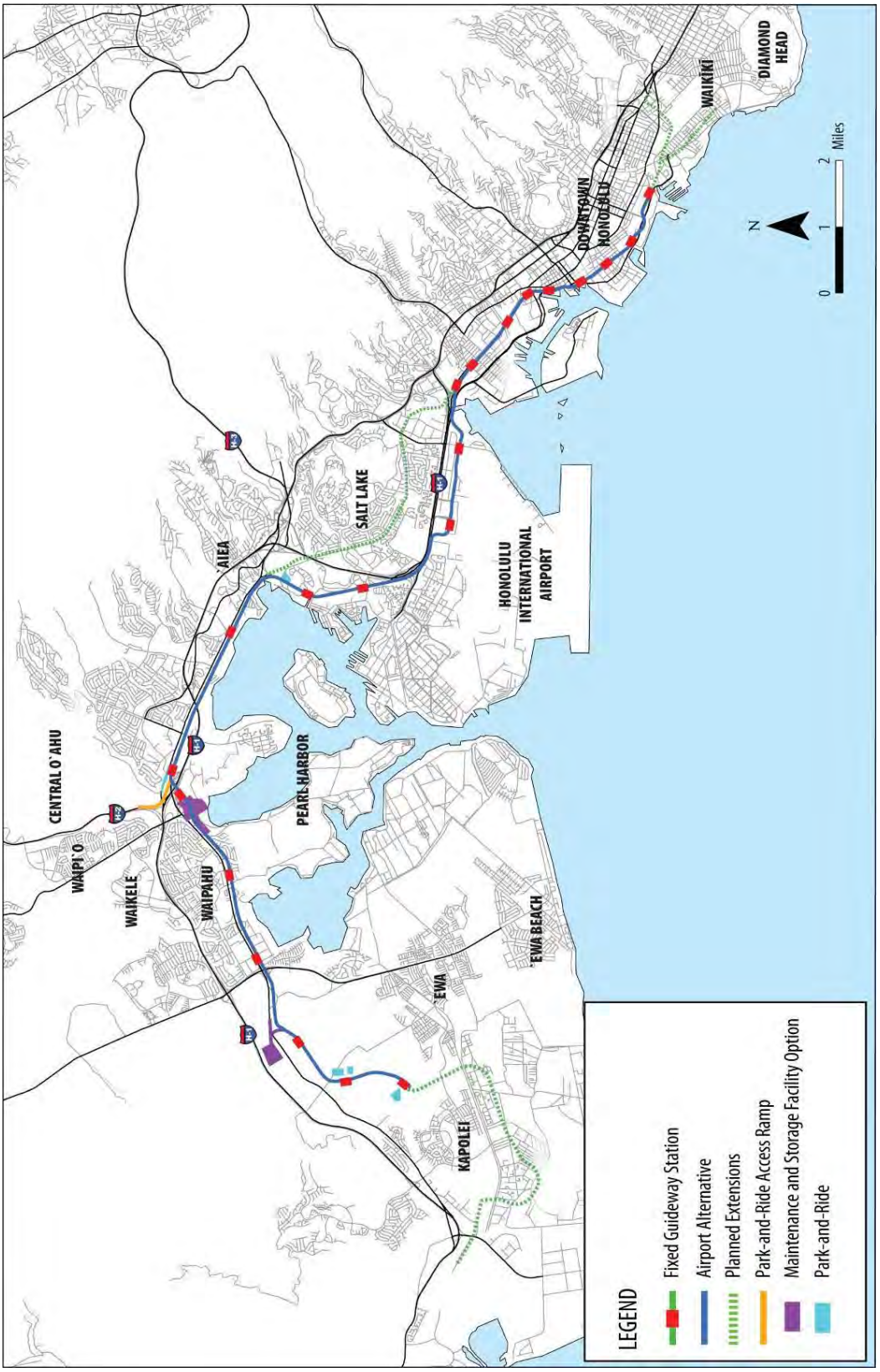
10/09 Approval Entry to PE	03/19 Estimated RSD at Entry to PE
12/11 Approval Entry to FD	03/19 Estimated RSD at Entry to FD
06/12 Request for FFGA	03/19 Estimated RSD at Request for FFGA
12/12 FFGA	01/20 RSD at FFGA

COST

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

$1.388B Amount of Expenditures at date of this report
32.0% complete (Total Project Expenditures/Total Project Cost)

Honolulu Rail Transit Project Map



Appendix E: Safety and Security Checklist

Project Overview			
Project Name	Honolulu Rail Transit Project		
Project mode (Rail, Bus, BRT, Multimode)	Rail		
Project phase (Preliminary Engineering, Final Design, Construction, or Start-up)	FD		
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Grantee reviews the SSMP and related project plans to determine if updates are necessary?	Y		
Does the grantee implement a process through which the Designated Function (DF) for Safety and DF for Security are integrated into the overall project management team? Please specify.	Y		
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Has the grantee allocated sufficient resources to oversee or carry out safety and security activities?	Y		
Has the grantee developed hazard and vulnerability analysis techniques, including specific types of analysis to be performed during different project phases?	Y		

Does the grantee implement regularly scheduled meetings to track to resolution any identified hazards and/or vulnerabilities?	Y	
Does the grantee monitor the progress of safety and security activities throughout all project phases? Please describe briefly.	Y	
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Federal Railroad Administration		
If the shared track: has the grantee submitted its waiver request application to FRA? (Please identify any specific regulations for which waivers are being requested)	NA	
If the shared corridor: has grantee specified specific measures to address shared corridor safety concerns?	NA	
Is the Collision Hazard Analysis underway?	NA	
Other FRA required Hazard Analysis – fencing, etc?	NA	
Does the project have Quiet Zones?	NA	
Does FRA attend Quarterly Review Meetings?	NA	

Appendix D: Project Overview and Map

Date:	March 2015
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Grantee:	City and County of Honolulu
FTA Regional contact:	Catherine Luu
FTA HQ contact:	Kim Nguyen

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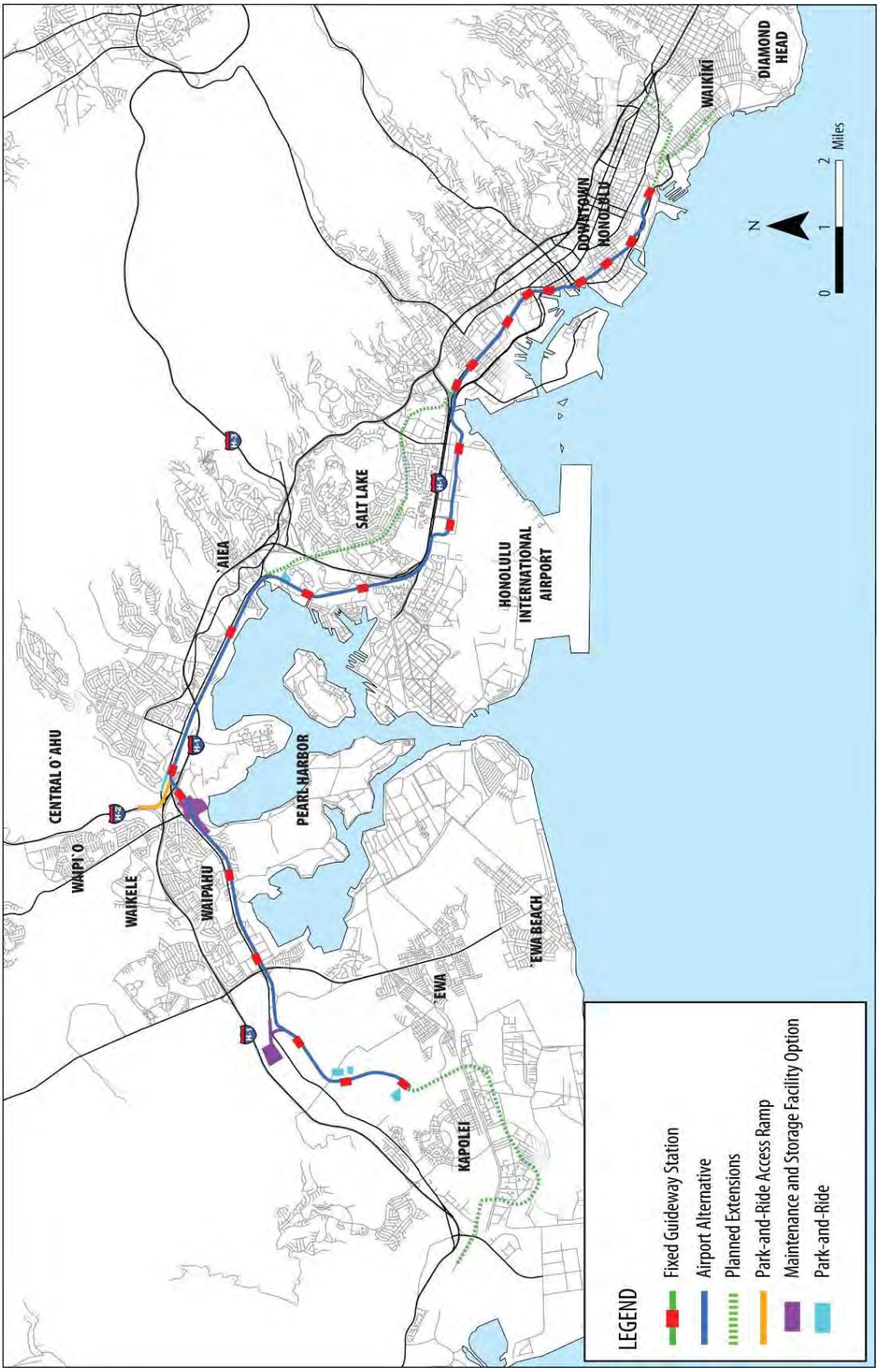
Honolulu Rail Transit Project Map



ATTACHMENT G

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE I.

COVENANTS OF HART

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

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

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

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

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

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

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

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

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

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

ARTICLE II.

ISSUANCE AND SALE OF PROJECT BONDS

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE III.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE IV.

EVENTS AND REMEDIES

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

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE V.

FINANCIAL AND OTHER BOOKS, RECORDS AND REPORTS

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

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

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

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

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

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

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

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

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

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

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

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

ARTICLE VI.

TERM AND MODIFICATION OF

MEMORANDUM OF UNDERSTANDING

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

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

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

APPROVED:

City and County of Honolulu

By _____

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

Honolulu Authority for Rapid Transportation

By _____

DANIEL GRABAUSKAS
Executive Director and CEO

APPROVED AS TO FORM AND LEGALITY:

By _____
Deputy Corporation Counsel

Attachment A

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

Updated Table A-1, Capital Plan Cash Flows

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

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

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