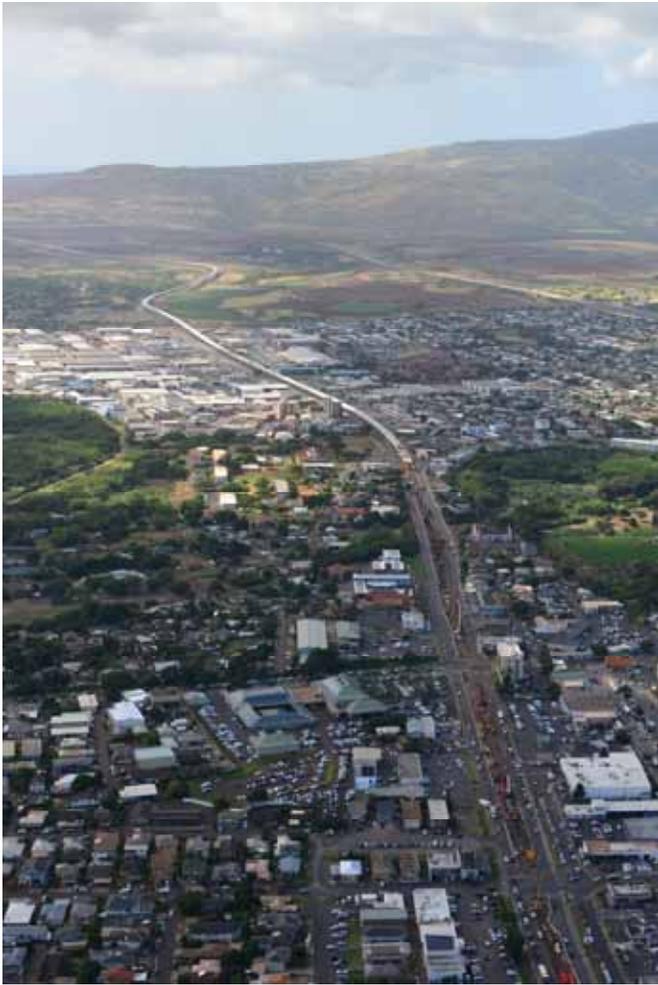


HONOLULU RAIL TRANSIT PROJECT



November 2015 MONTHLY PROGRESS REPORT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

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

Upper right: West O'ahu Farrington Highway Guideway along Farrington Highway near Waipahu High School.

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

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LIST OF ACRONYMS

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

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

| | | | |
|-------|--|-------|--|
| TVA | Threat and Vulnerability Analysis | WA | Work Area |
| TVM | Ticket Vending Machine | WHS | Waipahu High School |
| TWF | Train Wash Facility | WL | West Loch |
| UCA | Utility Construction Agreement | WOEDA | West Oahu Economic Development Association |
| UFCRA | Utility Facilities Relocation and Cost Reimbursement Agreement | WOFH | West O’ahu/Farrington Highway |
| UH | University of Hawai’i | WOSG | West O’ahu Station Group |
| UHWO | University of Hawai’i West O’ahu | WSS | West Side Stations |
| UL | Underwriters Laboratories | WSSG | West Side Station Group |
| UPS | Uninterrupted Power Supply | WTB | Wheel Truing Building |
| VRCS | Voice Radio Communication System | WYL | West Yard Lead |
| USACE | U.S. Army Corps of Engineers | YCB | Yard Control Bungalow |
| USDOT | U.S. Department of Transportation | YOE | Year of Expenditure |
| VE | Value Engineering | | |
| VRF | Variable Refrigerant Flow | | |

PROJECT MAP



PROGRESS REPORT SUMMARY OF CHANGES

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

Project Contingency

- The current contingency balance has decreased. Please see pages 15-16.

Project Funding

- The General Excise Tax (GET) surcharge revenue amount received has increased. Please see pages 17-18.
- The total amount of cash received has increased. Please see pages 17-18.

Project Revenue and Costs

- The ending cash balance amount has increased. Please see page 19.

Contract Status

- Core Systems Contract (CSC)
 - On Nov. 2, 2015, AnsaldoBreda became a part of the Hitachi Group Company and is now Hitachi Rail Italy (HRI). Please see page 23.
 - On Nov. 3, 2015, Ansaldo STS became a part of the Hitachi Group Company. Please see page 23.
 - The current contract value has increased. Please see page 26.
- West O'ahu Station Group (WOSG)
 - A contract page for the West O'ahu Station Group construction contract has been included, and the WOSG design contract page has been removed. Please see pages 37-38.
- Farrington Highway Station Group (FHSG)
 - The contract substantial completion date has been corrected. Please see page 39.
 - A section for "Quality Management" has been added. Please see page 40.
- Ramp H2R2
 - The contract substantial completion date has been corrected. Please see page 49.
 - The projected substantial completion date has shifted to a later date. Please see page 49.
 - A section for "Quality Management" has been added. Please see page 50.
- Kamehameha Highway Station Group (KHSG)
 - The current contract value has increased. Please see page 51.
 - The percentage complete has been adjusted. Please see page 51.
- Airport Section Utilities Construction
 - The projected substantial completion date has shifted to a later date. Please see page 55.
- Airport Station Group
 - The current contract value has decreased. Please see page 59.
 - The percentage complete has been adjusted. Please see page 59.
- City Center Section Guideway and Utilities
 - The incurred-to-date amount has decreased. Please see page 61.
 - The percentage complete has been adjusted. Please see page 61.
- Construction Engineering & Inspection East Side Sections
 - The substantial completion date has been updated. Please see page 68.

- On-Call Construction Contractor
 - The current contract value has increased. Please see page 71.

Utility Agreements

- The Utility Agreements Status table has been updated to reflect outstanding agreements, pending amendments, and any applicable MOUs. Please see page 75-76.

Right-of-Way

- One partial acquisition has been completed in the City Center section. Please see page 77.
- The Third-Party Agreements table has been updated to group together different types of agreements. Please see pages 80-81.

Risk Management

- The total number of risks in the risk register has increased. Please see pages 96-100 and 125.

Staffing

- The actual number of employees has increased. Please see page 103.

Appendix D. Procurement and Contract Status

- The Independent Financial Auditor "II" Contract has been added to the Remaining Contracts table. Please see page 120.

Appendix I. Indices on Key Commodities

- The source for the graph for "Industrial Energy Charge per KWh" has been changed to reflect HECO's Schedule P rate, which is the rate that HECO indicates HART will be subject to. Please see page 127.

1 EXECUTIVE SUMMARY

KEY ACTIVITIES THIS MONTH

Project Overview

Construction of the Honolulu rail system continues to progress at a steady pace. More than 5 miles of the elevated guideway has been built, with crews having completed more than 250 columns and more than 200 spans stressed.

Between east Kapolei and into Waipahu, nearly all of the underground foundations are in place. Along Kamehameha Highway, more than a dozen columns have been built. Work on foundations and utility relocation work continues in other areas along the corridor.



At the Maintenance and Storage Facility, work is more than 85 percent complete. Most of the buildings on the 43-acre site in Waipahu are scheduled for completion by the end of the year. The base yard should be done early next year, in time for the delivery of HART's first rail cars.

Kamehameha Highway Stations Group Construction Bid Results

Four construction companies have submitted bids to build the three rail stations at Pearl Highlands, Pearlridge and Aloha Stadium.

Watts Constructors had the apparent low bid of \$112,724,335. Other companies that submitted bids were Nan, Inc., Hawaiian Dredging Construction Company and Hensel Phelps. HART is now in the process of evaluating the bids.



The three stations in the Pearl City area were originally included in a nine-station package that came in well over HART's budgeted projections. HART cancelled that solicitation. In repackaging the station construction work into three smaller packages, HART was able to save more than \$40 million.

Cost:

| Project Costs Summary Through Oct. 30, 2015 | | |
|---|----------------------|------------------------|
| | Current Budget (\$M) | Incurred To Date (\$M) |
| Project Budget | \$4,459.6 | \$1,772.7 |
| Project Contingency | \$489.0 | \$0.5 |
| Finance Charges* | \$173.1 | \$0.0 |
| TOTAL | \$5,121.7 | \$1,773.2 |
| * \$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 Oct. 30, 2015 | | | | |
|--|--------|--|------------|-----------|
| | Actual | | Early Plan | Late Plan |
| Overall Project Progress | 40.6% | | 69.2% | 61.0% |
| Overall Construction Progress | 32.2% | | 62.6% | 53.4% |
| Overall Design Progress | 87.3% | | 99.6% | 98.2% |
| Overall Utilities Progress | 39.5% | | 85.6% | 73.0% |
| *All progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time. | | | | |

HART presented the status of the program budget and schedule to the Board of Directors at the October and November monthly meetings. Forecasts indicated an increase to project costs and a completion in 2021.

Overview:Core Systems Contract (CSC)

The CSC contractor is continuing to progress through Final Design. Qualification and design verification tests are ongoing; completing passenger vehicle communications and UPS tests. Construction interface with the MSF contractor (KKJV) is ongoing. AHJV is on site finalizing the Yard Control Bungalow (YCB) roof structures and beginning installation of lighting fixtures and HVAC units. AHJV is also finalizing the fire detection wiring at the MSF OSB and MOW buildings. Installation activities are underway for the first four passenger vehicle carshells. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contractor has completed final design for the WOSG, FHSG and KHSG stations. The manufacturing of the required elevator and escalator equipment for these stations can be released once the respective contractor's schedules have been submitted and approved. The NTP for both FHSG and WOSG have been issued. The contractors for both projects must provide an acceptable schedule in order for the manufacturing of the FHSG and WOSG equipment to be released; this has not yet occurred for either project. The KHSG contract was advertised in August, with bid opening occurring Nov. 17, and award planned by the end of this year. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

HART and Kiewit Infrastructure West Company (KIWC) continue to work together to ensure that quality and safety are the highest priorities. HART continues to monitor KIWC production rates as it relates to potential schedule impacts. KIWC submitted a revised baseline schedule dated October 2014 for which production was measured against. The most recently submitted progress schedule, through October 2015, reflects a nearly six month delay to the contractual substantial completion date specific to the LCC portables, parking lot, and access structure operations. KIWC and HART continue to work together to mitigate the impacts to the critical path activities. A revised baseline schedule was submitted by KIWC in August 2015 and it is anticipated that a Contract Change Order is required to accept the revised baseline schedule and updated substantial completion date. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

The contractor is continuing with preparation for car delivery anticipated in spring of 2016. Coordination with the abutting WOFH mainline contractor continues for completion of site access in the east and west yards, including rail, vehicular access, and utility interconnection. HVAC installation, painting, and finishing are continuing for the Operations and Servicing Building (OSB), Maintenance of Way (MOW) and Wheel Truing Building (WTB), as well as mechanical, electrical and plumbing installations. Construction of slab on grade is complete in the OSB shop area. Concrete Masonry Unit (CMU) construction is complete and structural steel erection commenced for the Train Wash Facility. Installation of rail is continuing for the tracks heading toward the Train Wash Facility, and the MOW tracks, subballast and ballast installation is ongoing for the West Yard and East Yard Lead tracks. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Construction of columns has been completed from just west of Waimano Home Road to the WOFH contract, with the exception of the C-piers at Acacia that are currently being constructed. Discussions with HECO are being held at an elevated level to coordinate the schedule of work to minimize project delays. ROE for utility relocations are nearing completion, with work anticipated to start once utility ROE has been received. HART and HDOT are working together to achieve concurrence on betterment costs and funding. Per KIWC's progress schedule, as submitted with the application for payment, the contract is twelve months behind schedule, which includes the guideway structure completion in April 2017 and the remaining roadway civil work being completed by September 2017. (See Section 4.3.A for details)

Airport Section Utilities (ASU) Construction Contract

The Airport Section Utilities contract continues to be impacted by differing and unforeseen site conditions. In spite of these impediments, work is proceeding along Kamehameha Highway, Airport and the Nimitz Off-Ramp area. On Sept. 2, Nan was notified that work related to the telecom duct bank at Valkenburgh would be deleted from the contract. Nan continues to progress on utility relocation along Kamehameha Highway. (See Section 4.4.B for details)

2 OVERALL PROJECT PROGRESS AND FINANCIALS

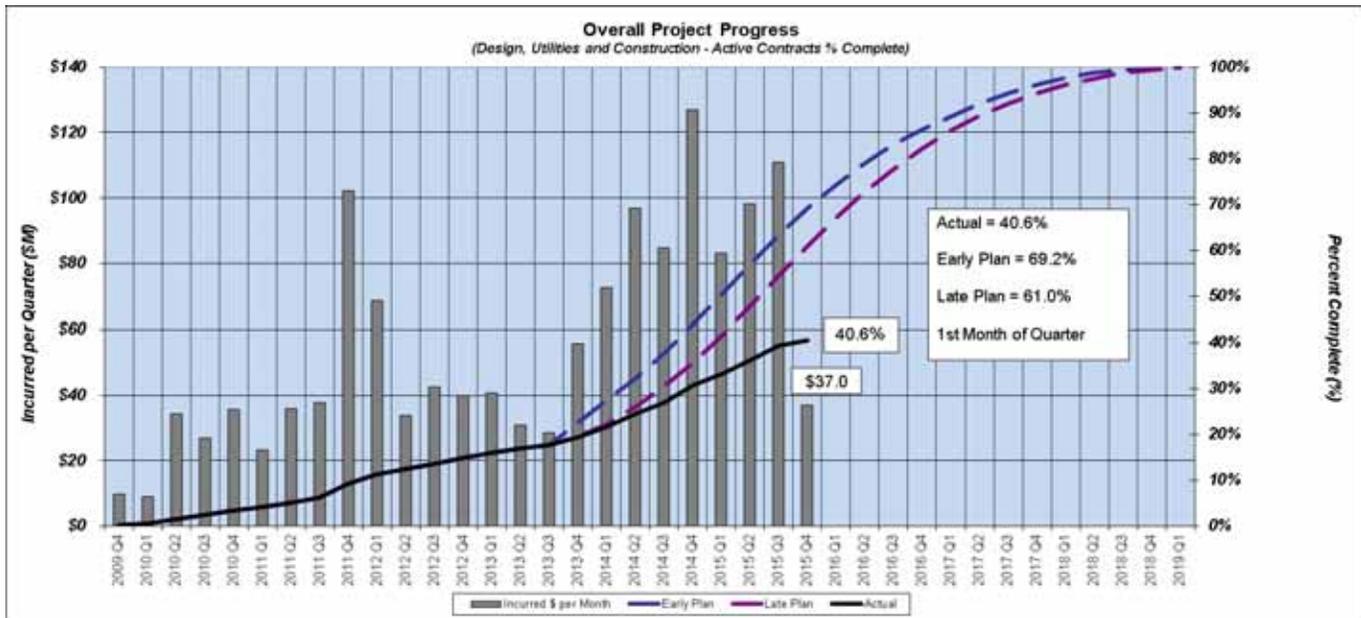
2.1 Project Progress (data as of Oct. 30, 2015)

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

Note:

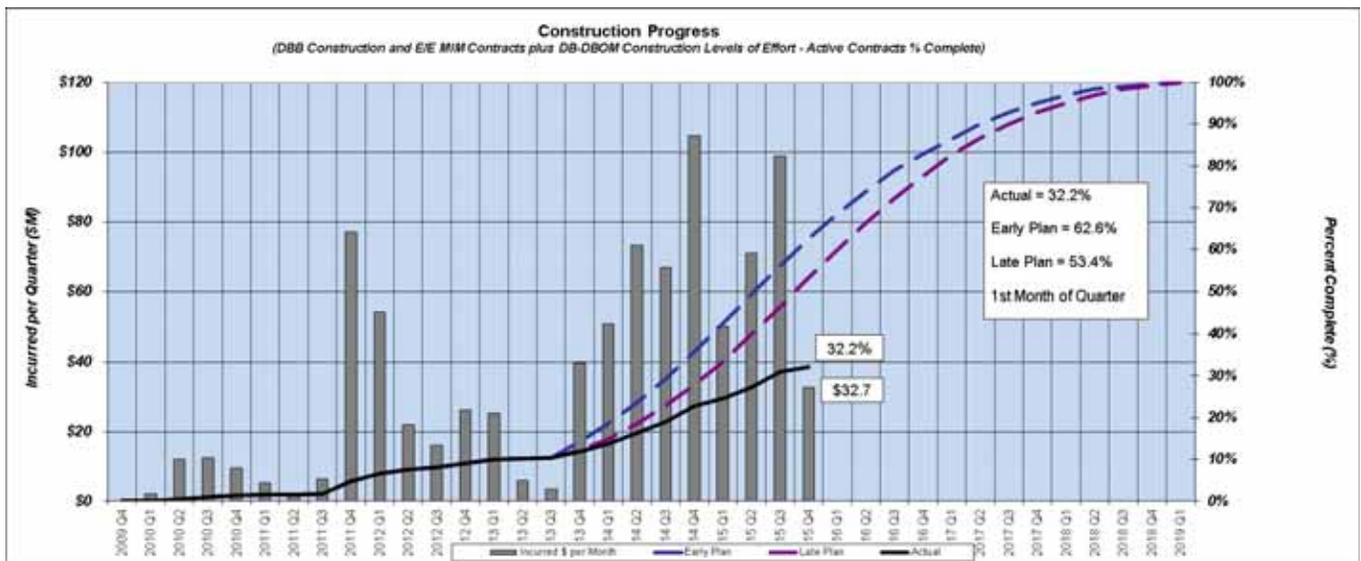
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
- Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
- Late Plan = Latest dates activities can begin and finish and not have an impact on completion date, based on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

Figure 1. Overall Project Progress (% Complete)



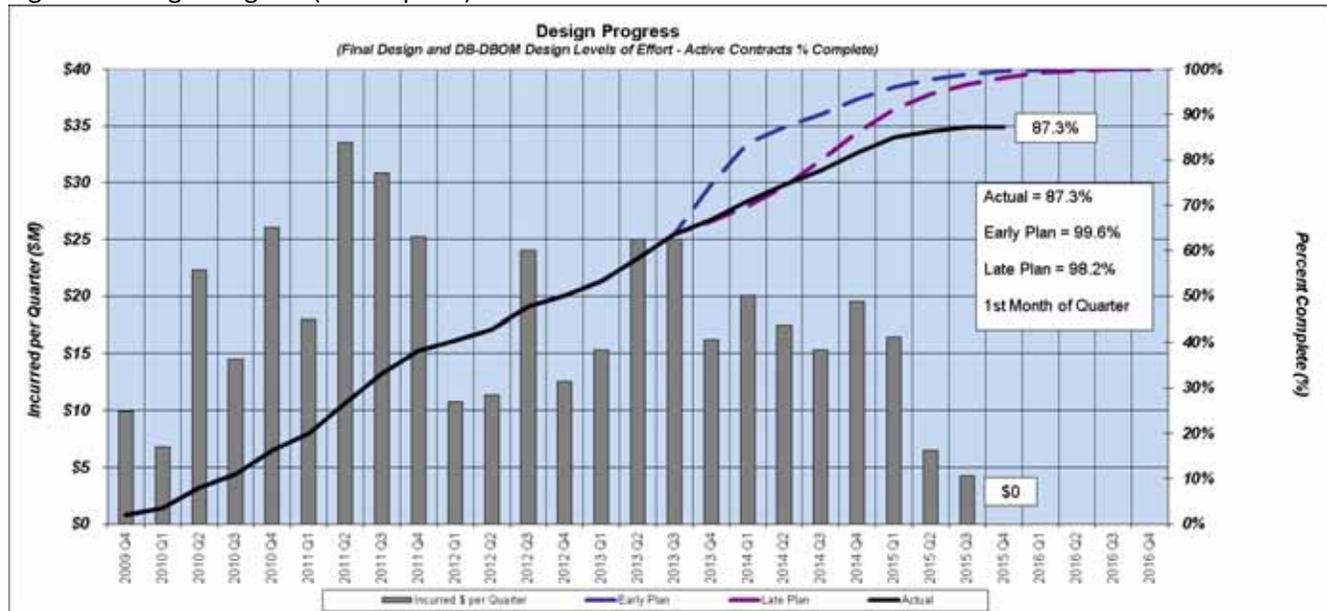
At present “overall” project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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

Figure 2. Construction Progress (% Complete)



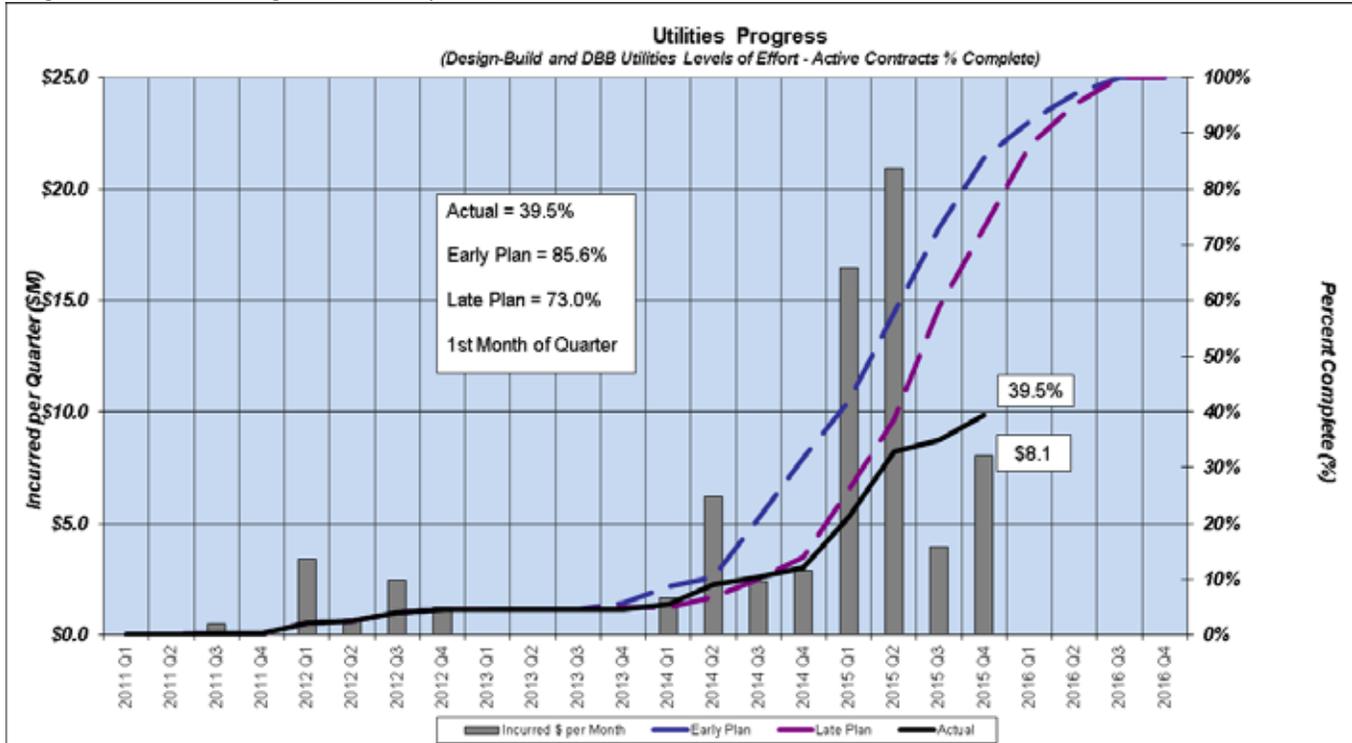
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 3. Design Progress (% Complete)



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

Figure 4. Utilities Progress (% Complete)



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

2.2 Project Budget (data as of Oct. 30, 2015)

*Total Incurred Cost = \$1,773.2M
(previous report = \$1,727.2M)*

- FFGA Project Budget = **\$5,121.7M**
 - Current Project Budget - \$4,459.6M
 - Current Project Contingency - \$489.0M
 - Project Finance Charges - \$173.1M

- HART presented the status of the program budget and schedule to the Board of Directors at the October and November monthly meetings. Forecasts indicated an increase to project costs and a completion in 2021.

- Total Incurred Cost = **\$1,773.2M** (39.8% of current project budget)
 - October 2015 Incurred Cost = \$46M

2.3 Project Contingency (data as of Oct. 30, 2015)

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

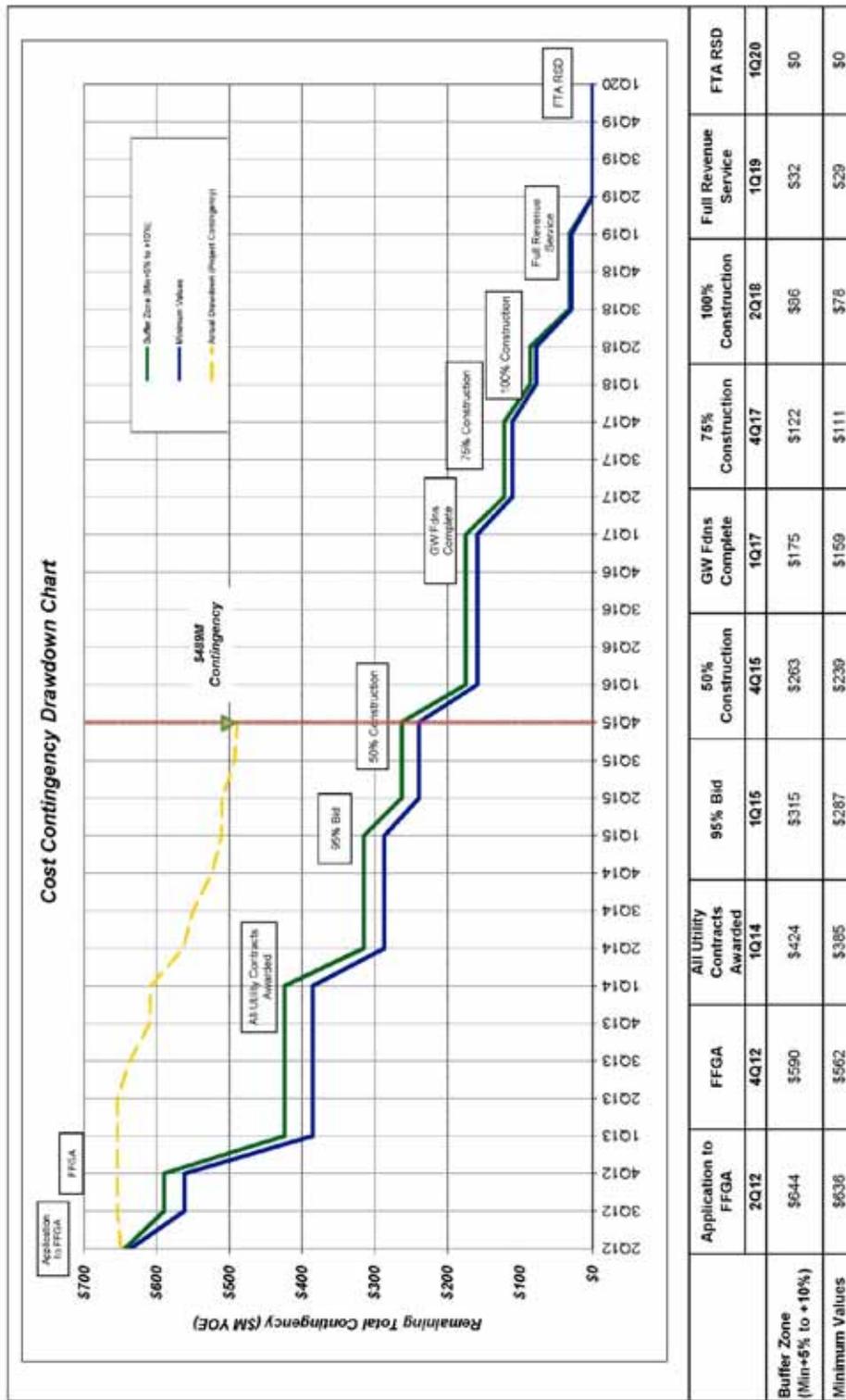
*Current Contingency Balance = \$489.0M
(previous report = \$492.8M)*

- Current Project Contingency Balance = **\$489.0M**
 - Contingency drawdown to date – \$154.6M (24% of baseline project contingency budget)
 - \$3.8M contingency drawdown during October 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 August 2015 Report | 90.01 - 90.03 | (\$142.9) |
| Contingency drawdown September 2015 Report | 90.01 - 90.03 | (\$7.8) |
| Contingency drawdown October 2015 Report | 90.01 - 90.03 | (\$0.1) |
| Contingency drawdown November 2015 Report | 90.01 - 90.03 | (\$3.8) |
| Contingency drawdown to date | 90.01 - 90.03 | (\$154.6) |
| Current FFGA Project Contingency | 90.01 - 90.03 | \$489.0 |

Figure 6. Draft Cost Contingency Drawdown Chart



Date as of 10/01/15 - Oct 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 Oct. 30, 2015)

Figure 7. Planned vs. Received Project Funding

| Planned vs. Received Project Funding | | | | |
|---|-------------------------------|--------------------------------|---------------------------------|---------------------------------|
| Funding Source | Pre-FFGA Project ¹ | FFGA Project Period | | Total Project |
| | 2007 - 2009 Actuals Received | Planned ² (\$YOE M) | 2009 - Present Actuals Received | 2007 - Present Actuals Received |
| | [A] | | [B] | [C] = A + B |
| Beginning Project Cash Balance ³ | 0 | 298 | 298 | n/a |
| Interest Income on Cash Balance | 7 | 3 | 2 | 9 |
| FTA Section 5309 New Starts Revenue ⁴ | 0 | 1,550 | 447 | 447 |
| 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 | 1208 | 1,586 |
| Total | 385 | 5,356 | 1,959 | 2,046 |

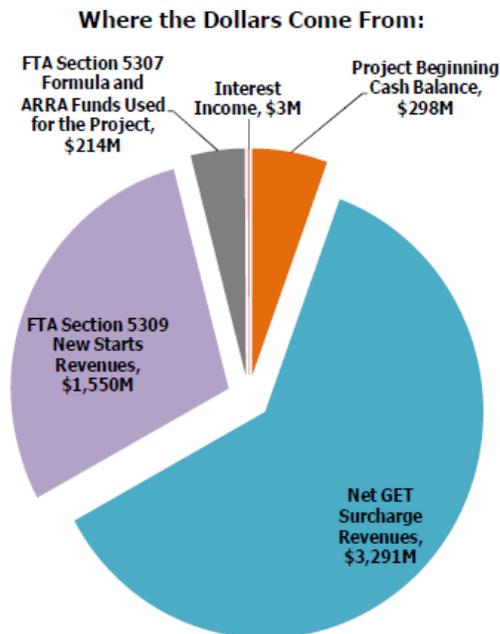
¹ GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

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

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

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

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



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge (data as of Oct. 30, 2015)
 - \$1,208M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$1,239M = Projected Net GET Surcharge Revenue for FYs 2010-2Q 2016, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - GET receipts are currently running 2.5% short of projections to date, or \$31M behind.
 - \$31M shortfall is approximately 0.9% of the total GET surcharge projections per the FFGA Financial Plan of \$3.291B.
 - \$65M = GET surcharge received in October 2015.
- Full Funding Grant Agreement (FFGA)
 - \$0M = New Starts drawdown processed and received through Oct. 30, 2015.
 - \$25.4M = New Start drawdown submitted to City BFS in October 2015, but \$0 funds have been received through Oct. 30, 2015.
- The \$5307 funds for the Project, per the Financial Plan, are \$210M.
- HART presented the status of the program budget and schedule to the Board of Directors at the October and November monthly meetings. Forecasts indicated an increase to project costs and a completion in 2021. The financial plan is currently being updated.

*Total Cash Received Since PE = \$1,959M
(previous report = \$1,894M)*

*GET Received Since PE = \$1,208M
(previous report = \$1,143M)*

*GET Received Since 2007 = \$1,586M
(previous report = \$1,521M)*

Figure 9. New Starts Drawdown by Federal Fiscal Year (data date as of Oct. 30, 2015, per the FTA TEAM website)

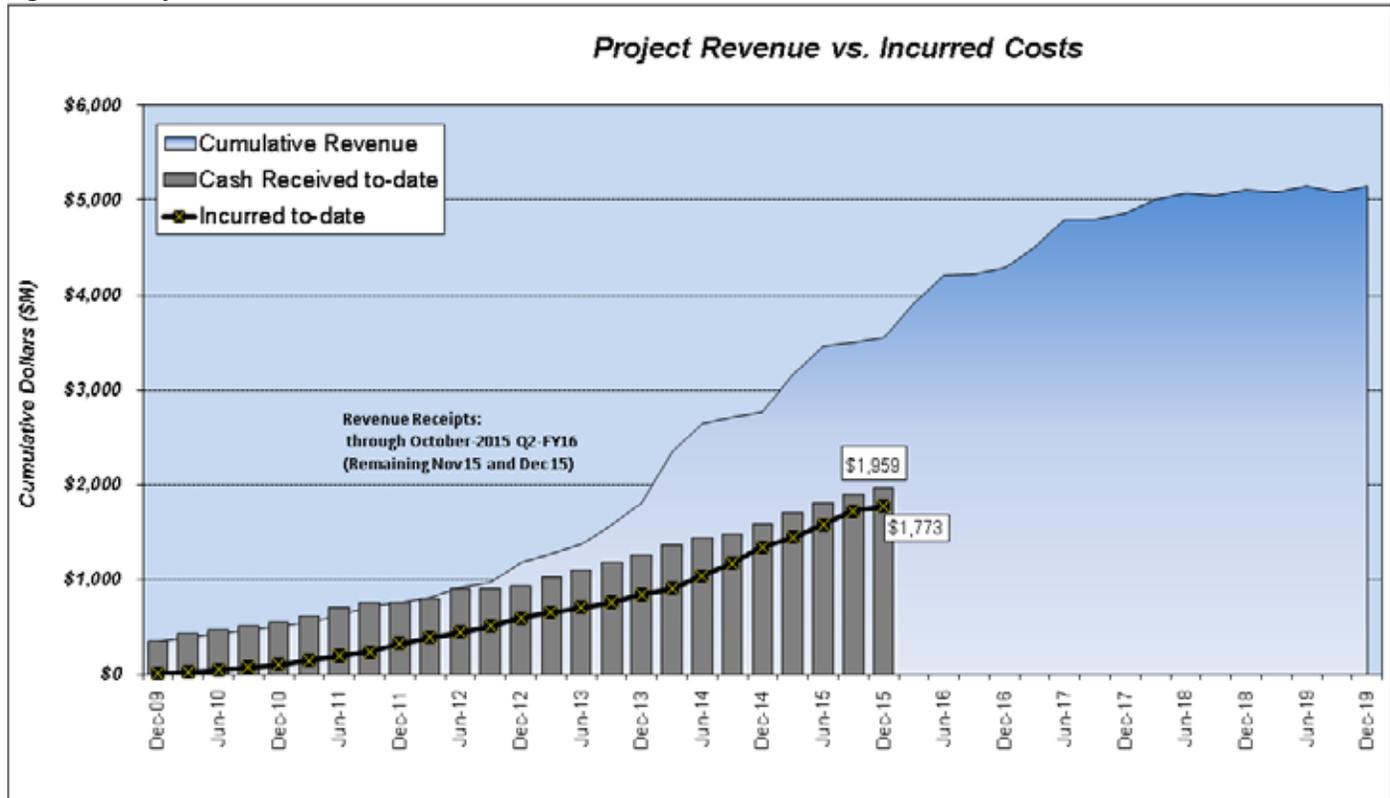
| New Starts Grant Information by Federal Fiscal Year | | | | |
|---|------------------------|---------------------------------|------------------------|--------------------------|
| Federal Fiscal Year Allocation | Obligated Amounts | Actual Drawdown Amounts to Date | Available Balance | FFGA Base Case Cash flow |
| 2008 | \$15,190,000 | \$15,190,000 | \$0 | |
| 2009 | \$19,800,000 | \$19,800,000 | \$0 | |
| 2010 | \$30,000,000 | \$30,000,000 | \$0 | |
| 2011 | \$55,000,000 | \$55,000,000 | \$0 | \$20,607,242 |
| 2012 | \$200,000,000 | \$200,000,000 | \$0 | \$99,382,758 |
| 2013 | \$236,277,358 | \$127,019,679 | \$109,257,679 | \$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 | \$447,009,679 | \$1,102,990,321 | \$1,550,000,000 |

2.5 Project Revenue and Costs

(data as of Oct. 30, 2015)

Ending Cash Balance 10/31/15 = \$265.5M
(previous report = \$232.1M)

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = Oct. 30, 2015

Figure 11. Cash Balance Summary

| OCTOBER 2015 CASH BALANCE SUMMARY | | |
|--|---------------------|----------------------|
| | OCTOBER | FY16 YTD Cumulative |
| Beginning Cash Balance 10/01/15 | 232,102,828 | 293,010,823 |
| Expenditures: | | |
| Operating Expenditures | (931,679) | (4,214,255) |
| Capital Expenditures | (30,499,987) | (176,043,016) |
| Expenditures Total: | (31,431,665) | (180,257,271) |
| Receipts: | | |
| GET Surcharge | 64,820,862 | 117,151,246 |
| FTA Drawdown | 0 | 35,503,048 |
| Interest | 17,781 | 60,204 |
| Other (rental, refunds, copy fees, etc.) | 25,250 | 67,007 |
| Receipts Total: | 64,863,893 | 152,781,505 |
| Ending Cash Balance 10/31/15 | 265,535,057 | 265,535,057 |

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

3 SCHEDULE

(data as of Oct. 30, 2015)

OVERVIEW

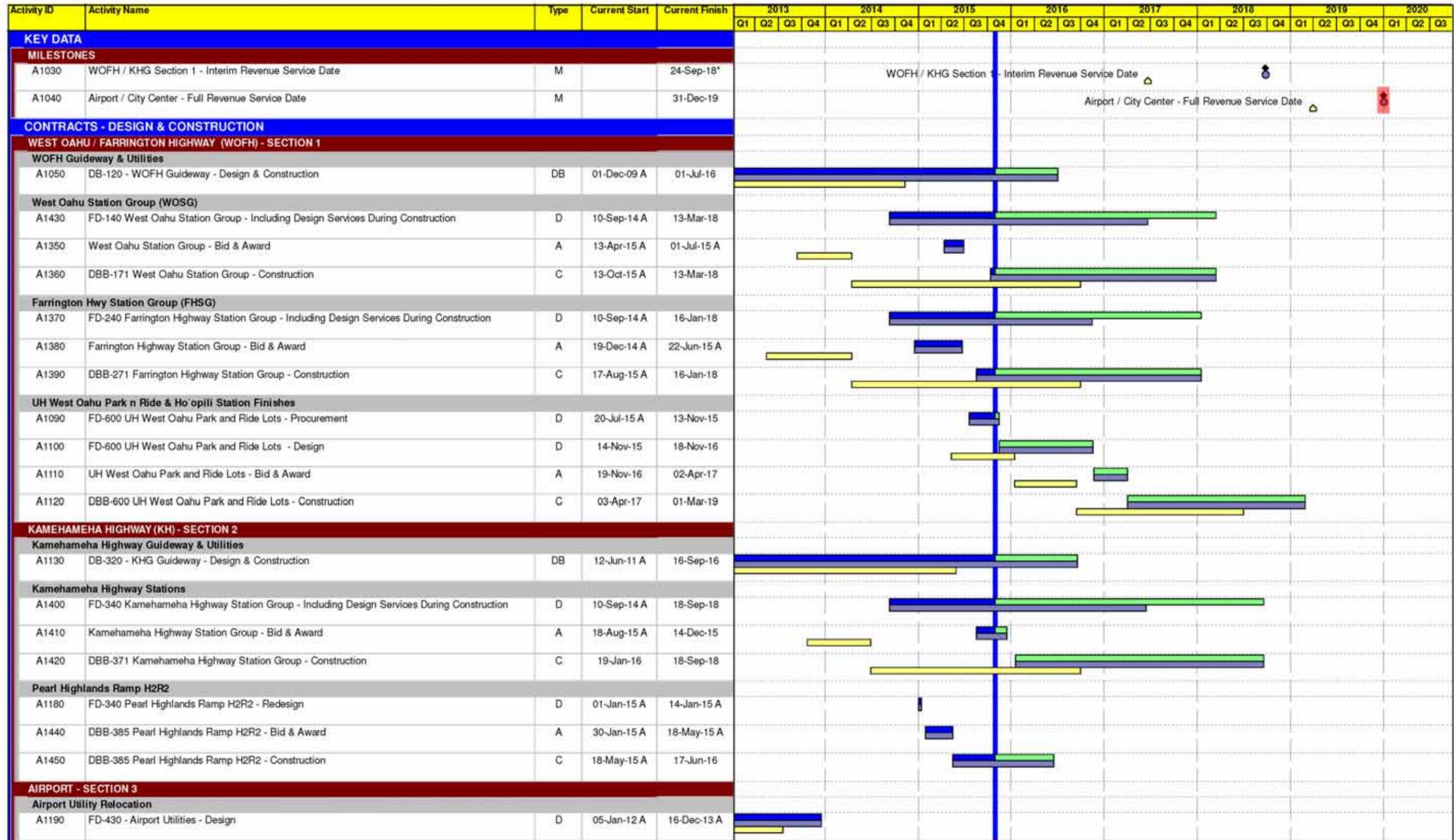
- HART presented the status of the program budget and schedule to the Board of Directors at the October and November monthly meetings. Forecasts indicated an increase to project costs and a completion in 2021.
- The Master Program Summary Schedule reflects currently approved schedule end dates for contracts that have been awarded, and planned dates for future contracts. The schedules in the Contract Status section (Section 4) reflect current contractor forecast end dates for contracts that have been awarded. The Pearl Highland Transit Garage schedule is being drafted and will be included in next month's schedule.
- H2R2 Ramp (DBB-385), WOSG (DBB-171) and FHSG (DBB-271) contractor schedules will be added to this report as soon as baseline schedules are accepted by HART. Until accepted contractor schedules become available, placeholder schedules spanning the contract dates are displayed in the contract sections of this report.
- HART continues to closely monitor, review and manage all active construction packages. Previously reported delays continue to be addressed by the project teams. See contract pages for further details.

KEY ISSUES

- WOFH construction contractor progress is behind approved planned schedules for the LCC station area civil and structural work.
- KHG guideway construction contractor progress is behind approved planned schedules.
- Right-of-way acquisition, third-party interface and utility relocations continue to be areas of concern for program completion.

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

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



- FFGA Baseline
- September 2015 Update
- Remaining Work
- Actual Work
- FFGA Baseline Milestone
- September 2015 Update Milestone
- Milestone

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Honolulu Rail Transit Project
October 2015 Update
 As of: 30-Oct-15

Page 1 of 2

MPS Summary
Design & Construction Contracts

4 CONTRACT STATUS

Core Systems Contract (Section 4.1.A)

OVERVIEW

- Vehicle Aluminum Carshell Manufacturing is moving forward in Reggio Calabria, Italy – The third and fourth carshells arrived in California.
- Final Assembly of Train 1 continues to ramp up with cabling and raceway and subcomponent assembly work.
- Progressing with sub-system testing and design verification activities.
- Yard Control Bungalow construction is underway – Construction of the walls and roof slab is complete.
- Traction Power Cable installation continues; currently installing power feeds to the MSF TPSS.
- On Nov. 2, 2015, AnsaldoBreda became a part of the Hitachi Group Company and is now Hitachi Rail Italy (HRI).
- On Nov. 3, 2015, Ansaldo STS became a part of the Hitachi Group Company.

KEY ISSUES

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

Fare Collection System (Section 4.1.C)

OVERVIEW

- Received a competitive number of proposals on Nov. 13, 2015, for the Fare Systems DBOM contract. It is anticipated that the top three will be selected through an interagency evaluation committee in early December. Award is anticipated end of January 2016.
- COR continues to review the Operations & Maintenance Memorandum of Understanding with Budget and Fiscal Services (BFS).

KEY ISSUES

- O&M MOU needs to be signed by all parties prior to award of Fare Systems contract.
- Developing a Priority List of Offerors from the proposals received on Nov. 13, 2015.

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

OVERVIEW

- Leeward Community College (LCC) Portables and Parking Lot Change Order – LCC construction is ongoing with excavation, compaction, grading, and utility relocation activities in the parking lot area. The delivery of the portable buildings was completed in October 2015. KIWC has begun with the installation of the portable units in November.
- Balanced Cantilever System (BCS) Form Advancement – BCS construction is progressing and all pier tables are complete. Segment casting and stressing is proceeding in both eastward and westward directions from Piers 255 and 256. All segments for Pier Table 253 and 254 have been completed.
- Span by Span Advancement – Heading #2 at Waipahu High School, Work Area 4, is currently progressing westbound. Eastbound spans have been erected by West Loch Station and are proceeding towards Waipahu Station. Heading #3 has been assembled in the area around the Pearl Highlands Station and spans have been erected heading towards the eastern end of the WOFH segment.

KEY ISSUES

- Intersection Closure for Span by Span Operation (for additional detail, see 4.2.A Key Issues)
- Track Construction Operations (for additional detail, see 4.2.A Quality Management)
- Project Close Out Coordination (for additional detail, see 4.2.A Key Issues)

Maintenance and Storage Facility (Section 4.2.D)OVERVIEW

- Power distribution panels within the OSB, MOW and WTB, and pulling of power distribution conductors is ongoing. Permanent power has been extended from the main disconnect to the OSB and MOW distribution switchgear.
- Contractor completed CMU wall construction for the Train Wash Facility and commenced structural steel.
- Signal and train control conduit installation continues in the yard.
- Installation of rail is continuing for the tracks heading toward the Train Wash Facility and MOW as well as the East Yard Lead and West Yard lead tracks.
- The contractor completed the wheel lathe and appurtenant parts in the WTB.
- Siding installation is complete for the OSB and MOW.
- Painting, HVAC, and finishing are continuing for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations. Construction of slab on grade is complete in the OSB shop area.

KEY ISSUES

- Coordination with the abutting WOFH main line contract for completion of site access in the east and west yards, including rail, vehicular access and utility interconnection.
- Preparation for the receipt of rail car delivery is underway including completion of an unloading area on the maintenance track adjacent to the OSB.
- Orderly completion of traction power, train control and building services raceways for turnover to Core Systems Contractor.
- Establish telephone service as necessary for building occupancy (elevator and fire alarm).
- Install fire pump for building occupancy.

Kamehameha Highway Guideway (Section 4.3.A)OVERVIEW

- Construction of Drilled Shafts – With the mobilization of the LB44, KIWC currently has 2 drill spreads working on KHG. Over 45% of the KHG shafts have been completed. Drilled shafts are being constructed ahead of the planned production rates in the September 2015 Schedule, which KIWC has submitted with a Request for Change (RFC) to contract substantial completion date.
- Relocation of Utility Poles – Relocation of utility pole 51 at TMK 9-8-008-029 is pending finalization of the ROE with the property owners and utility companies.
- HDOT Betterments – KIWC has been issued RFCRs to incorporate HDOT's betterments into the design and construction. HART has received the cost proposal for RFCR 30 (Replace CMP with RCP), has finalized the ICE, received HDOT concurrence, and is waiting for NSM approval for negotiation. HART has received the cost proposal for RFCR 32 (Traffic Signals), and is finalizing the NSM. The remainder of the betterment RFCR is still pending receipt of cost proposals from KIWC.
- Balanced Cantilever System (BCS) – KIWC has completed installing all BCS shafts including Pier 306 up and down station and KIWC has started working on Pier 307 down station east of the H-1 overpass. KIWC anticipates superstructure construction to begin in early 2016.

KEY ISSUES

- KIWC Resource Levels – Column construction resumed again in November, but operations were again halted to support the WOFH project, while continuing to implement structures access MOT along Kamehameha Highway. KIWC continues to try and balance between the KHG and WOFH projects which is creating a lack of production on the KHG contract. HART has put KIWC on notice and carries the lack of resources for the KHG contract within the project meeting minutes on a weekly basis.

The planned mobilization of a third drill spread to KHG has been postponed to ensure unrestricted traffic flow in the vicinity of Pearl Ridge and Pearl Kai, as well as issues obtaining MOT during the holiday season. Drill will temporarily remain on WOFH, and KIWC currently intends to mobilize the 885 into this area in January.

Permanent ITS work continues to be installed along the alignment and traffic signals crews' ceased construction due to resources being moved to the WOFH project.

- Environmental Complaints – HART continues to work with KIWC to respond to and mitigate noise complaints along the KHG alignment. Noise monitoring stations have been installed to assist in the monitoring of the construction activities and work hours have been adjusted accordingly. KIWC and HART will continue to monitor the entire alignment to ensure compliance.
- Utility relocations along the alignment continue to progress, but may be impacted by third-party schedules, primarily HECO.

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

OVERVIEW

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

KEY ISSUES

- On Oct. 9, 2015, while uncovering and removing an existing duct bank, the contractor damaged live cables belonging to Oceanic Cable and Verizon. Cables were repaired and back in operation within 12 hours. The removal of the remaining duct bank will need to be discussed to avoid any further disruptions.

Contracts in Procurement

OVERVIEW

- Active Procurements:
 - Airport Guideway and Stations Design-Build RFP: HART is on schedule with the Part 2 solicitation timeline for Alternative Technical Concepts discussions.
 - City Center Guideway and Stations (CCGS) Design-Build RFP: The Qualifications proposals were received on Nov. 18, 2015.
 - Kamehameha Highway Stations Group (KHSG) Construction Contract (Design-Bid-Build) RFB: Bids were received on Nov. 17, 2015 and publicly opened. Four firms submitted bids: Hawaiian Dredging Construction Co. (\$123,699,400.00); Hensel Phelps (\$148,749,000.00); Nan Inc. (\$115,805,845); and Watts Constructors (\$112,724,335.00).
 - The Fare Systems Contract RFP: Proposals were received on Nov. 13, 2015.
 - Independent Financial Auditor “II” Contract RFP: The RFP was issued on Oct. 26, 2015. Proposals are due on Dec. 1, 2015.
- Upcoming Procurements:
 - The Dillingham Utilities and Roadway Design-Bid-Build Contract is anticipated to be advertised in early 2016.

KEY ISSUES

- None.

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Contract Start Date: January 2012

Contract Substantial Completion: March 2019

Projected Substantial Completion: December 2019

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



Project Overview: The CSC contractor is continuing to progress through Final Design. Qualification and design verification tests are ongoing; completing passenger vehicle communications and UPS tests. Construction interface with the MSF contractor (KKJV) is ongoing, with AHJV on site finalizing the Yard Control Bungalow (YCB) roof structures and beginning installation of lighting fixtures and HVAC units. AHJV is also finalizing the fire detection wiring at the MSF OSB and MOW buildings. Installation activities are underway for the first four passenger vehicle carshells.

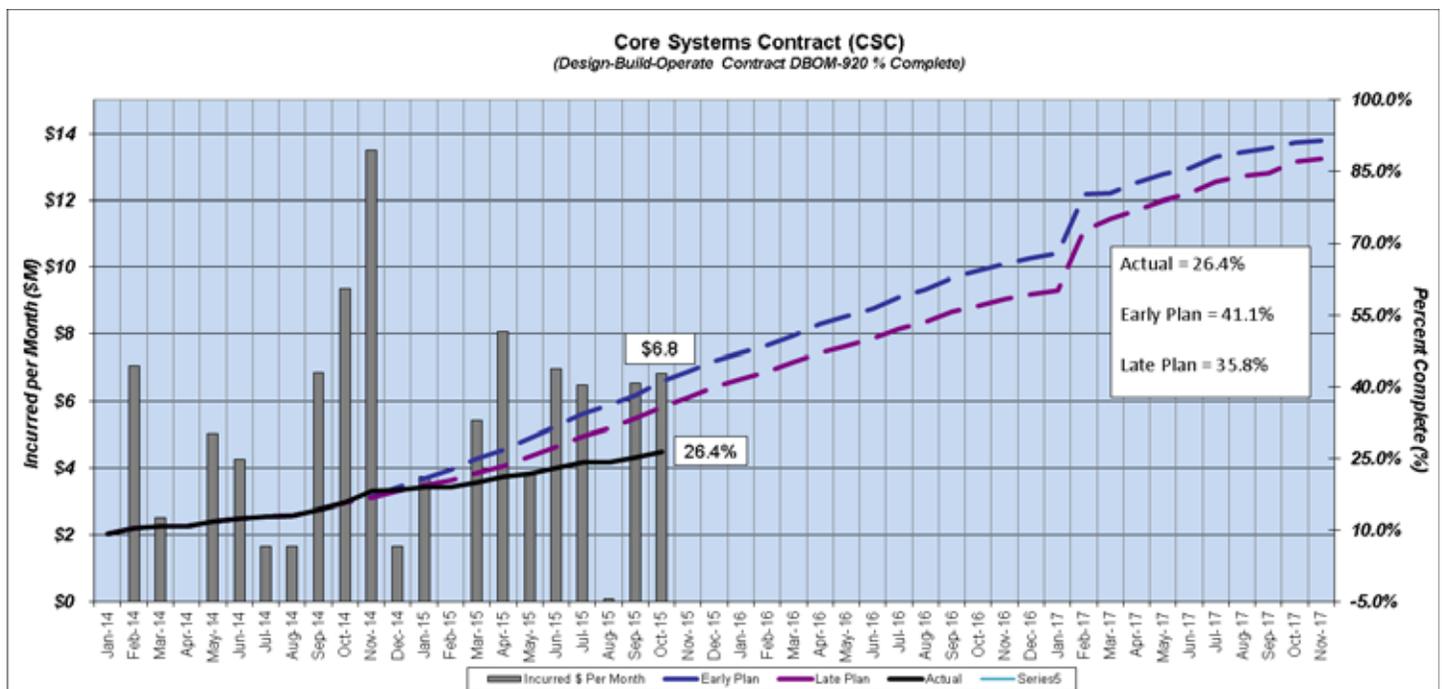
COST INFORMATION:

| | | | |
|---------------------------------------|---------------|----------------------|---------------|
| Original Contract: | \$573,782,793 | Incurred-to-Date: | \$157,005,259 |
| Current Contract Value ¹ : | \$598,563,687 | Incurred in October: | \$6,832,859 |

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

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

| October Change Orders | | |
|---------------------------|----------------------------------|---------------------|
| Change No. | Description | Amount (\$) |
| CCO00018 | 9 months Delay Claim Resubmittal | \$8,700,000 |
| CCO00019 | Four Car Consists | (\$5,200,000) |
| Cumulative to Date | | \$24,780,894 |



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

SCHEDULE:



| | Interim Design Submitted Documents | Final Design Submitted Documents | Target Completion Date |
|--------------------|------------------------------------|----------------------------------|------------------------|
| Passenger Vehicles | 100% | 59% | 4 th Q 2015 |
| Communications | 100% | 44% | 4 th Q 2015 |
| ATC/SCADA | 88% | 94% | 4 th Q 2015 |
| TES | 100% | 100% | 4 th Q 2015 |
| Fire Detection | 100% | 56% | 4 th Q 2015 |
| PSG, UPS, MOW, YCB | N/A | 78% | 4 th Q 2015 |

CRITICAL PATH SUMMARY:

- Continue to oversee construction activities with the MSF contractor, the CSC installation subcontractor and the On-Call Contractor.
- Passenger Vehicle crews received the first four carshells and assembly of the first vehicle is underway at the final assembly facility in Pittsburg, CA. This work is being monitored closely.
- Due to the modified CAM dates, the equipment installation at Pearl Highlands and Pearlridge Stations are driving the critical path.

WORK PROGRESS:

Activities this Month:

- Project-Wide Percent Complete: 29%
- Passenger Vehicle Percent Complete: 38%

Design:

- ATC/SCADA – Documents Received: 12, Documents Returned: 10.
- Communications – Documents Received: 10, Documents Returned: 21.
- Traction Power – Documents Received: 15, Documents Returned: 27.
- Fire Detection – Documents Received: 2, Documents Returned: 5.
- Platform Screen Gates – Documents Received: 5, Returned: 14.
- Passenger Vehicles – Documents Received: 8, Documents Returned: 16.

Manufacturing:

- Performed manufacturing oversight work at the Hitachi Rail factories. (For additional details, please see the Vehicle Carshell Progress Tracker in Appendix E.)
- Perform final assembly oversight work at Pittsburg, CA. Work continues to ramp up on the assembly of the first train; cabling and raceway pre-assembly.

Look Ahead:

Design:

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

Manufacturing:

- Passenger Vehicle Manufacturing – Continue carshell assembly for the first ten carshells (first three trains).
- Continue installation of cable bundles, raceways, windows and vehicle equipment.

Testing:

- Traction Power – Design Verification of TPSS Temperature Rise – Fontana, CA (December 2015).
- Traction Power – Pre-shipping Inspection Test East Kapolei TPSS – Fontana, CA (December 2015).
- Communication Systems – Pre-Shipping Inspection Test for Passenger Information System – Plano, TX (January 2016).
- Communications Pre-Shipping Inspection of On-Board Systems – Plano, TX (January 2016).
- Communications Design Verification of Integrated Network Management System (INMS) – Plano, TX (January 2016).

Activities this Month (continued):

Testing:

- Witnessed Passenger Vehicle First Article Inspections for the brakes system, air system and door operator in Westminster, Maryland.
- Witnessed Passenger Vehicle First Article Inspection of passenger seats in Bellwood, Illinois.
- Conducted a production status inspection of Passenger Vehicle components at the ULTIMATE Plant in China.
- Performed ICCS Software Audit in Levane, Italy.
- Train Control Systems – Pre-Shipping Inspection Test for LCC Station TCCR Equipment – Batesburg, SC.

MSF:

- Yard conduit installation: On-Call Contractor installation of yard conduit extensions is ongoing.
- OSB conduit installation: On-Call Contractor completed Public Announcement and Access Control System/Intrusion Detection System (ACS/IDS) conduits on the upper floor of the OSB and the MOW buildings.
- Yard Control Bungalow - completion of roof slab and installation of lights and HVAC units.
- AHJV continues walk through activities with KKJV for shared access for the Wheel Truing Building (WTB), Operations and Servicing Building (OSB) and Maintenance of Way (MOW) building.
- TES Cable Installation is underway at the MSF Traction Power Sub-Station.
- TES feeder cable installation is underway in storage track area.
- Construction of foundations for the Closed Circuit Television Cameras poles at the MSF perimeter is ongoing.

Look Ahead (continued):

- Communications Pre-Shipping Inspection of Telephone System – Plano TX, (December 2015).
- Communications Pre-Shipping Inspection of Voice Radio Communication System (VRCS) – Plano TX, (February 2016).
- Train Control Systems – Pre-Shipping Inspection Test for LCC Station SCADA Hardware – Batesburg, SC (December 2015).
- Train Control Systems – Pre-Shipping Inspection Test for Waipahu Station SCADA Hardware – Batesburg, SC (December 2015).
- Train Control Systems – Pre-Shipping Inspection Test for West Loch Station SCADA Hardware – Batesburg, SC (December 2015).
- Train Control Systems – Pre-shipping Inspection test – Ho’opili TCCR – Batesburg, SC (December 2015).

MSF:

- Continued installation of Traction Power cabling in Storage Track and OSB feeder track areas.
- Construction of the foundations and conduits for Communication Interface Cabinets at the MSF Yard.
- Installation of Train Control and COMMs cables in the track areas.
- Construction of Communication Interface Cabinet (CIC) foundations in the yard and CCTV poles at the MSF perimeter.
- Pulling COMMs cables in the OSB and MOW.

KEY ISSUES:

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

QUALITY MANAGEMENT:

- Overall quality of the contract is good.

| Design Verifications & System Testing | | |
|---------------------------------------|--|----------------|
| Subsystem | Test Completed | Date Completed |
| PASSENGER VEHICLES | First Article Inspection Test for Brakes, Air Systems and Automatic Door Operator in Westminster, Maryland. | Oct. 9, 2015 |
| PASSENGER VEHICLES | First Article Inspection Test for passenger seats in Bellwood, Illinois. | Oct. 27, 2015 |
| PASSENGER VEHICLES | Conducted a production status inspection of Passenger Vehicle components at the ULTIMATE Plant in China. | Oct. 19, 2015 |
| COMMUNICATIONS | Performed ICCS Software Audit in Levane, Italy. | Oct. 9, 2015 |
| TRAIN CONTROL | Train Control Systems – Pre-Shipping Inspection Test for LCC Station TCCR Equipment – Batesburg, South Carolina. | Nov. 6, 2015 |

| Passenger Vehicle - Oversight | | |
|-------------------------------|--|----------------|
| Facility | Activity | Date Completed |
| Pittsburg, CA | On-site inspector in place to oversee and report on Hitachi Rail Final Assembly activities. The first four carshells arrived at the Final Assembly Facility. | Ongoing |

| CSC NCR Log | | | |
|--------------|------------|------------|-----------|
| | TOTAL | CLOSED | OPEN |
| AHJV & Subs | 24 | 23 | 1 |
| Hitachi Rail | 278 | 194 | 84 |
| TOTAL | 302 | 217 | 85 |

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

PROJECT PICTURES:



Yard Control Bungalow (YCB) with roof slab completed.



MSF Yard – Installation of high voltage cables.



MSF Yard – Installation of high voltage cables.

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

Contract No.: MI-930

Contractor: Schindler Elevator Corporation

Contract Start Date: August 2013

Contract Substantial Completion: May 2018

Projected Substantial Completion: The May 2018 completion date will change to a later date predicated on the award of the DB contracts for the east portion of the guideway. The Airport Guideway and Stations has been advertised. The City Center Guideway and Stations DB contract part 1 was advertised in August 2015, as planned.



Project Description: Furnish / install / test / maintain all elevator and escalator equipment located at the 21 stations.

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

COST INFORMATION:

Original Contract: \$50,982,714

Incurred-to-Date: \$4,784,807

Current Contract Value¹: \$50,982,714

Incurred in October: \$140,825

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

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

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



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

SCHEDULE:

| October 2015 Update | | | | Data Date: 30-Oct-15, Printed On: 06-Nov-15 | | | | | | | | | | | | | | | | |
|--|-----------|-----------|------|---|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|--|
| Activity Name | Start | Finish | 2015 | | | | 2016 | | | | 2017 | | | | 2018 | | | | 2019 | |
| | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | |
| Elevators & Escalators | | | | | | | | | | | | | | | | | | | | |
| W. Oahu/Farrington Highway (WOFH) - Section 1 | | | | | | | | | | | | | | | | | | | | |
| W. Oahu Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - W. Oahu Station Group | | | | | | | | | | | | | | | | | | | | |
| East Kapolei Station E&E Installation | 04-Jan-17 | 17-Apr-17 | | | | | | | | | | | | | | | | | | |
| UH West Oahu Station E&E Installation | 26-Sep-16 | 09-Jan-17 | | | | | | | | | | | | | | | | | | |
| Ho'opili Station E&E Installation | 16-Jun-16 | 03-Oct-16 | | | | | | | | | | | | | | | | | | |
| Farrington Highway Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - Farrington Highway Station Group | | | | | | | | | | | | | | | | | | | | |
| West Loch Station E&E Installation | 12-Sep-16 | 26-Dec-16 | | | | | | | | | | | | | | | | | | |
| Waipahu Transit Station E&E Installation | 12-Sep-16 | 02-Nov-16 | | | | | | | | | | | | | | | | | | |
| Kamehameha Highway (KH) - Section 2 | | | | | | | | | | | | | | | | | | | | |
| Kamehameha Highway Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - Kamehameha Highway Station Group | | | | | | | | | | | | | | | | | | | | |
| Pearl Highlands Station E&E Installation | 22-Jun-17 | 09-Nov-17 | | | | | | | | | | | | | | | | | | |
| Pearl Ridge Station E&E Installation | 14-Jul-17 | 31-Oct-17 | | | | | | | | | | | | | | | | | | |
| Aloha Stadium Station E&E Installation | 14-Dec-16 | 02-Apr-17 | | | | | | | | | | | | | | | | | | |
| Airport - Section 3 | | | | | | | | | | | | | | | | | | | | |
| Airport Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - Airport Station Group | | | | | | | | | | | | | | | | | | | | |
| Pearl Harbor Station E&E Installation | 30-Nov-16 | 16-Mar-17 | | | | | | | | | | | | | | | | | | |
| HNL Airport Station E&E Installation | 19-Jun-17 | 02-Oct-17 | | | | | | | | | | | | | | | | | | |
| Lagoon Drive Station E&E Installation | 01-Dec-16 | 19-Mar-17 | | | | | | | | | | | | | | | | | | |
| Middle Street Station E&E Installation | 31-Aug-17 | 17-Dec-17 | | | | | | | | | | | | | | | | | | |
| City Center (CC) - Section 4 | | | | | | | | | | | | | | | | | | | | |
| Dillingham Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - Dillingham Station Group | | | | | | | | | | | | | | | | | | | | |
| Kalihi Station E&E Installation | 15-Dec-16 | 05-Dec-17 | | | | | | | | | | | | | | | | | | |
| Kapalama Station E&E Installation | 18-Apr-17 | 01-Aug-17 | | | | | | | | | | | | | | | | | | |
| Iwilei Station E&E Installation | 09-Mar-17 | 25-Jun-17 | | | | | | | | | | | | | | | | | | |
| Chinatown Station E&E Installation | 21-Aug-17 | 05-Dec-17 | | | | | | | | | | | | | | | | | | |
| Kaka'ako Station Group | | | | | | | | | | | | | | | | | | | | |
| Construction - Kaka'ako Station Group | | | | | | | | | | | | | | | | | | | | |
| Downtown Station E&E Installation | 06-Jun-17 | 20-Sep-17 | | | | | | | | | | | | | | | | | | |
| Civic Center Station E&E Installation | 18-Jul-17 | 30-Oct-17 | | | | | | | | | | | | | | | | | | |
| Kaka'ako Station E&E Installation | 15-Aug-17 | 30-Nov-17 | | | | | | | | | | | | | | | | | | |
| Aia Moana Center Station E&E Installation | 21-Dec-17 | 05-Jul-18 | | | | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

Earned Value: 9.4%; Planned Value: 35%

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

Look Ahead:

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

KEY ISSUES:

- The release to allow manufacturing for FHSG, WOSG and KHSG will be dependent on the acceptance of an approved schedule for each of these contracts. The 4 stations included in the DB contract for Airport Guideway and Stations has not yet been awarded. Final completion of the equipment requirements for these stations is on hold pending contract award. The 8 stations included in the City Center Guideway and Stations contract is also on hold pending contract award of the DB contract for this work.

C. Fare Collection System

Contract No.: TBD
Contractor: TBD
Contract Start Date: TBD
Contract Substantial Completion: TBD
Projected Substantial Completion: TBD

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

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

Project Overview: The Fare Systems RFP was released on Aug. 11, 2015. A competitive number of proposals were received on Nov. 13, 2015. An award is anticipated at the end of January 2016. An MOU for capital cost sharing with the City has been executed and an MOU for Operations and Maintenance has been drafted and the technical review is complete. The document is currently with COR for legal review. A Fare Systems technical consultant contract was awarded on Sept. 24, 2015, to CH2M Hill to support design review, testing and installation. The selected DBOM contractor is anticipated to start design in April 2016.

COST INFORMATION: TBD

SCHEDULE:

- RFP released Aug. 11, 2015. Award anticipated in January 2016. System design anticipated to start in spring 2016.
- Manufacture in winter 2017.
- System testing for the back office functions and TheBus anticipated winter 2017.
- Anticipated system pilot launch on TheBus is spring 2018, with full roll out on TheBus (including all central systems) in winter 2018.
- Interim roll out on rail is still scheduled for fall 2018.
- Full roll out on rail in late 2019.

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Completed two rounds of COR review of O&M MOU and review with BFS regarding financial system reporting requirements within the MOU.
- Confirmed MOU between HART and OahuMPO not required, but sub-contracts agreement required for OahuMPO fare modeling funding.
- Completed M4 for fare modeling work.
- Begin evaluation of vendor proposals.
- Provide HART Board with briefing on Fare Systems plans.

Look Ahead:

- Review OahuMPO long range plan ridership results and apply for OahuMPO grant for partial funding of Fare modeling work.
- Working with interagency evaluation team, develop a Priority List of Offerors for the Fare Systems.
- Meet with top three identified Priority List of Offerors and discuss BAFO issues.
- Prepare BAFO documents.
- Prepare O&M MOU for signature.

KEY ISSUES:

- O&M MOU needs to be signed by all parties prior to award of Fare Systems contract.
- Developing a Priority List of Offerors from the top three proposals received on Nov. 13, 2015.

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: December 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: In November, progress continues for utilities, dilled shafts, columns, segment casting, and span stressing. Segment erection from West Loch Station through East Kapolei Station has been completed. Headings #1 and #2 are erecting segments from West Loch Station and Waipahu High School (WHS), respectively, to progress towards Waipahu Transit Center Station. Heading #3 is erecting segments towards the eastern end of the alignment. The Project’s Key Quality Issues continue to focus on drilled shafts and segment repairs, in addition to the repairs of Span 17.

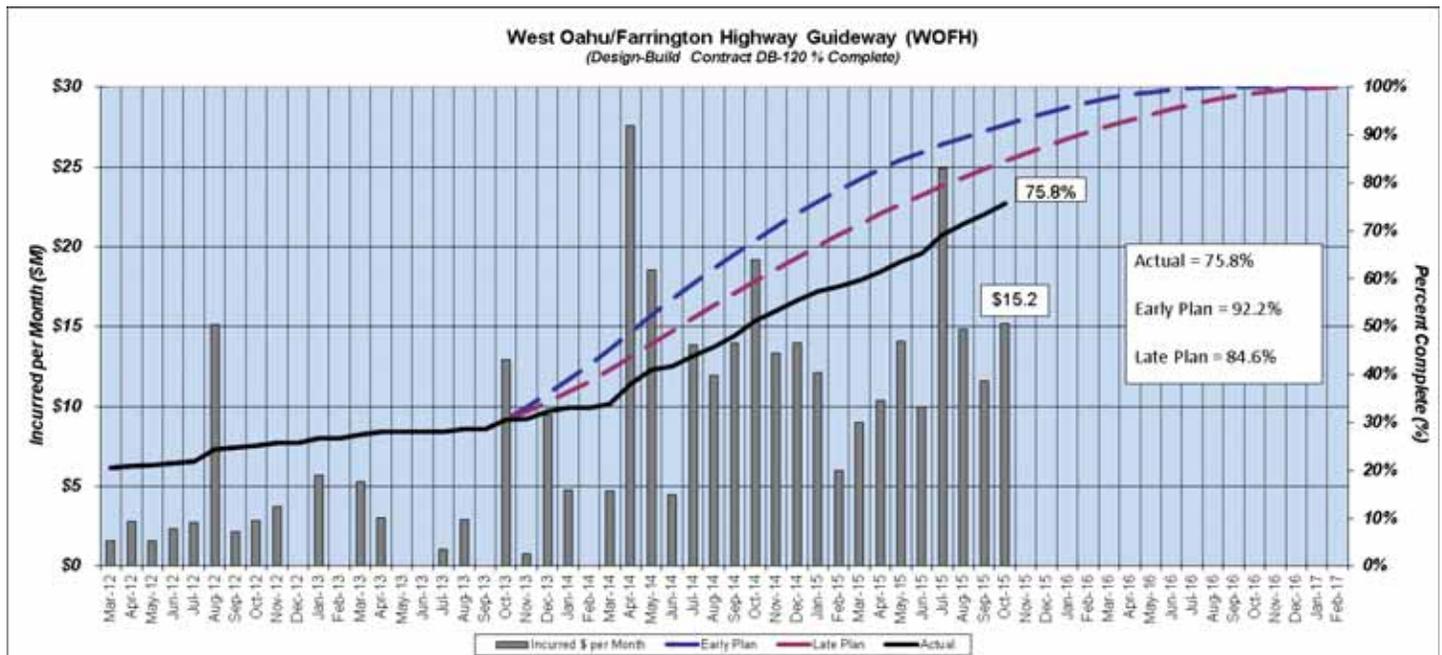
COST INFORMATION:

| | | | |
|---------------------------------------|---------------|----------------------|---------------|
| Original Contract: | \$482,924,000 | Incurred-to-Date: | \$478,279,230 |
| Current Contract Value ¹ : | \$631,206,384 | Incurred in October: | \$15,217,811 |

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

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

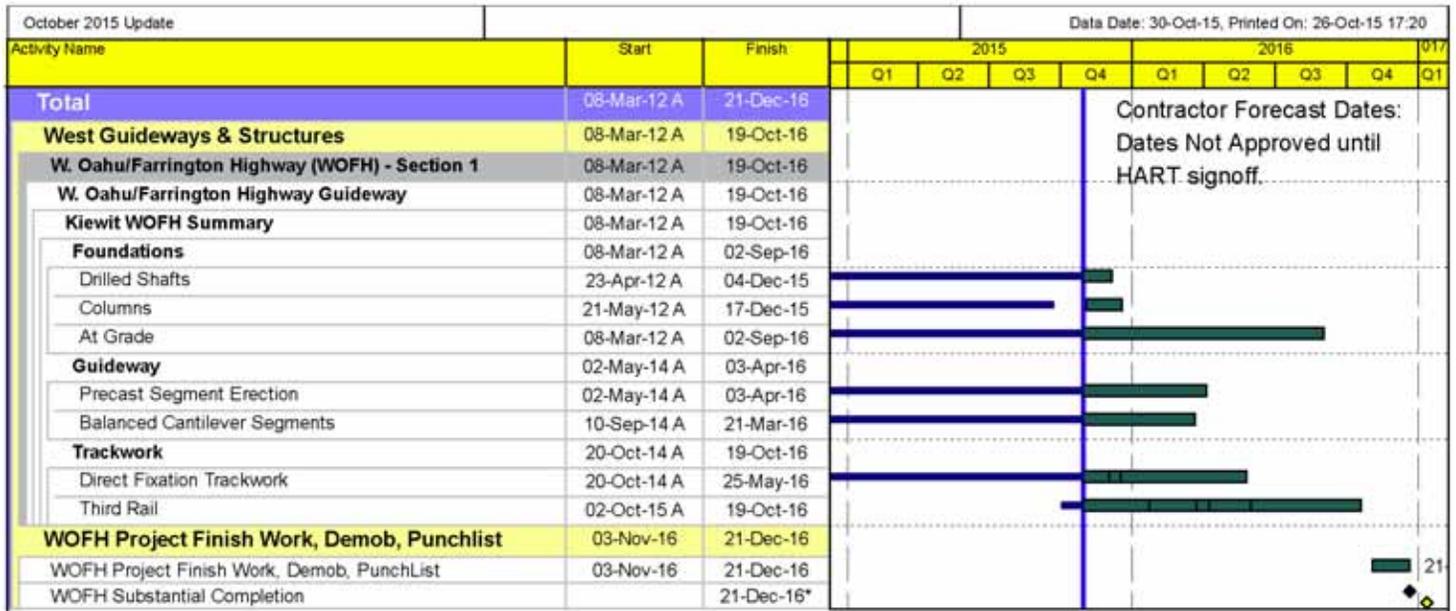
| October Change Orders | | |
|---------------------------|-------------|----------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | \$148,282,384 |



In November, KIWC submitted Pay Application #73 for the October 2015 billing and it is currently being reviewed by HART. Pay Application #71 for Escalation Due to Schedule Impacts – 1/1/15 to 3/31/15 and Pay Application #72 for the September 2015 billing have been approved and closed. HART executive management maintains that retention will continue to be withheld until such time that satisfactory progress is achieved.

SCHEDULE:

- Progress is lagging from the approved baseline schedule. KIWC has notified HART that a 6 month time extension beyond substantial completion is needed to complete work at LCC due to these impacts. HART is currently working with the contractor to mitigate delays and is evaluating the merit of KIWC’s request for change to the substantial completion date.



CRITICAL PATH ISSUES:

- The lead time for modular buildings at LCC and delays with procurement and LCC ROE Agreement have had an impact to the overall schedule. The modular buildings at LCC arrived on site in October 2015 and are being installed in November 2015.
- The LCC ROE for construction and the KIWC Issued for Construction (IFC) design for the LCC portables and parking lot were executed a couple of weeks ahead of KIWC’s August 2015 Update schedule. Production rates for span erection continue to reside at or near critical path.
- Work in the Balanced Cantilever System area has slipped from the October 2014 schedule and is at or nearing critical path with minimal total float days available.

WORK PROGRESS:

| WOFH Construction Status as of 11/13/15 | | | | | | | | | |
|---|-------------|-----------|------------|---|-------------------|---------------------|---------------------|-----------|------------|
| Utility Status | Qty to Date | Final Qty | % Complete | Structure Element | *** Total to Date | Planned to Date | | Total Qty | % Complete |
| | | | | | | Accepted Schedule * | Revised Schedule ** | | |
| Water Line | 8,918 | 9,348 | 95% | Shafts | 303 | 309 | 296 | 309 | 98% |
| Sewer Line | 550 | 570 | 96% | Columns | 240 | 252 | 223 | 283 | 85% |
| Fuel Line | 340 | 340 | 100% | Segment Casting | 3,181 | 3,209 | 2,855 | 3,209 | 99% |
| Gas line | 1,498 | 1,591 | 94% | Spans Stressed | 209 | 222 | 187 | 274 | 76% |
| Drainage Line | 3,525 | 5,166 | 68% | * Accepted Schedule was submitted in 2013. | | | | | |
| Elec/Telecom | 16,589 | 21,374 | 78% | ** The planned values are based on KIWC’s pending July schedule revision dated August 24, 2015. Revised schedule reflects a 6 month delay in completion. | | | | | |
| Street Lights | 6,335 | 8,357 | 76% | *** Total quantity for the construction items has been revised to reflect the latest Issued for Construction number of shafts, columns, segments and spans. | | | | | |
| Traffic Sig/ITS Duct bank | 8,152 | 10,802 | 75% | | | | | | |
| System Sites | 975 | 7,046 | 14% | | | | | | |
| ITS Systems Devices | 821 | 4,121 | 20% | | | | | | |

Activities this Month:

Earned Value: 76% [(Total Achieved to October 2015 (\$463.1 million) + Projected November 2015 Period (\$15.8 million))/Total Contract Including Executed Change Orders (\$631 million)].
 Planned Value: 86.3%

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 placing of concrete for a total of 6 drill shafts. Set rebar and placed concrete for 10 columns.

Guideway Segment Erection

- Eastbound Heading #1 segments were erected from Span 175 through Span 188. Westbound Heading #2 segments were erected from Span 249 through 240. Heading #3 is progressing from Span 262 to the eastern end of the alignment, to be completed by mid-December.

Utility Relocation

- KIWC continues to relocate third party utilities and is staying out in front of drilled shaft productions. All shaft conflict relocation has been completed on the project. Only guideway utility conflicts are outstanding.

Balanced Cantilever Structure

- Cast the stem walls for pier abutment at Pier 252. Cast 1 segment upstream at Pier 254. Cast 2 segments downstream and 1 segment upstream at Pier 255. The formwork for BCS Segment 256-1U was completely installed. Travelers at 254 upstream and 255 downstream were moved to Pier Table 256.

Track Construction

- KIWC continues with thermite welding activities and replacing track inserts at Ho’opili Station. KIWC is also installing track plates and concrete plinth forms east of West Loch Station.

Precast Yard

- Precast Yard performed daily segment and sound wall casting averaging 2 segments per day or 7-10 segments per week.

KIWC/Third-Party Coordination

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

Civil Structures

- Mechanically Stabilized Earth (MSE) Block Wall by Pier 251 continues to progress. Work continues on Walls A, C and D.

Look Ahead (continued):

Shaft/Column

- Continue with column production along Farrington between Work Area 3 Phase 6 and 7 (Mukuola St.) continuing towards Work Area 3 Phase 9. Column production is proceeding from Work Area 3 Phase 9 (Kahuali’i St.) westward.

Guideway Segment Erection

- Segment span erection will continue from Span 240 westbound towards Waipahu Transit Center, and from Span 188 eastbound along Farrington Highway to intersect Heading #2 at Waipahu Transit Center Station. Heading #3 will continue segment erection from Span 263 to Span 266.

Utility Relocation

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

Balanced Cantilever Structure

- KIWC will continue to cast the last downstream segments for the balanced cantilever at Pier 253. Segments will be cast downstream for Pier 255 and upstream at Pier 256.

Track Construction

- Align and final set of the rail will be performed by Ho’opili Station. Welding operations will return in December 2015, east of West Loch Station.

Precast Yard

- Casting of segments will be completed for the WOFH project, and KIWC will continue with segment repair work.

KIWC/Third-Party Coordination

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

Civil Structures

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

KEY ISSUES:

- **Design Completion Schedule** – As of mid-November, 124 of 134 design submittals have been accepted. Department of Transportation Services (DTS) traffic signal design packages account for a majority of the remainder of the design, which is not impacting construction
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – KIWC has begun work at the LCC Station area and the delivery of the new portable buildings was completed in October 2015 ahead of planned schedule.
- **Construction Production/Baseline Schedule** – Meeting the project’s schedule will continue to be a challenge. A re-sequenced October 2014 baseline schedule was submitted to HART in December 2014, showing more realistic construction durations, which is being used to track progress against schedule of payment milestones. KIWC submitted an updated schedule in August 2015 via a Request for Change (RFC) containing significant unilateral changes in durations, logic, as well as activity modifications, which are currently under review by HART and will be negotiated as part of the contract time extension change order.
- **Intersection Closure for Span by Span** – KIWC has successfully completed span erection and post tensioning at multiple intersections, and temporary intersection closures continued through November to support span operations. KIWC and HART will continue to evaluate opportunities for minimizing full closures at intersections during span by span operations over intersections along Farrington Highway.

- **Closeout and Coordination** – As the project approaches substantial completion, KIWC has begun coordination with oncoming station contractors, as well as discussions between HART and KIWC on project closeout documentation requirements.

QUALITY MANAGEMENT:

- KIWC continues to follow their established quality processes. There have not been any significant findings through quality monitoring and audits.
- **Span 17 Damage and Repair** – During the erection process of Span 17, segments 17-1, 17-2, 17-11 and 17-12 were damaged due to unbalanced support from the temporary bearings. NCR 00314 was opened to address this issue. This issue has been technically resolved and a recommendation to proceed with the repair has been issued. Ongoing repair at Span 17 is not on the critical path.
- **Drilled Shaft Quality** – As the drilled shaft activity nears completion, the quality of the shafts have improved substantially. KIWC is currently working on the Drilled Shaft 236 repair. KIWC will proceed to the shaft preparation for repair at Shaft 217 to 225.
- **Pre-Cast Segment Progress/Quality** - 133 of the total 476 NCRs (27.9%) have been related to segmental casting issues like damaged shear keys, concrete voids and spalls. Proper correction procedures have already been developed and are being implemented, and these issues are currently being resolved.
- **Closing Out NCRs** – Both KIWC and HART have been working together to promptly correct, validate, and close out NCR’s during this period. A total of 10 NCRs have been closed since last month including three drilled shaft issues, two column finish issues, one precast segment tensioning issue, one column shear key spall issue, and one issue regarding MOT, BCS Pier Table and track plinth concrete elevation.
- **Maintenance of Traffic (MOT) Concerns** – HART and KIWC continue to work together through joint site meetings to ensure that the MOT is in place and in conformance with KIWC’s approved plans.
- **Track Construction Operations** – HART and KIWC continue to have discussions on Direct Fixation Shim Tolerances. KIWC is working to resolve outstanding technical issues on the shim tolerances.

| WOFH NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 476 | 416 | 60 |

PROJECT PICTURES:



Erect segments at Span 261, Work Area 7.



Pouring concrete plinth at West Loch Station Column 161, WA 2.



Balanced Cantilever Pier Table 256 and segments at Span 257.



Stressing permanent tendons at Span 184, WA 2.

B. West O’ahu Station Group (WOSG)

Contract No.: DBB-171

Contractor: Nan, Inc.

Contract Start Date: October 2015

Contract Substantial Completion: March 2018

Projected Substantial Completion: TBD



Project Description: The West O’ahu Station Group Construction contract includes services to build three (3) transit stations along Kualaka’i Parkway and Farrington Highway. The stations are East Kapolei (EK), UH West O’ahu (UHWO) and Ho’opili Stations. In addition to the transit stations, operational ancillary buildings, traction power substation and adjacent areas are included in this project.

Project Overview: The contractor was issued Notice-to-Proceed (NTP) on Oct. 13, 2015.

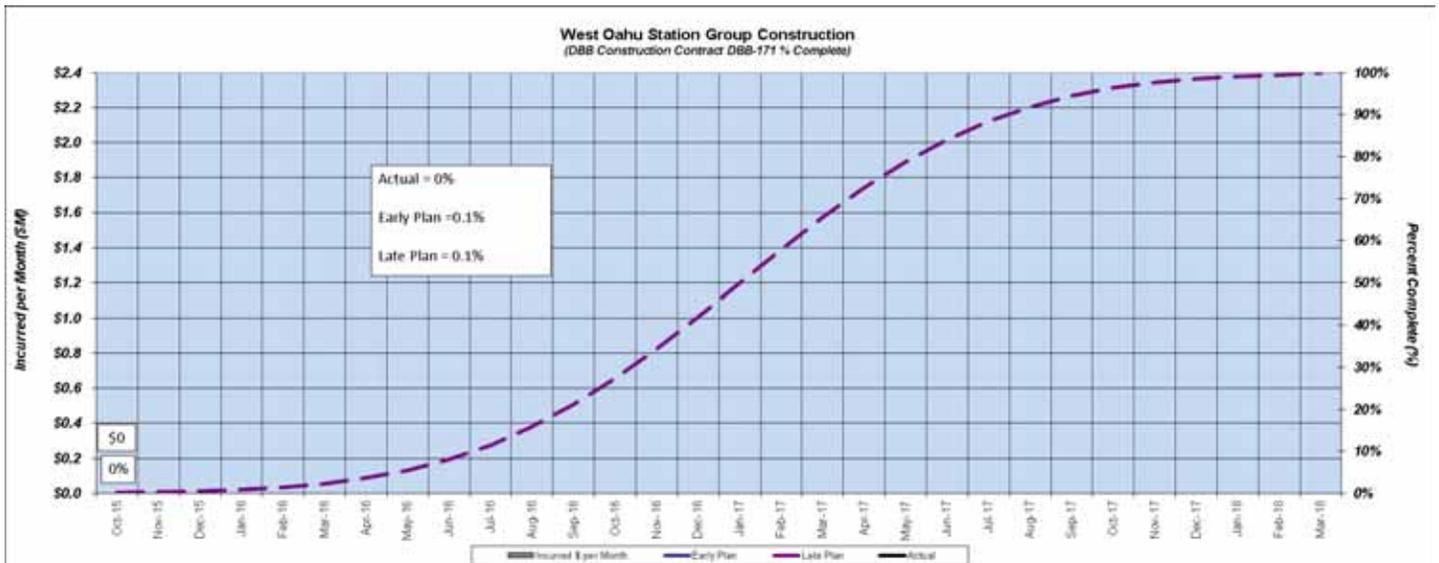
COST INFORMATION:

| | | | |
|---------------------------------------|--------------|----------------------|-----|
| Original Contract: | \$56,088,470 | Incurred-to-Date: | \$0 |
| Current Contract Value ¹ : | \$56,088,470 | Incurred in October: | \$0 |

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

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

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



SCHEDULE:

| October 2015 Update | | Data Date: 30-Oct-15, Printed On: 17-Nov-15 | | | | | | | | | | | | | |
|--|---------------|---|--------|------|----|----|------|----|----|----|------|----|----|----|------|
| Activity ID | Activity Name | Start | Finish | 2015 | | | 2016 | | | | 2017 | | | | 2018 |
| | | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 |
| W. Oahu/Farrington Highway (WOFH) - Section 1 | | | | | | | | | | | | | | | |
| W. Oahu Station Group | | | | | | | | | | | | | | | |
| Design - W. Oahu Station Group | | | | | | | | | | | | | | | |
| Design - Bid Support | | | | | | | | | | | | | | | |
| Design - Construction Support | | | | | | | | | | | | | | | |
| Construction - W. Oahu Station Group | | | | | | | | | | | | | | | |
| East Kapolei Station | | | | | | | | | | | | | | | |
| UH West Oahu Station | | | | | | | | | | | | | | | |
| Ho'opili Station | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

- Baseline Schedule approval.
- Review and approval of contractor’s administrative plans and procedures are required by the contract.

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; Planned Value: 0%

- NPDES permit received.
- Draft Baseline Schedule to be submitted.
- Draft plans and procedures being submitted.
- Right of Entry documents for Ho’opili and UH West O’ahu.

Look Ahead:

- Right of Entry documents from Ho’opili and UH West O’ahu.
- Baseline Schedule approval.
- Incorporating the final conformed set into the contract document upon receipt from design.

KEY ISSUES:

- Baseline Schedule.

QUALITY MANAGEMENT:

| WOSG NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 0 | 0 | 0 |

C. Farrington Highway Station Group (FHSG)

Contract No.: DBB-271

Contractor: Hawaiian Dredging Construction Company, Inc.

Contract Start Date: August 2015

Contract Substantial Completion: January 2018

Projected Substantial Completion: TBD



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

Project Overview: The contractor was issued Notice-to-Proceed (NTP) on Aug. 17, 2015. Hawaiian Dredging Construction Company (HDCC) introduced One (1) Value Engineering (VE) concept– Augercast piles at the Waipahu Transit Station. HDCC has received HART’s feedback regarding the concepts and intends to submit an official VE proposal to HART. HDCC is currently working on the project plans, baseline schedule and contractual submittals.

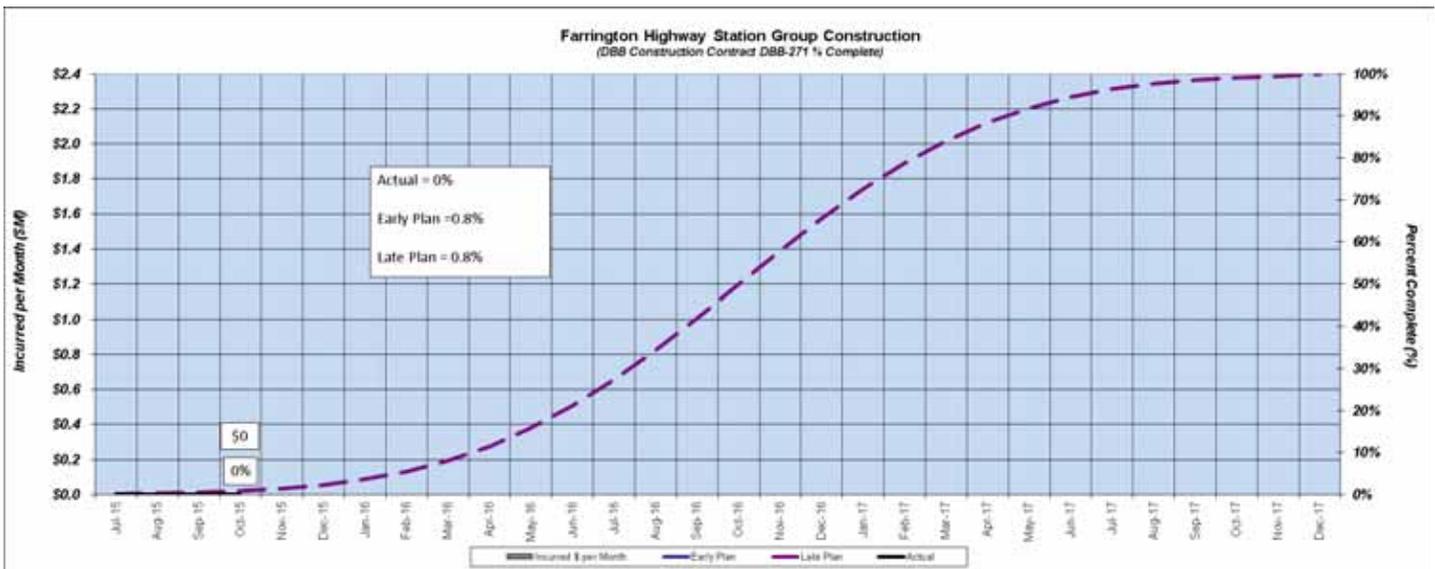
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|------------|
| <u>Original Contract:</u> | <u>\$78,999,000</u> | <u>Incurred-to-Date:</u> | <u>\$0</u> |
| <u>Current Contract Value¹:</u> | <u>\$78,999,000</u> | <u>Incurred in October:</u> | <u>\$0</u> |

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

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

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



SCHEDULE:



CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; Planned Value: 0%

- Revised draft Baseline Schedule to be submitted; HART will review.
- Preliminary discussion for one (1) Value Engineering concept proposed by HDCC.
- Draft HDCC’s Quality Assurance Plan has been submitted.
- Submission of required contractual documents such as resumes and personnel directory.

Look Ahead:

- Value Engineering proposals.
- Baseline Schedule approval.

KEY ISSUES:

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

QUALITY MANAGEMENT:

| FHSG NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 0 | 0 | 0 |

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Contract Start Date: July 2011

Contract Substantial Completion: April 2016

Projected Substantial Completion: April 2016



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

Project Overview: MSF substantial completion is April 21, 2016. The MSF-HART team is evaluating a two week time extension requested by KKJV due to weather events to date in 2015.

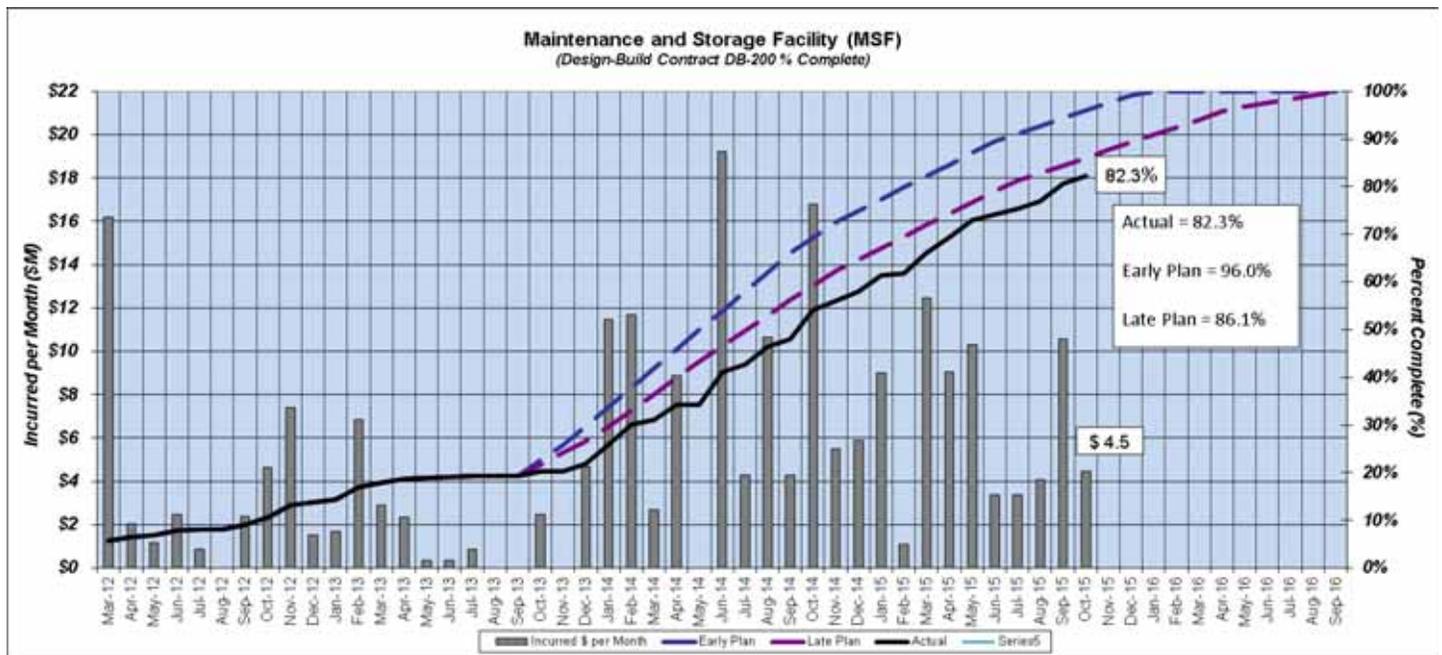
COST INFORMATION:

| | | | |
|--|----------------------|-----------------------------|----------------------|
| <u>Original Contract:</u> | <u>\$195,258,000</u> | <u>Incurred-to-Date:</u> | <u>\$230,308,016</u> |
| <u>Current Contract Value¹:</u> | <u>\$274,878,772</u> | <u>Incurred in October:</u> | <u>\$4,462,419</u> |

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

| DBE Participation | |
|---------------------------|-----------|
| Actual DBE Participation: | \$388,923 |
| DBE % Attained: | 0.20% |

| October Change Orders | | |
|---------------------------|-------------|---------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | \$79,620,772 |



SCHEDULE:



CRITICAL PATH ISSUES:

- Scheduling work related to yard track and OSB to support program MSF completion date.
- 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 | |
|-------------------------------------|-------------|
| 86% Complete Overall as of 11/30/15 | |
| Element | % Complete* |
| OSB | 93% |
| MOW Building | 93% |
| WTB | 97% |
| TWF | 53% |
| Rail Procurement | 98% |

*Not including testing and commissioning.

WORK PROGRESS:

Activities this Month:

Earned Value: 84% [(Total Achieved to September (\$222 million) + Projected October 2015 Period (\$7.7 million))/Total Contract Including Executed Change Orders (\$275 million)]. Planned Value: 87%

Yard/Utilities

- Installing conduit for systems, communications, train control, traction power, site electrical and exterior lighting.
- Yard lighting installation has resumed.
- Track drain, subballast, and ballast installation East Yard Lead is ongoing and commenced for West Yard Lead.
- Asphalt paving of walkways for the Storage Tracks is complete in Phase 2.

Operations and Servicing Building (OSB)

- Completed slab on grade (SOG) construction.
- Installation of mechanical/electrical/plumbing is ongoing.
- Commenced elevator installation.
- Extended permanent power into building.
- Installing of service and emergency lighting.
- Installing drywall and interior and exterior building finishes.
- Installing framing for fixed ceilings.
- Installing metal door frames, doors, and glazing.
- Installing power distribution cabinets continues.
- Installation of air handlers and ventilation fans continues.
- Painting of interior surfaces is ongoing.

Maintenance of Way (MOW)

- Pulling power distribution conductors.
- Installed diffusers and solar tubes and skylights.

Look Ahead:

Yard/Utilities

- Continue train wash, MOW, and ready track installation.
- Continue East Yard Lead track.
- Continue West Yard Lead track.
- Continue contact rail installation and testing.
- Continue testing of running rail.
- Continue installation of exterior yard and perimeter lighting.
- Complete Signal and Control Raceway.
- Turnover of Storage Track in Phase 2 to CSC.

OSB

- Installation of turntables and hydraulic lifts.
- Interior finishes/HVAC.
- Continue installing elevator.
- Install floor tile and bathroom accessories.
- Energize distribution power.

MOW

- Complete power distribution conductors.

Activities this Month (continued):

- Completed elevator installation.
- Installing mechanical/electrical/plumbing systems.
- Completed power distribution cabinets.
- Installing of interior doorframes and personnel doors is complete.
- Application of polished floor finish continues.
- Continuing installation of ceiling tiles.
- Installed bathroom tile mockup.

Wheel Truing Building (WTB)

- Completed personnel doors installation.
- Completed wheel lathe assembly installation.
- Completed remaining HVAC/electrical/compressed air rough in.
- Extended permanent power into building.
- Installing power distribution.
- Completed painting.
- Installing plumbing trimout.
- Installing ceramic tile.

Train Wash Facility (TWF)

- Completed installing CMU walls.
- Installing door frames.
- Installing louver sills.
- Installing grounding grid.
- Installing structural steel.

Rail Procurement and Installation

- Installation of contact rail is ongoing.
- Receiving materials and installing turnouts is ongoing.
- Distributing rail materials to WOFH is ongoing.
- Installation of pre-curved rail is ongoing.
- Installing subballast and ballast for ready tracks RL1 – 3 and W1 heading toward MOW and Train Wash.
- Continuity testing of running rail and conductivity testing of contact rail.
- Preparing for upcoming turnover of Phase 2 Storage Tracks to CSC.

Administration

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

Look Ahead (continued):

- Interior and exterior finishes.
- Continue electrical, mechanical and plumbing.
- Complete installation of exterior doors and glazing.
- Tile floor and wall installation.

WTB

- Complete plumbing trim.
- Complete ceramic tile.
- Release Building Systems raceway to CSC.

Train Wash Facility

- Continue structural steel installation.
- Continue window and door frame installation.

KEY ISSUES:

- **Joint Occupancy with Core Systems Contractor** – weekly meetings are held and details are being worked out for systematic release of areas and infrastructure whereby the Core Systems Contractor can commence work.
- **Coordination with the abutting main line contract** – for completion of site access in the east and west yards, including rail, vehicular access and utility interconnection.
- **Train Car Delivery and Assembly** – Rail, access and building completion in support of train car delivery and assembly, including site access and internal movement of assembled rail cars.
- Orderly completion of traction power, train control and building services conduits.
- Resolution of outstanding ICDs.

QUALITY MANAGEMENT:

- Overall quality of the contract is good.
- NCR 28 concerns application of fire stops and seals in rated walls.
- NCR 29 concerns a missing ground wire.

| MSF NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 29 | 27 | 2 |

PROJECT PICTURES:



Sawcutting the asphalt walkway at Storage Tracks.



Extending raceways to light pole foundation outside of MOW.



Raceway installation under raised floor in OSB Operations Control Center (OCC).



Installation of flow control valves for fire protection system in MOW.



WTB wheel truing machine conveyor belt installation.



TWF CMU wall temporary bracing.

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: September 2017



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

Project Overview: Construction of the drilled shafts has moved east of the H-1 overpass in order to maintain progress while HECO clearance issues are resolved. Construction of columns has been completed from just west of Waimano Home Road to the WOFH contract, with the exception of the C-piers at Acacia that are currently being constructed. Discussions with HECO are being held at an elevated level to coordinate the schedule of work to minimize project delays. Construction of the Balanced Cantilever column 306 up and down station has been completed and KIWC has begun construction on Pier 307 down station east of the H-1 overpass.

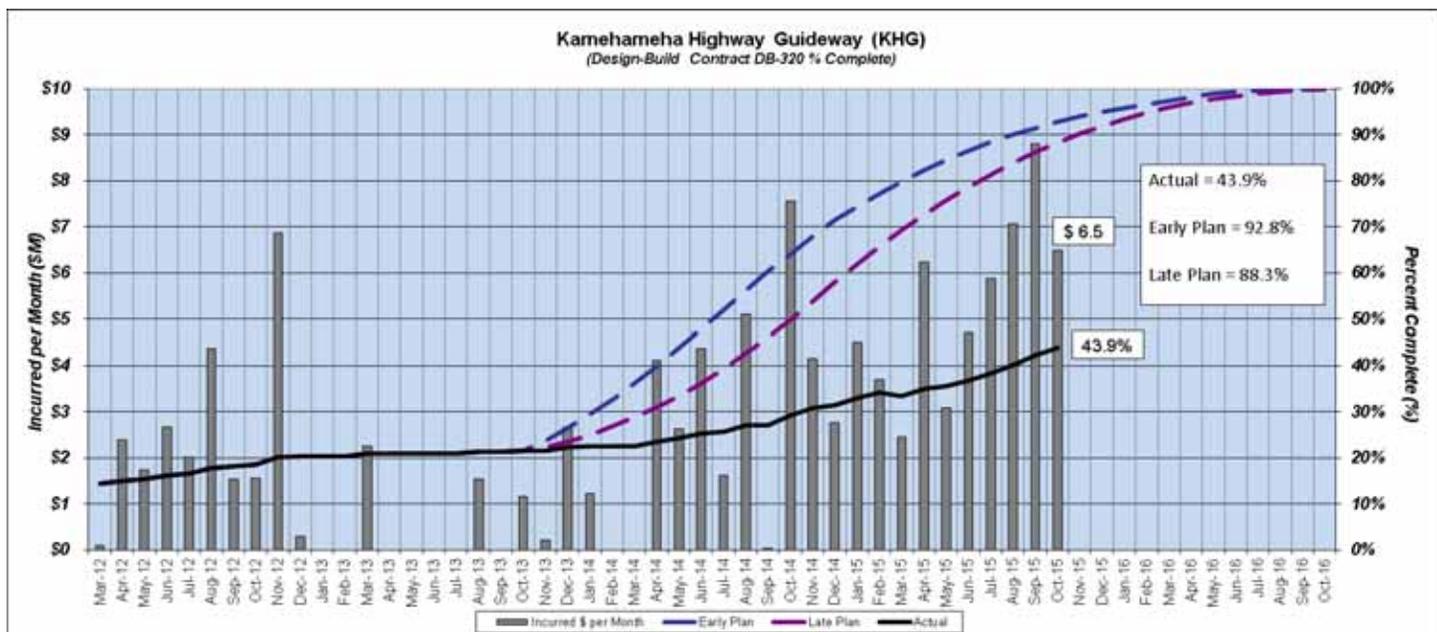
COST INFORMATION:

| | | | |
|--|----------------------|-----------------------------|----------------------|
| <u>Original Contract:</u> | <u>\$372,150,000</u> | <u>Incurred-to-Date:</u> | <u>\$175,130,414</u> |
| <u>Current Contract Value¹:</u> | <u>\$388,909,985</u> | <u>Incurred in October:</u> | <u>\$6,483,341</u> |

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

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

| October Change Orders | | |
|---------------------------|-------------|---------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | \$16,759,985 |



In November, KIWC submitted Pay Application #52 for the October 2015 billing and is currently being reviewed by HART.

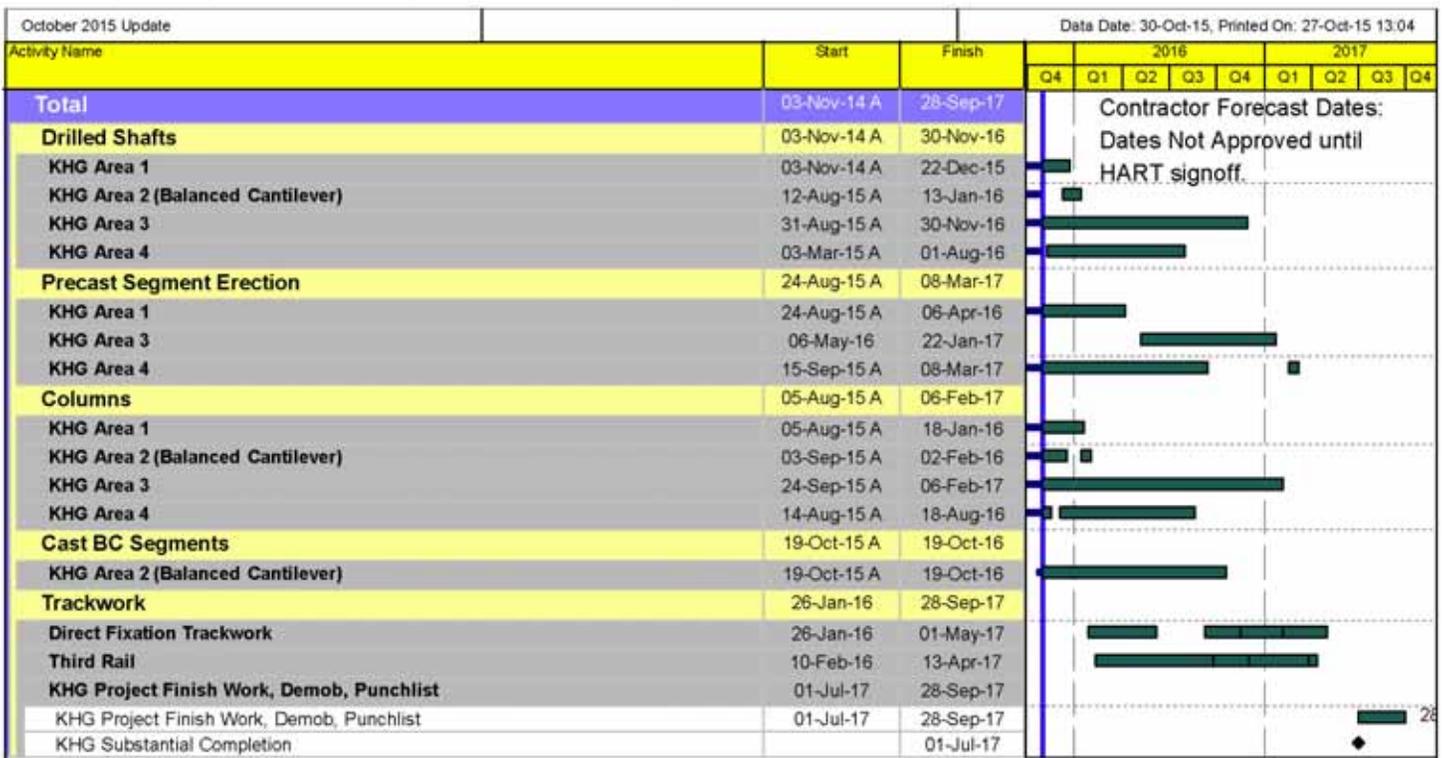
SCHEDULE:

- KIWC schedule has continued to slip due to various factors including; weather, lower productivity and resource sharing between KHG and WOFH projects, and third-party utility relocation work. HART has noted that it is KIWC’s contractual responsibility to coordinate third-parties activities, which have contributed to the schedule slippage.

KIWC submitted a schedule revision in December 2014 with a data date of October 2014. This schedule showed a revised Substantial Completion date of April 4, 2017. HART provided review comments to the schedule and has requested re-submittal via Request for Change (RFC) due to the change to the contractual substantial completion date.

KIWC has since submitted a revised schedule in September 2015 via RFC, re-sequencing the guideway and road work. The schedule contains significant unilateral changes in durations, logic, as well as activity modifications, and is currently being reviewed by HART. The revised schedule shows the guideway structure forecasted to be complete in April 2017 with completion of the roadway civil construction and the overall project in September 2017.

In the most recent schedule submitted, the longest path increased to -374 days of total float. The total float was at -277 days in the July 2015 update, and -200 days in the October 2014 update.



CRITICAL PATH ISSUES:

- The KIWC third truss (Heading 3) has been assembled at the WOFH Pearl Highlands Station work area and is east bound heading toward the KHG alignment. This location of Heading 3 has created a delay to the start of span by span segment erection for KHG. Currently, the schedule shows span by span segment erection starting in December 2015.
- HECO schedule forecasts at utility conflicts 11-920-M1 and 8-860-M1 has resulted in further delays to the KHG project, which has been partially mitigated by KIWC re-sequencing the road widening work.

WORK PROGRESS:

| KHG Construction Status as of 11/13/15 | | | | | | | | | |
|--|-------------|-----------|------------|-------------------|---------------|--------------------|--------------------|-----------|------------|
| Utility Status | Qty to Date | Final Qty | % Complete | Structure Element | Total to Date | Planned to Date | | Total Qty | % Complete |
| | | | | | | Accepted Schedule* | Revised Schedule** | | |
| Water Line | 4,362 | 4,362 | 100% | Shafts | 89 | 131 | 88 | 186 | 48% |
| Gas Line | 12,641 | 12,641 | 100% | Columns | 18 | 95 | 19 | 169 | 11% |
| Sewer Line | 492 | 492 | 100% | Segment Casting | 582 | 1,132 | 629 | 2,075 | 28% |
| Drainage | 705 | 1,469 | 48% | Spans Stressed | 0 | 80 | 0 | 166 | 0% |
| Elec/Telecom | 15,564 | 19,455 | 80% | | | | | | |
| Signals/ITS/Lights | 13,587 | 18,486 | 74% | | | | | | |

* Accepted Schedule was submitted in 2013.
 ** These quantities are based on KIWC’s pending August 2015 schedule revision dated September 23, 2015. Revised schedule reflects a 12 month delay in completion.

Activities this Month:

Earned Value: 46.1% [(Total achieved to October 2015 (\$166.6 million) + November projection (\$12.7 million))/Total contract including executed Change Orders (\$389 million)]. Planned Value: 90.2%

Shaft/Column/Segments

- 89 of 186 shafts have been installed; 48% of all shafts have been completed on KHG.
- 18 of 169 columns have been constructed.
- 582 of 2,075 segments have been cast.
- Column construction has halted on KHG. Column crews have remobilized to WOFH, after completing 5 columns in November.
- Balanced Cantilever columns west of the H-1 overpass have been completed.
- Construction of Balanced Cantilever columns east of the H-1 overpass have begun.
- “C” pier 277 footing has been completed.
- Continued construction of footings for “C” piers at Shafts 278 and 279.

Utility Relocation Progress

- The relocation of HECO electrical lines and Hawaiian Telcom, Oceanic Time Warner and Intelligent Transportation Systems (ITS) duct banks is occurring in various phases along the alignment.
- Pile driving for traffic signal foundation has ceased due to crew reallocation to WOFH.
- Installation of Waimalu drain line in Phase 5 continues.

Roadway Widening

- Roadway widening has been placed on hold due to crews being moved to WOFH.

Look Ahead:

Design Progress

- HART and KIWC are working together to complete final design. To date, 40 of 49 drawing packages have been issued for construction.

Shaft/Column/Segments

- Construction of shafts will continue east of the H-1 overcrossing.
- Shaft construction in front of Pearl Kai Shopping Center will begin in January 2016, to minimize impacts to merchants along the corridor in this area during December.

Utility Relocation

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

Balanced Cantilever Structure

- KIWC will begin column construction east of the H-1 overcrossing.

Precast Yard

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

Roadway Widening

- HART has issued RFCRs to the contractor for identified HDOT betterments. Work is anticipated to begin after issuance of a change order.

KEY ISSUES:

- **Noise Complaints** – HART continues to work with KIWC to respond to and mitigate noise complaints along the KHG alignment. Noise monitoring stations have been installed to assist in the monitoring of the construction activities and work hours have been adjusted accordingly. KIWC and HART will continue to monitor the entire alignment to ensure compliance.
- **HDOT Betterments** – HART has issued eight RFCRs to date covering HDOT betterments and have commenced negotiations with KIWC, simultaneously obtaining scope and cost concurrence from HDOT. HART and HDOT are working in partnership to identify the source of funding, which is being finalized via a separate agreement. HART and HDOT have agreed on a funding commitment MOU to allow HART to move forward with requested betterments.
- **Third Party Utility Impacts** – HART is working together with HECO at all levels of the project, including the executive level to resolve utility impacts. These impacts currently affecting the project range from HECO 12kv, 46kv and 138kv clearance issues, as well as relocation schedule certainty.
- **KIWC Resource Allocations** – KIWC continues to try and balance between the KHG and WOFH projects which is creating a lack of production on the KHG contract.

QUALITY MANAGEMENT:

- **Quality Process** – KIWC continues to follow an established quality process and have not encountered any significant findings through quality audits.
- **Latest Construction Plans** – Current shaft, column, and footing construction is proceeding with only minor quality issues.
- **Drilled Shaft Quality** – KIWC currently has 12 open NCRs due to velocity reduction exceeding 10%. KIWC has been reviewing their means and methods for placing concrete to reduce the issue with velocity reduction.

| KHG NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 96 | 63 | 33 |

PROJECT PICTURES:



Placing column concrete, Phase 1.



Setting stringer supports at BCS, Phase 4.



Balanced cantilever pier table, Phase 4.



Drilling shaft 321, Phase 5.



Restriping Hekaha crosswalk, Phase 6.



Installing utility pole risers, Phase 12.

B. Ramp H2R2

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



Project Description: Ramp H2R2 is a loop ramp which connects in-bound Farrington Highway to in-bound Kamehameha Highway. The loop terminates just west of the intersection of Kamehameha Highway and Waihona Street.

Project Overview: Royal Contracting was awarded this project on May 4, 2015, and issued NTP on May 18, 2015. Construction duration is anticipated to be 13 months. Royal has not yet started construction due to delays in obtaining required permits and submittal of required documentation. The contractor has projected a substantial completion of November 2016; HART has requested a revised schedule for review and analysis.

COST INFORMATION:

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

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

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

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



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

SCHEDULE:

| October 2015 Update | | | | | | | Data Date: 30-Oct-15, Printed On: 16-Nov-15 | | |
|------------------------|-------------|-----------|------|----|------|----|---|--|--|
| Activity Name | Start | Finish | 2015 | | 2016 | | | | |
| | | | Q3 | Q4 | Q1 | Q2 | Q3 | | |
| H2R2 Ramp | 18-May-15 A | 17-Jun-16 | | | | | | | |
| H2R2 Ramp Construction | 18-May-15 A | 17-Jun-16 | | | | | | | |

CRITICAL PATH ISSUES:

- Contractor has received an NPDES permit, and has submitted for HDOT work permits.
- TMK 9-6-004:006 soils remediation is complete and awaiting testing.

WORK PROGRESS:

Activities this Month:

Earned Value: 0%; Planned Value: 0%

- Required Forms, Reports and Certifications continue to be submitted.
- Required submittals reviewed and returned for revision.

Look Ahead:

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

KEY ISSUES:

- Contractor to submit revised work schedule.

QUALITY MANAGEMENT:

| H2R2 NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 0 | 0 | 0 |

C. Kamehameha Highway Station Group (KHSB)

Contract No.: FD-340

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

H2R2 Highway Ramp: January 2015 (in construction)

Kamehameha Highway Stations: August 2015 (bids received)

Project Description: The Kamehameha Highway Stations Group FD Contract (KHSB) consists of architectural and engineering services for the design of three (3) transit stations serving the Kamehameha Highway Guideway. The three (3) stations comprising the KHSB 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 KHSB design has incorporated value engineering changes and was advertised in a construction solicitation in August 2015. The corresponding bids received in November 2015 showed significant cost savings as compared to the prior solicitation for these same stations in 2014. In addition, the H2R2 Ramp was expedited under a separate Design-Bid-Build contract that was awarded in May 2015.



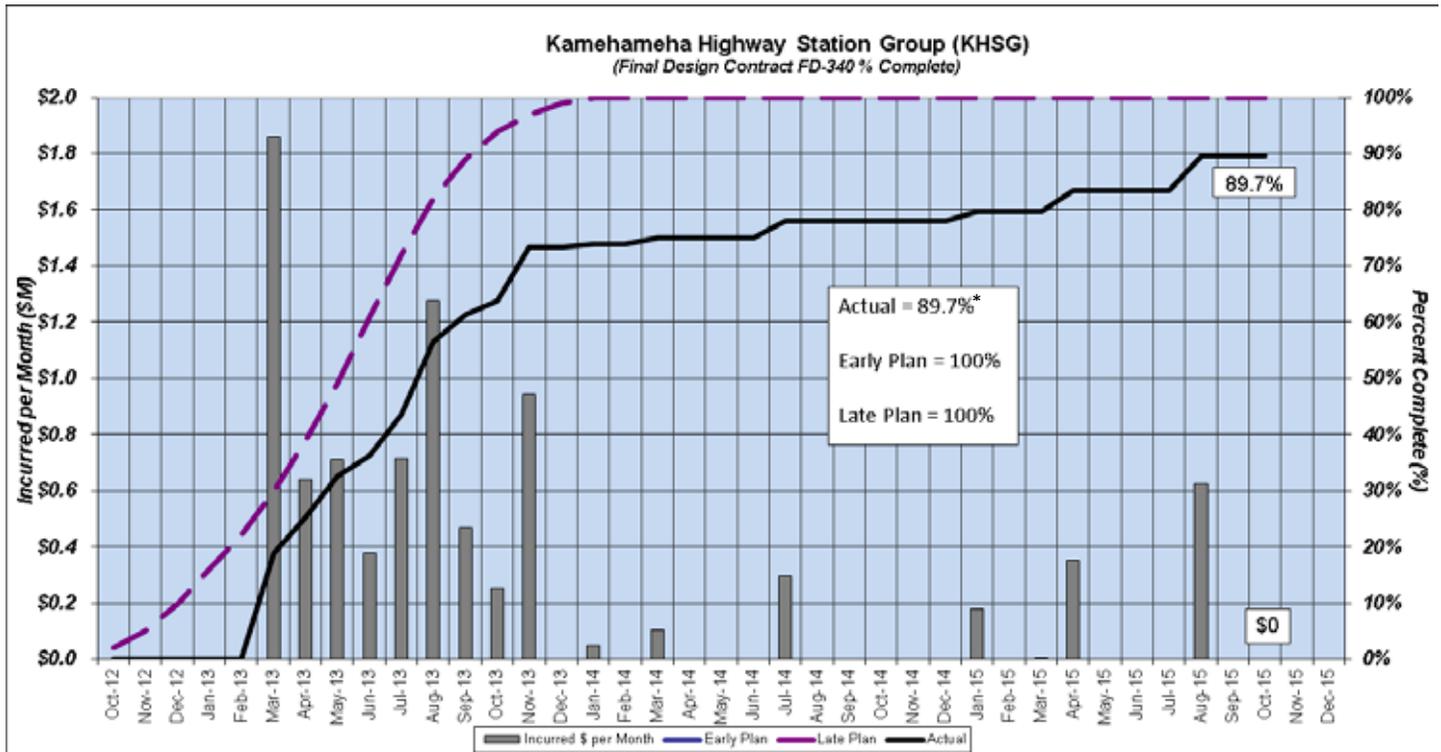
COST INFORMATION:

| | | | |
|---------------------------------------|-------------|----------------------|-------------|
| Original Contract: | \$8,702,592 | Incurred-to-Date: | \$8,843,841 |
| Current Contract Value ¹ : | \$9,859,290 | Incurred in October: | \$0 |

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

| DBE Participation | |
|---------------------------|-------------|
| Actual DBE Participation: | \$3,820,005 |
| DBE % Attained: | 43.9% |

| October Change Orders/Amendments | | |
|----------------------------------|--------------------------|--------------------|
| Change No./Amend | Description | Amount (\$) |
| CA 0008 | Interface Management Ext | \$163,000 |
| CA 0009 | NTP 4 Replenishment | \$60,000 |
| Cumulative to Date | | \$1,199,698 |



*Actual percentage adjusted due to amendments increasing the contract value. The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

The design phase of this contract is substantially complete.

SCHEDULE:

| October 2015 Update | | | Data Date: 30-Oct-15, Printed On: 28-Oct-15 | | | | | | | | | | | | | | | |
|---|-------------|-----------|---|----|----|------|----|----|----|------|----|----|----|------|----|----|----|--|
| Activity Name | Start | Finish | 2015 | | | 2016 | | | | 2017 | | | | 2018 | | | | |
| | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | |
| Kamehameha Highway (KH) - Section 2 | 16-May-14 A | 30-Jul-18 | | | | | | | | | | | | | | | | |
| Kamehameha Highway Station Group | 16-May-14 A | 30-Jul-18 | | | | | | | | | | | | | | | | |
| Design - Kamehameha Highway Station Group | 16-May-14 A | 30-Jul-18 | | | | | | | | | | | | | | | | |
| Design - Bid Support | 16-May-14 A | 18-Jan-16 | █ | █ | █ | | | | | | | | | | | | | |
| Design - Construction Support | 19-Jan-16 | 30-Jul-18 | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | |
| Construction - Kamehameha Highway Station Group | 01-Mar-16 | 30-Jul-18 | | | | | | | | | | | | | | | | |
| Pearl Highlands - Station | 01-Mar-16 | 29-Jun-18 | | | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | |
| Pearl Ridge Station | 01-Jun-16 | 29-Jun-18 | | | | | | | | | | | | | | | | |
| Aloha Stadium Station | 03-Oct-16 | 30-Jul-18 | | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

- Obtaining final design approvals from HDOT and DPP.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 99%.
- Construction bids received on Nov. 17, 2015.

Look Ahead:

- Conform drawings and specifications based on addenda issued during solicitation.
- Obtain final HDOT and DPP approvals on final construction documents.
- Transition consultant’s role from design support during bidding to design support during construction.

KEY ISSUES:

- Finalizing interface agreements with other HART contractors.

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

A. Airport Section Guideway and Utilities

Contract No.: FD-430

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

Contract Start Date: January 2012

Construction Docs Bid-Ready:

- Guideway, Stations and Utilities (DB)
 - In active DB procurement

Currently in Construction:

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

Construction Completed:

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



Project Description: The Airport Segment Guideway and Utilities contract consists of 5.2 miles of elevated transit guideway serving four (4) passenger stations, in addition to roadway widening, utility relocation, and other improvements to create space for these transit facilities. Two construction contracts have been split out and expedited from the larger Airport Section package. These two contracts are the expedited Airport Section Utilities (ASU) and expedited Airport 7-Piers (A7). For both of these expedited contracts, the design has been completed and construction is in progress (ASU) or completed (A7). Therefore, the remainder of this section focuses solely on the remaining portions, which have been combined with the Airport Stations in an active design-build procurement.

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

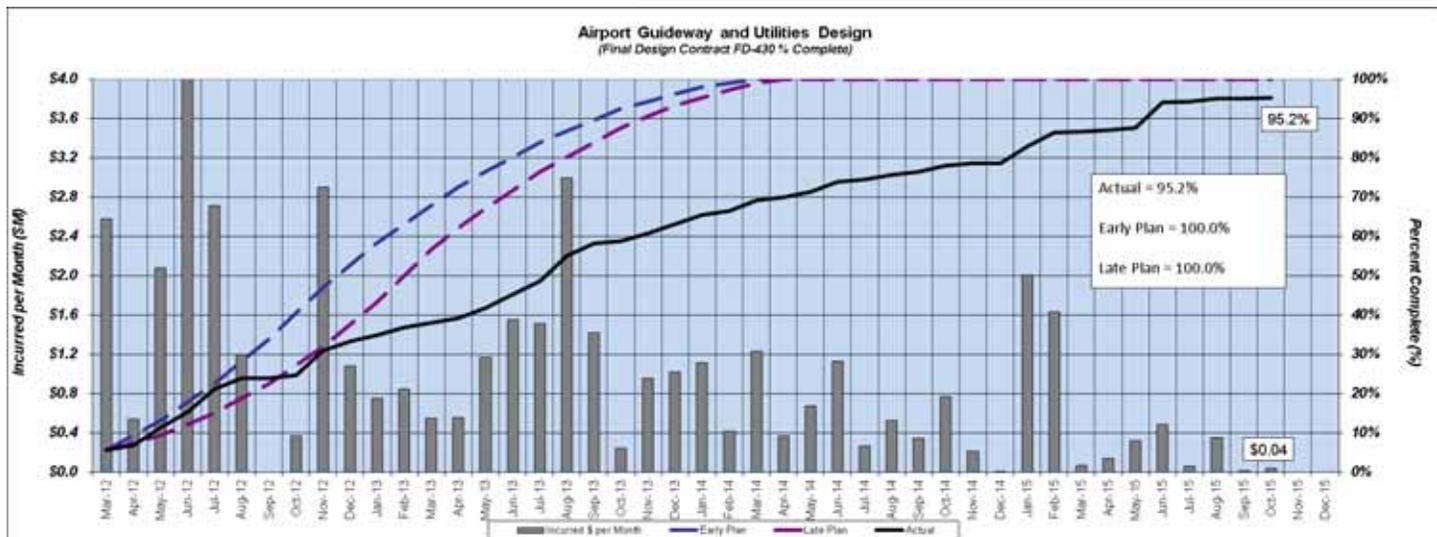
COST INFORMATION:

| | |
|---|---------------------------------------|
| <u>Original Contract:</u> \$38,840,960 | <u>Incurred-to-Date:</u> \$41,073,203 |
| <u>Current Contract Value¹:</u> \$43,134,472 | <u>Incurred in October:</u> \$44,380 |

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

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

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



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

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

SCHEDULE:

| October 2015 Update | | | Data Date: 30-Oct-15, Printed On: 06-Nov-15 | | | | | | | | | | | | | | | | |
|---------------------------------------|-------------|-------------|---|---|---|------|---|---|------|---|---|------|---|---|------|---|---|--|--|
| Activity Name | Start | Finish | 2015 | | | 2016 | | | 2017 | | | 2018 | | | 2019 | | | | |
| | | | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | | |
| Airport Section Guideway | 09-Nov-11 A | 19-Jul-19 | | | | | | | | | | | | | | | | | |
| Airport Programmatic | 01-May-12A | 14-Feb-14 A | | | | | | | | | | | | | | | | | |
| Airport Permits | 09-Nov-11 A | 09-May-16 | | | | | | | | | | | | | | | | | |
| Design - Airport Guideway & Utilities | 05-Jan-12A | 27-Mar-15 A | | | | | | | | | | | | | | | | | |
| Construction - Airport Guideway | 04-Apr-18 | 19-Jul-19 | | | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 96.7%.
- Supporting AGS DB procurement.

Look Ahead:

- Award of AGS DB contract.

KEY ISSUES:

- Finalizing all right-of-way acquisitions.

B. Airport Section Utilities Construction



Contract No.: DBB-505
Contractor: Nan, Inc.
Contract Start Date: July 2014
Contract Substantial Completion: February 2016
Projected Substantial Completion: August/September 2016

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

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

COST INFORMATION:

| | | | |
|---------------------------------------|--------------|----------------------|-------------|
| Original Contract: | \$28,413,974 | Incurred-to-Date: | \$7,873,650 |
| Current Contract Value ¹ : | \$28,413,974 | Incurred in October: | \$1,601,041 |

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

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

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



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

SCHEDULE:

| October 2015 Update | | | | | Data Date: 30-Oct-15, Printed On: 06-Nov-15 | | | | |
|--|-------------|-------------|------|----|---|------|----|----|----|
| Activity Name | Start | Finish | 2015 | | | 2016 | | | |
| | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Airport Section Utilities | 30-Jun-14 A | 17-Feb-16 | | | | | | | |
| Airport - Section 3 | 30-Jun-14 A | 17-Feb-16 | | | | | | | |
| Airport Utility Relocation | 30-Jun-14 A | 17-Feb-16 | | | | | | | |
| Construction - Airport Utilities Relocation | 30-Jun-14 A | 17-Feb-16 | | | | | | | |
| Construction - Airport Utilities Relocation | 30-Jun-14 A | 12-Feb-16 | | | | | | | |
| Airport Utilities Relocation - Execute Contract | 30-Jun-14 A | 30-Jun-14 A | | | | | | | |
| Permits for Airport Utilities Construction | 22-Jan-15 A | 16-Mar-15 A | | | | | | | |
| Airport Utilities Construction | 16-Mar-15 A | 06-Feb-16 | | | | | | | |
| Airport Utility Relocation - Substantially Complete | | 12-Feb-16 | | | | | | | |
| Utility Relocation Inspection | 29-Jan-16 | 17-Feb-16 | | | | | | | |
| Inspect and Accept Airport Section Utilities Relocations | 29-Jan-16 | 17-Feb-16 | | | | | | | |

CRITICAL PATH ISSUES:

- No critical path issues at this time.

WORK PROGRESS:

Activities this Month:

Earned Value: 25%; Planned Value: 28%

- Nan, Inc. has received approved permits to work in DOT-Airport property. (Revocable permit has been approved.)
- Nan, Inc./CEI are finalizing coordination with DTS to bring the LPR's online by the end of the year.
- Nan, Inc. has submitted a baseline construction schedule, which has been approved. They are working on a revised baseline schedule based on deductive RFCRs that have been issued.
- Inspection and Testing Plan (ITP) has been submitted by Nan and returned by HART with comments.
- Tree relocation by On-call (Royal Contracting) is ongoing.

Look Ahead:

- Petroleum contaminated soils, have been accepted and transferred to PVT. Approval for sewer contaminated spoils is pending.
- Ongoing utility work on Kamehameha Highway (30-inch & 24-inch waterline connection, telecom duct line and gas line).
- Summarizing descope items to be added to the guideway contract.
- Installation of new sewer line.
- Coordinate with Navy and third party communications utilities to resolve duct/lines that were damaged.

KEY ISSUES:

- Nan has submitted a construction delay claim due to the delay in access to Navy right of entry to perform work. HART is currently reviewing the claim.
- Nan, Inc. is presently 7 months behind schedule; due to the delay in access to construction sites as well as other factors, such as differing site conditions.
- Determine status of telcom duct bank work and how to proceed with removal.
- Pending coordination with the Navy if a 30-inch waterline connection can be completed at the station site.
- Awaiting Nan's cost/schedule of work to relocate a section of 24-inch waterline that is not correctly shown on the design plans.

QUALITY MANAGEMENT:

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

| Airport Utilities NCR Log | | |
|---------------------------|--------|------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 16 | 13 | 3 |

C. Airport Section Guideway Seven Pier Construction

Contract No.: DBB-525

Contractor: HDCC/CJA JV

Contract Start Date: September 2014

Contract Substantial Completion: April 24, 2015

Declared Substantial Completion: April 22, 2015

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



Project Overview: HDCC/CJA JV substantially completed the project on April 22, 2015. The site, along with maintenance of existing BMPs and traffic control measures were turned over to the HDOT-A. Generated punch list items were completed and accepted as of May 2, 2015, by HDOT-A. Project is currently in a close out phase; final change orders are being processed.

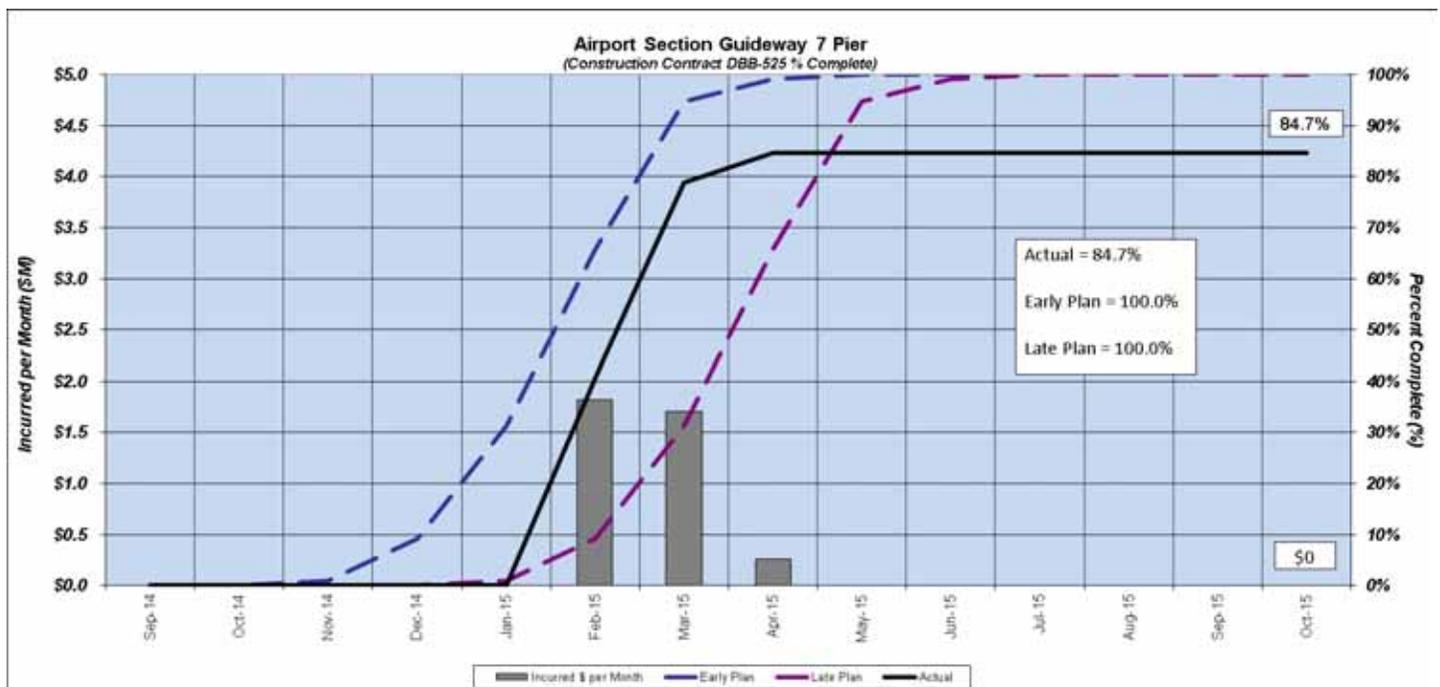
COST INFORMATION:

| | | | |
|--|--------------------|-----------------------------|--------------------|
| <u>Original Contract:</u> | <u>\$3,973,000</u> | <u>Incurred-to-Date:</u> | <u>\$3,796,241</u> |
| <u>Current Contract Value¹:</u> | <u>\$4,481,241</u> | <u>Incurred in October:</u> | <u>\$0</u> |

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

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

| October Change Orders | | |
|---------------------------|-------------|------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | \$508,241 |



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

CRITICAL PATH ISSUES:

- None - All construction work has been completed; currently a final Change Order is in process and project close out and final invoicing will follow upon execution.
-

WORK PROGRESS:Activities this Month:

Earned Value: 100%; Planned Value: 100%

Look Ahead:

- HART is processing a change order for:
 - Change proposal for Temporary Fill at Piers 551R and 550.
 - Double handling of drilling spoils.
 - Additional core sample test to confirm Pier 551R concrete.
 - Force Account work for Pier 548 Utility Conflicts.
 - HDCC/CJA JV has the following items to submit for Contract Closeout:
 - Final signed Change Order.
 - Complete entering Certified Payrolls to LCP Tracker.
 - Provide Release of Liens.
 - Submit final DBE forms.
 - Submit final invoice.
-

KEY ISSUES:

- None.

D. Airport Station Group (ASG)

Contract No.: FD-440

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

Contract Start Date: November 2012

Construction Docs Bid-Ready:

- Airport Guideway and Stations DB
 - In active DB procurement



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

Project Overview: These four stations have been combined with the guideway into a single Airport Guideway and Stations Design-Build (DB) package. This package is in active procurement.

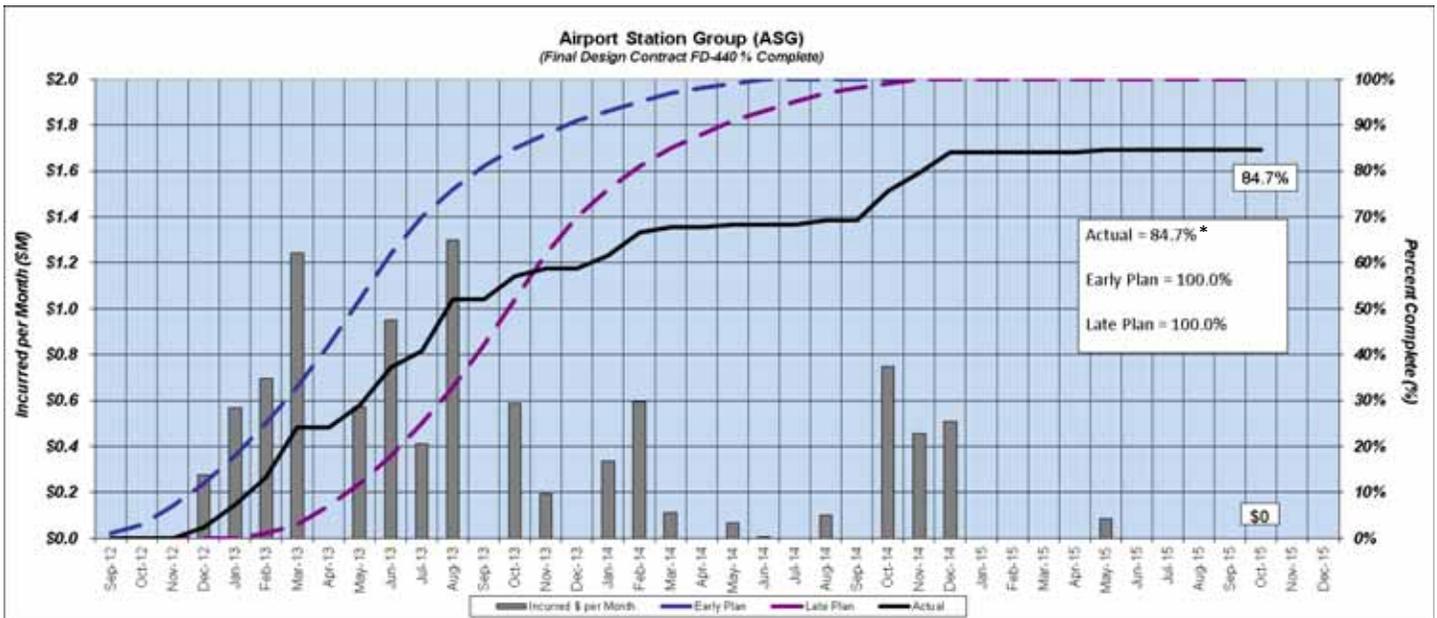
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|--------------------|
| <u>Original Contract:</u> | <u>\$10,177,365</u> | <u>Incurred-to-Date:</u> | <u>\$9,801,978</u> |
| <u>Current Contract Value¹:</u> | <u>\$11,573,852</u> | <u>Incurred in October:</u> | <u>\$0</u> |

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

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

| October Change Orders | | |
|---------------------------|-------------|--------------------|
| Change No. | Description | Amount (\$) |
| CA0006 | GET Credit | (\$98,353) |
| Cumulative to Date | | \$1,416,487 |



Actual percentage adjusted due to typographical error. The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

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

SCHEDULE:

| October 2015 Update | | | Data Date: 30-Oct-15, Printed On: 06-Nov-15 | | | | | | | | | | | | | | | | |
|--------------------------------------|-------------|-----------|---|----|----|------|----|----|----|------|----|----|----|------|----|----|----|--|--|
| Activity Name | Start | Finish | 2015 | | | 2016 | | | | 2017 | | | | 2018 | | | | | |
| | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | | |
| Airport - Section 3 | 02-May-11 A | 01-Jun-18 | | | | | | | | | | | | | | | | | |
| Airport Station Group | 02-May-11 A | 01-Jun-18 | | | | | | | | | | | | | | | | | |
| Design - Airport Station Group | 02-May-11 A | 14-Jul-17 | | | | | | | | | | | | | | | | | |
| Construction - Airport Station Group | 02-Mar-16 | 01-Jun-18 | | | | | | | | | | | | | | | | | |
| Pearl Harbor Station | 02-Mar-16 | 02-Jan-18 | | | | | | | | | | | | | | | | | |
| HNL Airport Station | 31-May-16 | 01-Jun-18 | | | | | | | | | | | | | | | | | |
| Lagoon Drive Station | 18-Apr-16 | 22-Feb-18 | | | | | | | | | | | | | | | | | |
| Middle Street Station | 15-Jul-16 | 13-Apr-18 | | | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

- HART is pursuing access to a small number of remaining properties.
- HART is monitoring the relocation of an AM radio tower currently located near Middle Street Station.

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 88% and is not anticipated to increase significantly due to the suspension of design activities unnecessary for a DB delivery.

Look Ahead:

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

KEY ISSUES:

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

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

A. City Center Section Guideway and Utilities

Contract No.: FD-530

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

Contract Start Date: July 2012

Construction Docs Bid-Ready:

- Guideway, Stations and Utilities (DB)
 - In active DB procurement
- Potential Expedited Utilities Package (DBB): January 2016



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

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

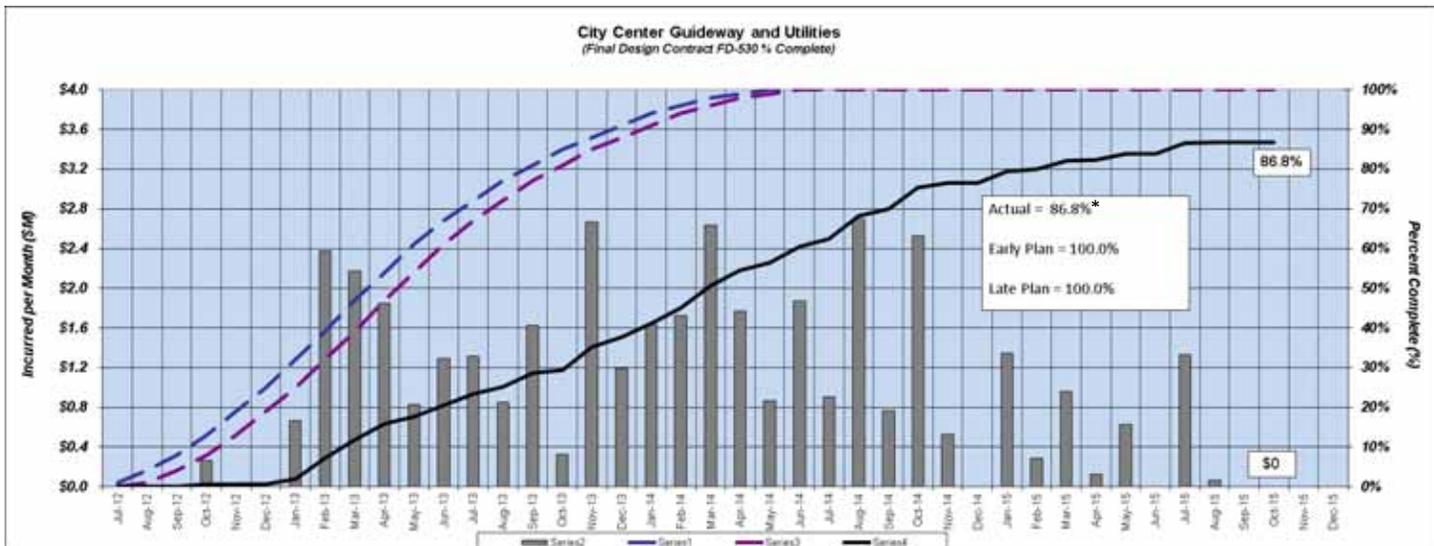
COST INFORMATION:

| | |
|---|---|
| <u>Original Contract:</u> \$43,948,220 | <u>Incurred-to-Date:</u> \$40,075,486 |
| <u>Current Contract Value¹:</u> \$46,183,523 | <u>Incurred in October²:</u> (\$208,694) |

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

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

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



Actual percentage adjusted due to payment request adjustment. The progress chart reflects early program expectations. When the overall schedule is rebaselined, the cost curve will be revised.

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

SCHEDULE:

| October 2015 Update | | | Data Date: 30-Oct-15, Printed On: 06-Nov-15 | | | | | | | | | | | | | | | | | | | | |
|---|-------------|-------------|---|---|---|------|---|---|------|---|---|------|---|---|------|---|---|------|---|---|------|---|---|
| Activity Name | Start | Finish | 2014 | | | 2015 | | | 2016 | | | 2017 | | | 2018 | | | 2019 | | | 2020 | | |
| | | | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q | Q |
| City Center Section Guideway | 19-Aug-11 A | 31-Dec-19 | | | | | | | | | | | | | | | | | | | | | |
| City Center Programmatic | 01-Nov-11 A | 05-Oct-15 A | | | | | | | | | | | | | | | | | | | | | |
| City Center Permits | 19-Aug-11 A | 08-Dec-16 | | | | | | | | | | | | | | | | | | | | | |
| Design - City Center Guideway & Utilities | 01-Jul-12 A | 03-May-15 A | | | | | | | | | | | | | | | | | | | | | |
| Construction - City Center Guideway and Utilities | 02-Aug-16 | 31-Dec-19 | | | | | | | | | | | | | | | | | | | | | |

CRITICAL PATH ISSUES:

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

WORK PROGRESS:

Activities this Month:

- Current earned value is approximately 91.6%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights of entry.
- Demolition of various properties (On-Call Contractor).
- Preparation of DB RFP Part 2 documents.

Look Ahead:

- Obtain third-party approvals of design concepts.
- Determine appropriate scope to include in expedited utilities package.
- Finalize requirements for DB bid package.
- Additional field investigations to verify locations of existing utilities prior to construction.

KEY ISSUES:

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

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



Contract No.: FD-550

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

Contract Start Date: August 2013

Construction Docs Bid-Ready:

- City Center Guideway & Stations DB
 - In active procurement

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

Project Overview: The DKSG stations are being combined with the City Center Guideway into a single City Center Guideway and Stations Design-Build package.

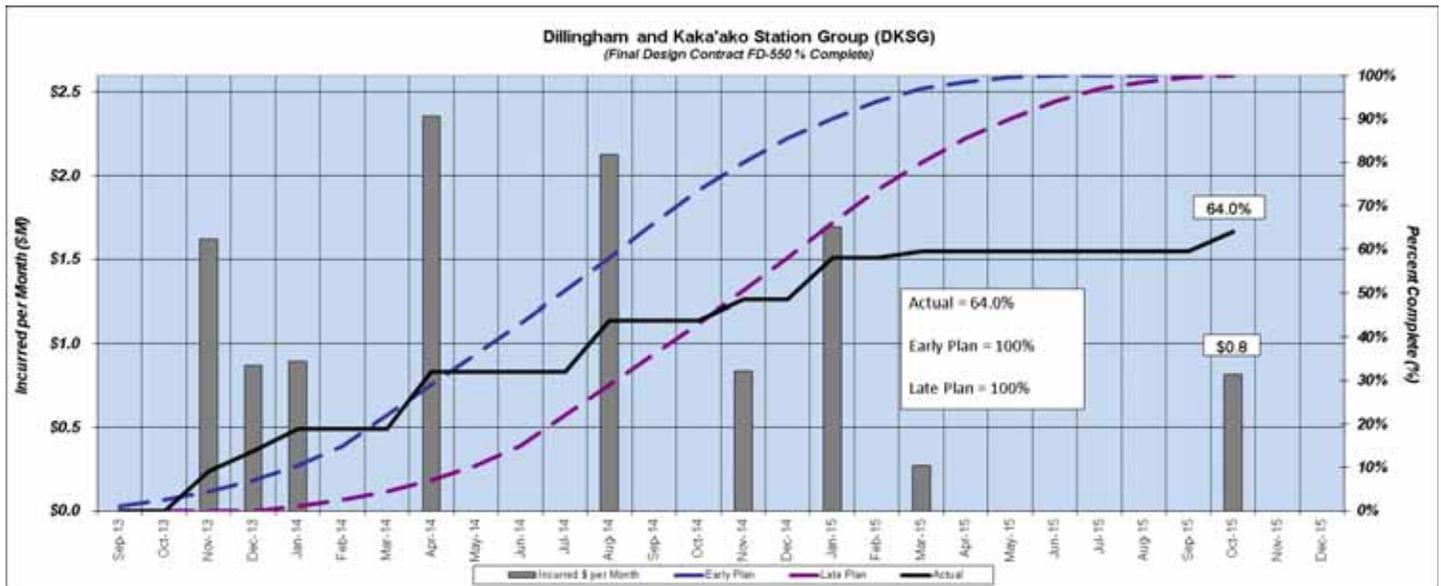
COST INFORMATION:

| | | | |
|---------------------------------------|--------------|----------------------|--------------|
| Original Contract: | \$18,321,918 | Incurred-to-Date: | \$11,482,105 |
| Current Contract Value ¹ : | \$19,308,042 | Incurred in October: | \$814,605 |

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

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

| October Change Orders | | |
|---------------------------|-------------|--------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | \$1,046,743 |



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

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

4.6 Project-Wide

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

Contract No.: MM-901

Contractor: InfraConsult LLC

Contract Start Date: March 8, 2012

Contract Completion: March 7, 2016, with option to renew contract one additional year

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

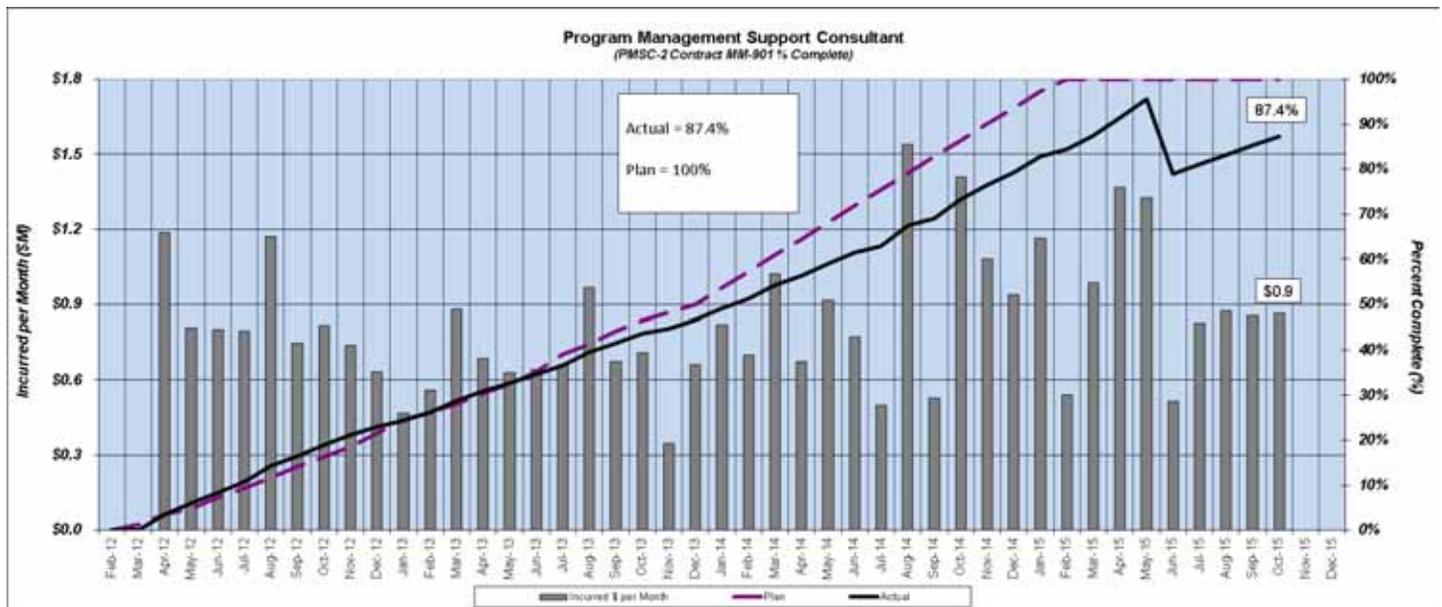
COST INFORMATION:

| | |
|--|--------------------------------|
| Original Contract: \$33,376,897 | Incurred-to-Date: \$35,809,242 |
| Current Contract Value ¹ : \$40,993,274 | Incurred in October: \$864,106 |

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

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

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



KEY ISSUES:

- No issues.

B. General Engineering Consultant III (GEC-3)

Contract No.: MM-913

Contractor: CH2M HILL

Contract Start Date: December 2013

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

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

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

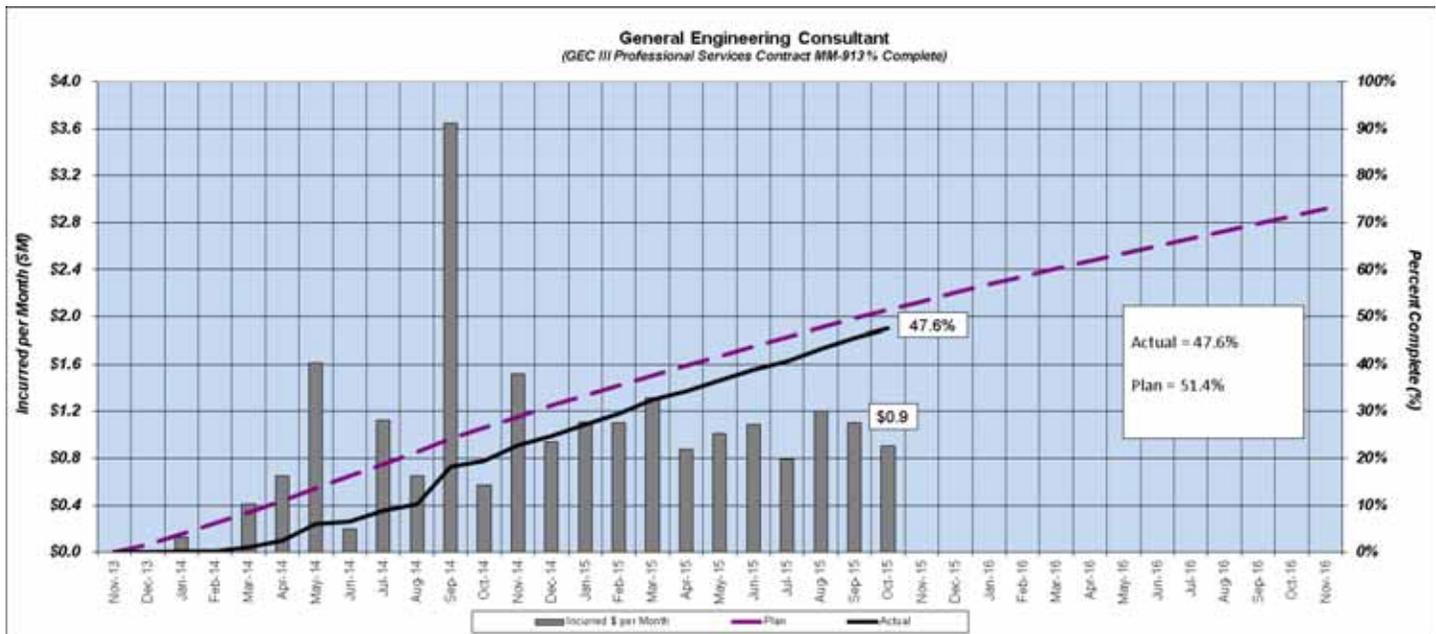
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|---------------------|
| <u>Original Contract:</u> | <u>\$46,143,277</u> | <u>Incurred-to-Date:</u> | <u>\$21,954,215</u> |
| <u>Current Contract Value¹:</u> | <u>\$46,143,277</u> | <u>Incurred in October:</u> | <u>\$902,855</u> |

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

| DBE Participation | |
|---------------------------|-------------|
| Actual DBE Participation: | \$1,797,324 |
| DBE % Attained: | 3.90% |

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



KEY ISSUES:

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

C. Construction Engineering & Inspection West Side Sections

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

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

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

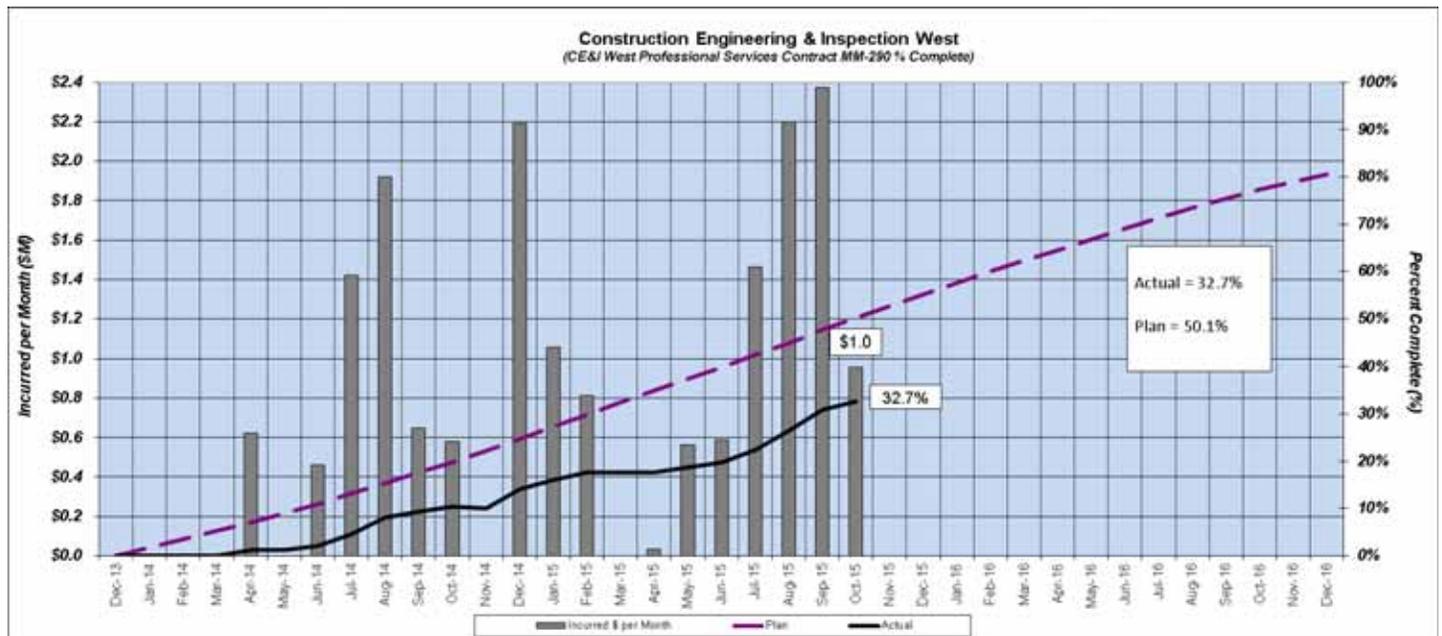
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|---------------------|
| <u>Original Contract:</u> | <u>\$54,232,480</u> | <u>Incurred-to-Date:</u> | <u>\$17,725,316</u> |
| <u>Current Contract Value¹:</u> | <u>\$54,232,480</u> | <u>Incurred in October:</u> | <u>\$ 958,702</u> |

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

| DBE Participation | |
|---------------------------|-----------|
| Actual DBE Participation: | \$981,762 |
| DBE % Attained: | 1.81% |

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



KEY ISSUES:

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

D. Construction Engineering & Inspection East Side Sections

Contract No.: MM-595

Contractor: URS Corporation

Contract Start Date: January 2014

Contract Completion: December 2015 (MOD no. 1)

Substantial Completion: October 2015

Project Description: The URS team provided Construction Engineering and Inspection Services (CE&I) for the east section of the Honolulu Rail Transit Project (H RTP) for the Honolulu Authority for Rapid Transportation (HART).

CE&I services included: 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 was to inform the HART project manager of any significant omissions, substitutions, defects, and deficiencies noted in the work of the contractor and the corrective action that has been directed by HART to be performed by the contractor.

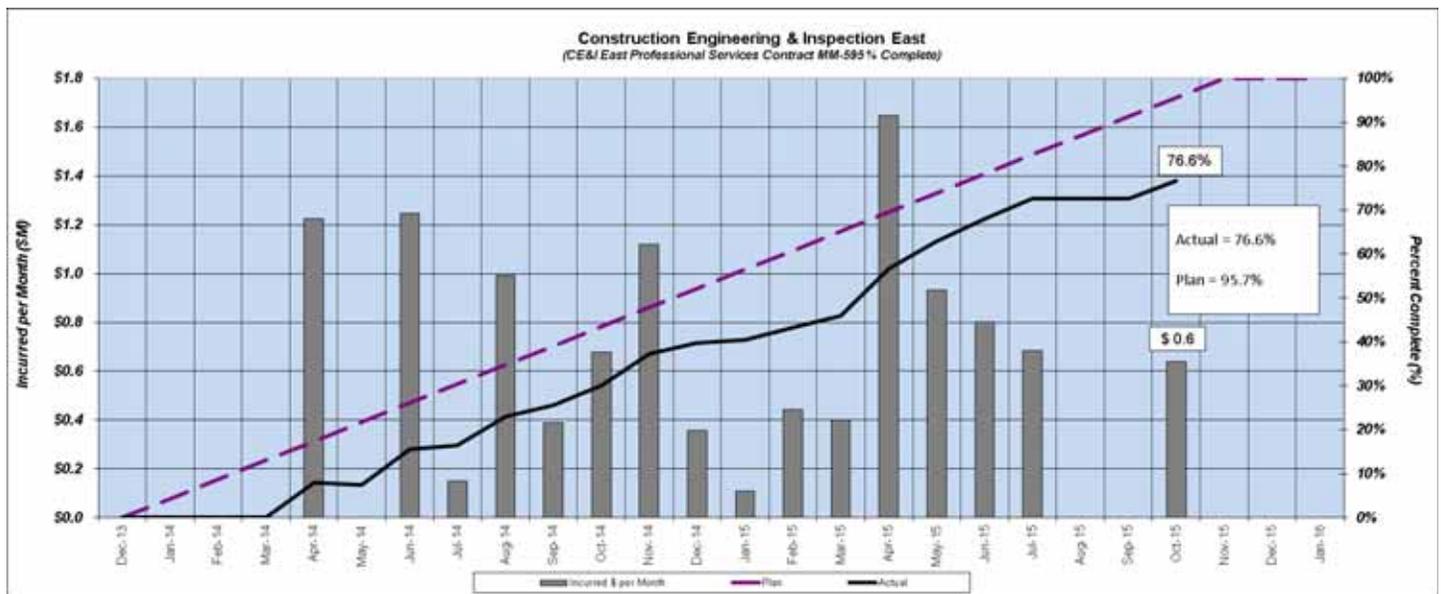
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|---------------------|
| <u>Original Contract:</u> | <u>\$63,083,417</u> | <u>Incurred-to-Date:</u> | <u>\$11,686,318</u> |
| <u>Current Contract Value¹:</u> | <u>\$15,257,000</u> | <u>Incurred in October:</u> | <u>\$640,764</u> |

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

| DBE Participation | |
|---------------------------|-------------|
| Actual DBE Participation: | \$1,487,444 |
| DBE % Attained: | 2.36% |

| October Change Orders | | |
|---------------------------|-------------|----------------------|
| Change No. | Description | Amount (\$) |
| None | --- | --- |
| Cumulative to Date | | -\$47,826,417 |



KEY ISSUES:

- The new CE&I consultant for the East Section was issued NTP in September 2015. All URS field staff was successfully transitioned off of the project in October 2015, and the final closeout of the URS contract is ongoing. Once the contract is closed, this contract page will be removed from the Progress Report.

E. Construction Engineering & Inspection (CE&I) II Contract

Contract No.: MM-596

Contractor: Stantec Consulting Services Inc.

Contract Start Date: September 2015

Contract Completion: December 2019

Projected Substantial Completion: December 2019

Project Description: The Stantec team has assumed the responsibility for Construction, Engineering and Inspection (CE&I) services for the East Section of the Honolulu Rail Transit Project (H RTP) for the Honolulu Authority for Rapid Transportation (HART). The Stantec 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, GIS support, and claims analysis for the Airport Guideway and Stations design-build contract, City Center Guideway and Stations design-build contract, Airport Section Utilities Construction contract, Dillingham Utilities and Roadway contract, Elevators and Escalators Design-Furnish-Install-Maintain contract (construction phase only) and Construction On-Call work. The primary role of the Stantec 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.

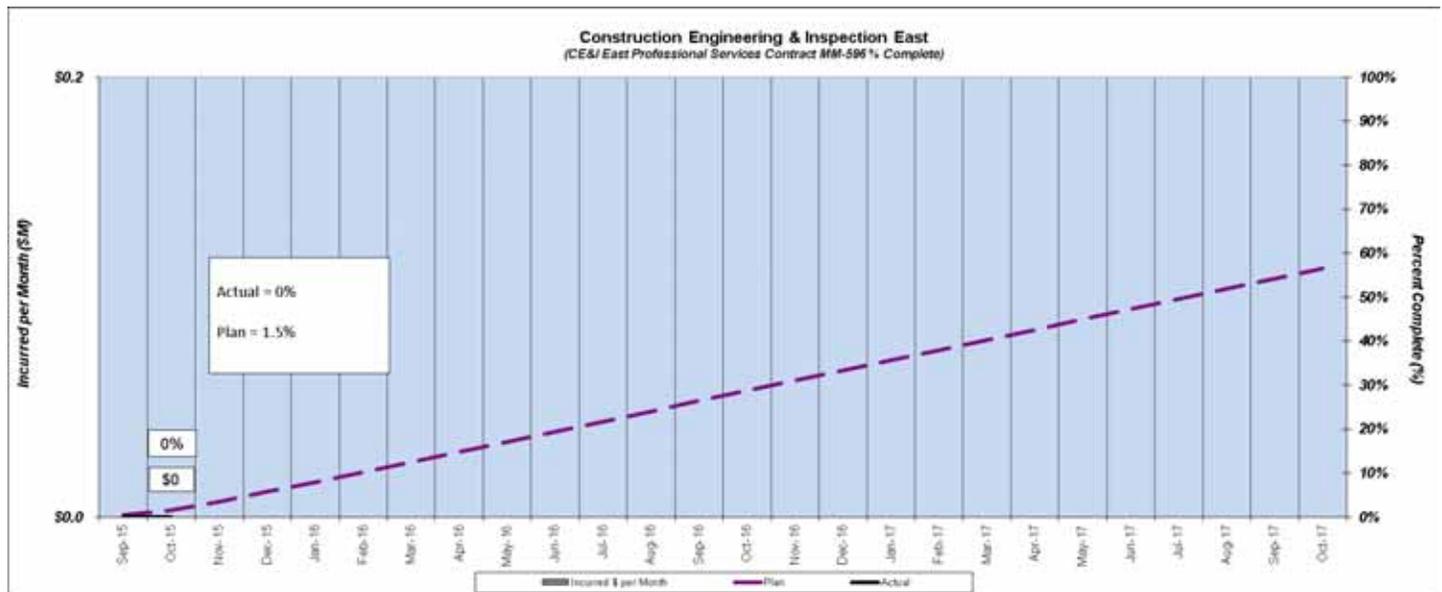
COST INFORMATION:

| | | | |
|---------------------------------------|--------------|----------------------|-----|
| Original Contract: | \$55,036,130 | Incurred-to-Date: | \$0 |
| Current Contract Value ¹ : | \$55,036,130 | Incurred in October: | \$0 |

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

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

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



KEY ISSUES:

- The East Section CE&I II team is completing the review and submittal of the NTP deliverables due (90) days after NTP (Sept. 14, 2015). The project team is completing the documents as planned, and is scheduled to have all documents submitted to HART for review and acceptance by January 2016.
- HART has requested an ICE (Independent Cost Estimate) be performed on the Airport Guideway and Stations DBB contract, the Dillingham Utilities and Roadway DBB contract, and the City Center Guideway and Stations DBB contract. The ICE's are currently in process, and scheduled to be delivered to HART March 2016.

F. Core Systems Contract Oversight Consultant

Contract No.: MM-962

Contractor: Lea+Elliott, Inc.

Contract Start Date: February 2014

Contract Completion: August 2019

Projected Substantial Completion: N/A

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

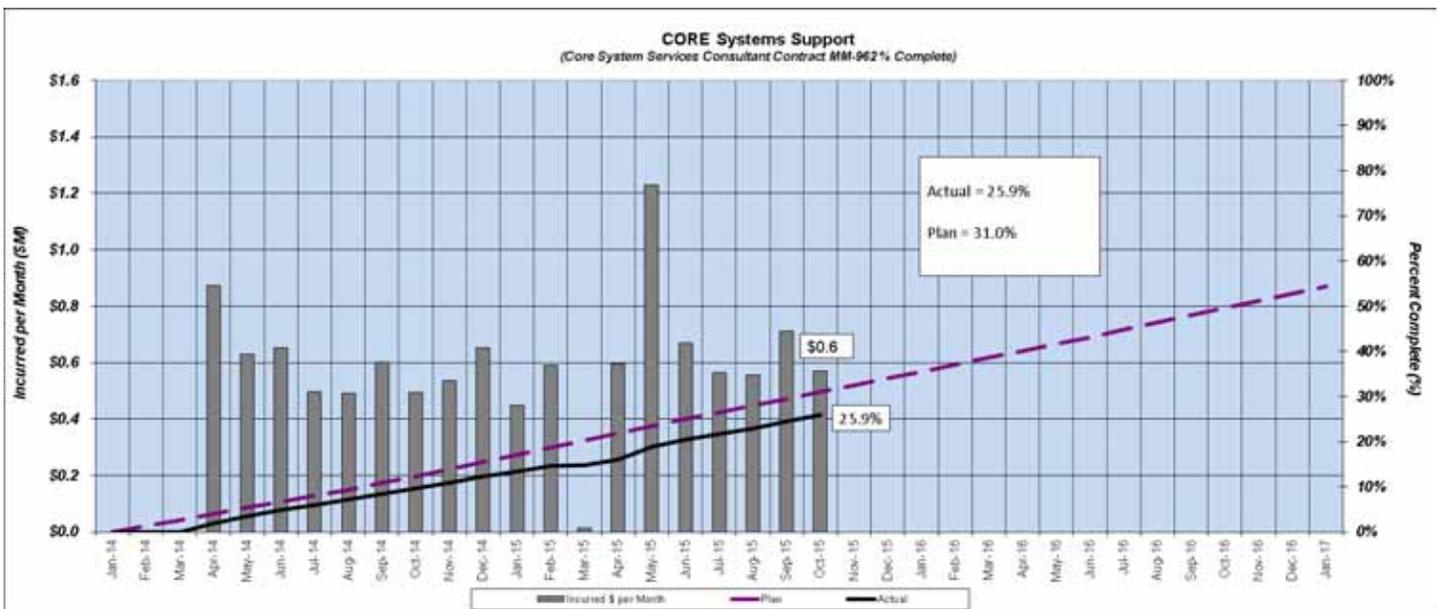
COST INFORMATION:

| | | | |
|--|---------------------|-----------------------------|---------------------|
| <u>Original Contract:</u> | <u>\$43,988,989</u> | <u>Incurred-to-Date:</u> | <u>\$11,382,948</u> |
| <u>Current Contract Value¹:</u> | <u>\$43,988,989</u> | <u>Incurred in October:</u> | <u>\$569,986</u> |

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

| DBE Participation | |
|---------------------------|-----------|
| Actual DBE Participation: | \$281,440 |
| DBE % Attained: | 0.64% |

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



KEY ISSUES:

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

G. On-Call Construction Contractor

Contract No.: MM-945

Contractor: Royal Contracting Co. Ltd.

Contract Start Date: August 2014

Contract Completion: July 2019

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

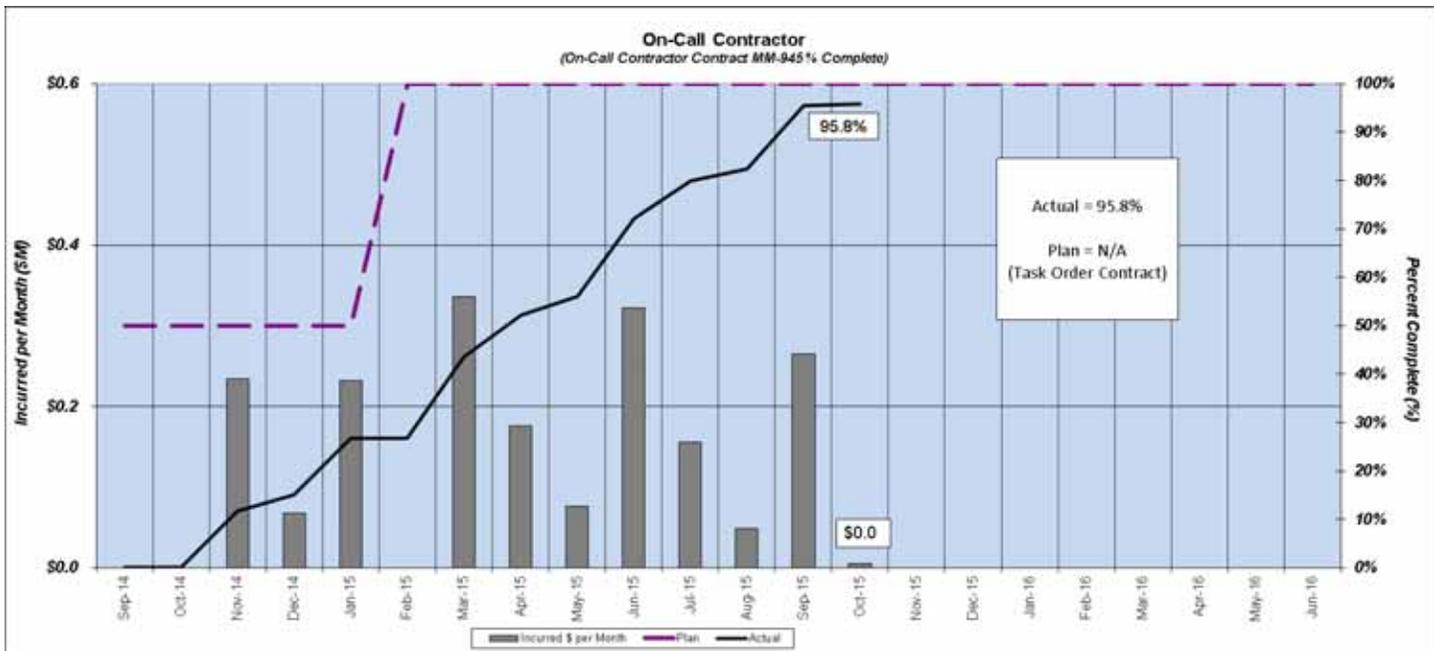
Project Description: The On-Call Contract performs tasks not generally covered in the general construction contracts. These activities include demolition of structures; repairs to existing HART facilities; relocation of trees and other minor facilities such as bus stops, street lighting, etc.; minor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

COST INFORMATION:

| | |
|--|--------------------------------------|
| <u>Original Contract:</u> \$1,000,000 | <u>Incurred-to-Date:</u> \$1,916,645 |
| <u>Current Contract Value¹:</u> \$2,000,000 | <u>Incurred in October:</u> \$5,575 |
| ¹ Current Contract Value = Original contract value (not including contingency) + executed Change Orders | |

| DBE Participation | |
|---------------------------|-----------|
| Actual DBE Participation: | \$460,024 |
| DBE % Attained: | 23% |

| October Change Orders | | |
|---------------------------|-------------|--------------------|
| Change No. | Description | Amount (\$) |
| Amend 01 | Adjustment | \$49 |
| Cumulative to Date | | \$1,000,000 |



KEY ISSUES:

- The On-Call Contractor has successfully:
 - demolished twenty-six buildings located in the WOFH, KHG and City Center right-of-way. All available demolition work has now been completed.
 - relocated/removed more than 70 trees in the Airport right-of-way. Four trees located along Dillingham were relocated in November.
 - 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.
- Twenty-six (26) of the 28 buildings targeted for demolition were completed by the end of November. All demolition work includes the abatement of any hazardous materials identified prior to demolition. Two remaining structures are scheduled for demolition in January 2016, as the current tenant has not yet relocated from the building.
- Maintenance of landscaping along Kamehameha and Nimitz Highways continued during the month of November.
- Continued to support the Core Systems contractor for work at MSF.
- Continued to support the Airport Utility contractors work by performing asbestos abatement.

5 OVERALL PROJECT-WIDE ACTIVITIES

Permits (Section 5.1)

OVERVIEW

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

KEY ISSUES

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

Hawai'i Department of Transportation (HDOT) Agreements (Section 5.2)

OVERVIEW

- Ongoing coordination for ITS, MOT and final operational expectations. Temporary ITS is fully operational and temporary Closed Circuit Cameras are in place to observe traffic and make appropriate adjustments to signal timing as necessary. Signal timing, in most cases, is maximized in the westbound direction during the afternoon peak. HART has been coordinating with DTS on adjustments.

KEY ISSUES

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

Utility Agreements (Section 5.3)

OVERVIEW

- Draft City Center Construction Agreements have been issued to HTI, TW telecom, and Oceanic for review and comment. Review of current status and outstanding comments to be addressed this month.

KEY ISSUES

- HART continues to address multiple issues with HECO that may affect the design and construction of planned work. HART is continuing to meet with HECO on a weekly basis to resolve the issues. Executive meetings continue to include HART's Executive Director and CEO, and HECO's President.
- Researching required amendments or new agreements necessary for temporary pole relocations in City Center guideway work.

Right-of-Way (Section 5.4)

(Data as of Nov. 2, 2015)

OVERVIEW

- Currently, there are no ROW actions impeding construction work. Site control has been obtained for nearly 14 million square feet or 93% of the total square footage that is required for the project. The ROW team continues to seek site access or complete acquisitions to ensure construction is not delayed. The process is continuing for parcels that may require eminent domain proceedings, although HART is simultaneously negotiating with owners to obtain access.

KEY ISSUES

- Working to resolve third-party agreements with UH West O‘ahu and Honolulu Community College in order to allow construction to proceed without delay.
- Working to obtain right of entry from Aloha Stadium for station park-and-ride construction.
- HART proposed the use of irrevocable right of entry documents (Right-of-Entry, Possession and Use Agreement) to gain control of a parcel prior to eminent domain. However, the use of the irrevocable right of entry has been delayed due to concerns expressed by owners regarding liability arising from third parties. This approach is a modification of the current procedures, and HART has updated the Real Estate Acquisition and Relocation Management Plan (RAMP) to include this approach. HART is refining the proposal to address the owners’ concerns.
- Eminent Domain:
 - Seven (7) cases were presented to the HART Board on Aug. 27, 2015, primarily to support the schedule for the City Center Guideway and Stations Design-Build (DB) contract. The HART Board approved the resolutions and five of the cases were forwarded to the Honolulu City Council. Two cases required amendments and were withheld. HART anticipates bringing these cases back to the HART Board for their Nov. 24 meeting.
 - Four (4) cases were presented to the HART Board on Sept. 24, 2015, to support the Airport, and the City Center Guideway and Stations DB contracts. HART anticipates bringing these cases back to the HART Board for their Nov. 24 meeting.
 - The Honolulu City Council process has been completed for the following cases. While the HART Board has proceeded by approving the resolutions authorizing eminent domain, the HART staff is still striving to reach an agreement with each owner.
 - Five (5) cases were initiated in May 2015, to support the schedule for the Airport Guideway and Stations DB contract.
 - Twenty (20) cases were initiated in June 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract.
 - Four (4) cases were initiated in July 2015, primarily to support the City Center Guideway and Stations DB contract. One case will be resubmitted because of design refinements, and the Honolulu City Council rejected one of the cases.
- HART continues to negotiate with each property owner in an attempt to reach mutual agreement. However, several more parcels may be proposed to the HART Board of Directors for eminent domain to support east DB contracts.

5.1 Permits

- **Permits Submitted and In-Progress**

- HART submitted a continuance and renewal request for City Center Preconstruction activities.
- HART submitted a letter requesting determination of permit required to the US Army Corps of Engineers (USACE) and the Section 404 application for Kapalama Stream.
- HART will be continuing consultation with FTA regarding Essential Fish Habitat for City Center segment streams.

- **Permits and Approvals Granted**

- HART received an approval from the HDOH for the Pearl Highlands H2 Ramp (H2R2) National Pollutant Discharge Elimination System construction permit, which enables the discharge of storm water from the project to receiving state waters.

- **Look Ahead**

- Upcoming significant permit activity:
 - HART will submit a Stream Channel Alteration Permit (SCAP) application for Kalihi Stream.
 - HART will submit the Noise Permit Variance application for the City Center construction activities.
 - HART will submit a letter requesting determination of permit required to the USACE and the 404 application for Nuuanu and Kalihi Streams.

5.2 Hawai'i Department of Transportation (HDOT) Agreements

- **Activities this month**

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

- **Look Ahead**

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

5.3 Utility Agreements

Utility Agreements Status Matrix

| Utility Owner | Status | WOFH | | KHG | | Airport | | City Center | | |
|------------------------------|------------------------------|---|-----------------------|---|---|--|-----------------------|-----------------|----------------------------------|------------|
| | | ESA | UCA | ESA | UCA | UCA | COMBINED ESA | UCA | | |
| AT&T (Corporation) | Executed | 5/11/11 | 12/20/11 | 5/18/12 | Including with Airport | Combining with KHG & City Center | 12/26/13 | | Including with Airport | |
| | NTP | 5/12/11 | 12/21/11 | | | | | | | |
| | Amd 01 | 7/1/11 | HRS Ch 104 | | | HRS Ch 104 | | Temp Poles | | |
| AT&T (Government Solutions) | Executed | | | 12/26/13 | | Separate from AT&T Corp | 12/26/13 | | Separate from AT&T Corp | |
| | NTP | | | | | | | | | |
| Chevron | Executed | 12/4/09 | | 11/4/11 | | | | | | |
| | NTP | 12/22/09 | | 11/15/11 | | | | | | |
| | Amd 01 | 7/1/11 | | | | | | | | |
| Hawaiian Telcom | Executed | 5/20/10 | 11/17/14 | 5/10/12 | 12/31/14 | 5/28/15 | 9/27/13 | | Draft sent to HTI | |
| | NTP | 6/14/10 | 11/18/14 | | | | | | | Temp Poles |
| | Amd 01 | 7/1/11 | | 4/13/15 | | | | | Temp Poles | |
| | Amd 02 | 5/10/12 | | | | | | | | |
| HECO | Executed | 4/20/12 Agreement superseded by Design & Construction Services Agreements - closing out | | 7/12/12 Agreement superseded by Design & Construction Services Agreements - closing out | | Airport (2) and City Center Bridging Agreements superseded by Design Services Agreements - closing out | | | | |
| | NTP | | | | | | | | | |
| | | Pre-Construction - closing out | | Pre-Construction - closing out | | | | | | |
| | Executed | 10/30/13 | | 10/4/13 | | | | | | |
| | Expired | 11/29/13 | | 11/29/13 | | | | | | |
| | | Design Services | Construction Services | Design Services | Construction Services | Design Services | Construction Services | Design Services | Construction Services | |
| | Executed | 11/20/13 | 11/29/13 | 11/20/13 | 11/29/13 | 11/20/13 | Clarifying Schedule | 11/25/13 | Clarifying Schedule Temp Poles | |
| | NTP | 11/20/13 | 11/29/13 | 11/20/13 | 11/29/13 | 11/20/13 | | 11/25/13 | | |
| | Amd 01 | | | | | | | | Temp Poles | |
| | Memorandums of Understanding | 8/7/14 – Construction Drawings | | | | | | | | |
| | | 5/1/15 - Access | | | | | | | | |
| | | 5/15/15 - Derrick Truck | | | | | | | | |
| | | 6/23/15 - Master Agreement | | | | | | | | |
| | | 6/9/15 - MSF Advanced Construction | | | | | | | | |
| 9/16/15 -- Right of Entry | | | | | | | | | | |
| 10/12/15 – Clearance (West) | | | | | Dillingham Blvd Materials-with HECO for signature | | | | | |
| Power Quality Pending | | | | | | | | | | |
| Oceanic Time Warner Cable | Executed | 12/8/09 | 12/21/11 | 1/9/12 | 6/2/14 | 12/19/14 | 4/3/13 | | Draft sent to Oceanic Temp Poles | |
| | NTP | 12/22/09 | | | | | 4/4/13 | | | |
| | Amd 01 | 7/1/11 | 2/27/14 | | HRS Ch 104 | HRS Ch 104 | | | Temp Poles | |
| | Amd 02 | 10/7/13 | HRS Ch 104 | | | | | | HRS Ch 104 | |
| Pacific Lightnet/Wavecom | Executed | 4/28/10 | 3/12/12 | 2/15/12 | | | | | | |
| | NTP | 4/29/10 | 3/13/12 | 2/16/12 | | | | | | |
| | Amd 01 | 7/1/11 | HRS Ch 104 | | | | | | | |
| Sandwich Isle Communications | Executed | 5/20/10 | | 4/20/12 | | | | | | |
| | NTP | 6/8/10 | | | | | | | | |
| | Amd 01 | 7/1/11 | | | | | | | | |
| Hawai'i GAS | Executed | 12/18/09 | 6/30/11 | 6/1/12 | 4/14/14 | 8/19/14 | 9/27/13 | 5/8/15 | | |
| | NTP | 12/22/09 | 7/12/11 | | | 8/20/14 | | 5/11/15 | | |
| | Amd 01 | 7/1/11 | 10/17/14 | | 8/28/14 | HRS Ch 104 | | HRS Ch 104 | | |
| | Amd 02 | | HRS Ch 104 | | 10/23/15 | | | | | |
| | Amd 03 | | | | HRS Ch 104 | | | | | |

Utility Agreements Status Matrix

| Utility Owner | Status | WOFH | | KHG | | Airport | | City Center | |
|---------------|----------|----------|-----|---------|------------------------------------|---------|--------------|-------------|-------------------------------------|
| | | ESA | UCA | ESA | UCA | UCA | COMBINED ESA | UCA | |
| TW telecom | Executed | 12/2/09 | | 2/14/12 | Oceanic to relocate for TW telecom | | 10/11/12 | | Draft sent to TW telecom Temp Poles |
| | NTP | 12/22/09 | | 2/16/12 | | | | | |
| | Amd 01 | 7/1/11 | | | | | | Temp Poles | |
| | Amd 02 | | | | | | | HRS Ch 104 | |
| Tesoro | Executed | | | 2/15/12 | 9/12/13 | | 8/27/13 | | |
| | NTP | | | 2/16/12 | | 9/3/13 | | | |
| | Amd 01 | | | | 9/12/14 | | | | |
| | Amd 02 | | | | 5/13/15 | | | | |
| | Amd 03 | | | | HRS Ch 104 | | | | |

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

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.

AIRPORT

- All engineering utility agreements for the Airport section have been executed.
- HART is reviewing AT&T comments to the draft Construction Agreement. It is not necessary for this agreement to be in place for the Airport Segment utility construction.

CITY CENTER

- All engineering utility agreements for the City Center section have been executed.
- HART reviewed AT&T comments and the revised draft Construction Agreement was sent back to AT&T for review.
- HART has submitted the Utility Construction Agreement for City Center to OTWC for review/comments.
- HART has submitted a draft of the Utility Construction Agreement to TW telecom for review/comments.
- Looking Ahead:
 - Execute Oceanic City Center UCA.
 - Execute Hawaiian Telcom City Center UCA.

HECO

- **Davis-Bacon requirements** – HECO has established a collective bargaining agreement – which does not align with Davis-Bacon requirements – for which HART on behalf of HECO has requested a waiver from the Department of Labor. HART is coordinating to resolve this with HECO.
- **HECO 46kV Substation near MSF area** – HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the MSF area due to requirements in HECO Rule 13. Initial planning indicates that a currently unused location on the MSF property may be suitable for this facility. HECO is investigating a ‘system’ substation, which would also feed the area surrounding the MSF.
- **Additional Clearances** – HECO indicates the need for additional horizontal working clearances from overhead pole alignments and additional buffer radial clearances from the actual overhead high-voltage lines.
 - **Horizontal Working Clearances Analysis** – HECO is reviewing the current overhead pole and line locations to identify areas where accessibility for HECO maintenance is a concern. HART is currently reviewing the results of HECO’s analysis. Additional HECO re-evaluation is ongoing for pole locations with sub-optimal clearance. HART will also be setting up meetings to further discuss and resolve this with HECO.

- **Bronto Bucket Truck Rental/Testing** – To allow for increased accessibility for HECO maintenance personnel when considering horizontal working clearances, HECO identified a bucket truck with a telescoping boom (versus a knuckle) and with extendable outrigger supports (versus swinging outrigger supports). The truck allows for greater accessibility and less required setup space than the current larger HECO bucket trucks. HART has agreed to reimburse HECO for 3 months of rental for an un-insulated model of the proposed Bronto Bucket Truck. HART is currently reviewing the HECO Horizontal Working Clearance study. HART will also be setting up meetings to further discuss and resolve this with HECO.
- **New Service Connections** – HECO service requests are required for new electrical services for the MSF, Passenger Stations and Systems Sites (traction power facilities). The Passenger Station designers are providing the service request for the stations and the Core Systems Contractor is providing the service request for the systems sites.
 - **MSF** – Service request approved via receipt of HECO Final Cost Letter and HECO design drawings. Installation of the MSF service is complete, buildings are energized.
 - **Passenger Stations and Systems Sites** – HECO service request reviews are in progress and approvals are anticipated for the west side stations and systems sites. HECO is working to finalize its designs and cost estimates.

5.4 Right-of-Way (data as of Nov. 2, 2015)

BUDGET

| | Baseline Budget | Expended | Remaining Budget Balance | Estimate to Completion | Forecast Variance |
|------------------------|------------------|-----------------|--------------------------|------------------------|-------------------|
| Acquisition | \$ 201.70 | \$ 75.90 | \$ 125.80 | \$ 112.10 | \$ 13.70 |
| Relocation | \$ 20.50 | \$ 9.20 | \$ 11.30 | \$ 15.90 | \$ (4.60) |
| Total (Million) | \$ 222.20 | \$ 85.10 | \$ 137.10 | \$ 128.00 | \$ 9.10 |

Note

* Administrative overhead costs aggregated with the Acquisition and Relocation numbers

* Estimate to complete based on offers, appraisals or assessed values

ACQUISITIONS

Figure 13. Right-of-Way Status for the Parcels [data provided by Real Estate Acquisition database (READ)]

| | Current No. of Parcels Needed | Appraisals In Process | Appraisals Completed or N/A | Letters of Offer Sent or N/A | Offers Accepted or N/A | Possession Granted For Condemnation | Agreements Completed | Site Control Obtained | Relocations Completed | Properties Available for Contractor | Acquisitions Completed |
|----------------------------|-------------------------------|-----------------------|-----------------------------|------------------------------|------------------------|-------------------------------------|----------------------|-----------------------|-----------------------|-------------------------------------|------------------------|
| Full Acquisition | | | | | | | | | | | |
| W.Oahu/Farrington | 16 | | 16 | 16 | 15 | 1 | 2 | 16 | 13 | 16 | 15 |
| Kamehameha | 3 | | 3 | 3 | 3 | | | 3 | 1 | 3 | 3 |
| Airport | 5 | | 5 | 5 | 5 | 1 | | 5 | 3 | 4 | 4 |
| City Center | 18 | | 18 | 18 | 18 | | | 16 | 14 | 13 | 16 |
| TOTAL | 42 | | 42 | 42 | 41 | 2 | 2 | 40 | 31 | 36 | 38 |
| Partial Acquisition | | | | | | | | | | | |
| W.Oahu/Farrington | 3 | | 3 | 3 | 3 | | | 3 | | 2 | 2 |
| Kamehameha | 4 | | 4 | 3 | 2 | 1 | | 3 | | 3 | 1 |
| Airport | 11 | | 11 | 11 | 7 | | 1 | 6 | | 4 | 1 |
| City Center | 87 | | 86 | 86 | 25 | 2 | | 9 | | 3 | 3 |
| TOTAL | 105 | | 104 | 103 | 37 | 3 | 1 | 21 | | 12 | 7 |
| Easement | | | | | | | | | | | |
| W.Oahu/Farrington | 16 | | 16 | 15 | 15 | | 6 | 12 | | 10 | 6 |
| Kamehameha | 6 | | 6 | 6 | 6 | | 1 | 6 | | 6 | 1 |
| Airport | 34 | | 34 | 34 | 28 | | 2 | 27 | | 27 | 2 |
| City Center | 20 | | 20 | 20 | 9 | | 1 | 1 | | 1 | 1 |
| TOTAL | 76 | | 76 | 75 | 58 | | 10 | 46 | | 44 | 10 |
| GRAND TOTAL | 223 | | 222 | 220 | 136 | 5 | 13 | 107 | 31 | 92 | 55 |

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:
 - Continuing negotiations with UH West O'ahu to secure construction right of entry for the WOFH guideway.

KAMEHAMEHA

- Issues:
 - Negotiating with Aloha Stadium Authority to obtain right of entry for the construction of the station park-and-ride. HART has obtained the right of entry to construct the guideway.
 - In order to support the relocation of utility easements in the Kamehameha section, eminent domain proceedings have been initiated. The HART Board approved the latest case in August, and the resolution was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in November. Negotiations are continuing with the private property owner in an attempt to reach mutual agreement.

AIRPORT

- Issues:
 - Continuing negotiations with the Post Office.
 - Closely monitoring the Airport Station mapping process.
 - Requesting new appraisal due to design changes for TMKs 1-2-013-020 and 1-2-013-021.
 - In order to support the upcoming procurement for the Airport Guideway and Station DB contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the Airport section in an attempt to reach mutual agreement.
 - The HART Board approved one case in August, and the resolution was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in November.
 - The HART Board approved one case in September, and the resolution was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in November.
 - Through July, the HART Board approved the resolutions to notify the Honolulu City Council of eminent domain. HART has received eminent domain approval and the status of these cases are:
 - 1 Order of Possession obtained
 - 3 in escrow
 - 4 in negotiations
- Look Ahead:
 - Working towards completing Post Office acquisition and Airport agreements.

CITY CENTER

- Issues:
 - Continuing to place priority on obtaining site control and acquiring parcels in the Dillingham section.
 - Negotiating with UH Honolulu Community College to secure construction right of entry for the City Center guideway.
 - Working to resolve issues with TMKs 1-2-009-011 and 1-2-009-098.
 - Negotiating with owner of fourteen parcels which have complex issues.
 - In order to support the upcoming procurement for the City Center Guideway and Station DB contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the City Center section in an attempt to reach mutual agreement.
 - The HART Board approved five cases in August, and the resolutions were forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in November.
 - Two cases were forwarded to the HART Board of Directors in September, and the resolutions were forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in November.

- Through July, the HART Board approved the resolutions to notify the Honolulu City Council of eminent domain. HART has received eminent domain approval on most of the cases and the status of the cases are:
 - 2 obtained by Order of Possession
 - 3 acquired
 - 6 in escrow
 - 9 in negotiations
 - 1 rejected by the Honolulu City Council
 - 1 to be resubmitted due to design changes
- Other parcels may be presented to the HART Board for eminent domain in the coming months, to ensure that the construction schedule is maintained. HART continues to negotiate with each property owner in an attempt to reach mutual agreement.
- Look Ahead:
 - Evaluate and address the need to advance additional recommendations for eminent domain in order to achieve the Project’s schedule.
 - Closely monitor the acquisitions in relation to construction schedules for City Center.

RELOCATIONS

Figure 14. Relocation Status for the Occupants (data provided by READ)

| Section | Residential Relocations (a) | Business Relocations (b) | Not-For-Profit Relocations (c) | Total Relocations (a+b+c) | Relocation Assessment Completed | 90-Day Notice Sent | 30-Day Notice Sent | Relocations Completed for Occupants |
|---------------------|-----------------------------|--------------------------|--------------------------------|---------------------------|---------------------------------|--------------------|--------------------|-------------------------------------|
| W.Oahu/Farrington | 18 | 6 | 1 | 25 | 12 | 12 | 8 | 25 |
| Kamehameha | | 4 | | 4 | 4 | 3 | 3 | 4 |
| Airport | | 13 | | 13 | 5 | 10 | | 7 |
| City Center | 16 | 66 | | 82 | 31 | 47 | 23 | 50 |
| Grand Total: | 34 | 89 | 1 | 124 | 52 | 72 | 34 | 86 |

WEST O’AHU/FARRINGTON

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

AIRPORT

- Issue:
 - Continuing relocation for TMK 1-1-016-006.
- Look Ahead:
 - Plans are continuing for several relocations.

CITY CENTER

- Look Ahead:
 - Planning and monitoring relocation of several commercial tenants.

THIRD-PARTY AGREEMENTS

Figure 15. Third-Party Agreement Status

| Third-Party Agreements | | | | |
|---|----------|--------------|---------------------------------|--|
| Agreement | Status | Target | Section | Notes/Remarks |
| City Agreements | | | | |
| City Joint Use Memorandum of Understanding | Pending | March 2016 | WOFH, KHG, Airport, City Center | In process. |
| DFM – Dept. of Facility & Maintenance (Kamehameha Hwy/Makalapa Manor) | Executed | | Airport | Jurisdictional transfer from DFM to HART in place. |
| DPR - Dept. of Parks & Recreation (MSF drainage) | Executed | | WOFH | Consent to construct in place. |
| State Agreements | | | | |
| UH - University of Hawai'i Master Agreement | Pending | January 2016 | WOFH, KHG, City Center | Final negotiations are ongoing. Will secure Right of Construction as not to delay the project. |
| UH -West O'ahu (UHWO) Pre-Construction Right of Entry | Executed | | WOFH | Consent to construct in place. |
| UH - West O'ahu (UHWO) Construction Right of Entry for Station | Pending | January 2016 | WOFH | In negotiations. Concerted effort is being made to finalize. |
| UH - Leeward Community College (LCC) Pre-Construction Right of Entry | Executed | | WOFH | Consent to construct in place. |
| UH - Leeward Community College (LCC) Construction Right of Entry for Guideway | Executed | | WOFH | Consent to construct in place. |
| UH - Leeward Community College (LCC) Construction Right of Entry for Station | Executed | | WOFH | Consent to construct in place. |
| UH - Urban Garden Pre-Construction Right of Entry | Executed | | KHG | Consent to construct in place. |
| UH - Urban Garden Construction Right of Entry | Executed | | KHG | Consent to construct in place. |
| UH - Urban Garden Kiewit Construction Right of Entry | Executed | | KHG | Consent to construct in place. |
| UH - Honolulu Community College (HCC) Pre-Construction Right of Entry | Executed | | City Center | Consent to construct in place. |
| UH - Honolulu Community College (HCC) Construction Right of Entry for Station | Pending | January 2016 | City Center | In negotiations. Concerted effort is being made to finalize. |
| DLNR – Dept. of Land and Natural Resources Kapolei Right of Entry | Executed | | WOFH | Consent to construct in place. |
| DLNR – Kapolei Easement | Pending | March 2016 | WOFH | Easement documents in process. |
| DLNR – Keehi Lagoon Right of Entry | Executed | | Airport | Consent to construct in place. |
| DLNR – Keehi Lagoon Easement | Pending | March 2016 | Airport | Process Easement Agreement. |
| DOE – Dept. of Education Master Agreement and Consent to Construct (Waipahu H.S.) | Executed | | WOFH | Consent to construct in place. Jurisdictional Transfer in process. |
| Aloha Stadium / Department of Accounting & General Services (DAGS) MOU for guideway & station | Executed | | KHG | MOU in place. |
| Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway | Executed | | KHG | Limited ROE granted for staging for Kiewit for KHG contract. |
| Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway | Executed | | KHG | Consent to construct in place. |
| Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for station park and ride | Pending | January 2016 | KHG | In negotiations. |
| Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway | Pending | March 2016 | KHG | Easement in process. |

| Third-Party Agreements | | | | |
|--|----------|---------------|---------------------------|--|
| Agreement | Status | Target | Section | Notes/Remarks |
| Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway | Pending | March 2016 | KHG | Process Easement Agreement. |
| HDOT(H) – Dept. of Transportation Highways Master Agreement | Executed | | WOFH | Master Agreement in place. |
| HDOT(H) - Master Agreement for KHG, Airport and City Center | Executed | | KHG, Airport, City Center | Master Agreement in place. |
| HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement | Executed | | WOFH | Consent to construct in place. |
| HDOT(H) – Joint Use & Occupancy (JU&O) Sub-agreement | Executed | | KHG | Consent to construct in place. |
| HDOT(A) – Dept. of Transportation Airports Joint Use & Occupancy (JU&O) Sub-agreement for Airport Division parcels | Executed | | Airport | Consent to construct in place. |
| HDOT(A) – Dept. of Transportation Airports Joint Use & Occupancy (JU&O) Sub-agreement for Airport leased/revenue parcels | Pending | January 2016 | Airport | Sub-agreement in process. |
| HDOT(A) - Joint Use & Occupancy (JU&O) Sub-agreement | Pending | January 2016 | City Center | Sub-agreement in process. |
| HDOT(A) - Easement Agreement for Airport Division parcels | Pending | January 2016 | Airport | Process Easement Agreement. |
| DHHL - Dept. of Hawaiian Home Lands Master Agreement | Executed | | WOFH, MSF | Master Agreement in place. |
| DHHL – Dept. of Hawaiian Home Lands License | Executed | | WOFH, MSF | Consent to construct in place. |
| OCCC - Dept. of Public Safety, Oahu Correctional facility Agreement Dillingham Blvd. | Pending | March 2016 | City Center | Finalizing requirements. |
| HCDA -HI Community Development Agreement | Pending | March 2016 | City Center | Coordination is ongoing. |
| DAGS – Dept. of Accounting & General Services / HHFDC Right of Entry | Pending | March 2016 | City Center | Consent to construct in process. |
| DAGS – Dept. of Accounting & General Services / HHFDC Easement | Pending | March 2016 | City Center | Process Easement Agreement. |
| Federal Agreements | | | | |
| U.S. Navy Licenses | Executed | | WOFH, KHG, Airport | Consent to construct in place. Formal notification is forthcoming, however, immediate access is granted. |
| U.S. Navy Licenses | Pending | January 2016 | WOFH, KHG, Airport | Land court documents processed and awaiting recordation and filing. |
| U.S. Navy Pearl Harbor Station Acquisition of Fee Transfer | Adopted | January 2016 | Airport | Congressional approval received and immediate access is granted. Conveyance documents are in process. |
| U.S. Post Office Honolulu Processing Center acquisition | Pending | February 2016 | Airport | In negotiations. |
| U.S. Gov't/GSA/Federal Courthouse Agreement & Landscape Plan | Pending | January 2016 | City Center | Draft agreement is under review and discussions are ongoing. |
| Other Agreements | | | | |
| D.R. Horton Agreement for Construction | Executed | | WOFH | Consent to construct in place. |
| D.R. Horton Final Easement Agreement | Pending | March 2016 | WOFH | Document in process. |

6 MANAGEMENT AND ADMINISTRATIVE UPDATES

Safety and Security (S&S) (Section 6.1)

OVERVIEW

- **S&S Certification Program**
 - **Certification documents:** (See status chart in Section 6.1)
 - **Design Criteria Conformance Checklists (DCCC) development and verification:** (See status chart in Section 6.1)
 - FHSG - LCC and West Lock Stations DCCC verifications are ready for 12/09/2015 SSRC review/approval
 - WOSG - UH West Oahu, Ho'opili, and East Kapolei Stations DCCC verifications are ready for 12/09/2015 SSRC review/approval
 - **Civil – Construction Spec Conform Checklist (CSCC) development/verification:** (See status chart in Section 6.1)
 - **Core Systems – Spec/Testing Conform Checklist (STCC) development/verification:** (See status chart in Section 6.1)
 - Two (2) Passenger Vehicle (PV) STCCs are ready for the 12/09/2015 SSRC review/approval
 - » 1) General requirements – Applies to all Vehicles
 - » 2) Interim Certification to enter Dynamic Testing
 - **Base Operational Readiness Conformance Checklists (ORCC):**
 - The base ORCC is ready for the 12/09/2015 SSRC review/approval.
 - **PHAs and Core Systems SSHAs/O&SHAs:** (See certification document status chart in Section 6.1)
 - **TVA:** No change, on hold - pending Airport Guideway/Stations and City Center Guideway/Stations re-design.
 - **Open Items List (OIL):** (See status chart in Section 6.1)
 - **Hazard Tracking Log:** No changes
 - **Interim Certification Requirements:**
 - Preliminary/Base Interim Certification Conformance Checklists are under review for:
 - The delivery of 3-MOW Vehicles – Vehicle Mover, Multi-Purpose Vehicle, and Enclosed Trailer
 - The delivery of Passenger Vehicle-001
 - Rail Yard Test Track
 - **Key S&S Certification related meetings held in November 2015:**
 - PMOC monthly review meeting: 11/2-3/2015
 - Safety and Security Certification Working Group: 11/03/2015
 - Fire Life Safety Working Group (FLSWG) meeting: 11/11/2015
 - Operational Readiness Working Group (ORWG) meeting: 11/13/2015
 - Passenger Vehicle Certification meeting: 11/12/2015
 - Interim Certification Working Group meeting: 11/13/2015
 - Open Items List and Hazard Tracking Log meeting, Senior PM Leadership: 11/30/2015
 - Bi-weekly and/or monthly project coordination meetings with Core Systems, MSF, WOFH and KHG
 - HART Safety and Security weekly meeting with HDOT
- **S&S Certification Certificates:** Please see status chart in Section 6.1: The 12 month milestone projection is updated.
- **Construction Safety and Security:** Please see status chart in Section 6.1.

KEY ISSUES

- The rail plinths remain an outstanding issue. A proposed plan by the contractor was reviewed by HART Engineering. The contractor will proceed at risk for the work. The extended fasteners beyond the CDC requirement must be approved and signed off by the RE's prior to HART Safety and Security acceptance.
- The CDC lighting levels for the MSF complex remains an issue. The lighting levels are inadequate to support rail yard operations and basic security concerns and are under internal review based on PHA and TVA results.
- The zoning of the MSF complex as "Parks and Recreational" remains an issue. An internal review is on-going to determine if the zoning needs to be modified to an industrial zone to better support rail system operations and maintenance.
- HART Safety is developing a certification document collection point through CMS to SharePoint for easy access to publish certification certificates with a link to all supporting documentation. This change will facilitate any audit requirements as the Project progresses through each lifecycle.
- Safety and Security is presently lacking one (1) position (Safety Specialist). Staff has divided the work in the interim.

Quality Management (Section 6.2)

OVERVIEW

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less and less Nonconformance Reports (NCR) are reported or encountered.
- Overall quality of the Project is good.
- There are two (2) major NCRs remaining on the WOFH contract and one (1) major NCR on the KHG contract that need to be addressed and corrected to prevent recurrence and mitigate impact on the overall progress of the project. These NCRs are discussed in more detail in the Key Issues of Section 6.2.
- Closeout Combined QA and Buy America Audit of Schindler Elevators and Escalators on the DFIM contract on Nov. 4, 2015.
- Issued QA audit report to KIWC on Public Information for the WOFH and KHG contracts on Nov. 2, 2015.
- Issued QA audit report to PGH Wong (CE&I West) on WOFH, KHG, MSF and EE contracts on Nov. 10, 2015.
- Performed QA audit of AHJV on the Core System Configuration Management Plan on Nov. 5, 2015.

KEY ISSUES

- Erection and finishing of spans (12-segments) and installation of permanent “shear keys” between the WOFH guideway columns and both ends of the spans.
- Construction of KHG drilled shafts, columns and segments (Casting Facility).
- Resolution of two (2) major WOFH NCRs: cracked segments 1, 2, 11 and 12 of Span 17 repair, and Direct Fixation Shims Tolerances.
- Resolution of one (1) major KHG NCR: Drilled Shafts (Crosshole Sonic Logging Reports) quality and repairs.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, Contact Rail, Switches, etc.
- Installation and welding of rails and turnouts on top of the WOFH guideway.
- Construction of WOFH Balanced Cantilever Segmental Spans.
- Manufacturing of Carbody(s) at Hitachi Rail Italy and its subcontractor manufacturing facilities in Italy.
- Final Assembly of passenger vehicles at Hitachi Rail Italy facility in Pittsburg, CA.
- Pre-shipment, I&T and First Article Inspections (FAI) of wayside core system and passenger vehicles materials, parts and components.

Buy America Compliance (Section 6.3)

OVERVIEW and KEY ISSUES

- HART initiated a review of an issue regarding variable refrigerant flow (VRF) system and its conformance with Buy America.

Disadvantaged Business Enterprise (Section 6.4)

OVERVIEW

- \$29,517,224 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 11/30/15.

Planning and Environment (Section 6.5)

OVERVIEW

- HART’s Planning and Environmental team continues to collaborate with city, state, and federal agencies to ensure proper environmental review occurs in advance of procurement and construction activities. Monitoring and compliance efforts regarding the Programmatic Agreement are ongoing.

KEY ISSUES

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

Risk Management (Section 6.6)OVERVIEW

- There are a total of 145 risks in the November 2015 risk register, compared to 215 a year ago. There were 3 risks deleted and 6 new risks added for the month. Reviews for the month were conducted for Core Systems, Elevators/Escalators, Right-Of-Way, Utilities, Traffic, Environmental & Third Party Stakeholders, Safety & Security, and Change Administration.

KEY ISSUES

- Procurements are active with HART having addressed value engineering opportunities, repackaging the delivery program, revised general terms and conditions, and improved the special provisions based on lessons learned to date.
- Market conditions are significant with construction escalation maintaining a rate of change of 1% per month. The GET extension to cover capital cost overruns due to court and procurement protest delays has made it through the Legislature and Governor's approvals.
 - Without City Council approval in December, HART may need to delay City Center Guideway and Stations Part 2 procurement.
 - The contractors bidding the project need to know the funding is secure in order to provide their best pricing.
- Right-of-way resources for securing utility easements is a new issue due to the volume and staffing resources to secure them timely.
 - This is diverting staff previously committed to property acquisitions.
 - Additional resources and/or clear priorities to clear both easements and property are important to avoid contractor delay.
- Utility coordination for HECO power line clearance and other utility conflicts is continuing to be evaluated for cost and scope. Determination of betterments and allocation of those costs will be clarified by agreement.
- Third party actions are taking longer than expected to resolve, exposing HART's contractors to potential delay in the performance of their work unless there are work around alternatives available to minimize risk impacts to cost or schedule.
 - HECO and University of Hawai'i issues remain critical as well as various required permits for noise and in water work.

Community Outreach (Section 6.7)OVERVIEW

- HART achieved a key milestone this month, with the completion of 5 miles of guideway work in West O'ahu.
- HART's business outreach programs continue, with regular business briefings, traffic presentations, and its Shop & Dine on the Line program, which has 100 businesses signed up.
- HART's outreach team participated in more than a dozen presentations, meetings and events this month, including community events in the urban core.

KEY ISSUES

- Traffic management continues to be a key issue surrounding construction work in the project's corridor. HART's public outreach team responded to more than 75 public inquiries this month. Inquiries were related to traffic, construction and business outreach programs.
- Business mitigation remains a priority for HART's outreach team. Meetings with businesses and stakeholders in the urban core also continued this month.

Staffing (Section 6.8)OVERVIEW

- The new Director of Planning, Permitting and Right-of-Way started on Nov. 30, 2015.
- The WOFH KHG project manager resigned as of Nov. 20, 2015. Recruiting is underway to identify a replacement.
- HART prioritizes filling all vacancies with City employees and supplements the City staff with PMC when required and appropriate.

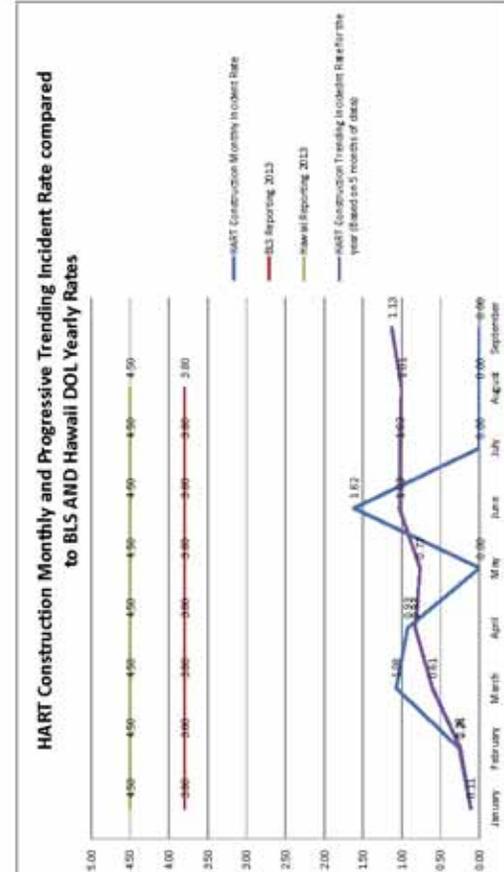
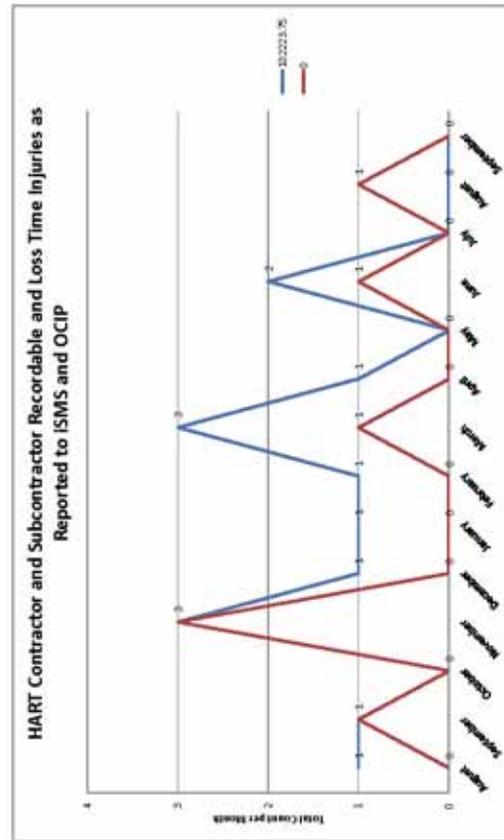
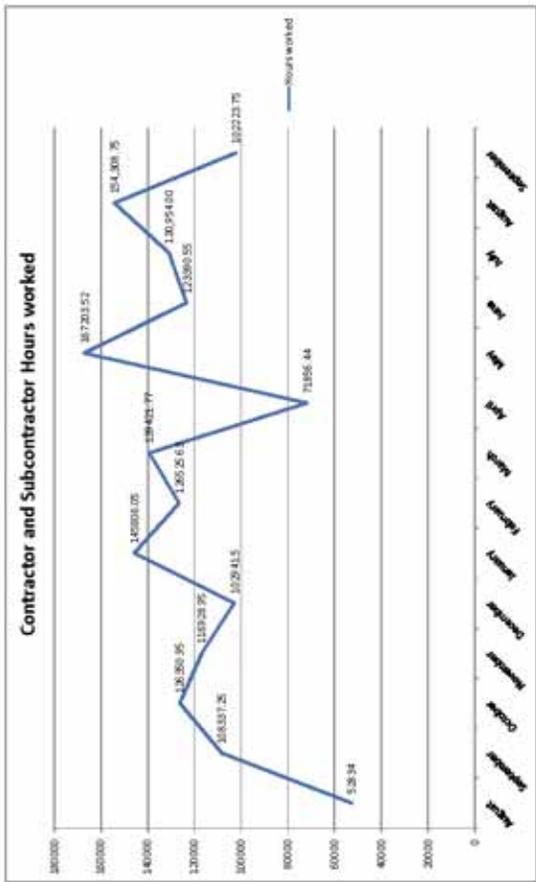
KEY ISSUES

- The organization chart is being updated to reflect personnel changes. There are no major structural changes to the current chart.

6.1 Safety and Security

| | 2014 | | 2015 | |
|-----------|--------------|-------------------|--------------|-------------------|
| | Hours worked | No. of Recordable | Hours worked | No. of Recordable |
| January | 14,607.0 | 1 | 18,721.52 | 0 |
| February | 13,652.93 | 1 | 25,408.75 | 0 |
| March | 13,841.77 | 3 | 14,050.05 | 1 |
| April | 7,185.44 | 1 | 13,862.61 | 1 |
| May | 16,720.52 | 0 | 11,892.97 | 0 |
| June | 12,390.55 | 2 | 5,837.25 | 0 |
| July | 13,094.01 | 0 | 19,294.15 | 1 |
| August | 5,284 | 0 | 14,390.7 | 0 |
| September | 18,937.72 | 1 | 10,223.72 | 0 |
| October | 13,650.95 | 0 | 71,864.4 | 0 |
| November | 11,929.95 | 3 | | |
| December | 10,294.13 | 1 | | |
| Total | 507,897.85 | 6 | 118,762.41 | 8 |

Work Hours for WDFH, JHFG, MSF, Air Plot, CORE System as reported to OCIP and certified.



| Project-Wide Incident Activity | | | | | |
|--|---------------------------------------|--|--|--|---|
| Event Type | Total Number of Events since 1/1/2007 | Total Number of Events for November 2015 | Loss Type | Date | Event Description |
| Environment | 15 | 0 | | | |
| Loss or Damage | 30 | 5 | Minor Damage Minor Damage Minor Damage Minor Damage Minor Damage | a) 10/29/15 b) 11/2/15 c) 11/11/15 d) 11/13/15 e) 11/19/15 | a) Crane damaged a power distribution box on the WOFH guideway. b) A work truck and an aerial lift collided causing minor damage at MSF. c) 5/8" Steel choker failed during a crane lift. d) A Kiewit truck suffered minor damage when a 6" pipe was knocked from its pipe rack traversing a curb. e) While moving a crane, the back bumper struck the concrete K-Rail. |
| *Reportable Occupational Injury/Illness | 0 | 0 | | | |
| Security | 56 | 0 | | | |
| **Loss Time Occupational Injury/Illness | 6 | 0 | | | |
| Road/Vehicle - Driving | 83 | 2 | Minor Damage Minor Damage | a) 11/10/15 b) 11/19/15 | a) An articulated bus hit the corner of the k-rail barrier on Farrington Hwy. b) A 3rd party vehicle drove through a flagger station and struck and excavator which was removing plates. |
| Service Strike | 65 | 0 | | | |
| *Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees. **Loss Time Injury: Time away from work due to injury. | | | | | |

| HART S&S Certification "Open Items List" | | | | | | |
|--|------------|--------------|----------------|------------------|-------------------|-------------------|
| Last 5 Months Status | | | | | | |
| "Open Items" - Design/Construction and Verification Issues | | | | | | |
| Month - 2015 | Total # | Total # Open | Total # Closed | % Closed Overall | # closed In Month | % Closed In Month |
| July | 143 | 81 | 62 | 43% | 48 | 33% |
| August | 154 | 88 | 66 | 42% | 4 | 3% |
| September | 154 | 88 | 67 | 44% | 1 | 1% |
| October | 193 | 85 | 108 | 56% | 41 | 18% |
| November | 207 | 55 | 152 | 73% | 44 | 21% |

Note: Total #s are carried over from month to month

| Key HART S&S Certification Documents | | | |
|--|-------------------|----------------------|--|
| <i>Update & Approval Status</i> | | | |
| S&S Project Plans, PHAs, Core Systems SSHA and O&SHA, and TVA | | | |
| Documents | Revision # | Date Approved | Comments |
| Safety and Security Management Plan (SSMP) | Rev 5 | 10/16/2015 | |
| Safety and Security Certification Plan (SSCP) | Rev 4.B | Pending | Pending signatures |
| WOFH SSCP | Rev 0 | 10/22/2014 | SSRC approved - No future updates: HART SSCP is in affect |
| Construction Safety & Security Plan (CSSP) | Rev 2 | 10/16/2015 | |
| Security Sensitive Information (SSI) Plan | Rev 0 | 7/22/2015 | Pending signatures |
| Project Preliminary Hazard Analysis (PHAs) | Rev 2.A | Pending | Rev 2A – DRAFT annual update completed 9/3/2015 |
| - MSF – Yard and Shop | Rev 2.A | - | 11/06/2015 HART Safety internal review/update |
| - Alignment | Rev 2.A | - | 11/06/2015 HART Safety internal review/update |
| - Tracks | Rev 2.A | - | 11/06/2015 HART Safety internal review/update |
| - Stations | Rev 2.A | - | 11/06/2015 HART Safety internal review/update |
| - Traction Power | Rev 2.A | - | Update on-hold - Pending approval of TES SSHA and O&SHA |
| - Train Control | Rev 2.A | - | Update on-hold - Pending approval of ATC related SSHA & O&SHA |
| - Vehicles | Rev 2.A | - | Update on-hold - Pending approval of PV related SSHA & O&SHA |
| - Communications | Rev 2.A | - | Update on-hold - Pending approval of Comms SSHA and O&SHA |
| Core Systems Contract (CSC) PHAs (DBOM) | Rev D | - | 9/29/2015 – CSC R&R |
| - Technologies PHAs | Rev C | - | 10/29/2015 – CSC R&R |
| - Central ATC O&SHA | Rev C | 9/23/2015 | SSRC approved |
| - Wayside ATC SSHA | Rev B | - | 11/14/2014 – CSC Revise & Re-submit (R&R) |
| - Wayside ATC O&SHA | Rev D | 9/23/2015 | SSRC approved |
| - Wayside/ATC SHA | Rev C | - | 1/6/2015 – CSC R&R |
| - SCADA O&SHA | Rev D | - | 7/14/2015 – CSC R&R |
| - SCADA SSHA | Rev C | - | 3/10/2015 – CSC R&R |
| - Vehicle Fire Hazard Analysis (FHA) | Rev B | - | 8/28/2015 – CSC R&R |
| - Vehicle SSHA | Rev A | - | 8/31/2015 – CSC R&R |
| - Vehicle O&SHA | Rev A | - | 10/26/2015 – CSC R&R |
| - Vehicle/ATC SSHA | Rev E | - | HART Accepted (ACC) - 11/02/2015 – ready for Jan SSRC approval |
| - Vehicle/ATC O&SHA | Rev E | - | 11/02/2015 – CSC R&R |
| - TES SSHA | Rev B | - | 11/03/2015 – CSC R&R |
| - TES O&SHA | Rev B | - | 11/03/2015 – CSC R&R |
| - PSGS PHAs | Rev A | - | Under development |
| - PSGS O&SHA | Rev A | - | 12/8/2014 – CSC R&R |
| - PSGS SSHA | Rev B | - | 10/05/2015 – CSC R&R |
| - UPS O&SHA | Rev C | - | HART Accepted (ACC) - 11/04/2015 – ready for Jan SSRC approval |
| - Communications SSHA | Rev A | - | 8/14/2015 – CSC R&R |
| - Communications O&SHA | Rev B | - | 11/24/2015 – CSC R&R |
| - FDAS SSHA | Rev B | - | 11/03/2015 – CSC R&R |
| - FDAS O&SHA | Rev B | - | HART Accepted (ACC) - 11/24/2015 – ready for Jan SSRC approval |
| - MOW Support Vehicles O&SHA | Rev A | - | Under development |
| Threat & Vulnerability Assessments (TVAs) | | | |
| - Project TVA | Rev 1 | 1/16/2015 | On hold pending contract restructure & re-design |

| S & S Design Criteria Conformance Checklist (DCCC) | | | | | | |
|--|------------|----------------|-------------------------------------|---|----------------|------------------------------------|
| <i>Civil and Core Systems Contracts</i> | | | | | | |
| Verification Status | | | | | | |
| Design Phase | | | | Construction / Installation /Testing | | |
| Contracts: FD, DB, DBOM | % Verified | + / - % Change | Comments: Design SSRC Approval Date | % Verified | + / - % Change | Comments: C/I/T SSRC Approval Date |
| Civil Contracts Under Construction | | | | | | |
| FD-430, Airport Section 7-Piers | 100% | N/A | 6/17/2015 | 100% | N/A | 8/26/2015 |
| FD-430, Airport Utilities | 100% | N/A | 6/25/2014 | | | |
| FD-340, H2R2 Ramps | 100% | N/A | 5/27/2015 | | | |
| DB-200, MSF | 96% | - | 1/28/2015 | | | |
| DB-120, WOFH Guideway - 38 total – Sub CEL/CIL Packages | 99% | - | 34 Sub - CELs/CILs SSRC approved | 20% | | |
| DB-320, KHG Guideway - 40 total – Sub CEL/CIL Packages | 97% | - | 33 - Sub CELs/CILs, SSRC approved | | | |
| FD-240, Farrington Hwy Station Group | 99% | - | 1- station- 6/17/2015 | | | |
| FD-140, West Oahu Station Group | 99% | +2% | 2 stations ready for SSRC | | | |
| MI-930, Elevators & Escalators | - | - | Base DCCC 8/26/15 | | | |
| FD-340, Kamehameha Highway Station Grp | 100% | +1% | 3 Stations – 8/26/2015 | | | |
| Civil Contracts Under Design or in Pre-bidding Status | | | | | | |
| FD-530, City Center Utilities | - | - | On hold – re-designing | | | |
| AP00 Art-in-Transit, 23 artists/contracts | - | - | Base DCCC under review | | | |
| MI-900 Fare Collection System | - | - | Under Development | | | |
| DB-275, Pearl Highlands PS/BTC | - | - | Base DCCC under review | | | |
| FD-600, West O’ahu Park & Ride | - | - | Base DCCC under review | | | |
| DB-xxx, Traction Power Generator System | - | - | Base DCCC under review | | | |
| DB-xxx, Airport Guideway & Stations Grp | - | - | On hold re-designing | | | |
| DB-xxx, City Center Guideway & Stations Grp | - | - | On hold re-designing | | | |
| DBOM-920 Core Systems Contracts Under Procurement - Production - Manufacture - Installation | | | | | | |
| DBOM-920, Core Systems | | | | | | |
| - Passenger Vehicles (PV) | - | - | Designer input underway | | | |
| - Traction Electrification System (TES) | - | - | Designer input underway | | | |
| - MOW Vehicles | - | - | Base DCCC 9/23/2015 | | | |
| - Yard Control Bungalow (YCB) Civil CSC | 48% | +48% | DCCC under review | | | |
| DBOM-920 Core Systems Contracts Under Design | | | | | | |
| DBOM-920, Core Systems | | | | | | |
| - Traction Power Generator Back-up System | - | - | Base DCCC under review | | | |
| - Communication System | - | - | Designer input underway | | | |
| - Fire Detection Alarm System (FDAS) | - | - | Designer input underway | | | |
| - Train Control System (TCS) | - | - | Designer input underway | | | |
| - SCADA | - | - | Designer input underway | | | |
| - Platform Screen Gate System (PSGS) | - | - | Designer input underway | | | |

| S & S Construction Specification Conformance Checklists (CSCC) | | | |
|---|------------|----------------|---|
| <i>Civil - Contracts</i> | | | |
| <i>Verification Status</i> | | | |
| Construction - Installation – Start-up & Testing Phases | | | |
| Contracts | % Verified | + / - % Change | Comments |
| Civil Contracts Under Construction | | | |
| DBB-525, Airport Section, 7 - Drilled Shafts | 100% | N/A | 8/26/2015 SSRC approved –Certification Completed |
| DB-200, MSF | 35% | - | Verification underway |
| DB-120, WOFH Guideway | 44% | +9% | Verification underway |
| DB-320, KHG Guideway | 4% | - | Verification underway |
| DBB-505, Airport Utilities - Construction | 28% | - | Verification underway |
| DBB-385, H2R2 Ramps.net | - | - | Base CSCC approved, 5-27-2015 |
| DBB-271, Farrington Hwy Station Group | - | - | Base CSCC approved 7/22/2015 |
| DBB-171, West O’ahu Station Group | - | - | Draft Base CSCC updated 8/6/2015 under PM review |
| MI-930, Elevators & Escalators, WOSG | - | - | Base CSCC SSRC approved 8/26/2015 |
| MI-930, Elevators & Escalators, FHSG | - | - | Base CSCC SSRC approved 8/26/2015 |
| MI-930, Elevators & Escalators, KHSG | - | - | Base CSCC SSRC approved 8/26/2015 |
| Civil Contracts Under Design or in Bidding - Pre-bidding Phases | | | |
| DBB-371, Kamehameha Hwy Stations Grp | - | - | Draft Base CSCC Updated 8/20/2015 under PM review |
| MI-930, Elevators & Escalators, AP/CC Stations | - | - | Base CSCC SSRC approved 8/26/2015 |
| APO0 Art-in-Transit, 23 Artists/contracts | - | - | Draft Base CSCC under review |
| DBB-xxx, Dillingham Utilities & Road Widening | - | - | Draft Base CSCC in hand – on hold pending re-design |
| DB-275, Pearl Highlands PS/ Bus Transit Center | - | - | TBD |
| MI-900 Fare Collection System | - | - | Under Development |
| DBB-600, West O’ahu Park & Ride | - | - | TBD |
| DB-xxx, Airport Guideway & Stations Grp | - | - | On hold pending re-design |
| DB-xxx, City Center Guideway & D&K Stations Grp | - | - | On hold pending re-design |

| S & S Specification/Testing Conformance Checklists (STCC) | | | |
|--|------------|----------------|---|
| <i>Core Systems - Contracts</i> | | | |
| <i>Verification Status</i> | | | |
| Procurement - Production - Manufacture - Installation - Start-up & Testing Phases | | | |
| Contracts | % Verified | + / - % Change | Comments |
| DBOM-920 Core System Contracts under Procurement - Production - Manufacture - Installation - STCC | | | |
| Passenger Vehicles/Cars | | | |
| 1) General Requirements – Applies to all PVs | - | - | Base STCC pending 12/09/2015 SSRC approval |
| 2) Vehicle - Interim Cert – for Dynamic Testing | - | - | Base STCC pending 12/09/2015 SSRC approval |
| 3) Train/4-PV Cert for Pre-revenue Service | - | - | Base STCC under development |
| Traction Electrification System (TES) | | | |
| 1) General Requirements – Project Wide | - | - | Draft base STCC under review |
| 2) MSF – Rail Yard | - | - | Draft base STCC under review |
| 3) Functional Track – WOFH Guideway | - | - | Draft base STCC under review |
| 4) WOFH and KHG Guideways | - | - | Draft base STCC under review |
| 5) Airport and City Center Guideways | - | - | Draft base STCC under review |
| Yard Control Bungalow (YCB) Civil | - | - | Base STCC pending 12/09/2015 SSRC approval |
| MOW Vehicles | - | - | Draft base STCC under review |
| Operational Requirements | | | |
| - Operational Readiness Conformance Checklists | 5% | +5% | Tentative - pending SSRC approval – under internal review |
| DBOM-920 Core Systems Contracts Under Design- STCC | | | |
| - System Integration Testing (SIT) | - | - | Draft base STCC under review |
| - Traction Power Generators Back-up System | - | - | Draft base STCC under review |
| - Communication Systems | - | - | Base STCC under development |
| - Fire Detection Alarm System (FDAS) | - | - | Base STCC under development |
| - Train Control System (TCS) | - | - | Base STCC under development |
| - Supervisory Control & Data Acquisition (SCADA) | - | - | Base STCC under development |
| - Platform Screen Gate System (PSGS) | - | - | Base STCC under development |

| <i>S & S Certification Certificates Issued to Date and 12 Month Milestones</i> | | |
|---|------------------------|----------------------------------|
| Certification Certificates Issued | Date Signed | Comments |
| FD-430 & DBB-525 Airport Section 7-Piers Contracts & Certifiable Element "Guideway" | 9/21/2015 | None – No open Items |
| Projected Certification Certificates & Interim Certifications next 12 Months | | |
| | Milestone Dates | Comments |
| 1. YCB Civil Contract - Core Systems | February 2016 | Civil only |
| 2. MOW Vehicles - Interim Certification | February 2016 | 3 - MOW vehicles & tracks |
| 3. DBB-505 Airport Utilities Contract and Certifiable Element | March 2016 | Civil Only |
| 4. PV-001 Delivery - Interim Certification | March 2016 | MSF/Tracks/PV-001/IT/Ops |
| 5. DB-200, MSF Contract & Certifiable Element | May 2016 | Civil Only |
| 6. PV-001 Interim Certification to enter Dynamic Testing | September 2016 | PV-001 only |
| 7. Rail Yard Test Track # 1 – Interim Certification | September 2016 | Civil-Track, TES, PV-001,IT, Ops |
| 8. Functional Track – WOFH Guideway – Interim Certification – Test Track # 2 | October 2016 | Civil and Core Systems |
| 9. PV-002 Interim Certification to enter Dynamic Testing | November 2016 | PV-002 only |
| 10. DBB-385 H2R2 Contract and Certifiable Element | December 2016 | Civil only |
| 11. DB-120, WOFH Guideway Contract and Certifiable Element | December 2016 | Civil Only |

6.2 Quality Management

- **Overview**

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less and less Nonconformance Reports (NCR) are reported or encountered.
- Overall quality of the Project is good.
- Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP). Currently reviewing QAP of Nan, Inc. for the WOSG contract, QAP of Royal Contracting on H2R2 Ramp, and QAP of Hawaiian Dredging for the FHSG contract.
- Conducted biweekly Quality Task Force (QTF) meetings with CE&I, contractors and consultants QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; NCRs; Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; quality economics, and Buy America compliance.
- Participated in Pre-Activity Meetings for scheduled construction activities: MSF (Ceramic Tiles Installation); and CSC (MSF/YCB [Electrical System, Fire Suppression, and Roofing] and PSGS Dynamic Load Testing and Salt Fog Testing.
- Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 12

| KEY | Local Audit | Remote Audit | Continental U.S. Audit | International Audit | | |
|-------------------------|--|------------------------------------|------------------------|---------------------|----------------|-------------|
| CONTRACT PACKAGE NUMBER | DESCRIPTION | CONTRACTOR / CONSULTANT / SUPPLIER | AUDIT NUMBER | DATE SCHEDULED | DATE PERFORMED | DATE CLOSED |
| CCH-100 | Honolulu Authority for Rapid Transportation (HART) | HART | 15-009 QA | 12/01 - 12/08 | | |
| | Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only | | 15-009 SS | 12/01 - 12/08 | | |
| CT-HRT-10HO137 | West O'ahu/Farrington Highway Guideway Design-Build (WOFH) | KIWC - HI | 15-001 QA | 2/17 - 2/19 | 2/17 - 2/18 | 4/17/15 |
| CT-HRT-11HO195 | Kamehameha Highway Guideway Design-Build (KHG) | | 15-001 BA | 2/17 - 2/19 | 2/17 - 2/18 | 4/17/15 |
| CH-HRT-10HO449 | Maintenance and Storage Facility Design-Build (MSF) | KKJV - HI | 15-003 QA | 2/25 - 2/26 | 2/25 - 2/26 | 4/14/15 |
| | | | 15-003 BA | 2/25 - 2/26 | 2/25 - 2/26 | 8/4/15 |
| CT-HRT-10HO137 | WOFH Public Information | KIWC - HI | 15-008 | 10/21 - 10/22 | 10/22 - 10/23 | |
| CT-HRT-11HO195 | KHG Public Information | | | | | |
| CT-HRT-10HO137 | WOFH & KHG Casting Facility | KIWC - HI | 15-011 | 7/15-7/16 | 7/15 - 7/16 | 9/30/15 |
| CT-HRT-11HO195 | | | | | | |
| CH-HRT-10HO449 | WOFH Surveying, KHG and MSF Audit and Alignments | KIWC/KKJV - HI | 15-013 | 8/20- 8/21 | 8/20 | 9/1/15 |
| CT-HRT-11HO195 | | | | | | |
| CT-HRT-10HO137 | | | | | | |
| CT-HRT-1200106 | Core Systems Contract (CSC) & AB Design-Build-Operate-Maintain | ASTS Italy | TBD | 2016 | | |
| | | AB Italy | TBD | 2016 | | |
| | | AB USA | TBD | 2016 | | |



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 12

| 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 |
| CT-HRT-1200106 | Core Systems Contract (CSC) | AHJV - HI | 15-010 | 7/06 - 7/07 | 7/6 | 7/14/15 |
| | Configuration Management Plan (CMP) | AHJV - HI | 16-017 | 11/5/2015 | 11/5 | |
| SC-HRT-1200116 | West Oahu Station Group Final Design (WOSG) | AECOM - HI | 15-005 | 3/18 - 3/19 | 3/18 - 3/19 | 5/18/15 |
| SC-HRT-1200111 | Kamehameha Highway Station Group Final Design (KHSG) PH, PR, AS | AVA - HI | 15-002 | 6/3 - 6/04 | 6/3 | 6/8/15 |
| | | AVA - CA | | | | |
| SC-HRT-1200111 | H2R2 Final Design | AVA - HI | 15-004 | 1/28 | 1/28 | 2/3/15 |
| | | AVA - CA | | | | |
| SC-HRT-1400049 | CSC Support Services | L + E | TBD | 2016 | | |
| DB | Pearl Highlands Parking Structure/Bus Transit Center Construction | TBD | TBD | 2016 | | |
| CR-HRT-1500309 | H2R2 Ramp Construction | Royal Contracting | TBD | 2016 | | |
| CR-HRT-1500603 | West Oahu Station Group Construction | NAN, Inc | TBD | 2016 | | |
| CT-HRT-1500236 | Farrington Hi-way Station Group Construction FHSG | Hawaiian Dredging | TBD | 2016 | | |
| DB | Kamehameha Hi-way Station Group Construction | TBD | TBD | 2016 | | |
| SC-HRT-14000323 | Airport Section Utilities Construction | NAN, Inc | 15-012 | 8/13 - 8/14 | 8/13 - 8/14 | 9/22/15 |



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 12

| 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 |
| CT-HTR-1500080 | Airport Section Guideway Seven Pier Construction | HDCC/CJA JV | 15-006 QA | 3/11 | 3/11 - 3/24 | 3/31/15 |
| | | | 15-006 BA | 3/11 | 3/11 - 3/24 | 3/31/15 |
| DB- | Airport Section Guideway and Stations | TBD | TBD | 2016 | | |
| DB- | City Center Section Guideway and Stations | TBD | TBD | 2016 | | |
| DB | UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction | TBD | TBD | 2016 | | |
| CT-HRT-1300318 | Elevator and Escalator - Manufacture, Install and Maintain | US Schindler - HI | 15-015 | 9/10 - 9/11 | 9/10 | 11/4/15 |
| | | US Schindler - NJ | | | | |
| SC-HRT-1400050 | West Side Station Group CE&I | PGH Wong - HI | TBD | 2016 | | |
| | West Oahu Farrington Highway and Kamehameha Highway Guideways CE&I | | 15-014 | 10/28 - 10/30 | 10/28 -10/29 | |
| | MSF CE&I | | | 10/28 - 10/30 | 10/28 -10/29 | |
| | Elevator and Escalator - CE&I | | | 10/28 - 10/30 | 10/28 -10/29 | |
| | Pearl Highlands Parking Structure/Bus Transit Center CE&I | | TBD | 2016 | | |
| | UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I | | TBD | 2016 | | |



HONOLULU AUTHORITY for RAPID TRANSPORTATION

COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: 2015 Rev 12

| 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-1600008 | Airport Section Guideway & Stations CE&I | Stantec | TBD | 2016 | | |
| | City Center Section Guideway & Stations CE&I | | TBD | 2016 | | |
| SC-HRT-1400027 | General Engineering Consultant Final Design and Construction (GEC 3) | CH2M Hill | 15-007 | 5/20 - 5/21 | 5/20 -5/21 | 7/14/15 |

• Key Issues

| HART NCR Log | | |
|---------------------------|-----------|----------|
| Total NCRs Issued To Date | CLOSED | OPEN |
| 37 (Audits) | 33 | 4 |
| 1 (Construction) | 1 | 0 |

- Continue updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees must be performed in order to assure competency and proficiency.
- Resolution of two (2) major WOFH NCRs that need to be addressed and corrected to prevent recurrence and to mitigate impact on the overall progress of the project. The following are the major NCRs identified :
 - **Span 17 – NCR 00314:** The procedure for lowering a heavier and wider span was not followed during the setting of the span to the columns. The result of the error was cracked segments 17-1, 17-2, 17-11 and 17-12. KIWC has evaluated the damages, disposition and the proposed corrective actions. KIWC has submitted a Remediation Plan to HART, which was approved by HART (CE&I, Design and Construction Department, and GEC-3). Therefore, the disposition on the NCR is Repair. KIWC started the repair of the cracked segments. Repair completion of Span 17 is not on the critical path.
 - **Direct Fixation Shims Tolerances – NCR 00398:** KIWC shims shall exceed the 9/16 inches specified requirements. HART and KIWC continue discussions on the direct fixation shim tolerances. KIWC has decided to halt installation of shims until the issue is resolved. Timely closeout of contractors, consultants and suppliers open NCRs.
- Resolution of one (1) major KHG NCR that needs to be addressed and corrected to prevent recurrence and to mitigate impact to the overall progress of the project. The major NCR identified:
 - **Drilled Shafts:** To date there are 17 Open NCRs (closed one), which are related to the CSL Reports, and 89 Drilled Shafts completed (added 6).
- Combined Internal QA and Safety/Security Internal Audit on Dec. 1-8, 2015.
- Erection and finishing of spans (12-segments) and construction of “shear keys” between columns and spans on WOFH guideway.
- Resolution of two (2) major WOFH NCRs: cracked segments 1, 2, 11 and 12 of Span 17 repair, and Direct Fixation Shims Tolerances.
- Resolution of one (1) major KHG NCR: Drilled Shafts (Crosshole Sonic Logging Reports) quality and repair.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, Contact Rails, Switches, etc.
- Installation and welding of rails and turnouts on top of the WOFH guideway.
- Construction of WOFH and KHG Balanced Cantilever Segmental Spans.
- Manufacturing of Carbody(s) at Hitachi Rail Italy and its subcontractor manufacturing facilities in Italy.
- Final Assembly of Passenger Vehicles in Hitachi Rail Italy facilities in Pittsburg, CA.
- Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.

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

- **Look Ahead**
 - HART will provide updates on any new construction agreements HART enters into with a utility company.
 - HART will provide updates on analysis regarding the variable refrigerant flow (VRF) issue.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**
 - \$29,517,224 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 11/30/15
 - 6.20% = DBE utilization on total disbursed FTA funds received to date (\$29,517,224 divided by \$476,509,166)
 - 1.67% = DBE utilization to date on total Project FTA funds (\$29,517,224 divided by \$1,763,903,901)

Total DBE Participation = \$29.5M
(previous report = \$28.6M)

Figure 16. DBE Participation this Month

| DBE Participation in November | | |
|-------------------------------|--------------------------|------------------|
| DBE Firm | Contract Number | Participation |
| Lawson & Associates | SC-HRT-1400061 MM-964 | \$57,521 |
| ADS System Safety Consulting | SC-HRT-1400061 MM-964 | \$88,599 |
| AMR Estimating Services | SC-HRT-1400027 MM-913 | \$46,230 |
| The Solis Group | SC-HRT-1400027 MM-913 | \$63,415 |
| Amazon Construction Co. | CT-HRT-1500056 MM-945 | \$446,558 |
| Aloha Steel | CT-HRT-1500056 MM-945 | \$176 |
| Carol Kwan Consulting | CT-HRT-1500056 MM-945 | \$13,291 |
| David's Fencing | CT-HRT-1000449 DB-200 | \$4,948 |
| Island Hauling | CT-HRT-1000449 DB-200 | \$46,861 |
| LKG-CMC | SC-HRT-1400049 MM-962 | \$29,520 |
| FIC, LLC | SC-HRT-1400051 MM-595 | \$132,571 |
| LKG-CMC | SC-HRT-1400051 MM-595 | \$31,678 |
| TOTAL FOR THE MONTH | | \$961,368 |

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

6.5 Planning and Environment

- **Activities this month**
 - Programmatic Agreement Activities:
 - HART's Programmatic Agreement (PA) team met with Hawai'i State Historic Preservation Division (SHPD) on Tuesday, Nov. 3, 2015, as part of ongoing consultation with the division.
 - HART's two Makalapa National Register of Historic Places (NRHP) nominations were withdrawn from the Nov. 13, 2015 hearing of the Hawai'i Historic Places Review Board.

- Graffiti removal tests were completed at the Armstrong Building (175 N. King Street) in preparation for additional tests and removal work at 1, 15/19, and 25 North Hotel Street, as well as 1024-1034 and 1111 Nuuanu Avenue.
- Planning, Environmental, and Cultural Activities:
 - HART continues to assist the Oahu Metropolitan Planning Organization (OMPO) in updating the regional long-range travel demand forecasting model.
 - HART, City and County Department of Transportation Services (DTS), and DTS' contractor Oahu Transit Services (OTS) are collaborating on bus-to-rail interface planning using a new software package called Remix. This software enables planners to quickly cost out multiple routing scenarios with awareness of socioeconomic implications on Honolulu's transit ridership.
- Sustainability:
 - HART intends to include bike shelters (covered, protected bike storage areas) into the Lagoon Drive and Pearl Harbor Stations as well as select City Center stations.
 - HART continues to investigate opportunities to utilize photovoltaic energy in the City Center section.
- **Looking Ahead**
 - Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail's interim opening date.
 - HART's next consultation with the O'ahu Island Burial Council (OIBC) is scheduled for Wednesday, Dec. 2, 2015.
 - Conduct regular monthly HART/SHPD consultation meetings.
 - Attend monthly scheduled Kāko'o Meetings with Programmatic Agreement Signatory and Consulting Parties.
 - Continue coordination with DPP, the State and HCDA regarding transit-oriented development.
 - Continue development of HART's sustainability program.
 - Continue development of the photovoltaic RFP.

6.6 Risk Management

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

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

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

NOTES OF SIGNIFICANCE

- Additional focus is being placed on Hawaiian Electric Co. coordination and issue resolution.
- Discussions of project schedule and estimated costs at completion are being evaluated to provide the most accurate information possible.

- Risk refresh will be scheduled when the PMOC and HART are in agreement that budget and schedule approach are in alignment. This process will be used to identify and recommend appropriate contingency and schedule float for the revised Revenue Service Date.

ADDITIONAL BACKGROUND

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

A) Market Conditions – The construction market in Hawai'i is similar to the conditions experienced in 2005-07. The year 2015 is expected to set a new record for construction in the state. This translates to increased escalation of about 1% per month for late 2014 and through 2016, according to the Rider Levett Bucknall, Quarterly Construction Cost Report. The escalation in each of the first two quarters of 2015 was over 3%. These conditions may impact the supply of experienced craft labor which will in turn affect contractor productivity rates and traffic mobility issues.

Mitigation Plan:

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

B) Utilities – Utilities continue to be an issue for the project. Mitigation Plan:

- Resources to relocate HECO facilities are not readily available to resolve utility conflicts. HART is subject to availability of resources and schedules are frequently set for relocation contractors to be deployed on other islands. This has had an impact on cost and schedule. ***Actions:***
 - ***Seek commitment from HECO (senior, mid and front line management) to dedicate adequate resources for relocation work, design work to ensure opening. Executives agree to continue meeting weekly to coordinate efforts.***
 - ***Revise Utility Agreements accordingly to respond to revised dates for service connections, utility/rail conflict resolution and resolution of overhead clearance requirements. Clarify betterment criteria.***
- Site specific solutions with respect to the 138kV, 46kV and 12kV vertical and horizontal clearance need to be agreed upon by Hawaiian Electric and HART. Affected contracts are KHG, Airport Guideway and City Center Guideway. ***Action:***
 - ***HART to define and evaluate relocation options due to horizontal and vertical clearance requirements and seek HECO input on relocation options. Options include relocate to a new corridor, attach to the guideway or underground. HART to make recommendation to Executive Management for discussions with HECO.***

C) Right-of-Way – There are parcels on the east and west segments that are still under active procurement. Lack of access by the contractor has been partially mitigated through re-sequencing the work on the west. The goal is to provide site access to the contractors on the east to avoid associated inefficiencies related to re-sequencing the work plan which would have a negative impact to the revenue service date.

Mitigation Plan:

- West property transactions have been elevated. **Action:**
 - **Determine the level of resources required to address remaining utility easement transactions.**
- East Side – there are a number of third-party agreements needed on the Airport Section and private parcels on the City Center Section. The revised Delivery and Procurement Plan takes into account the Right-of-Way Acquisition Plan. Cost to Cure property contacts will take time to work through with owners and tenants for the 16-22 parcels. **Action:**
 - **Implement property acquisition plan. Develop risk mitigation plan should there be parcels that are not likely to be secured, with information available to other Departments in advance.**

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

Figure 17. Risk Matrix

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

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

Figure 18. Top Project Risks

| Top Risks November 2015 | | | | | | | | |
|-------------------------|-------------------------------|---|-------------|-------------|-------------|-------------|---------------------|---------------------|
| Current Risk ID | Contract Package | Risk Description | Probability | Prob Rating | Cost Impact | Time Impact | Nov '15 Risk Rating | Oct '15 Risk Rating |
| 111.06 | City Center Guideway | Cost estimates for remaining guideway contracts may be low due to adjustments using pricing from WOFH Bid. | 90% | 5 | 5 | 4 | 22.5 | 22.5 |
| 111.19 | Airport Guideway and Stations | Estimates for remaining guideway contracts may be low compared to current market conditions. | 90% | 5 | 5 | 4 | 22.5 | 22.5 |
| 6.04 | Kamehameha Highway Guideway | Insufficient utility company resources available to meet the design, approvals, and/or construction schedule. | 75% | 4 | 5 | 4 | 18 | 18 |
| 6.06 | City Center Guideway | Insufficient utility company resources available to resolve conflicts and meet the design, approvals, and/or construction schedule. (Dillingham bottleneck) | 75% | 4 | 4 | 5 | 18 | 18 |
| 36.06 | City Center Guideway | HECO Clearance - Cost exposure from unexpected utility clearance issues. (Ex. HECO 138kV Line undergrounding, delay in resources). | 75% | 4 | 5 | 4 | 18 | 18 |
| 110.06 | City Center Guideway | Real Estate market could rebound before purchase of all needed properties, greatly increasing cost of property and delaying construction if legal actions are pursued. | 75% | 4 | 5 | 4 | 18 | 18 |
| 184.17 | Elevator/Escalator | There is a potential for cost escalation and extended OH for delay of manufacturing and installing elevator/escalator due to reprourement of West Side Stations. | 90% | 4 | 4 | 5 | 18 | 12 |
| 68.14 | Dillingham Kaka'ako Stations | Downtown Station planned to be integrated into Pacific Guardian Center; agreement with owner yet to be proposed. PGC demands could extend negotiations and delay construction or increase construction costs. | 75% | 4 | 5 | 3 | 16 | 16 |
| 37.04 | Kamehameha Highway Guideway | Additional utility easements may be required for private utility companies. | 50% | 3 | 5 | 5 | 15 | 15 |
| 37.19 | Airport Guideway and Stations | Additional utility easements may be required for private utility companies. | 50% | 3 | 5 | 5 | 15 | 15 |
| 37.06 | City Center Guideway | Additional utility easements may be required for private utility companies. | 50% | 3 | 5 | 5 | 15 | 15 |
| 186.17 | Elevator/Escalator | Increase/decrease in escalator requirements. | 90% | 5 | 3 | 3 | 15 | 12 |
| 193.08 | Core Systems Contract | Delays in Civil, Guideway and Stations may cause Core Systems installation delay. | 60% | 4 | 5 | 2 | 14 | |

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

Figure 19. Risks Added

| Risks Added in November 2015 | | | | | | | |
|------------------------------|-------------------------------|--|-------------|-------------|-------------|-------------|-------------|
| Risk ID | Contract Package | Risk Description | Probability | Prob Rating | Cost Impact | Time Impact | Risk Rating |
| 37.04 | Kamehameha Highway Guideway | Additional utility easements may be required for private utility companies. | 50% | 3 | 5 | 5 | 15 |
| 37.19 | Airport Guideway and Stations | Additional utility easements may be required for private utility companies. | 50% | 3 | 5 | 5 | 15 |
| 192.06 | City Center Guideway | Casting Yard may require an EA document. | 25% | 2 | 3 | 3 | 6 |
| 192.19 | Airport Guideway and Stations | Casting Yard may require an EA document. | 25% | 2 | 3 | 3 | 6 |
| 193.08 | Core Systems Contract | Delays in Civil, Guideway and Stations may cause Core Systems installation delay. | 60% | 4 | 5 | 2 | 14 |
| 194.08 | Core Systems Contract | Testing of integrated systems phase results in re-design, rework and/or retesting delaying systems completion. | 25% | 3 | 3 | 2 | 7.5 |

Figure 20. Risks Deleted

| Risks Deleted in November 2015 | | | | | |
|--------------------------------|---------------------------------------|---|--|-------------|----------|
| Current Risk ID | Contract Package | Risk Description | Comments | Risk Rating | |
| | | | | Nov. '15 | Oct. '15 |
| 75.03 | West Oahu/Farrington Highway Guideway | ROW - Late turnover of ROW to contractor may result in potential schedule delays. | Site access issues for construction have been cleared. | 0 | 9 |
| 83.06 | City Center Guideway | Utility Service Connections - Adjacent Property Owner Service Connections - Delay of utility easement identification for City Center Guideways may result in a delay of ROW acquisition and ultimately the start of construction. | Design solution and code compliance has been resolved. | 0 | 14 |
| 188.18 | H2R2 Ramp | Environmental - Hazardous Material clean up of +/-20 Cubic Yards is necessary to clear right of way. | Site is cleaned up. | 0 | 4 |

6.7 Community Outreach

• **Activities this month**

- HART’s public outreach included presentations to business organizations, schools, and community groups.

• **Construction Outreach**

- HART provided the community with updated information regarding construction work and the Shop & Dine on the Line program at several community events, including updates to the West Oahu Economic Development Association (WOEDA), the Retail Merchants Association and various neighborhood boards.
- With the holidays approaching, HART also provided businesses along the route with updated holiday work schedules designed to mitigate traffic during the shopping season. Canvassing along the alignment continued and HART partnered with contractor Kiewit to connect with businesses in advance of the upcoming holiday season, adjusting construction work where possible to accommodate deliveries and other holiday activities. HART’s Business Alliance partnership continues to provide businesses in the construction corridor with tailored construction briefings, free business development workshops, and programs to assist local businesses during construction.

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

- *1,901 presentations and events*
- *1,031 Neighborhood Board meetings*

Figure 21. HART continues to connect with business groups and community organizations along the rail corridor.



Photo Courtesy: WOEDA

HART Executive Director and CEO Dan Grabauskas provides a construction update for more than 100 members of the West Oahu Economic Development Association (WOEDA).

• **Community Input**

- HART’s public information team responded to more than 75 inquiries and requests in November that came in via the agency’s website, email and 24-hour hotline. Inquiries this month primarily focused on traffic, construction activities, and HART’s Shop & Dine on the Line program.

• **Look Ahead**

Coming in December:

- HART’s public outreach team continues to participate in community events to provide project information and answer questions and concerns regarding construction.
- HART continues its Business Outreach program, and expands its Shop & Dine on the Line program to assist businesses along the rail route during construction.

6.8 Staffing

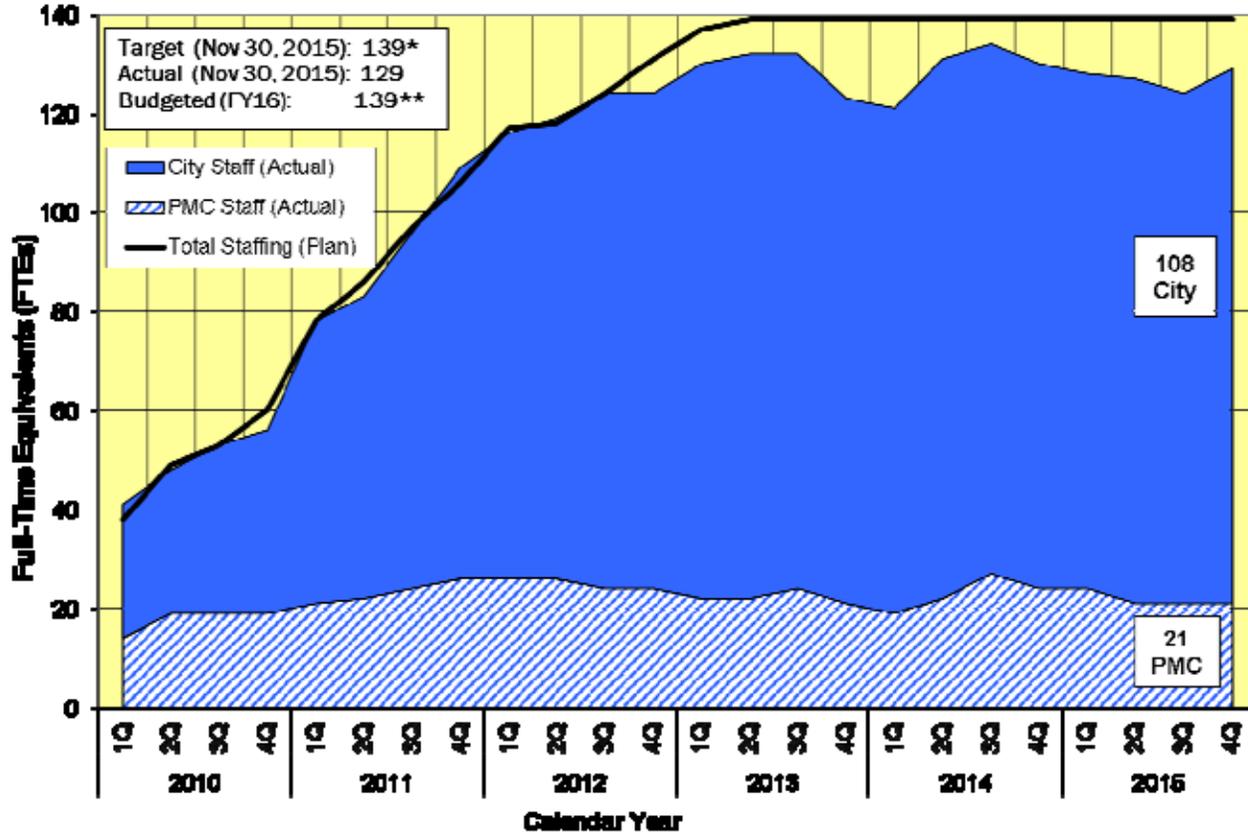
Figure 22. Staffing Activities

| Staffing Activities | | | | |
|---|--------------------------|--|------------------------------|-------------|
| Title | Group | New/Existing HART position (City or PMC) | Position Status | Start Month |
| Design and Construction | | | | |
| West Area Construction Manager | Construction | New (City) | Recruiting | |
| Project Manager (KMSG/H2R2 Ramp) | Construction | New (City) | Selected/Processing | Dec |
| Project Manager (City Center DB) | Construction | New (PMC) | Filled | Nov |
| Project Manager (WOSG) | Construction | New (City) | Selected/Processing | Dec |
| Assistant Project Manager (City Center DB) | Construction | New (City) | Recruiting | |
| Project Manager (WOFH & KHG) | Construction | Existing (City) | Recruiting | |
| Electrical Engineer | Core Systems | Existing (City) | Filled | Nov |
| Electrical Engineer | Core Systems | Existing (City) | Recruiting | |
| Planning, Permits & Right-of-Way | | | | |
| Director of Planning, Permits & ROW | Planning, Permits & ROW | Existing (City) | Filled | Nov |
| Planner III* (Environmental) | Planning | Existing (City) | Recruiting | |
| Operations and Maintenance | | | | |
| Director of Operations & Maintenance | Operations & Maintenance | Existing (PMC) | Recruiting/Interviewing | |
| Quality Assurance | | | | |
| Quality Assurance Engineer * (Civil) | Quality Assurance | Existing (City) | Recruiting | |
| Administrative Services | | | | |
| Personnel Clerk | Administrative Services | New (City) | Recruiting via Civil Service | |
| Public Information | | | | |
| Information Specialist II | Public Information | Existing (City) | Selected/Processing | Dec |
| Information Specialist II | Public Information | Existing (City) | Filled | Nov |
| Project Controls | | | | |
| Scheduler | Project Controls | Existing (City) | Recruiting | |
| Civil Rights | | | | |
| Senior Clerk | Certified Payroll | New (City) | Recruiting/Interviewing | |

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

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

Figure 23. Project Staffing (Actual vs. Planned)



- * In accordance with Staffing and Succession Plan Rev 5 (Under Revision)
- ** 139 City positions authorized in FY 2016 HART Operating Budget

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

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

APPENDICES

Appendix A. Action Items

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

| Action Items | | | | | | |
|--------------|--|-------------------|-----------------|----------|----------------|--|
| Item No. | Item | Responsible Party | Date Identified | Date Due | Date Completed | Status |
| 1 | Resolve HECO issue with Davis-Bacon requirements | HART/FTA | Mar-14 | On-going | | Open – HECO waiver is pending. HART provided MOU to PMOC. |
| 2 | Updates resulting from Risk Refresh: | | | | | |
| 2a | Update the Contract Packaging Plan | HART | Aug-14 | Dec-15 | | In progress – Draft provided to PMOC but changes may be incorporated on updated estimate and schedule |
| 2b | Re-baseline Financial Plan | HART | Apr-14 | TBD | | Pending final update of budget and schedule |
| 2c | Re-baseline budget | HART | Apr-14 | Dec-15 | | In progress |
| 2d | Re-baseline MPS | HART | Apr-14 | TBD | | In progress – HART has provided MPS update for review |
| 2f | Update RCMP (including Hold Points and Secondary Mitigation Measures) | HART | Sept-13 | TBD | | In progress – PMOC provided review comments on early draft, but updated draft will be prepared to reflect revised budget and schedule. |
| 3 | Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap | FTA/PMOC | Apr-15 | Nov-15 | | OP 54 provided to HART; PMOC to provide sample report |
| 4 | Hold conference call to discuss use of P3 for Pearl Highlands Parking Structure | FTA/HART | Aug-15 | Nov-15 | Oct-15 | Complete |
| 5 | Provide list of HART procedures that are to be updated | HART | Aug-15 | Nov-15 | | |
| 6 | Provide EAC in SCC format | HART | Aug-15 | Nov-15 | | |
| 7 | HART to provide target date for Federal Courthouse resolution/sign-off | HART | Sep-15 | Nov-15 | | |
| | HART to provide two letters regarding Hitachi's acquisition of Ansaldo Breda and Ansaldo STS | HART | Nov-15 | Nov-15 | Nov-15 | Complete |
| | HART to provide a matrix of ROW parcels | HART | Nov-15 | Nov-15 | | |
| | HART to provide Buy America email to FTA on HVAC controls | HART | Nov-15 | Nov-15 | Nov-15 | Complete |
| | HART to provide white paper on HDOT betterments | HART | Nov-15 | Nov-15 | | |

Appendix B. Project Contingency Management General Background and Clarifications

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

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

Current Contingency Balance = \$489.0M

Current Known Changes Contingency = \$0M

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

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

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

Changes Identified and Project Performance

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

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

Known Changes Contingency

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

HART Project Contingency Drawdown with Details

Date as of 1/30/2015

| # | Project No. | Project Desc. | Budget Transfer/Change Description | Contingency Drawdown P.O. | Contingency Code |
|---------------------------------------|-------------|--------------------------------------|---|---------------------------|-------------------------------|
| July '12 (Bottoms-Up Estimate) | | | | | |
| 1) | PO-200 | Penangul Highway Station Group PD | Budget Transfer to Bottoms-Up Estimate from Project Scope to Contingency (Contract Allowance) | 539,483 | 90.03 - Contract Allowance |
| 2) | PO-200 | Alford Station Group PD | Budget Transfer to Contract Allowance from the ASULC LTR | \$2,964,708 | 90.02 - Allocated Contingency |
| 3) | GM-200 | LEP Construction Services | Budget Transfer to Contract Allowance from the LEPCO contract, contract budget | 15,500,000 | 90.02 - Allocated Contingency |
| 4) | OS-200 | Kamehameha Highway Station DB | Budget Transfer to Contract Allowance from the KHSJ DB contract budget | 18,700,000 | 90.02 - Allocated Contingency |
| 5) | OS-200 | West Oahu Freeway Highway Station DB | Budget Transfer to Contract Allowance from the WOHJ DB contract budget | \$3,095,750 | 90.02 - Allocated Contingency |
| | | | July '12 Contingency Drawdown | \$5,851,273 | |
| August '12 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | Budget Transfer for Contract Allowance under WOHJ PD contract budget | \$1,836,200 | 90.02 - Allocated Contingency |
| 2) | PO-200 | City Center Station Group PD | Budget Transfer for Contract Allowance under COOHJ PD contract budget | \$5,917,349 | 90.02 - Allocated Contingency |
| 3) | OS-200 | West Oahu Freeway Highway Station DB | Unexecuted Change Order No. 17 - Procure and install portable storage | (\$2,910,000) | 90.02 - Allocated Contingency |
| | | | August '12 Contingency Drawdown | \$5,066,149 | |
| September '12 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | NO Contingency Drawdown | \$0 | |
| | | | September '12 Contingency Drawdown | \$0 | |
| October '12 | | | | | |
| 1) | OS-200 | West Oahu Freeway Highway Station DB | Unexecuted Change Order No. 21 - Ripraps plus Insurance Coverage | 15,910,000 | 90.02 - Allocated Contingency |
| | | | October '12 Contingency Drawdown | (15,910,000) | |
| November '12 | | | | | |
| 1) | PO-400 | Alford Station Group PD | Budget Transfer for Contract Allowance under ASULC PD contract budget | \$227,484 | 90.03 - Contract Allowance |
| 2) | PO-200 | Kamehameha Highway Station Group PD | Budget Transfer for Contract Allowance under KHSJ PD contract budget | \$202,460 | 90.03 - Contract Allowance |
| 3) | GM-006 | General Engineering Consultant | Budget Transfer to align contract budget with Contracted value | (\$120,000) | 90.02 - Allocated Contingency |
| | | | November '12 Contingency Drawdown | \$309,944 | |
| December '12 | | | | | |
| 1) | PO-400 | Alford Station Group PD | Unexecuted Contract Amendment No. 01 - Design & Engineering Cost Estimates | (\$210,000) | 90.02 - Allocated Contingency |
| | | | December '12 Contingency Drawdown | (\$210,000) | |
| January '13 | | | | | |
| 1) | OS-200 | Kamehameha Highway Station DB | Unexecuted Change Order No. 01 - Aspire 10 alternative analysis | (\$15,000) | 90.02 - Allocated Contingency |
| | | | January '13 Contingency Drawdown | (\$15,000) | |
| February '13 | | | | | |
| 1) | OS-200 | West Oahu Freeway Highway Station DB | Unexecuted Change Order No. 26 - The Cost Requirements Additional Bidwork at Alford RD | (\$1,000,000) | 90.02 - Allocated Contingency |
| | | | February '13 Contingency Drawdown | (\$1,000,000) | |
| March '13 | | | | | |
| 1) | PO-200 | Penangul Highway Station Group PD | Unexecuted Contract Amendment No. 01 - Waipahu Station move | 153,100 | 90.03 - Contract Allowance |
| 2) | OS-200 | Maintenance & Storage Facility DB | Unexecuted Change Order No. 06 - The Cost Requirements for Contractor's Required Jobs | 15,900,000 | 90.02 - Allocated Contingency |
| | | | March '13 Contingency Drawdown | (\$15,746,900) | |
| April '13 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | Unexecuted Contract Amendment No. 01 - Second speaker provision | (\$31,000) | 90.03 - Contract Allowance |
| 2) | OS-200 | West Oahu Freeway Highway Station DB | Budget Transfer to align the Cost Requirements for Change Order No. 26 | \$1,000,000 | 90.02 - Allocated Contingency |
| 3) | OS-200 | Maintenance & Storage Facility DB | Budget Transfer to align the Cost Requirements for Change Order No. 06 | 143,000 | 90.02 - Allocated Contingency |
| 4) | OS-200 | Kamehameha Highway Station DB | Budget Transfer to align contract budget to contract Schedule of Milestones | 3,000 | 90.02 - Allocated Contingency |
| | | | April '13 Contingency Drawdown | \$2,053,700 | |
| May '13 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | NO Contingency Drawdown | \$0 | |
| | | | May '13 Contingency Drawdown | \$0 | |
| June '13 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | NO Contingency Drawdown | \$0 | |
| | | | June '13 Contingency Drawdown | \$0 | |
| July '13 | | | | | |
| 1) | PO-140 | West Oahu Station Group PD | NO Contingency Drawdown | \$0 | |
| | | | July '13 Contingency Drawdown | \$0 | |

HART Project Contingency Drawdown with Details

Date as of 1/26/2015

| Project No. | Project Desc. | Budget Transfer/Change Description | Beg. Balance: | Contingency Drawdown (Y-T-D) | Contingency Code |
|--|---|---|----------------|------------------------------|---------------------------------|
| July '13 | | | | | |
| FD-450 | Airport Section Gateway Utilities PD | Executed Contract Amendment No. 04 - Antenna Engineering Design Services | \$664.3 | \$664.3 | 90.02 - Allocated Contingency |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 07 - Archeological Inventory Survey (AIS) Prevalence Survey Part 2 | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 08 - Maintenance & Storage Facility Vard Switch Mechanisms | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 09 - Vard Jaws/Beams | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 10 - Train Configuration | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 11 - Preliminary Design & Supplemental Project Mgt | | | |
| July '13 Contingency Drawdown: | | | | | |
| | | | \$649.1 | \$649.1 | |
| August '13 | | | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Prevalence Part 2 | \$643.2 | \$643.2 | 90.02 - Allocated Contingency |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 32 - Kaha Channel Station Mgt Contract | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 34 - Traditional Cultural Property Consultation Final Suspension | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 36 - Tropical Station Rehabilitation | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 06 - Archeological Inventory Survey (AIS) Prevalence Part 2 | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Contract Amendment No. 19 - Canopy Roadway | | | |
| FD-340 | Farrington Highway Stations Group FD | Budget Transfer for Contract Awarded under 188 - TM contract budget | \$2,738,272 | \$2,738,272 | 90.02 - Allocated Contingency |
| August '13 Contingency Drawdown: | | | | | |
| | | | \$643.2 | \$643.2 | |
| September '13 | | | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Executed Change Order No. 33 - Final/Initial Sum m/COI Joint Use and Occupancy | \$637.1 | \$637.1 | 90.02 - Allocated Contingency |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 35 - Aesthetic Cultural Resource | | | |
| DB-250 | Maintenance & Storage Facility DB | Scheduled Change Order No. 12 - PHIB Design Excavation | | | |
| FD-340 | Farrington Highway Stations Group FD | Scheduled Contract Amendment No. 10 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Intermountain Highway DB Contract | \$6,115,297 | \$6,115,297 | 90.02 - Allocated Contingency |
| September '13 Contingency Drawdown: | | | | | |
| | | | \$637.1 | \$637.1 | |
| October '13 | | | | | |
| DB-200 | Maintenance & Storage Facility DB | Executed Change Order No. 13 - Ins. Core Req Inventory Roof Access Modification | \$615.0 | \$615.0 | 90.02 - Allocated Contingency |
| DB-200 | Maintenance & Storage Facility DB | Budget Transfer for Change Order No. 13 for Ins. Core Req Inventory Roof Access Modification | | | |
| DB-200 | West Oahu Intermountain Highway Gidway DB | Scheduled Change Order No. 37 - Ala Hei Street West 1030 to DR Porch and Farrington HWY | | | |
| DB-200 | West Oahu Intermountain Highway Gidway DB | Executed Change Order No. 05 - Pavement System Core Systems | \$69,331,451 | \$69,331,451 | 90.01 - Unallocated Contingency |
| DB-200 | West Oahu Intermountain Highway Gidway DB | Budget Transfer for Contract Awarded under 188/50 PD contract budget | \$1,137,483 | \$1,137,483 | 90.02 - Allocated Contingency |
| October '13 Contingency Drawdown: | | | | | |
| | | | \$615.0 | \$615.0 | |
| November '13 | | | | | |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Executed Change Order No. 38 - Insurance Coverage Requirement Q4 2013 | \$610.0 | \$610.0 | 90.02 - Allocated Contingency |
| DB-250 | West Oahu Intermountain Highway Gidway DB | Budget Transfer for Change Order No. 036 for Ins. Core Requirements | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 014 - Preliminary Design & Supplemental Project Management 2 | | | |
| DB-200 | Maintenance & Storage Facility DB | Scheduled Change Order No. 015 - Vard Layout Revisions/RFI Structural Steel Modification | | | |
| DB-200 | Maintenance & Storage Facility DB | Budget Transfer for Change Order No. 016 for Ins. Core Requirements | | | |
| DB-200 | City Center Gateway Utilities PD | Scheduled Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension | | | |
| FD-340 | Farrington Highway Stations Group FD | Budget Transfer for Contract Award for PHIB PD 11 | \$5,730,250 | \$5,730,250 | 90.01 - Unallocated Contingency |
| November '13 Contingency Drawdown: | | | | | |
| | | | \$610.0 | \$610.0 | |
| December '13 | | | | | |
| FD-450 | Airport Section Gateway Utilities PD | Executed Contract Amendment No. 05 - Utility of existing water mains | \$608.8 | \$608.8 | 90.02 - Allocated Contingency |
| FD-450 | West Oahu Intermountain Highway Gidway DB | Scheduled Contract Amendment No. 03 - Design modification of PHIB/500 and Ins. Core JWS | | | |
| December '13 Contingency Drawdown: | | | | | |
| | | | \$608.8 | \$608.8 | |
| January '14 | | | | | |
| FD-450 | Airport Section Gateway Utilities PD | Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension | \$608.3 | \$608.3 | 90.02 - Allocated Contingency |
| FD-450 | City Center Gateway Utilities PD | Scheduled Contract Amendment No. 02 - Site Remediation Test and New Sign Cable-Removal | | | |
| MM-200 | Construction Engineering & Inspection Fee | Budget Transfer for Contract Award Issued from CEA - West contract budget | | | |
| MM-200 | Construction Engineering & Inspection Fee | Budget Transfer for Contract Award Issued from CEA - East contract budget | | | |
| January '14 Contingency Drawdown: | | | | | |
| | | | \$608.3 | \$608.3 | |
| February '14 | | | | | |
| FD-450 | Airport Section Gateway Utilities PD | Executed Contract Amendment No. 07 - Retain & S&B Geotech Investigation | \$608.2 | \$608.2 | 90.02 - Allocated Contingency |
| MM-200 | HART O&M | Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract | | | |
| MM-200 | OS&E | Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract | | | |
| MM-200 | OS&E | Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract | | | |
| MM-200 | OS&E | Budget Transfer for Contract Award - Core Systems Support contract | | | |
| February '14 Contingency Drawdown: | | | | | |
| | | | \$608.2 | \$608.2 | |
| February '14 - Ending Contingency Balance | | | | | |

HART Project Contingency Drawdown with Details

Date as of 1/29/2015

| E | Project No. | Project Description | Budget Transfer/Change Description | | Contingency Code |
|---|-------------|---------------------|--|----------------------------|------------------|
| | | | Beg. Balance | Contingency Drawdown (Y-A) | |
| | | | March '14 Contingency Drawdown | | |
| | | | | \$0 | |
| | | | | \$0 | |
| | | | March '14 Contingency Balance | | |
| | | | | \$608.2 | |
| | | | April '14 | | |
| | | | March '14 - Ending Contingency Balance | | |
| | | | | \$608.2 | |
| | | | April '14 Contingency Drawdown | | |
| | | | | \$17,460,782.7 | |
| | | | April '14 - Ending Contingency Balance | | |
| | | | | \$590.7 | |
| | | | May '14 | | |
| | | | April '14 - Ending Contingency Balance | | |
| | | | | \$590.7 | |
| | | | May '14 Contingency Drawdown | | |
| | | | | \$5,000,000.0 | |
| | | | June '14 | | |
| | | | May '14 - Ending Contingency Balance | | |
| | | | | \$568.4 | |
| | | | June '14 Contingency Drawdown | | |
| | | | | \$5,000,000.0 | |
| | | | July '14 | | |
| | | | June '14 - Ending Contingency Balance | | |
| | | | | \$563.4 | |
| | | | July '14 Contingency Drawdown | | |
| | | | | \$821,181.1 | |
| | | | August '14 | | |
| | | | July '14 - Ending Contingency Balance | | |
| | | | | \$563.7 | |
| | | | August '14 Contingency Drawdown | | |
| | | | | \$4,323,160.1 | |
| | | | September '14 | | |
| | | | August '14 - Ending Contingency Balance | | |
| | | | | \$559.4 | |
| | | | September '14 Contingency Drawdown | | |
| | | | | \$550.1 | |
| | | | October '14 | | |
| | | | September '14 - Ending Contingency Balance | | |
| | | | | \$550.1 | |
| | | | October '14 Contingency Drawdown | | |
| | | | | \$8,150,000.0 | |
| | | | November '14 | | |
| | | | October '14 - Ending Contingency Balance | | |
| | | | | \$550.1 | |
| | | | November '14 Contingency Drawdown | | |
| | | | | \$8,150,000.0 | |

HART Project Contingency Drawdown with Details

Date as of 10/30/15

| Project No. | Project Desc. | Budget Change Description | Contingency Drawdown (H) | Contingency Code |
|-------------|--|---|--------------------------|---------------------------------|
| 31 | Kamameia Highway Guideway E&B | Excused Change Order No. 013 - Station Load & Configuration Mods | \$1,350,000 | 90.02 - Allocated Contingency |
| 41 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 047 - Station Layout & Configuration Mods | \$14,400,000 | 90.04 - Unallocated Contingency |
| 51 | Airport Station Group PD | Excused Contract Amendment No. 002 - Extension of PM Services | \$1,900,000 | 90.02 - Allocated Contingency |
| 61 | Airport Station Group PD | Excused Contract Amendment No. 003 - Add Pedestrian Bridges to H&A Rinkara | \$143,640 | 90.02 - Allocated Contingency |
| 71 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 001 - Extension of PM Services | \$201,500 | 90.03 - Contract Allowance |
| 81 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 002 - Incorporation of Comments | \$1,951,150 | 90.01 - Unallocated Contingency |
| 91 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 003 - Value Engineering | \$147,700 | 90.01 - Unallocated Contingency |
| 101 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 004 - EDR/DOH | \$1,481,530 | 90.01 - Unallocated Contingency |
| 111 | West Oahu Station Group PD | Excused Contract Amendment No. 010 - Temporary Digging Lot 149 - UH/DOH/DOE & Regional Sewerage Holding Tank | \$1,100,300 | 90.03 - Contract Allowance |
| 121 | West Oahu Station Group PD | Excused Contract Amendment No. 011 - Extension of PM Services | \$1,507,600 | 90.02 - Allocated Contingency |
| | | October '14 Contingency Drawdown | (\$18,307,138) | |
| | | October '14 - Ending Contingency Balance | \$831.8 | |
| | | Beg. Balance | \$631.8 | |
| 131 | Core Systems Control Design BUILD/OM | Excused Change Order No. 013 - Update Ticket Vending Machines | \$70,300,000 | 90.08 - Allocated Contingency |
| 141 | Elizavram Kawahe Station Group PD | Excused Contract Amendment No. 002 - General Escalator Fix/CRSH | \$38,588 | 90.02 - Allocated Contingency |
| | | November '14 Contingency Drawdown | \$10,728,588 | |
| | | November '14 - Ending Contingency Balance | \$642.5 | |
| | | Beg. Balance | \$642.5 | |
| 151 | Core Systems Control Design BUILD/OM | Excused Change Order No. 019 - HRT Train Makeup Shipments/Delivery | \$83,745 | 90.02 - Allocated Contingency |
| 161 | Core Systems Control Design BUILD/OM | Excused Change Order No. 013 - E1000 Connection Changes | \$1,901,000 | 90.02 - Allocated Contingency |
| 171 | Kamameia Highway Guideway E&B | Excused Change Order No. 014 - Escalation due to Schedule Impacts | \$153,500,000 | 90.02 - Allocated Contingency |
| 181 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 048 - Escalation due to Schedule Impacts | \$151,000,000 | 90.02 - Unallocated Contingency |
| | | December '14 Contingency Drawdown | (\$316,715,745) | |
| | | December '14 - Ending Contingency Balance | \$523.8 | |
| | | Beg. Balance | \$523.8 | |
| 191 | Core Systems Control Design BUILD/OM | Excused Change Order No. 011 - Eliminate Station Manager Rooms | \$310,000 | 90.02 - Allocated Contingency |
| 201 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 050 - Escalation due to Schedule Impacts Subcontractor American Aggregates | \$434,475 | 90.01 - Unallocated Contingency |
| 211 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 051 - Escalation due to Schedule Impacts Subcontractor AM-Griffith Pav | \$21,426 | 90.01 - Unallocated Contingency |
| 221 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 052 - Escalation due to Schedule Impacts Subcontractor HFO Spec Duty Officer | \$1,156,120 | 90.01 - Unallocated Contingency |
| 231 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 053 - Escalation due to Schedule Impacts Subcontractor M&A Goods | \$1,148,830 | 90.01 - Unallocated Contingency |
| 241 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 054 - Escalation due to Schedule Impacts Subcontractor Road Builder | \$1,761,650 | 90.01 - Unallocated Contingency |
| 251 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 055 - Escalation due to Schedule Impacts Subcontractor Fuel Tanker/Broad Accessories | \$1,970,177 | 90.01 - Unallocated Contingency |
| 261 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 056 - Escalation due to Schedule Impacts Subcontractor American Liquefied United Ship Carriage | \$1,177,620 | 90.01 - Unallocated Contingency |
| 271 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 057 - Escalation due to Schedule Impacts Subcontractor PAC Electric | \$1,772,880 | 90.02 - Allocated Contingency |
| 281 | Core Systems Control Design BUILD/OM | Excused Change Order No. 014 - Eliminate Secondary Emergency Access at MSF | \$50,000 | 90.02 - Allocated Contingency |
| 291 | Airport Station Group PD | Excused Contract Amendment No. 012 - Certification Sign / Panels, Wayside Lubricators | \$58,100 | 90.02 - Allocated Contingency |
| 301 | Elizavram Kawahe Station Group PD | Excused Contract Amendment No. 003 - Scope for Overhaul Station Staircases | \$440,000 | 90.02 - Allocated Contingency |
| 311 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 004 - Add Movers / Transit Ch-Chinatown Sta. Overhaul Expedited Station Loads | \$615,170 | 90.02 - Allocated Contingency |
| 321 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 005 - Addition of Bike Ramps to H&S&S Stations | \$17,440 | 90.02 - Allocated Contingency |
| 331 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 006 - Addition of 30 Guideway Section West Loch 300 Waipahu Station | \$17,000 | 90.02 - Allocated Contingency |
| 341 | Farrington Highway Station Group 2/FD | Excused Contract Amendment No. 007 - W0026 to West Loch and Waipahu Center Design | \$3,888,240 | 90.02 - Allocated Contingency |
| | | January '15 Contingency Drawdown | (\$3,888,240) | |
| | | January '15 - Ending Contingency Balance | \$518.8 | |
| | | Beg. Balance | \$518.8 | |
| 351 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 059 - Add Lubrication Chamber Secondary | \$100,400 | 90.02 - Allocated Contingency |
| 361 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 059 - Revision of Waipahu Guideway, LOC Station & Pedestrian Variation Criteria | \$3,371,620 | 90.02 - Allocated Contingency |
| 371 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 060 - Waipahu South Design Actuals | \$1,288,484 | 90.02 - Allocated Contingency |
| 381 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 061 - Add Sign Design Actuals | \$200,670 | 90.02 - Allocated Contingency |
| 391 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 007 - West Loch and L&H&D Station Revisions of Guideway | \$344,520 | 90.02 - Allocated Contingency |
| 401 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 063 - Procurement & Delivery L&D Material Bids | \$1,919,020 | 90.01 - Unallocated Contingency |
| | | February '15 Contingency Drawdown | (\$4,196,960) | |
| | | February '15 - Ending Contingency Balance | \$316.6 | |
| | | Beg. Balance | \$316.6 | |
| 411 | Core Systems Control Design BUILD/OM | Excused Change Amendment No. 010 - Test and Storage Track Changes at MSF | \$2,510,000 | 90.02 - Allocated Contingency |
| 421 | West Oahu Station Group PD | Excused Change Amendment No. 013 - W0026H Rework and VE Items, 486 Bay Station Canopy Roads, Change to CSC Dev location | \$300,000 | 90.02 - Allocated Contingency |
| 431 | West Oahu Station Group PD | Excused Change Amendment No. 013 - W0026H Rework and VE Items, 486 Bay Station Canopy Roads, Change to CSC Dev location | \$1,248,000 | 90.02 - Contract Allowance |
| 441 | City Center Guideway LIBRARY PD | Excused Change Order No. 008 - Management Extension thru October 2014 | \$400,500 | 90.02 - Allocated Contingency |
| 451 | Airport Station Guideway 7/Fair Construction | Excused Change Order No. 001 - E1001 A Utility Reconnection at Park | \$400,000 | 90.02 - Allocated Contingency |
| 461 | Kamameia Highway Station Group PD | Excused Change Amendment No. 006 - Misc RF's Interface Items | \$3,300,170 | 90.02 - Allocated Contingency |
| 471 | Kamameia Highway Station Group PD | Excused Change Amendment No. 006 - Add Station Low Impact Development Requirement | \$43,000 | 90.03 - Contract Allowance |
| | | March '15 Contingency Drawdown | (\$4,190,870) | |
| | | March '15 - Ending Contingency Balance | \$510.7 | |
| | | Beg. Balance | \$510.7 | |
| 481 | West Oahu Station Group PD | Excused Contract Amendment No. 014 - Repeal of East beyond Escalator | \$58,000 | 90.02 - Allocated Contingency |
| 491 | West Oahu Station Group PD | Excused Contract Amendment No. 014 - Escalator Cracking | \$118,000 | 90.03 - Contract Allowance |
| 501 | West Oahu Station Group PD | Excused Contract Amendment No. 015 - Repeal of P&S Joints at 885 and 1255 callouts at East Kapolei | \$82,000 | 90.02 - Allocated Contingency |
| 511 | Airport Station Guideway 7/Fair Construction | Excused Change Order No. 009 - Contract to Inform CSC Fielding | \$17,310 | 90.02 - Allocated Contingency |
| 521 | West Oahu Farmington Highway Guideway EB | Excused Change Order No. 048 - Natural Assessment for L&D Portals | \$8,124 | 90.02 - Allocated Contingency |

HART Project Contingency Drawdown with Details

Data as of 11/30/15

| # | Project No. | Project Desc. | Budget Transfer/Change Description | Contingency Drawdown FY14 | Contingency Code |
|--|-------------|---|---|---------------------------|---------------------------------|
| April '15 Contingency Drawdown | | | | \$1,298,652 | |
| April '15 - Ending Contingency Balance | | | | \$510.4 | |
| May'15 | | | | | |
| 1) | PD-146 | West Oahu Stations Group PD | Procured Contract Amendment No. 016 - RSG/High 15 Capacity Design/Power to Hoop Station/Courthouse/turn | \$113,000 | 00.03 - Contract Allowance |
| 2) | PD-206 | Ferrington Highway Stations Group PD | Procured Contract Amendment No. 036 - West Loch generator | \$7,000 | 00.03 - Contract Allowance |
| 3) | PD-240 | Airport Stations Group PD | Procured Contract Amendment No. 044 - HCS Collaboration Investigations | \$30,000 | 00.03 - Contract Allowance |
| 4) | DB-320 | Kaunakakai Highway Station GB | Procured Contract Order No. 018 - Daily to Midweek Shifts | \$174,000 | 00.02 - Allocated Contingency |
| 5) | DB-320 | Zone Systems Contract Design Build CM | Procured Contract Order No. 018 - Daily to Midweek Shifts | \$114,931 | 00.02 - Allocated Contingency |
| 6) | DB-200 | Maintenance & Storage Facility DB | Procured Contract Order No. 035 - OSB 1st & 2nd Ext Station Design Rte | \$430,000 | 00.02 - Allocated Contingency |
| May '15 Contingency Drawdown | | | | \$615,931 | |
| May '15 - Ending Contingency Balance | | | | \$494.8 | |
| Jun'15 | | | | | |
| 1) | MM-920 | HECO Coordination Corridor City Center | Budget Transfer from Indirect CPM - HECO support consultant work on City Center station | \$1,094,762 | 00.01 - Unallocated Contingency |
| 2) | MM-920 | Acquire/Design & Construct Monitoring | Budget Transfer to Private Funding for FY2015 | \$593,650 | 00.01 - Unallocated Contingency |
| 3) | MM-920 | FOOT trail | Procured Contract Amendment No. 013 - Airport Design Build Package | \$520,490 | 00.01 - Unallocated Contingency |
| 4) | MM-920 | Program Management Support Contract/PMSC-2) | Budget Transfer for accelerated option for one year extension of services | \$1,710,377 | 00.01 - Unallocated Contingency |
| 5) | DB-M-200 | Zone Systems Contract Design Build CM | Budget Transfer for On Call Contractor performing CSC related scope at the ROC | \$530,000 | 00.02 - Allocated Contingency |
| June '15 Contingency Drawdown | | | | \$5,108,327 | |
| June '15 - Ending Contingency Balance | | | | \$501.7 | |
| Jul'15 | | | | | |
| 1) | DB-200 | City and County of Honolulu | Incentive CPM (CFS credit) - includes budget for incurred costs | \$410,450 | 00.01 - Unallocated Contingency |
| 2) | DB-200 | West Oahu Ferryway Highway Gateway DB | Procured Contract Change Order No. 065 - Notice of LOD/Enclosure/Park Lot | \$440,810 | 00.01 - Unallocated Contingency |
| 3) | DB-200 | West Oahu Ferryway Highway Gateway DB | Procured Contract Change Order No. 066 - Revised Offset LT Lane at Kahaolu | \$100,000 | 00.01 - Unallocated Contingency |
| 4) | DB-200 | West Oahu Ferryway Highway Gateway DB | Procured Contract Change Order No. 067 - Revised West Vane Islet | \$174,000 | 00.01 - Unallocated Contingency |
| 5) | DB-200 | Maintenance & Storage Facility DB | Procured Contract Change Order No. 031 - MCM Interior Bldg. Systems Devices | \$130,000 | 00.02 - Allocated Contingency |
| 6) | DB-200 | Maintenance & Storage Facility DB | Procured Contract Change Order No. 032 - Ballroom of Vegetative Roof Removal | \$133,415 | 00.02 - Allocated Contingency |
| Jul '15 Contingency Drawdown | | | | \$987,685 | |
| July '15 - Ending Contingency Balance | | | | \$493.7 | |
| Aug'15 | | | | | |
| 1) | DB-200 | West Oahu Ferryway Highway Gateway DB | Procured Contract Change Order No. 069 - Daily NTP1, 2 & 4 - CMC Estimation | \$44,110 | 00.01 - Unallocated Contingency |
| 2) | DB-200 | Maintenance & Storage Facility DB | Procured Contract Change Order No. 035 - FOS Foundation | \$141,791 | 00.02 - Allocated Contingency |
| 3) | DB-200 | Kaunakakai Highway Station GB | Procured Contract Order No. 017 - Honolulu Sewer Near 476-101 to 167-100 | \$46,000 | 00.03 - Contract Allowance |
| 4) | PD-146 | Ferrington Highway Stations Group PD | Procured Contract Amendment No. 017 - Power to UNFO Station and Electrical Bonding | \$18,760 | 00.03 - Contract Allowance |
| 5) | PD-240 | Ferrington Highway Stations Group PD | Procured Contract Amendment No. 019 - Probation Endor Modifications | \$24,600 | 00.03 - Contract Allowance |
| 6) | PD-240 | Kaunakakai Highway Station Group PD | Procured Contract Amend No. 017 - Value Engineering Reduces Site Cost and H-1R and AS New Platform Canopy Coordination | \$24,600 | 00.03 - Allocated Contingency |
| 7) | DB-200 | Zone Systems Contract Design Build CM | Procured Contract Amendment No. 036 - Design Build Bidding Documents | \$270,000 | 00.02 - Allocated Contingency |
| 8) | DB-200 | Zone Systems Contract Design Build CM | Procured Contract Order No. 017 - Village Floor Study | \$37,495 | 00.02 - Allocated Contingency |
| 9) | DB-200 | Ferrington Kaunakakai Stations Group PD | Procured Contract Amend No. 00209 - Scope of Change - Schedule Location | \$333,540 | 00.02 - Allocated Contingency |
| Aug '15 Contingency Drawdown | | | | \$1,752,921 | |
| Aug '15 - Ending Contingency Balance | | | | \$492.8 | |
| Sept'15 | | | | | |
| 1) | DB-320 | Kaunakakai Highway Gateway GB | Procured Contract Change Order No. 075 - Unknown Subcontract at Station 4/28/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100 | \$492,900 | 00.02 - Allocated Contingency |
| Sept '15 Contingency Drawdown | | | | \$47,351 | |
| Sept '15 - Ending Contingency Balance | | | | \$492.8 | |
| Oct'15 | | | | | |
| 1) | DB-200 | Kaunakakai Highway Station Group PD | Procured Contract Amend No. 068 - Interface Coordination | \$113,000 | 00.02 - Allocated Contingency |
| 2) | DB-200 | Kaunakakai Highway Station Group PD | Procured Contract Amend No. 069 - Independent H1194 | \$30,000 | 00.02 - Allocated Contingency |
| 3) | DB-200 | Ferrington Highway Stations Group PD | Procured Contract Amend No. 043 - H1192 Estimation | \$34,000 | 00.02 - Allocated Contingency |
| 4) | DB-200 | Ferrington Highway Stations Group PD | Procured Contract Amend No. 043 - H1192 Estimation | \$34,000 | 00.02 - Allocated Contingency |
| 5) | DB-200 | Ferrington Highway Stations Group PD | Procured Contract Amend No. 043 - H1192 Estimation | \$34,000 | 00.02 - Allocated Contingency |
| 6) | DB-200 | West Oahu Stations Group PD | Procured Contract Amend No. 019 - Final Programmatic Impacts | \$40,000 | 00.03 - Contract Allowance |
| 7) | DB-200 | West Oahu Stations Group PD | Procured Contract Amend No. 019 - Final Programmatic Impacts | \$40,000 | 00.03 - Contract Allowance |
| 8) | DB-200 | Zone Systems Contract Design Build CM | Procured Contract Amend No. 036 - General Contract for CM | \$30,793 | 00.02 - Allocated Contingency |
| 9) | DB-200 | Zone Systems Contract Design Build CM | Procured Contract Order No. 018 - Subcontract for HCO 03/03/2015 - Daily City Council | \$8,700,000 | 00.02 - Allocated Contingency |
| 10) | DB-200 | Zone Systems Contract Design Build CM | Procured Contract Order No. 019 - Contract for four cost Contingency items for manual test operators | \$5,200,000 | 00.02 - Allocated Contingency |
| Oct '15 Contingency Drawdown | | | | \$3,248,493 | |
| Oct '15 - Ending Contingency Balance | | | | \$489.0 | |

Appendix C. Project Cost Reports (data as of Oct. 30, 2015)

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

Project Costs by Contract



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

| CPP No. | Title | T&M | A | | B | | C=A+B | | D | | E | | F | |
|-----------|---|-----|-------------|-------------|-------------|-------------|-------------|-------------|------------------|------------------|-------------|------------|-----|----|
| | | | Original | Changes | COMMITTED | Current * | AFE** | AFE** | Incurred To Date | Incurred To Date | PERCENT | PERCENT | | |
| ART | ART Contracts | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| CCH-000 | Operating/Maintenance Contracts | FFF | 280,970 | -58,970 | 222,000 | 222,000 | 1,41,000 | 189,030 | 189,030 | 30% | 189,030 | 189,030 | 30% | |
| CCH-100 | Inactive HART/City CCH | | 15,348,443 | 0 | 15,348,443 | 0 | 14,925,228 | 14,925,228 | 97% | 14,925,228 | 14,925,228 | 97% | | |
| CCH-101 | HART/City Dept of BFS | | 105,092 | 0 | 105,092 | 0 | 105,092 | 0 | 0 | 0% | 105,092 | 105,092 | 0% | |
| CCH-102 | HART/City DDC Land Division | | 256,201 | 0 | 256,201 | 0 | 173,182 | 173,182 | 68% | 173,182 | 173,182 | 68% | | |
| CCH-107 | HART/City Corporation Counsel (COPR) | | 1,668,130 | 0 | 1,668,130 | 0 | 151,878 | 151,878 | 9% | 151,878 | 151,878 | 9% | | |
| CCH-108 | HART /Board of Water Supply(BWS) | | 928,325 | 0 | 928,325 | 0 | 928,325 | 928,325 | 100% | 928,325 | 928,325 | 100% | | |
| DB-120 | West Oahu/Farrington Hwy Guideway DB | SOM | 482,924,000 | 148,282,384 | 631,206,384 | 631,206,384 | 478,279,230 | 478,279,230 | 76% | 478,279,230 | 478,279,230 | 76% | | |
| DB-200 | Maintenance & Storage Facility DB | SOM | 195,238,000 | 79,620,772 | 274,878,772 | 274,878,772 | 230,308,016 | 230,308,016 | 84% | 230,308,016 | 230,308,016 | 84% | | |
| DB-320 | Kamehameha Hwy Guideway DB | SOM | 372,150,000 | 16,759,985 | 388,909,985 | 388,909,985 | 175,130,414 | 175,130,414 | 45% | 175,130,414 | 175,130,414 | 45% | | |
| DBB-171 | West Oahu Station Group DBB | SOV | 56,088,470 | 0 | 56,088,470 | 0 | 56,088,470 | 0 | 0 | 0% | 56,088,470 | 56,088,470 | 0% | |
| DBB-185 | SPCD - West Side S/G Construction | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-271 | Farrington Highway Station Group DBB | SOV | 78,999,000 | 0 | 78,999,000 | 78,999,000 | 0 | 0 | 0 | 0% | 78,999,000 | 78,999,000 | 0% | |
| DBB-275 | SPCD-Pearl Highlands Pkg. Str. Onstr. | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-385 | H2R2 Ramp | SOV | 5,203,646 | 0 | 5,203,646 | 5,203,646 | 0 | 0 | 0 | 0% | 5,203,646 | 5,203,646 | 0% | |
| DBB-470 | SPCD-Airport Station Group Onstr. | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-505 | Airport Section Utilities Constr. DBB | SOV | 28,413,974 | 0 | 28,413,974 | 28,413,974 | 7,873,650 | 7,873,650 | 28% | 7,873,650 | 7,873,650 | 28% | | |
| DBB-510 | City Ctr. Section Util. Constr. DBB | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-520 | SPCD-Airport-City Center Guideway Ontr. | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-525 | Airport Section Guideway 7 Pier DBB | SOV | 3,973,000 | 508,241 | 4,481,241 | 4,481,241 | 3,796,241 | 3,796,241 | 85% | 3,796,241 | 3,796,241 | 85% | | |
| DBB-580 | SPCD-Dillingham/Kaka'ako S/G Ontr. | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-600 | Park-and-Ride Lots Construction | SOV | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| DBB-M-920 | Core Systems Design Build D/M | SOM | 573,782,793 | 24,780,894 | 598,563,687 | 598,563,687 | 157,005,259 | 157,005,259 | 26% | 157,005,259 | 157,005,259 | 26% | | |
| FD-140 | West Oahu Station Group FD | SOM | 7,789,000 | 2,275,305 | 10,064,305 | 10,064,305 | 9,093,096 | 9,093,096 | 90% | 9,093,096 | 9,093,096 | 90% | | |
| FD-240 | Farrington Highway Stations Group FD | SOM | 9,300,696 | 4,981,349 | 14,282,045 | 14,282,045 | 12,546,293 | 12,546,293 | 88% | 12,546,293 | 12,546,293 | 88% | | |
| FD-245 | SPCD-Pearl Highlands Pkg. Str. FD | SOM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| FD-340 | Kamehameha Hwy Station Group FD | SOM | 8,702,582 | 1,156,638 | 9,859,220 | 9,859,220 | 8,843,841 | 8,843,841 | 90% | 8,843,841 | 8,843,841 | 90% | | |
| FD-430 | SPCD-Airport Sect. Guideway/Util. FD | SOM | 38,840,960 | 4,293,512 | 43,134,472 | 43,134,472 | 41,073,203 | 41,073,203 | 95% | 41,073,203 | 41,073,203 | 95% | | |
| FD-440 | SPCD-Airport Station Group FD | SOM | 10,177,365 | 1,396,487 | 11,573,852 | 11,573,852 | 9,801,978 | 9,801,978 | 85% | 9,801,978 | 9,801,978 | 85% | | |
| FD-530 | SPCD - City Center Guideway/Util. FD | SOM | 43,948,220 | 2,235,303 | 46,183,523 | 46,183,523 | 40,075,466 | 40,075,466 | 87% | 40,075,466 | 40,075,466 | 87% | | |
| FD-550 | SPCD - Dillingham and Kaka'ako S/G FD | SOM | 18,321,918 | 986,124 | 19,308,042 | 19,308,042 | 11,462,105 | 11,462,105 | 59% | 11,462,105 | 11,462,105 | 59% | | |
| FD-600 | Park-and-Ride Lots Final Design | SOM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0 | 0 | 0% | |
| HRT-200 | HART Labor | | 42,951,942 | 0 | 42,951,942 | 42,951,942 | 42,627,770 | 42,627,770 | 99% | 42,627,770 | 42,627,770 | 99% | | |

m_cw_fmcc_m_of_bty_coo_hact_01_e_hc - No. 19

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* Current Committed = Original Contract + CCO/Amendment

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



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

| CPP No | Title | A | | B | | C=A+B | | D | | E | | F | |
|---------|---------------------------------------|-------------|-------------|------------|---------|-------------|----------|--------------|-------------|------------------|------------------|---------|---------|
| | | Original | Changes | COMMITTED | Changes | Current* | Current* | AFE** | AFE** | Incurred To Date | Incurred To Date | PERCENT | PERCENT |
| HRT-201 | HART ODC Contracts | 15,853,154 | 0 | 0 | 0 | 15,853,154 | 0 | 130,100 | 17,470,742 | 0 | 0 | 110% | 110% |
| MI-900 | Fare Collection DFI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MI-930 | Elevators & Escalators Install/Maint | 50,982,714 | 0 | 0 | 0 | 50,982,714 | 0 | 5,442,108 | 4,784,807 | 0 | 0 | 9% | 9% |
| MM-280 | SPCD-WO/FH/KHSO CE&I(REPA,CKA,GED) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-290 | Construction Engg & Insp CEI West | 54,232,480 | 0 | 0 | 0 | 54,232,480 | 0 | 16,650,000 | 17,725,316 | 0 | 0 | 33% | 33% |
| MM-385 | SPCD-Pearl Highlands Garage Rmpcs CEI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-500 | SPCD-By MM959 CEI East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-525 | SPCD-By MM959 CEI East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-590 | SPCD-By MM959 CEI East | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-595 | SPCD - Const. Engng & Insp. CEI East | 63,083,417 | -47,826,417 | 15,257,000 | 0 | 15,257,000 | 0 | (32,569,417) | 11,686,318 | 0 | 0 | 77% | 77% |
| MM-596 | Construction Engg & Insp CEI East 2 | 55,036,130 | 0 | 0 | 0 | 55,036,130 | 0 | 55,036,130 | 0 | 0 | 0 | 0% | 0% |
| MM-600 | SPCD-UHWO Pkg-Hoopili Stn Fresh CEI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-900 | Program Mgt Support Conslt (PM SC-1) | 15,952,569 | 0 | 0 | 0 | 15,952,569 | 0 | 20,700,000 | 0 | 0 | 0 | 0% | 0% |
| MM-901 | Program Mgt Support Conslt (PM SC-2) | 33,376,897 | 7,616,277 | 40,993,274 | 0 | 40,993,274 | 0 | 34,297,167 | 35,809,242 | 0 | 0 | 87% | 87% |
| MM-905 | MM-905 Gen Engng Conslt EIS/PE | 0 | 78,564,942 | 78,564,942 | 0 | 78,564,942 | 0 | 78,564,942 | 74,157,822 | 0 | 0 | 94% | 94% |
| MM-910 | MM-910 Gen Engng Conslt FD-Construct | 150,000,000 | 0 | 0 | 0 | 150,000,000 | 0 | 150,000,000 | 149,446,962 | 0 | 0 | 100% | 100% |
| MM-913 | MM-913 Gen Engng Recomplete | 46,143,277 | 0 | 0 | 0 | 46,143,277 | 0 | 13,078,208 | 21,954,215 | 0 | 0 | 48% | 48% |
| MM-915 | HDOT Traffic Mgmt. Consult. | 1,600,000 | 1,400,000 | 3,000,000 | 0 | 3,000,000 | 0 | 4,000,000 | 2,766,233 | 0 | 0 | 92% | 92% |
| MM-920 | HDOT Coordination Conslt WOFH | 3,000,000 | 7,500,000 | 10,500,000 | 0 | 10,500,000 | 0 | 10,000,000 | 6,446,802 | 0 | 0 | 61% | 61% |
| MM-921 | HDOT Coordination Conslt KHG | 10,000,000 | -1,400,000 | 8,600,000 | 0 | 8,600,000 | 0 | 5,000,000 | 3,781,594 | 0 | 0 | 44% | 44% |
| MM-922 | HDOT Coordination Conslt Airport | 12,000,000 | -5,600,000 | 6,400,000 | 0 | 6,400,000 | 0 | 3,000,000 | 2,360,441 | 0 | 0 | 37% | 37% |
| MM-923 | HDOT Coordination Conslt City Center | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-925 | HDOT Labor - WOFH/KHG Agreements | 550,000 | 1,265,633 | 1,815,633 | 0 | 1,815,633 | 0 | 3,081,266 | 1,608,866 | 0 | 0 | 89% | 89% |
| MM-926 | HDOT Labor - Airport Agreements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-930 | HDOT State SOA Manager & Consultant | 1,272,400 | 583,142 | 1,855,542 | 0 | 1,855,542 | 0 | 849,167 | 832,095 | 0 | 0 | 45% | 45% |
| MM-935 | Real Estate Consultant | 3,000,000 | 4,227,665 | 7,227,665 | 0 | 7,227,665 | 0 | 5,717,665 | 5,255,302 | 0 | 0 | 73% | 73% |
| MM-937 | Real Estate Consultant - Maps/Surv. | 2,998,000 | 0 | 2,998,000 | 0 | 2,998,000 | 0 | 1,500,000 | 508,128 | 0 | 0 | 17% | 17% |
| MM-940 | Kakoo Consultant | 1,000,000 | 0 | 1,000,000 | 0 | 1,000,000 | 0 | 500,000 | 518,989 | 0 | 0 | 52% | 52% |
| MM-941 | Kakoo Consultant II | 200,000 | 0 | 200,000 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 0% | 0% |
| MM-945 | On-Call Contractor | 1,000,000 | 1,000,000 | 2,000,000 | 0 | 2,000,000 | 0 | 1,800,000 | 1,916,645 | 0 | 0 | 96% | 96% |
| MM-946 | On-Call Hazmat Removal Contractor | 3,075,000 | 0 | 3,075,000 | 0 | 3,075,000 | 0 | 1,000,000 | 2,250,867 | 0 | 0 | 73% | 73% |
| MM-947 | On-Call Contractor 2 | 7,500,000 | 0 | 7,500,000 | 0 | 7,500,000 | 0 | 4,500,000 | 1,879,941 | 0 | 0 | 25% | 25% |
| MM-950 | O&P Consultant | 1,250,000 | 0 | 1,250,000 | 0 | 1,250,000 | 0 | 1,250,000 | 937,813 | 0 | 0 | 75% | 75% |

* Current Committed = Original Contract + CCO/Amendment

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



Costs Reported as of Month Ending: October 2015

Project Monthly Cost Report by Contract - One Line Summary

Page: 3 of 3

| CPP No | Title | A | | B | COMMITTED Changes | C=A+B | Current* | D | AFE** | E | F |
|-----------------------|---------------------------------------|----------|----------------------|--------------------|--------------------|----------------------|----------------------|----------------------|----------------------|------------------|-----|
| | | Original | | | | | | | | | |
| | | | | | | | | | | Incurred To Date | % |
| MM-351 | Owner- Controlled Insurance Program | FFF | 41,000,000 | 0 | 0 | 41,000,000 | 0 | 0 | 0 | 26,494,012 | 65% |
| MM-360 | Archaeological & Cultural Monitoring | T8M | 1,010,609 | 0 | 0 | 1,010,609 | 1,010,609 | 1,010,609 | 967,161 | 96% | |
| MM-362 | Core Systems Support | CPFF | 43,988,989 | 0 | 0 | 43,988,989 | 43,988,988 | 3,600,000 | 11,382,948 | 26% | |
| MM-364 | Safety and Security Consultant | FFF | 4,639,573 | 112,751 | 112,751 | 4,812,324 | 4,812,324 | 2,612,751 | 2,441,676 | 51% | |
| MM-370 | Fare Collection Consultant | MM | 1,178,300 | 0 | 0 | 1,178,300 | 1,178,300 | 1,178,300 | 0 | 0% | |
| MM-375 | LEED Commissioning Services for MSF | T8M | 278,630 | 9,910 | 9,910 | 288,540 | 288,540 | 288,540 | 102,145 | 35% | |
| OTHER | All Project Wide Documents | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| PA-101 | Programmatic Agreement Humanities | PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| PA-102 | Programmatic Agreement HP C | T8MT1 | 400,000 | 0 | 0 | 400,000 | 400,000 | 2,000,000 | 172,325 | 43% | |
| PA-103 | Programmatic Agreement HP C Park Impr | PA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| ROW | Real Estate / Right-of-Way | | 89,885,511 | 0 | 0 | 89,885,511 | 89,885,511 | 121,892 | 89,607,541 | 98% | |
| UTIL | Utility Company Contracts | T8M | 95,526,631 | 17,142,123 | 17,142,123 | 112,668,755 | 112,668,755 | 88,016,065 | 39,658,719 | 35% | |
| Total Project: | | | 2,806,493,018 | 351,814,210 | 351,814,210 | 3,158,307,228 | 3,158,307,228 | 2,611,272,396 | 1,773,242,891 | | |

m_ow_pnoc_monthly_contrast_015_11e - No. 19

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

Project Costs by SCC – Summary

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

| SCC | Title | A Baseline | B Transfers | C=A+B Current | D COMMITTED Current* | E AFE** AFE** | F Changes ID'd*** Est. At Completion*** | G ESTIMATE AT COMPLETION Est. At Completion*** | H=C-G Variance | I INCURRED Incurred To Date |
|--|---|---------------|----------------|------------------|----------------------------|---------------------|---|--|-------------------|-----------------------------------|
| | | | | | | | | | | |
| 1. Subtotal 10 - 80 SCC Costs | | | | | | | | | | |
| 10. | Guideway & Track Elements | 1,114,215,147 | 46,008,500 | 1,160,223,647 | 550,992,093 | 37,178,932 | (3,295,947) | 1,160,223,647 | 0 | 254,715,910 |
| 20. | Stations, Stops, Terminals, Intermodal | 421,804,740 | (25,139,472) | 396,666,268 | 186,070,184 | 0 | 0 | 396,666,268 | 0 | 4,784,807 |
| 30. | Support Facilities: Yards, Shops, Admin | 92,535,015 | 22,007,354 | 114,542,369 | 114,542,369 | 18,198,705 | 695,456 | 114,542,369 | 0 | 86,726,793 |
| 40. | Sitework & Special Conditions | 983,178,121 | 45,645,584 | 1,028,823,705 | 738,179,900 | 171,333,867 | 5,839,491 | 1,028,823,705 | 0 | 515,837,461 |
| 50. | Systems | 221,284,301 | 26,296,231 | 247,580,532 | 233,598,619 | 27,038,099 | 0 | 247,580,532 | 0 | 34,856,568 |
| 60. | ROW, Land, Existing Improvements | 197,397,947 | 528,621 | 197,926,568 | 94,115,331 | 1,229,820 | 5,886,395 | 197,926,568 | 0 | 89,170,888 |
| 70. | Vehicles | 186,829,020 | 4,645,501 | 191,474,521 | 191,474,521 | 1,446,224 | 0 | 191,474,521 | 0 | 29,150,290 |
| 80. | Professional Services | 1,087,830,119 | 34,552,842 | 1,122,382,961 | 1,042,235,446 | 95,817,066 | (23,608,248) | 1,122,382,961 | 0 | 757,459,117 |
| Subtotal: | | 4,305,074,410 | 154,546,161 | 4,459,620,571 | 3,151,208,463 | 362,242,312 | (14,482,308) | 4,459,620,571 | 0 | 1,772,701,932 |
| 2. NTP | | | | | | | | | | |
| | NTP Authorized For Expenditure | 0 | 0 | 0 | 0 | 2,255,032,795 | 0 | 0 | 0 | 0 |
| Subtotal: | | 0 | 0 | 0 | 0 | 2,252,532,795 | 0 | 0 | 0 | 0 |
| 3. Contingency | | | | | | | | | | |
| | CNTR Allocated Contingency | 541,689,343 | (99,579,256) | 442,111,087 | 7,098,765 | 3,997,289 | 292,875,675 | 442,111,087 | 0 | 540,959 |
| | PRJ Unallocated Contingency | 101,871,170 | (54,967,905) | 46,903,265 | 0 | 0 | 0 | 46,903,265 | 0 | 0 |
| Subtotal: | | 643,560,513 | (154,546,161) | 489,014,352 | 7,098,765 | 3,997,289 | 292,875,675 | 489,014,352 | 0 | 540,959 |
| 4. Finance Charges - Eligible | | | | | | | | | | |
| | OTH Finance Charges | 173,058,243 | 0 | 173,058,243 | 0 | 0 | 0 | 173,058,243 | 0 | 0 |
| Subtotal: | | 173,058,243 | 0 | 173,058,243 | 0 | 0 | 0 | 173,058,243 | 0 | 0 |
| FIA TOTAL PROJECT COSTS 5,121,693,166 | | | | | | | | | | |
| | | (0) | 5,121,693,166 | 3,158,307,228 | 2,611,272,396 | 278,393,366 | 5,121,693,166 | 0 | 1,773,242,891 | 0 |
| 4. Finance Charges - Ineligible Costs | | | | | | | | | | |
| | FINC Finance Charges | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| Subtotal: | | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| INELIGIBLE COSTS | | | | | | | | | | |
| | | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| Total Project: | | 5,163,693,166 | (0) | 5,163,693,166 | 3,158,307,228 | 2,611,272,396 | 278,393,366 | 5,163,693,166 | 0 | 1,773,242,891 |

Report: H:\Civ\pmoc\month\y_Soc_Summary - No. 22

Print Date: 1/3/15 13:09

* Current Committed = Original Contract + CCO/Amendment

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

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

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

Project Costs by SCC – Level 2

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

Page: 1 of 3



| SCC | Title | A | | B | | C=A+B | | D | | E | | F | | G | | H=C-G | | I |
|--------------------------------------|---|---------------|--------------|---------------|-------------|-------------|-----------|-------------|-----------|---------------|-------------|-------|-------|-----------------|------------------------|-------------|------------------|---|
| | | Baseline | Transfers | BUDGET | Transfers | Current | Current* | AFE** | AFE** | COMMITTED | Current* | AFE** | AFE** | Changes ID'd*** | Est. At Completion**** | Variance | Incurred To Date | |
| 1. Subtotal 10 - 80 SCC Costs | | | | | | | | | | | | | | | | | | |
| 10.0 | Guideway & Track Elements | 1,114,215,147 | 46,008,500 | 1,160,223,647 | 550,992,093 | 37,178,532 | 17,378 | 17,378 | 0 | 1,160,223,647 | (3,295,947) | 0 | 0 | 1,160,223,647 | 0 | 254,715,910 | | |
| 10.02 | Guideway: At-grade semi-exclusive | 0 | 17,378 | 17,378 | 17,378 | 17,378 | 17,378 | 17,378 | 0 | 17,378 | 0 | 0 | 0 | 17,378 | 0 | 17,378 | | |
| 10.04 | Guideway: Aerial Structure | 1,022,380,671 | 43,014,961 | 1,065,395,632 | 485,671,878 | 27,439,427 | 0 | 27,439,427 | 0 | 1,065,395,632 | (2,722,009) | 0 | 0 | 1,065,395,632 | 0 | 203,730,753 | | |
| 10.08 | Guideway: Retained Cut or Fill | 7,492,944 | (1,056,688) | 6,436,256 | 6,436,256 | 0 | 6,436,256 | 0 | 6,436,256 | 0 | 0 | 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 | 2,697,875 | 2,697,875 | 0 | 82,445,027 | (673,438) | 0 | 0 | 82,445,027 | 0 | 50,967,779 | | |
| 10.11 | Track: Ballasted | 3,293,724 | (595,849) | 2,697,875 | 2,697,875 | 0 | 2,697,875 | 0 | 2,697,875 | 0 | 0 | 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 | 30,876 | 30,876 | 0 | 3,231,479 | 0 | 0 | 0 | 3,231,479 | 0 | 0 | | |
| 20.0 | Stations, Stops, Terminals, Intermodal | 421,804,740 | (25,138,472) | 396,666,268 | 186,070,194 | 0 | 0 | 0 | 0 | 396,666,268 | 0 | 0 | 0 | 396,666,268 | 0 | 4,784,807 | | |
| 20.01 | At-grade station, stop, shelter,... | 6,111,332 | 0 | 6,111,332 | 0 | 0 | 0 | 0 | 0 | 6,111,332 | 0 | 0 | 0 | 6,111,332 | 0 | 0 | | |
| 20.02 | Aerial Station, stop, shelter, mail | 294,563,457 | (21,400,000) | 273,163,457 | 135,087,470 | 0 | 0 | 0 | 0 | 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 | 0 | 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 | 0 | 0 | 50,982,714 | 0 | 0 | 0 | 50,982,714 | 0 | 4,784,807 | | |
| 30.0 | Support Facilities: Yards, Shops, Admin | 92,535,015 | 22,007,854 | 114,542,869 | 114,542,869 | 18,198,705 | 0 | 18,198,705 | 0 | 114,542,869 | 635,456 | 0 | 0 | 114,542,869 | 0 | 86,726,793 | | |
| 30.01 | Administration Bldg: Office, sales | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205,266 | 0 | 0 | 0 | 0 | 0 | | |
| 30.02 | Light Maintenance Facility | 7,591,888 | (5,095) | 7,586,793 | 7,586,793 | 0 | 0 | 0 | 0 | 7,586,793 | 0 | 0 | 0 | 7,586,793 | 0 | 4,514,214 | | |
| 30.03 | Heavy Maintenance Facility | 38,099,138 | 4,978,668 | 43,077,806 | 43,077,806 | 5,220,776 | 0 | 5,220,776 | 0 | 43,077,806 | 130,000 | 0 | 0 | 43,077,806 | 0 | 27,428,259 | | |
| 30.04 | Storage or Maintenance of Way Buil | 7,797,460 | 773,770 | 8,571,230 | 8,571,230 | 835,320 | 0 | 835,320 | 0 | 8,571,230 | 46,900 | 0 | 0 | 8,571,230 | 0 | 6,159,023 | | |
| 30.05 | Yard and Yard Track | 39,046,529 | 16,260,011 | 55,306,540 | 55,306,540 | 12,142,609 | 0 | 12,142,609 | 0 | 55,306,540 | 314,290 | 0 | 0 | 55,306,540 | 0 | 48,625,237 | | |
| 40.0 | Sitework & Special Conditions | 983,178,121 | 45,645,884 | 1,028,823,705 | 738,179,900 | 171,333,867 | 5,839,431 | 171,333,867 | 5,839,431 | 1,028,823,705 | 5,839,431 | 0 | 0 | 1,028,823,705 | 0 | 515,837,461 | | |
| 40.01 | Demolition, Cleaning, Earthwork | 29,980,158 | (7,241,059) | 22,739,099 | 8,589,446 | 6,923,02 | 0 | 6,923,02 | 0 | 22,739,099 | 536,703 | 0 | 0 | 22,739,099 | 0 | 2,522,102 | | |
| 40.02 | Site Utilities, Utility Relocation | 299,448,756 | 9,394,912 | 308,843,668 | 215,139,991 | 23,763,147 | 0 | 23,763,147 | 0 | 308,843,668 | 0 | 0 | 0 | 308,843,668 | 0 | 107,531,225 | | |
| 40.03 | Haz. mat'l, contain'd soil removal | 9,199,237 | (5,288,631) | 3,910,606 | 3,224,088 | 1,49,088 | 0 | 1,49,088 | 0 | 3,910,606 | (391,304) | 0 | 0 | 3,910,606 | 0 | 2,399,955 | | |
| 40.04 | Environmental Mitigation | 26,379,122 | 4,983,249 | 31,362,371 | 16,549,945 | 9,137 | 7,727 | 9,137 | 7,727 | 31,362,371 | 0 | 0 | 0 | 31,362,371 | 0 | 10,532,681 | | |
| 40.05 | Site structures: retaining walls, | 7,998,960 | 6,540,840 | 14,539,800 | 14,381,274 | 274,780 | 0 | 274,780 | 0 | 14,539,800 | 4,647,403 | 0 | 0 | 14,539,800 | 0 | 4,323,004 | | |
| 40.06 | Pedestrian/bike access/landscaping | 41,073,897 | 741,177 | 41,815,074 | 4,991,868 | (4,566) | 0 | 4,991,868 | 0 | 41,815,074 | 478,020 | 0 | 0 | 41,815,074 | 0 | 50,000 | | |
| 40.07 | Auto, bus, van accessways | 181,379,367 | (15,949,515) | 166,029,852 | 36,321,054 | 1,552,538 | 0 | 1,552,538 | 0 | 166,029,852 | 1,349,562 | 0 | 0 | 166,029,852 | 0 | 4,535,519 | | |
| 40.08 | Temporary Facilities/Indirect Cost | 386,517,624 | 52,464,611 | 438,982,235 | 438,982,235 | 144,837,440 | 0 | 144,837,440 | 0 | 438,982,235 | (788,680) | 0 | 0 | 438,982,235 | 0 | 383,942,975 | | |
| 50.0 | Systems | 221,284,301 | 26,296,231 | 247,580,532 | 233,598,619 | 27,038,099 | 0 | 27,038,099 | 0 | 247,580,532 | 0 | 0 | 0 | 247,580,532 | 0 | 34,856,568 | | |
| 50.01 | Train control and signals | 81,982,556 | 24,381,140 | 106,363,696 | 106,363,696 | 23,961,050 | 0 | 23,961,050 | 0 | 106,363,696 | 0 | 0 | 0 | 106,363,696 | 0 | 2,250,972 | | |
| 50.02 | Traffic signals and crossing prot. | 10,458,226 | (206,890) | 10,251,336 | 0 | 0 | 0 | 0 | 0 | 10,251,336 | 0 | 0 | 0 | 10,251,336 | 0 | 0 | | |
| 50.03 | Traction power supply: substation | 29,500,326 | 1,379,880 | 30,880,206 | 30,880,206 | (87,485) | 0 | (87,485) | 0 | 30,880,206 | 0 | 0 | 0 | 30,880,206 | 0 | 4,601,819 | | |

Report M_CW_pnoc_monthly_Scc_detail - No. 23

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

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

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

Print Date: 11/13/15 13:06



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

| SCC | Title | A | | B | | C=A+B | | D | | E | | F | | G | | H=C-G | | I | |
|--------------------------------------|------------------------------------|---------------|---------------|---------------|---------------|---------------|--------------|-----------------|------------------------|---------------|------------------|---------------|---|---------------|--|-------|--|---|--|
| | | Baseline | Budget | Transfers | Current | Current* | AFE** | Changes ID'd*** | Est. At Completion**** | Variance | Incurred To Date | | | | | | | | |
| 1. Subtotal 10 - 80 SCC Costs | | | | | | | | | | | | | | | | | | | |
| 50. Systems | | 221,284,301 | 26,296,231 | 247,580,532 | 233,598,619 | 27,038,938 | 0 | 247,580,532 | 0 | 247,580,532 | 0 | 34,856,568 | 0 | 34,856,568 | | | | | |
| 50.04 | Traction power distribution: cat | 32,878,150 | 5,059,838 | 37,937,988 | 33,029,111 | 7,941,115 | 0 | 37,937,988 | 0 | 37,937,988 | 0 | 16,860,895 | 0 | 16,860,895 | | | | | |
| 50.05 | Communications | 53,691,339 | 6,133,477 | 59,824,816 | 59,824,816 | 5,573,419 | 0 | 59,824,816 | 0 | 59,824,816 | 0 | 12,274,783 | 0 | 12,274,783 | | | | | |
| 50.06 | Fare collection system and equips | 9,159,277 | (10,291,178) | (1,131,901) | 46,339 | (10,350,000) | 0 | (1,131,901) | 0 | (1,131,901) | 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 | 3,453,791 | 0 | 0 | 0 | 0 | | | | | |
| 80. ROW, Land, Existing Improvements | | 197,997,947 | 528,621 | 197,326,568 | 94,115,931 | 1,229,820 | 5,886,995 | 197,326,568 | 0 | 197,326,568 | 0 | 89,170,988 | 0 | 89,170,988 | | | | | |
| 80.01 | Purchase or lease of real estate | 179,360,664 | 250,821 | 179,611,485 | 86,269,854 | 52,020 | 4,986,995 | 179,611,485 | 0 | 179,611,485 | 0 | 79,296,996 | 0 | 79,296,996 | | | | | |
| 80.02 | Relocation of existing households | 18,037,283 | 277,800 | 18,315,083 | 7,845,477 | 1,177,900 | 900,000 | 18,315,083 | 0 | 18,315,083 | 0 | 9,873,992 | 0 | 9,873,992 | | | | | |
| 70. Vehicles | | 186,829,020 | 4,645,501 | 191,474,521 | 191,474,521 | 1,446,224 | 0 | 191,474,521 | 0 | 191,474,521 | 0 | 29,150,290 | 0 | 29,150,290 | | | | | |
| 70.01 | Light Rail | 166,721,386 | 5,847,191 | 172,568,577 | 172,568,577 | 1,446,224 | 0 | 172,568,577 | 0 | 172,568,577 | 0 | 21,357,829 | 0 | 21,357,829 | | | | | |
| 70.06 | Non-revenue vehicles | 14,346,923 | (1,320,375) | 13,026,548 | 13,026,548 | 0 | 0 | 13,026,548 | 0 | 13,026,548 | 0 | 7,792,461 | 0 | 7,792,461 | | | | | |
| 70.07 | Spare parts | 5,760,711 | 118,685 | 5,879,396 | 5,879,396 | 0 | 0 | 5,879,396 | 0 | 5,879,396 | 0 | 0 | 0 | 0 | | | | | |
| 80. Professional Services | | 1,087,830,119 | 34,552,842 | 1,122,382,961 | 1,042,235,446 | 95,817,066 | (23,608,243) | 1,122,382,961 | 0 | 1,122,382,961 | 0 | 757,459,117 | 0 | 757,459,117 | | | | | |
| 80.01 | Preliminary Engineering | 94,055,262 | 24,644,185 | 118,699,447 | 109,567,127 | 20,905,682 | 0 | 118,699,447 | 0 | 118,699,447 | 0 | 102,945,648 | 0 | 102,945,648 | | | | | |
| 80.02 | Final Design | 228,321,632 | (7,125,848) | 221,195,784 | 204,298,436 | 29,884,010 | (6,344,965) | 221,195,784 | 0 | 221,195,784 | 0 | 161,174,786 | 0 | 161,174,786 | | | | | |
| 80.03 | Project Management Design & Cons | 363,849,768 | (28,383,713) | 335,466,055 | 412,031,105 | 73,504,181 | (17,255,843) | 335,466,055 | 0 | 335,466,055 | 0 | 304,700,718 | 0 | 304,700,718 | | | | | |
| 80.04 | Constr. Admin. & Management | 199,656,728 | (35,798,681) | 163,858,047 | 110,767,170 | 768,374 | (49,617,462) | 163,858,047 | 0 | 163,858,047 | 0 | 79,383,833 | 0 | 79,383,833 | | | | | |
| 80.05 | Professional Liability & other hs | 46,549,724 | 28,781,938 | 75,331,662 | 43,174,657 | 700,500 | 0 | 75,331,662 | 0 | 75,331,662 | 0 | 28,391,124 | 0 | 28,391,124 | | | | | |
| 80.06 | Legal: Permits Review Fees e.t.c. | 67,641,005 | (3,206,464) | 64,434,541 | 37,005,403 | 3,782,053 | 0 | 64,434,541 | 0 | 64,434,541 | 0 | 20,506,227 | 0 | 20,506,227 | | | | | |
| 80.07 | Surveys, Testing, Investigation, I | 21,739,336 | 47,172,110 | 68,931,446 | 67,822,570 | 1,496,194 | 0 | 68,931,446 | 0 | 68,931,446 | 0 | 28,208,638 | 0 | 28,208,638 | | | | | |
| 80.08 | Start up | 65,996,664 | 8,463,316 | 74,465,980 | 57,568,977 | 9,661,909 | (775,809) | 74,465,980 | 0 | 74,465,980 | 0 | 32,148,143 | 0 | 32,148,143 | | | | | |
| Subtotal: | | 4,305,074,410 | 154,546,161 | 4,459,620,571 | 3,151,208,463 | 352,242,312 | (14,482,308) | 4,459,620,571 | 0 | 4,459,620,571 | 0 | 1,772,701,932 | 0 | 1,772,701,932 | | | | | |
| 2. NTP | | | | | | | | | | | | | | | | | | | |
| NTP Authorized For Expenditure | | 0 | 0 | 0 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 0 | 0 | 0 | | | | | |
| NTP Notice To Proceed | | 0 | 0 | 0 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 0 | 0 | 0 | | | | | |
| Subtotal: | | 0 | 0 | 0 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 2,255,032,795 | 0 | 0 | 0 | 0 | | | | | |
| 3. Contingency | | | | | | | | | | | | | | | | | | | |
| CMTR Allocated Contingency | | 541,689,343 | (89,578,256) | 442,111,087 | 7,098,765 | 3,997,289 | 282,875,675 | 442,111,087 | 0 | 442,111,087 | 0 | 540,959 | 0 | 540,959 | | | | | |
| 90.02 Allocated Contract Contingency | | 540,101,329 | (101,731,985) | 438,349,344 | 3,997,289 | 3,997,289 | 287,929,729 | 438,349,344 | 0 | 438,349,344 | 0 | 540,959 | 0 | 540,959 | | | | | |
| 90.03 Allowances | | 1,588,014 | 2,173,729 | 3,761,743 | 3,101,476 | 0 | 4,946,946 | 3,761,743 | 0 | 3,761,743 | 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)
 *** Changes Identified- Pending + Probable + Potential Changes
 **** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified



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

| SCC | Title | BUDGET | | COMMITTED | AFE** | ESTIMATE AT COMPLETION | H-C-G | INCURRED | | |
|--|----------------------------------|----------------------|----------------------|----------------------|----------------------|------------------------|--------------------|----------------------|----------|----------------------|
| | | Baseline | Transfers | | | | | | Current | Current* |
| 3. Contingency | | | | | | | | | | |
| CNTR | Allocated Contingency | 541,689,343 | (89,578,246) | 442,111,087 | 7,098,765 | 3,997,289 | 292,875,675 | 442,111,087 | 0 | 540,959 |
| 90.03 | Allowances | 1,388,014 | 2,173,729 | 3,761,743 | 3,101,478 | 0 | 4,946,946 | 3,761,743 | 0 | 0 |
| 90.07 | Known Change Contingency | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PRJ | Unallocated Contingency | 101,871,170 | (54,967,905) | 46,903,265 | 0 | 0 | 0 | 46,903,265 | 0 | 0 |
| 90.01 | Unallocated Project Contingency | 101,871,170 | (54,967,905) | 46,903,265 | 0 | 0 | 0 | 46,903,265 | 0 | 0 |
| Subtotal: | | 643,560,513 | (154,546,161) | 489,014,352 | 7,098,765 | 3,997,289 | 292,875,675 | 489,014,352 | 0 | 540,959 |
| 4. Finance Charges - Eligible | | | | | | | | | | |
| OTH | Finance Charges | 173,058,243 | 0 | 173,058,243 | 0 | 0 | 0 | 173,058,243 | 0 | 0 |
| 100.1 | Finance Charges:Project-Eligible | 173,058,243 | 0 | 173,058,243 | 0 | 0 | 0 | 173,058,243 | 0 | 0 |
| Subtotal: | | 173,058,243 | 0 | 173,058,243 | 0 | 0 | 0 | 173,058,243 | 0 | 0 |
| FTA TOTAL PROJECT COSTS 5,121,693,166 | | | | | | | | | | |
| | | | (0) | 5,121,693,166 | 3,158,307,228 | 2,611,272,396 | 276,393,366 | 5,121,693,166 | 0 | 1,773,242,891 |
| 4. Finance Charges - Ineligible Costs | | | | | | | | | | |
| FINC | Finance Charges | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| 100.2 | FTA Non-Eligible Costs | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| Subtotal: | | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| INELIGIBLE COSTS | | | | | | | | | | |
| | | 42,000,000 | 0 | 42,000,000 | 0 | 0 | 0 | 42,000,000 | 0 | 0 |
| Total Project: | | 5,163,693,166 | (0) | 5,163,693,166 | 3,158,307,228 | 2,611,272,396 | 276,393,366 | 5,163,693,166 | 0 | 1,773,242,891 |

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

Appendix D. Procurement and Contract Status

| Awarded Contracts | | | | | | |
|-------------------|--|--|----------------|---------------|------------|--------------------------------------|
| Contract Code | Contract Name | Contractor Name | Advertise Date | Contract Date | Issue NTP | Contract 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 | May 31 '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 18 '13 | Sep 27 '13 | Sep 30 '13 | Nov 14 '16 |
| FD-340 | Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) and | Anil Verma Associates, Inc. | Jun 28 '11 | Nov 16 '12 | Nov 26 '12 | Jun 14 '17 |
| FD-430 | Airport Section Guideway and Utilities Final Design and Support | AECOM Technical Services, Inc. | Jan 26 '11 | Dec 22 '11 | Jan 05 '12 | Jun 30 '17 |
| FD-630 | City Center Section Guideway and Utilities Final Design and Support | AECOM Technical Services, Inc. | Dec 16 '11 | Jul 30 '12 | Jul 31 '12 | Apr 30 '18 |
| FD-440 | Airport Station Group Final Design and Support | AECOM Technical Services, Inc. | Mar 30 '12 | Nov 7 '12 | Nov 14 '12 | Jul 15 '17 |
| FD-660 | Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and | Perkins+Will | Nov 16 '12 | Aug 15 '13 | Aug 19 '13 | Jul 30 '18 |
| MM-290 | Construction Engineering & Inspection West Side Sections | PGH Wong Engineering, Inc. | Jul 26 '13 | Jan 9 '14 | Jan 09 '14 | Mar 01 '19 |
| MM-696 | Construction Engineering & Inspection East Side Sections | URS Corporation | Jul 26 '13 | Jan 07 '14 | Jan 09 '14 | Oct 09 '15 |
| MM-901 | Program Management Support Consultant -2 (PMSC-2) | InfraConsult LLC | Aug 03 '11 | Feb 28 '12 | Mar 06 '12 | Mar 07 '16 |
| MM-910 | General Engineering Consultant II (GEC-2) (Final Design and Construction) | Parsons Brinckerhoff | Sep 03 '09 | Jun 30 '11 | Aug 02 '11 | Dec 31 '14 |
| MM-913 | General Engineering Consultant III (GEC-3) | CH2M HILL | Jul 26 '13 | Dec 5 '13 | Dec 05 '13 | Apr 5 '19 |
| MM-936 | 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 09 '14 | Apr 09 '14 | Mar 30 '19 |
| MM-960 | Archaeological & Cultural Monitoring | Cultural Surveys Hawai'i | Sep 10 '13 | Jan 15 '14 | Jan 15 '14 | May 30 '18 |
| MM-962 | CORE Systems Support | Lea+Elliott, Inc. | Sep 13 '13 | Feb 10 '14 | Feb 11 '14 | Mar 01 '19 |
| MM-964 | Safety / Security Support | Lawson & Associates, Inc. | Oct 23 '13 | Apr 23 '14 | May 01 '14 | Dec 14 '17 |
| MM-976 | 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-916 | HDOT Traffic Management Coordination Consultant | ICX Transportation Group, Inc. | Aug 15 '11 | Jun 5 '12 | Jun 12 '12 | Jun 11 '17 |
| MM-920 | HDOT Design Coordination Consultant - West O'ahu/Farrington Highway | AECOM Technical Services, Inc. | | Jun 7 '11 | Jun 08 '11 | Jun 07 '16 |
| MM-921 | HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section | AECOM Technical Services, Inc. | | Jun 28 '12 | Jun 29 '12 | Jun 28 '17 |
| MM-922 | HDOT Design Coordination Consultant - Airport and City Center Guideway | SSFM International, Inc. | | Jun 8 '12 | Jun 12 '12 | Jun 11 '17 |
| MM-926 | HDOT Labor Master Agreement WOFH | HDOT | | Oct 27 '10 | Oct 27 '10 | Oct 27 '19 |
| MM-945 | On-Call Construction Contractor | Royal Contracting Co. Ltd. | Jun 02 '14 | Aug 6 '14 | Aug 14 '14 | Mar 03 '19 |
| MM-946 | On-Call Hazardous Materials (HazMat) Removal Contractor | CH2M HILL | | Aug 23 '12 | Sep 07 '12 | Feb 15 '17 |
| MM-947 | On-Call Construction Contractor II | Royal Contracting Co. Ltd. | Mar 17 '15 | May 21 '15 | May 21 '15 | May 21 '20 |
| MM-696 | Construction Engineering and Inspection (CE&I) "I" Contract | Stantec Consulting Services | Mar 25 '15 | Sep 10 '15 | Sep 14 '15 | Dec 31 '19 |
| MM-970 | Fare Collection System Technical Support Consultant | CH2M HILL | Mar 24 '15 | Oct 22 '15 | Oct 23 '15 | Dec 31 '19 |
| DBB-395 | Ramp H2R2 | Royal Contracting Co. Ltd. | Jan 30 '15 | May 18 '15 | May 18 '15 | Jun 17 '16 |
| DBB-605 | Airport Section Utilities Construction | Nan, Inc. | Dec 17 '13 | Jun 30 '14 | Oct 6 '14 | Feb 05 '16 |
| DBB-626 | Airport Section Guideway Seven (7) Pier Construction Contract | HDCC / CJA JV | Jul 09 '14 | Sep 10 '14 | Sep 10 '14 | Apr 22 '15 |
| DBB-271 | Farrington Hwy Stations Group Construction | Hawaiian Dredging Construction Company, Inc. | Dec 19 '14 | Jun 22 '15 | Aug 17 '15 | NTP+ 29 months |
| DBB-171 | West O'ahu Stations Group Construction | Nan, Inc. | Apr 13 '15 | Jul 20 '15 | Oct 13 '15 | NTP+ 29 months |

| Remaining Contracts | | | | | | |
|---------------------|---|----------------|-------------------------------|--------------------------|------------|--|
| Contract Code | Contract Name | Advertise Date | Bids Due/Part 1 Proposals Due | RFP Part 2 Proposals Due | Issue NTP | Projected Contract Substantial Completion Date |
| AP00 | Art-In-Transit | May 9 '13 | - | - | TBD | TBD |
| DB-450 | Airport Guideway and Stations | Apr 07 '15 | Aug 11 '15 | Feb 23 '16 | Apr 05 '16 | NTP + 53 months |
| | Section 106 Programmatic Agreement Project Manager Kāko'o II | Jun 26 '15 | Jul 31 '15 | - | TBD | 2 years + option to extend up to 4 years |
| DB-550 | City Center Guideway and Stations | Aug 04 '15 | Nov 18 '15 | TBD | Jun 01 '16 | TBD |
| MI-900 | Fare Systems Contract | Aug 11 '15 | Nov 13 '15 | - | Feb 12 '16 | NTP + 120 months + 2 year option |
| DBB-371 | Kamehameha Hwy Stations Group Construction | Aug 18 '15 | Nov 17 '15 | - | Jan 19 '16 | NTP + 32 months |
| | Independent Financial Auditor "II" Contract | Oct 26 '15 | Dec 01 '15 | - | Feb 19 '16 | NTP + 48 months |
| DBB-510 | Dillingham Utilities and Roadway | Jan 11 '16 | Mar 15 '16 | - | Apr 13 '16 | Jun 12 '18, NTP + 26 months |
| DBB-600 | East Kapolei and UH/West O'ahu Park and Ride Lots | Nov 14 '16 | Feb 15 '17 | - | Apr 03 '17 | Mar 01 '19 |

Appendix E. Vehicle Carshell Progress Tracker

HONOLULU AB K.C. FABRICATION TRACKER

| CAR SHELL SERIAL NUMBER | CENTER ROOF ASSTY & WELDING | CENTER FLOOR ASSTY & WELDING (2 PANEL SET) | CENTER ROOF MACHINING (2 PANEL SET) | CENTER FLOOR MACHINING (2 PANEL SET) | ROOF ASSTY & WELDING | FINAL ROOF INSPECTION | UNDERFRAME ASSTY & WELDING | UNDERFRAME WELDING PARTS | UNDERFRAME CEILING AND PAINTING | CAR SHELL ASSTY & WELDING Station #7 | CAR SHELL ASSTY & WELDING Station #8 | CAR SHELL CAB BENCH N & TESTING | WATER TEST | PAINTING | INSULATION | FLOORING | FRONT MARK (IF CAR ONLY) | CAR SHELL INSPECTION | COMPLETED CAR SHELL | FAI | CRADLES INSTALLED | DATE SHIPPED FROM RC | DATE OF POST DEPARTURE | DATE OF ETA TO PITTSBURG |
|-------------------------|-----------------------------|--|-------------------------------------|--------------------------------------|----------------------|-----------------------|----------------------------|--------------------------|---------------------------------|--------------------------------------|--------------------------------------|---------------------------------|------------|----------|------------|----------|--------------------------|----------------------|---------------------|-----|-------------------|----------------------|------------------------|--------------------------|
| M/001 (CAR 1) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/002 (CAR 2) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/003 (CAR 3) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/004 (CAR 4) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/005 (CAR 5) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/006 (CAR 6) | USED FOR E72 | | | | | | | | | | | | | | | | | | | | | | | |
| M/007 (CAR 7) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/008 (CAR 8) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/009 (CAR 9) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/010 (CAR 10) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/011 (CAR 11) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/012 (CAR 12) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/013 (CAR 13) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/014 (CAR 14) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/015 (CAR 15) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/016 (CAR 16) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/017 (CAR 17) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/018 (CAR 18) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/019 (CAR 19) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/020 (CAR 20) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/021 (CAR 21) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/022 (CAR 22) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/023 (CAR 23) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/024 (CAR 24) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/025 (CAR 25) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/026 (CAR 26) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/027 (CAR 27) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/028 (CAR 28) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/029 (CAR 29) | | | | | | | | | | | | | | | | | | | | | | | | |
| M/030 (CAR 30) | | | | | | | | | | | | | | | | | | | | | | | | |

DATE: 02/11/2015

*Notes: Carshell Type E 45 to PT weldment/arc Test

COMPLETE
 IN-PROCESS OR NEXT STATION
 CHANGED
 TEST UNIT
 DATES
ESTIMATED TIME OF COMPLETION ON SHIPPING

Appendix F. DBE Participation

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

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

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

| DBE Participation (9/24/07 to 11/30/15) | | | | | | |
|--|------------|------|-----|-------------------------------|-----------------------|-------------------------|
| DBE Firm | NAICS Code | Race | Sex | Contract Number | Participation to Date | Total DBE Participation |
| David's Fencing | 238990 | APA | M | CT-HRT-10H0137 DB-120 | \$6,800 | |
| | | | | CT-DTS-1100195 DB-320 | \$129,816 | |
| | | | | CT-HRT-1000449 DB-200 | \$68,082 | \$204,698 |
| Glad's Landscaping | 561730 | APA | M | CT-HRT-10H0137 DB-120 | \$303,790 | \$303,790 |
| Don's Makiki | 484110 | APA | M | CT-HRT-10H0137 DB-120 | \$537,031 | |
| | | | | CT-HRT-10H0449 DB-200 | \$75,391 | |
| | | | | CT-DTS-1100195 DB-320 | \$60,714 | \$673,136 |
| Pacific Preferred Contractors Corp. | 237310 | APA | M | CT-HRT-10H0137 DB-120 | \$59,881 | \$59,881 |
| PAC Electric | 238210 | APA | F | CT-HRT-10H0137 DB-120 | \$5,388,519 | \$5,388,519 |
| PMJ Builders | 238310 | APA | M | CT-HRT-10H0137 DB-120 | \$43,866 | |
| | | | | CT-DTS-1100195 DB-320 | \$107,100 | \$150,966 |
| Standard Sheetmetal & Mechanical | 236220 | APA | M | CT-HRT-10H0449 DB-200 | \$6,105 | \$6,105 |
| LP&D Hawaii | 541320 | APA | M | SC-DTS-1100013 FD-240 | \$219,911 | \$219,911 |
| Ace Land Surveying | 541370 | NA | M | SC-DTS-1100013 FD-240 | \$38,700 | \$38,700 |
| Integrated Security Tech. | 561621 | O | F | CT-HRT-1200106 DBOM-920 | \$105,180 | \$105,180 |
| LKG-CMC | 541618 | O | F | SC-HRT-11H0131 MM-905 | \$2,600,462 | |
| | | | | SC-DTS-0700001 **** MM-910 | \$2,783,277 | |
| | | | | SC-HRT-1400051 MM-595 | \$249,558 | |
| | | | | SC-HRT-1400049 MM-962 | \$281,440 | \$5,914,737 |
| Lawson & Associates | 541690 | O | F | SC-HRT-11H0131 MM-905 | \$740,962 | |
| | | | | SC-DTS-0700001 **** MM-910 | \$150,141 | |
| | | | | SC-HRT-1400061 MM-964 | \$953,057 | \$1,844,160 |
| Gary K. Omori | 541618 | APA | M | SC-HRT-11H0131 MM-905 | \$388,609 | |

| DBE Participation (9/24/07 to 11/30/15) | | | | | | |
|--|------------|------|-----|-------------------------------|-----------------------|-------------------------|
| DBE Firm | NAICS Code | Race | Sex | Contract Number | Participation to Date | Total DBE Participation |
| | | | | 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 | |
| | | | | SC-DTS-0700001 **** MM-910 | \$354,758 | \$712,899 |
| JAD & Associates | 541330 | APA | M | SC-DTS-0700001 **** MM-910 | \$508,355 | \$508,355 |
| Pacific Architects | 541310 | APA | M | SC-DTS-0700001 **** MM-910 | \$39,273 | \$39,273 |
| Nagame Okawa* | 541310 | APA | M | SC-DTS-0700001 MM-910 | \$67,014 | \$67,014 |
| Consulting Structural Hawaii | 541330 | APA | M | SC-DTS-0700001 **** MM-910 | \$298,557 | \$298,557 |
| Bright Light Marketing Group | 541613 | APA | F | SC-HRT-1200038 FD-430 | \$162,813 | |
| | | | | SC-HRT-1200149 FD-530 | \$191,227 | |
| | | | | SC-HRT-1300022 FD-440 | \$134,912 | \$488,952 |
| Ki Concepts | 541320 | APA | M | SC-HRT-1200077 MM-922/923 | \$26,550 | \$26,550 |
| Miyabara Associates | 541320 | APA | M | SC-HRT-1300022 FD-440 | \$99,850 | \$99,850 |
| Anil Verma Associates, Inc.** | 541350 | HA | M | SC-HRT-1200111 FD-340 | \$3,820,005 | \$3,820,005 |
| AMR Estimating Services *** | 541330 | HA | M | SC-HRT-11H0131 MM-905 | \$135,281 | |
| | | | | SC-HRT-1400027 MM-913 | \$762,912 | \$898,193 |
| The Nakoa Companies | 541620 | NA | M | CT-HRT-1200106 DBOM-920 | \$3,843 | \$3,843 |
| Hawaiya Technologies | 238210 | APA | F | CT-HRT-10H0449 DB-200 | \$27,514 | |
| | | | | CT-HRT-1200106 DBOM-920 | \$20,142 | \$47,656 |
| Element Environmental | 541620 | APA | M | SC-HRT-1400050 MM-290 | \$674,556 | \$674,556 |
| PSC Consultants | 541330 | APA | M | SC-HRT-1400050 MM-290 | \$188,284 | |
| | | | | SC-HRT-1400051 MM-595 | \$6,063 | \$194,347 |
| Bow Construction Management | 541330 | APA | M | SC-HRT-1400050 MM-290 | \$118,922 | \$118,922 |
| FIC, LLC | 541611 | APA | M | SC-HRT-1400051 MM-595 | \$1,231,823 | \$1,231,823 |
| The Solis Group | 541620 | O | F | SC-HRT-1400027 MM-913 | \$1,034,412 | \$1,034,412 |
| Island Hauling | 484110 | APA | M | CT-HRT-1000449 DB-200 | \$211,831 | \$211,831 |
| ADS System Safety Consulting ***** | 541620 | BA | M | SC-HRT-1400061 MM-964 | \$1,328,613 | \$1,328,613 |
| Dovetail Consulting | 541330 | BA | F | MOU-11-SO-1 MM-930 | \$783,335 | \$783,335 |
| Amazon Construction Co. | 238990 | APA | F | CT-HRT-1500056 MM-945 | \$446,558 | \$446,558 |

| DBE Participation (9/24/07 to 11/30/15) | | | | | | |
|--|------------|------|-----|--------------------------|-----------------------|-------------------------|
| DBE Firm | NAICS Code | Race | Sex | Contract Number | Participation to Date | Total DBE Participation |
| Aloha Steel | 238120 | APA | M | CT-HRT-1500056 MM-945 | \$176 | \$176 |
| Carol Kwan Consulting | 561730 | O | F | CT-HRT-1500056 MM-945 | \$13,291 | \$13,291 |
| Total | | | | | | \$29,517,224 |

* Nagame Okawa's countable participation is limited to the period from 1/2/09 to 2/16/10. The company graduated from the DBE program on 2/16/10.
 ** Anil Verma Associates, Inc. is a prime contractor and was certified as a DBE effective 6/26/13.
 *** AMR Estimating Services, Inc. was certified as a DBE effective 10/25/13.
 **** DBE participation from 9/24/07 to 9/17/13.
 ***** ADS System Safety Consulting was certified as a DBE effective 8/7/14.

Race Categories

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

Appendix G. Risk

| Risk by Contract Package | | | | |
|----------------------------------|-------------------------|----------------------|--------------|------------------|
| Contract Packages | Oct. 2015 # of Risks | November 2015 Update | | |
| | | Total # of Risks | New Risks | Deleted Risks |
| Project Wide | 4 | 4 | 0 | 0 |
| WOFH Guideway | 21 | 20 | 0 | 1 |
| Pearl Highlands Garage | 3 | 3 | 0 | 0 |
| Maintenance and Storage Facility | 4 | 4 | 0 | 0 |
| Kamehameha Highway Guideway | 16 | 17 | 1 | 0 |
| Core Systems Contract | 7 | 9 | 2 | 0 |
| Elevator/Escalator | 4 | 4 | 0 | 0 |
| Airport Utilities | 5 | 5 | 0 | 0 |
| Farrington Highway Stations | 4 | 4 | 0 | 0 |
| H2R2 Ramp | 2 | 1 | 0 | 1 |
| West Oahu Stations | 5 | 5 | 0 | 0 |
| Kam. Highway Stations | 7 | 7 | 0 | 0 |
| Airport Guideway & Stations | 26 | 28 | 2 | 0 |
| City Center Guideway | 25 | 25 | 1 | 1 |
| City Center Section Stations | 9 | 9 | 0 | 0 |
| Total | 142 | 145 | 6 | 3 |

Notes of Significance:

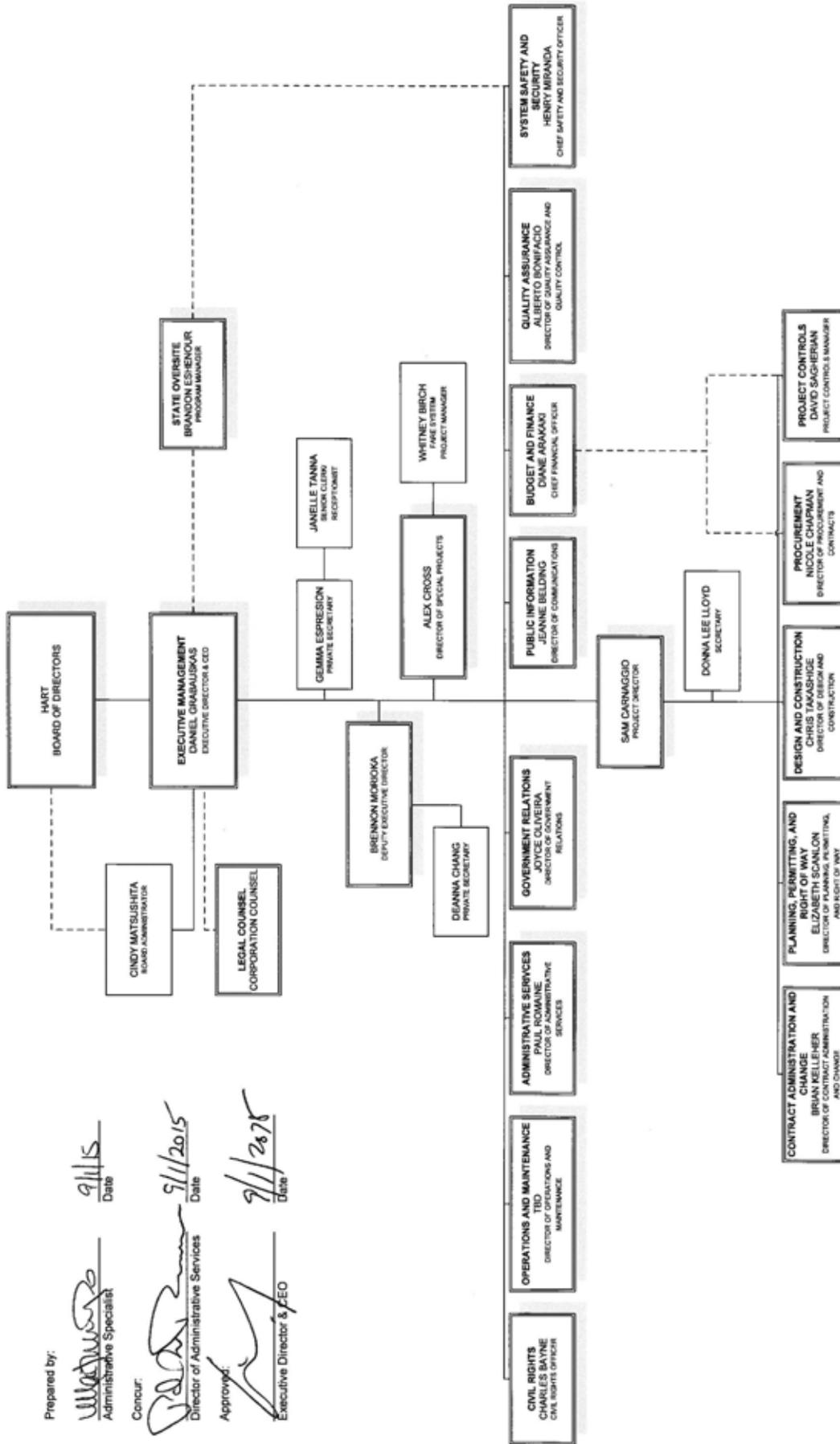
The City Center Stations duplicates with City Center Guideway have been deleted. The metrics will be combined in the future.

| Comparison of Risk Ratings | | | | | | | | |
|----------------------------------|----------------------------|-----------|-----------|-----------|------------------------------------|-----------|-----------|-----------|
| Contract Package/Section | October 2015 # of Risks | | | | November 2015 Update # of Risks | | | |
| | Total | High | Medium | Low | Total | High | Medium | Low |
| Project Wide | 4 | 1 | 2 | 1 | 4 | 1 | 2 | 1 |
| WOFH Guideway | 21 | 3 | 13 | 5 | 20 | 1 | 14 | 5 |
| Pearl Highlands Garage | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 |
| Maintenance and Storage Facility | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 3 |
| Kamehameha Highway Guideway | 16 | 2 | 9 | 5 | 17 | 2 | 10 | 5 |
| Core Systems Contract | 7 | 0 | 4 | 3 | 9 | 1 | 5 | 3 |
| Elevator/Escalator | 4 | 2 | 2 | 0 | 4 | 2 | 2 | 0 |
| Airport Utilities | 5 | 1 | 4 | 0 | 5 | 1 | 3 | 1 |
| Farrington Highway Stations | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 |
| H2R2 Ramp | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 |
| West Oahu Stations | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 0 |
| Kam. Highway Stations | 7 | 1 | 2 | 4 | 7 | 0 | 4 | 3 |
| Airport Guideway & Stations | 26 | 5 | 19 | 2 | 28 | 5 | 21 | 2 |
| City Center Guideway | 25 | 11 | 11 | 3 | 25 | 9 | 12 | 4 |
| City Center Stations | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 0 |
| Total | 142 | 27 | 89 | 26 | 145 | 23 | 95 | 27 |

Appendix H. Project Organization Chart

September 1, 2015

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



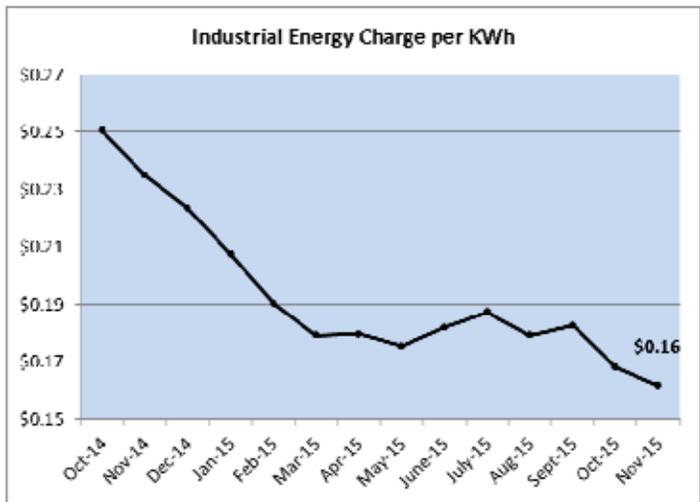
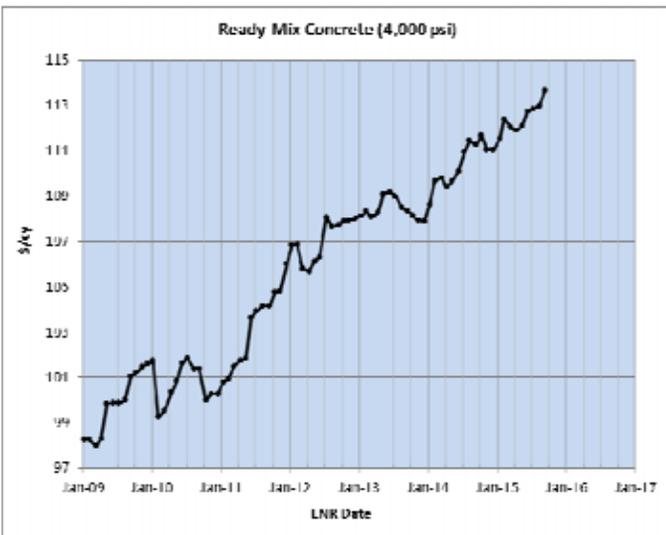
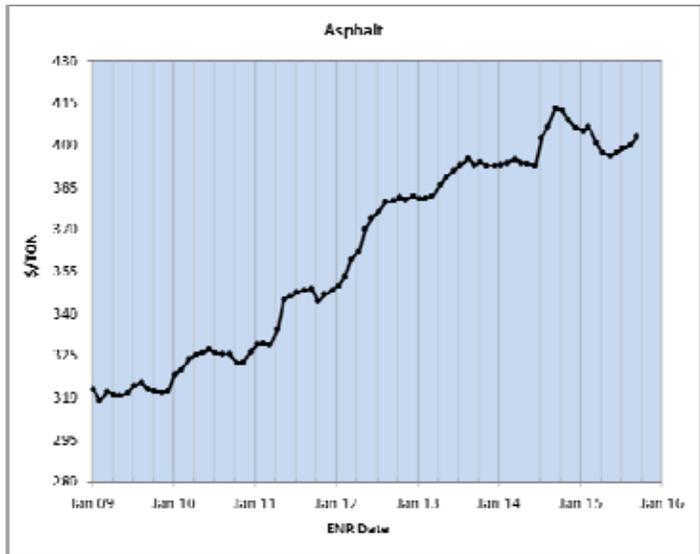
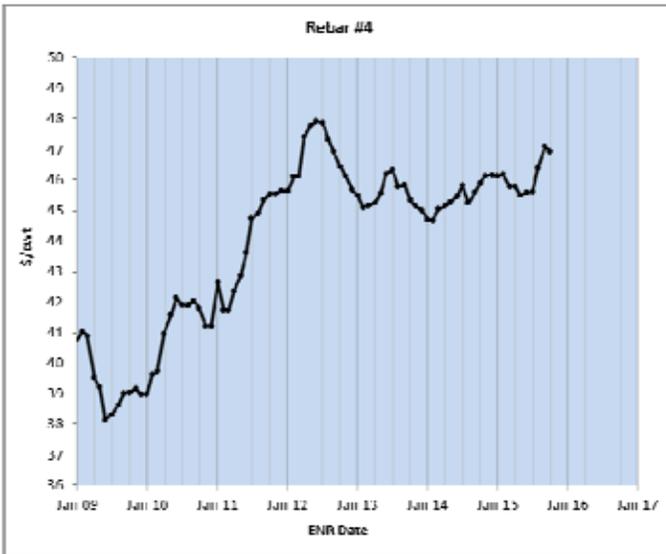
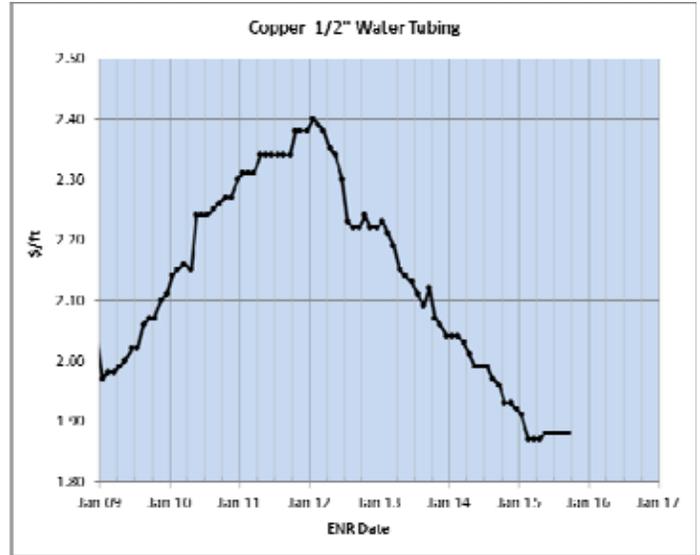
Prepared by:  Administrative Specialist Date: 9/1/15

Concur:  Director of Administrative Services Date: 9/1/2015

Approved:  Executive Director & CEO Date: 9/1/2015

Appendix I. Indices on Key Commodities

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



Source: HECO: Effective Rate Summary for P Rate

Appendix J. Project Photos



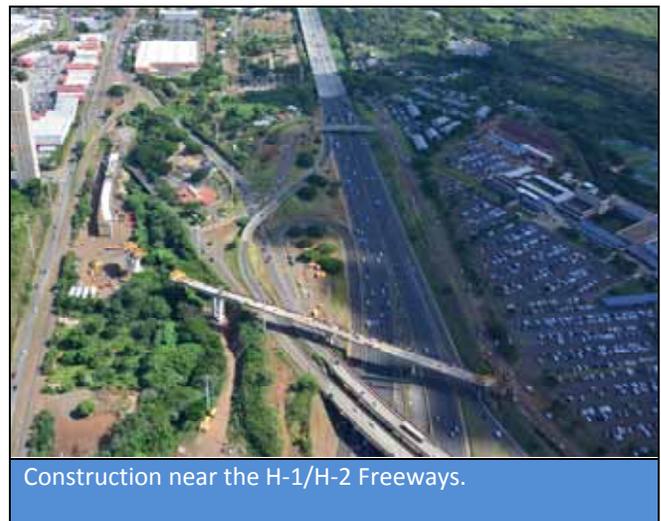
Guideway construction in West O'ahu.



Equipment storage site.



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



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



Construction along Kamehameha Highway.



Future Aloha Stadium Station.



Operations and Servicing Building (OSB).



Wheel Truing Building and OSB.



Maintenance of Way Building.



Casting Yard.