

June 2013

Cost, Schedule, Risk data date 5/31
Other Activities 6/30



MONTHLY PROGRESS REPORT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Contents

Table of Figures	3
1 EXECUTIVE SUMMARY.....	4
1.1 Key Activities This Month.....	4
1.2 Key Current Issues.....	4
1.3 Project Scope Status Overview	5
1.4 Project Schedule Status Overview	5
1.5 Project Progress Overview	5
1.6 Financial Status Overview	8
1.7 HART Board of Directors Meetings and Events in June	9
2 PROJECT BUDGET AND SCHEDULE	10
2.1 Project Budget.....	10
2.2 Project Revenue and Costs	11
2.3 Project Schedule	20
2.4 Contingency Management.....	22
3 CONTRACT STATUS.....	25
3.1 Procurement Status	25
3.2 Design-Build (DB) Contract Status	31
3.3 Design-Build-Operate-Maintain (DBOM) Contract Status	35
3.4 Final Design (FD) Contract Status.....	36
3.5 Utility Agreements	41
3.6 Permits	44
3.7 Hawaii Department of Transportation (HDOT) Agreements	44
3.8 Other Design Activities.....	44
3.9 Interface	45
4 GROUP REPORTS	46
4.1 Safety and Security	46
4.2 Quality Management	47
4.3 Right-of-Way	49
4.4 Planning and Environment.....	52
4.5 Risk Management	53
4.6 Community Outreach.....	56
5 STAFFING	58
6 APPENDICES	60
Appendix A. Project Organization Chart.....	60
Appendix B. Project Alignment.....	61

Table of Figures

Figure 1. Overall Project Progress (% Complete)	6
Figure 2. Construction Progress (% Complete)	6
Figure 3. Design Progress (% Complete)	7
Figure 4. Utilities Progress (% Complete)	7
Figure 5. Project Funding Sources (YOE \$M)	11
Figure 6. Planned vs. Received Project Funding	12
Figure 7. Project Revenue versus Incurred Costs.....	12
Figure 8. Project Costs by Contract.....	13
Figure 9. Project Costs by SCC – Summary	16
Figure 10. Project Costs by SCC – Level 2.....	17
Figure 11. H RTP Master Project Schedule Summary (MPSS).....	21
Figure 12. Draft Cost Contingency Drawdown Chart.....	24
Figure 13. Procurement: Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture- Install-Maintain (MIM) Contracts	25
Figure 14. Procurement: Final Design (FD) Contracts.....	26
Figure 15. Procurement: Design-Bid-Build (DBB) Contracts	27
Figure 16. Procurement: Construction Engineering and Inspection Services (CE&I) Contracts.....	28
Figure 17. Procurement: Project Management and Specialty Consultant Services Contracts.....	29
Figure 18. Procurement: HDOT Consultant Services and Other Contracts	30
Figure 19. West O‘ahu/Farrington Highway Guideway (WOFH) Construction	31
Figure 20. Maintenance and Storage Facility (MSF) Construction	33
Figure 21. Kamehameha Highway Guideway (KHG) Construction	34
Figure 22. Core Systems Contract (CSC)	35
Figure 23. West O‘ahu Station Group (WOSG) Final Design	36
Figure 24. Farrington Highway Station Group (FHSG) Final Design	37
Figure 25. Kamehameha Highway Station Group (KHSG) Final Design	38
Figure 26. Airport Guideway and Utilities Final Design	39
Figure 27. Airport Station Group (ASG) Final Design	40
Figure 28. City Center Guideway and Utilities Final Design.....	41
Figure 29. Utility Agreements Status Matrix (by section).....	43
Figure 30. Construction Safety Monitoring - Safety and Security Issues.....	46
Figure 31. Right-of-Way Status	50
Figure 32. Relocation Status	50
Figure 33. Third-Party Agreement Status	51
Figure 34. Risk Matrix	54
Figure 35. Top 10 Project Risks in May	54
Figure 36. Risks Added in May	55
Figure 37. Risks Deleted in May	55
Figure 38. Risks by Contract Package.....	56
Figure 39. HART Architect Ken Caswell, Honolulu Mayor Kirk Caldwell, HART's Executive Director and CEO Dan Grabauskas and Honolulu City Councilman Breene Harimoto view a model of the West Loch Station unveiled at a news conference this month.....	57
Figure 40. HART presents information to a packed house on the agency’s transit art program. Strong interest in the transit art program resulted in HART extending the qualifications submittal deadline by one week.....	57
Figure 41. Staffing Activities	58
Figure 42. HART Staffing Projection in the Current Staffing Plan	58
Figure 43. Project Staffing (Actual vs. Planned).....	59

1 EXECUTIVE SUMMARY.

1.1 Key Activities This Month

The U.S. House and U.S. Senate Appropriations Committees have approved \$250 million for the Honolulu Rail Transit Project (HRTTP or Project) for fiscal year (FY) 2014. The \$250 million allocation for the HRTTP is the single largest amount for any project having a Full Funding Grant Agreement with the Federal Transit Administration (FTA). It also represents the full amount included in President Obama's FY 2014 budget for the Project.

HART's board of directors (board) unanimously elected Ivan Lui-Kwan to serve as chairman beginning July 1.

"As we look to resume construction later this year, I pledge to do my best to ensure the board's policy decisions are transparent to sustain the public trust in the rail project and to position us well for the future so that we can deliver this project on time and on budget, and in a manner we can all be proud of," Lui-Kwan said.

Lui-Kwan is an attorney and director with Starn O'Toole Marcus & Fisher, and a former director of the City and County of Honolulu's Department of Budget and Fiscal Services. He has three years remaining on his five-year term on the HART board. He succeeds HART's first board chair, Carrie Okinaga, who served for two years in that capacity.



From left to right: Chairman-Elect Ivan Lui-Kwan and Vice Chairman-Elect Don Horner

Donald Horner was unanimously selected by the board to serve as vice chairman. Horner is chairman of First Hawaiian Bank's board of directors and a retired chief executive officer of the bank. He is in his second year of a four-year term on the HART board.

HART is holding a series of community meetings to discuss rail station designs and to collect input from the public. The first meeting was held in June for the Farrington Highway Station Group, which includes the West Loch, Waipahu Transit Center and Leeward Community College stations. A meeting to discuss the East Kapolei and UH-West O'ahu stations will be held in July. Community meetings for the other regional station groups from Pearl City to Honolulu will be held in the future. Two public meetings are planned for each regional station group.

1.2 Key Current Issues

Archaeological Inventory Survey (AIS) Reports and Review

A Revised Draft Airport Section 3 AIS Report was submitted to the State Historic Preservation Division (SHPD) on June 4. SHPD completed their review of the Draft City Center Section 4 AIS Report in June. Revisions are in progress. Report approvals by SHPD are anticipated in July for both Airport and City Center Sections. The approval by SHPD of the AIS Reports for all four construction sections of the Project will fulfill project-wide reporting requirements.

Coordination with SHPD and the O'ahu Island Burial Council (OIBC) as well as outreach to descendant families continues on the seven iwi kūpuna (human skeletal remains) discovered during the City Center AIS field work.

State Lawsuit

The deadline for public comments on project-wide AIS documents (for all construction phases) was May 30. Thirteen sets of comments were received by SHPD. As reported above, AIS report approvals by SHPD are anticipated in July. Consultation with the recognized cultural descendants regarding treatment of the human skeletal remains found is ongoing.

A stipulation between all parties has been submitted to the State of Hawai'i's First Circuit Court.

HART is preparing the Special Management Area Permit application to submit to the city Department of Planning and Permitting in July.

Federal Lawsuit

The Draft Supplemental Environmental Impact Statement/Section 4(f) Evaluation, a limited scope document evaluating the feasibility and prudence of the Beretania Street Tunnel Alternative and reconsidering the "no use" determination for Mother Waldron Neighborhood Park, is currently under public review until July 22. A public hearing will be held on July 9.

HART is working to finalize the Traditional Cultural Properties (TCP) City Center Section 4 Determination of Eligibility and Finding of Effect Report for FTA submittal to SHPD. Completion of the TCP for City Center section is also a requirement of the federal lawsuit.

As ordered by the U.S. Court of Appeals, the plaintiffs filed their opening brief on May 15. The Federal, City and Intervenor defendants filed answering briefs on June 19. Optional reply briefs are due 14 days from receipt of answering briefs. The appeal is to be heard on August 15 in San Francisco, California.

1.3 Project Scope Status Overview

There have been no project scope changes; the project scope continues to reflect the Final Environmental Impact Statement (FEIS). While the scope has not changed, the Contract Packaging Plan (CPP) is being modified with certain facility design and construction work re-packaging.

1.4 Project Schedule Status Overview

Despite the AIS delay, HART is implementing measures to maintain the March 30, 2019 full revenue service date (RSD), 10 months ahead of the January 31, 2020 FFGA RSD. The March 2019 RSD is the milestone date reflected in the FFGA Master Project Schedule (MPS) and is consistent with all FFGA request submittals.

HART continues to closely monitor and manage the MSP, and all key milestones. In an effort to mitigate the AIS delay, several contract packages are being combined to maximize economies of scale and reduce interface needs between design and construction contractors to achieve both cost and schedule benefits. These updates are displayed in the latest Summary MPS on page 21 and Procurement Tracking Reports starting on page 25.

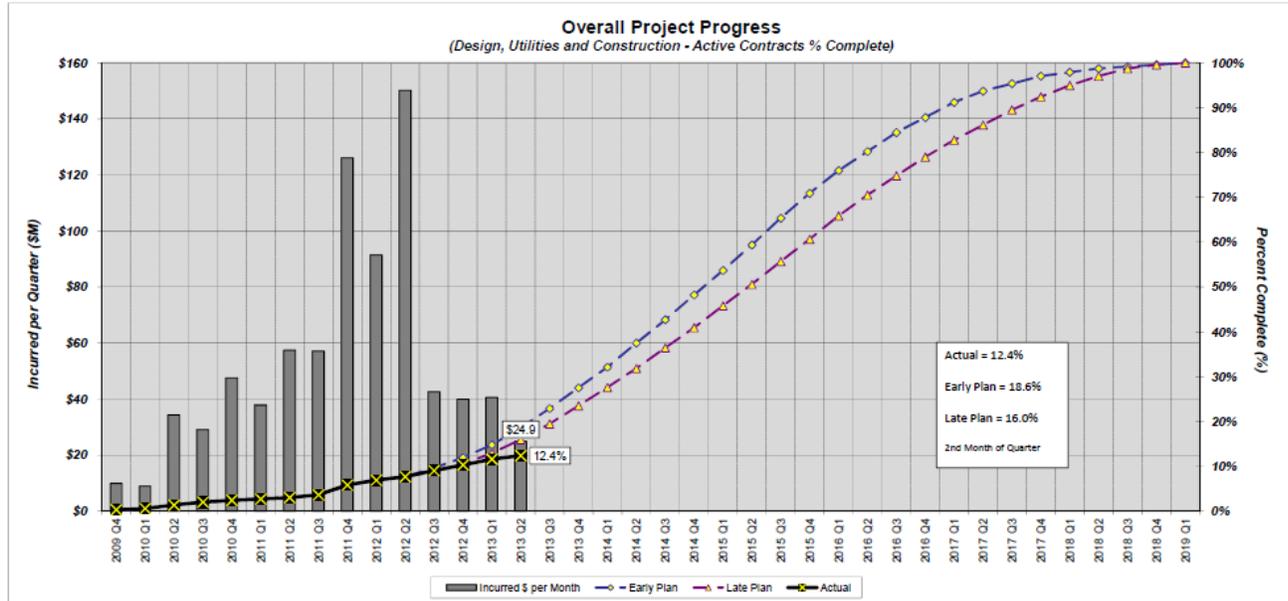
1.5 Project Progress Overview

Overall project, construction, design and utilities progress is presented below and on the following pages in terms of actual versus planned percent complete by quarter, in accordance with the FFGA MPS and Project Budget. Individual construction, design and utilities contract status is presented in Sections 3.2 through 3.5 of this report.

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-

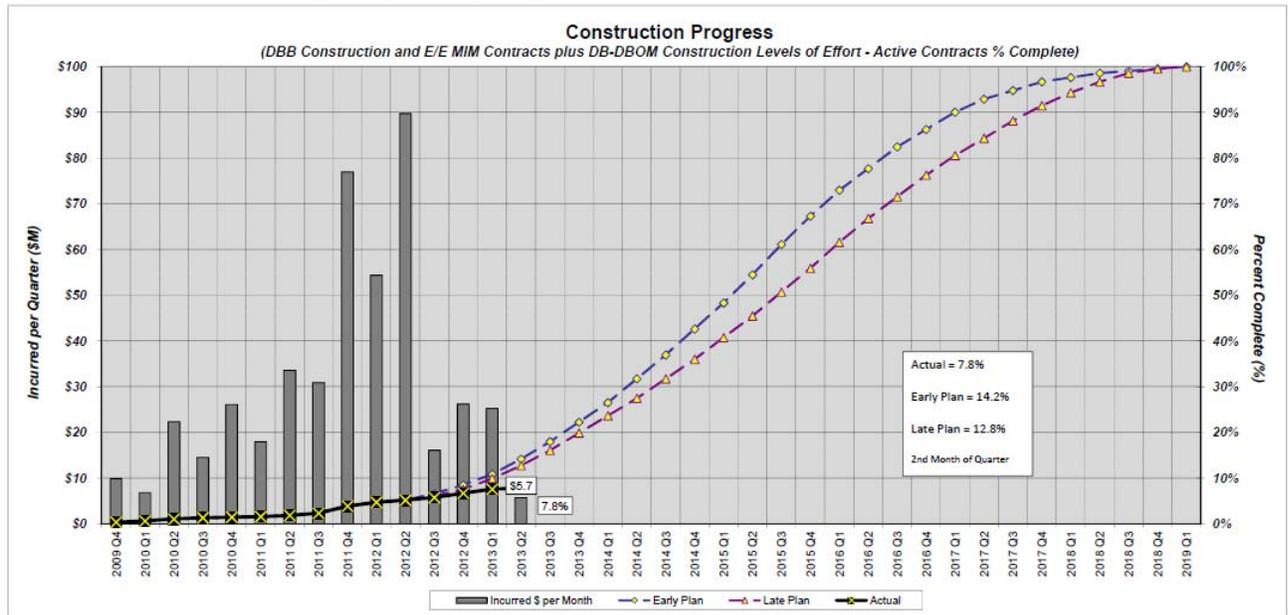
Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM design levels of effort), not including City or non-design consultant labor. Overall Project Progress will reflect all project elements as budgeted. Utilizing the existing Project progress method through May 31, 2013, progress is 12.4%, versus the early plan of 18.6% and the late plan of 16%, as shown in Figure 1.

Figure 1. Overall Project Progress (% Complete)



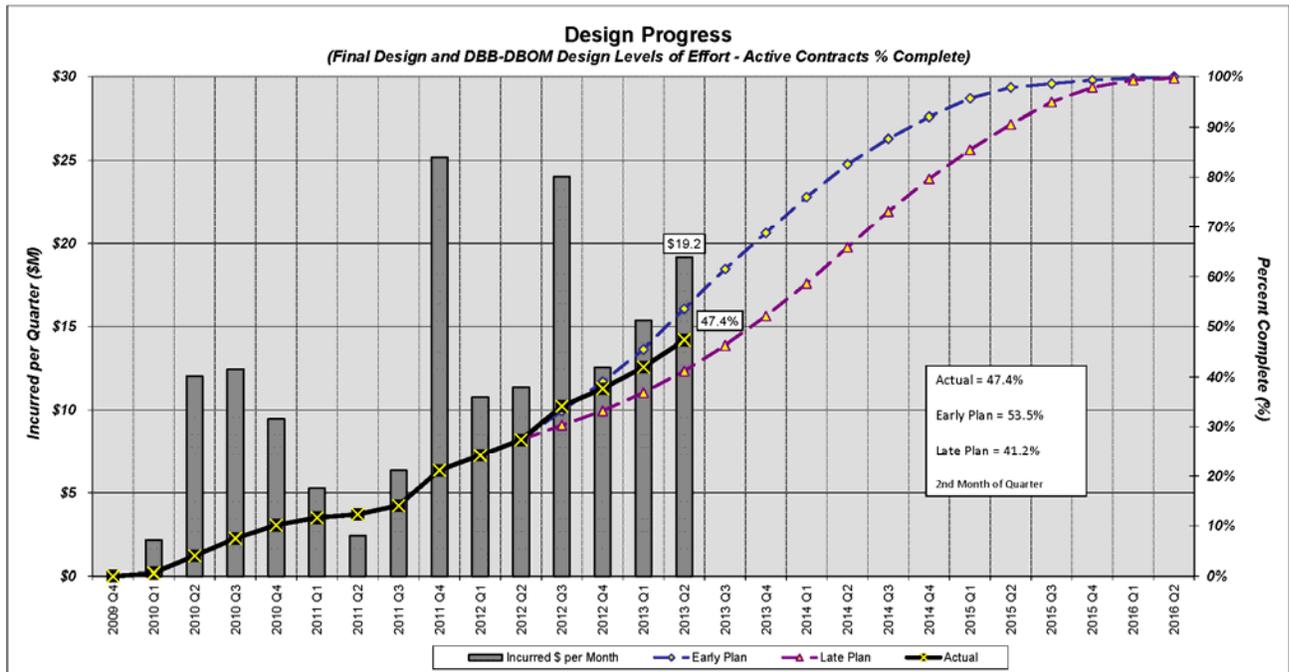
Overall construction progress as of May 31 is 7.8%, versus the early plan of 14.2% and the late plan of 12.8%, as shown in Figure 2 below. Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 2. Construction Progress (% Complete)



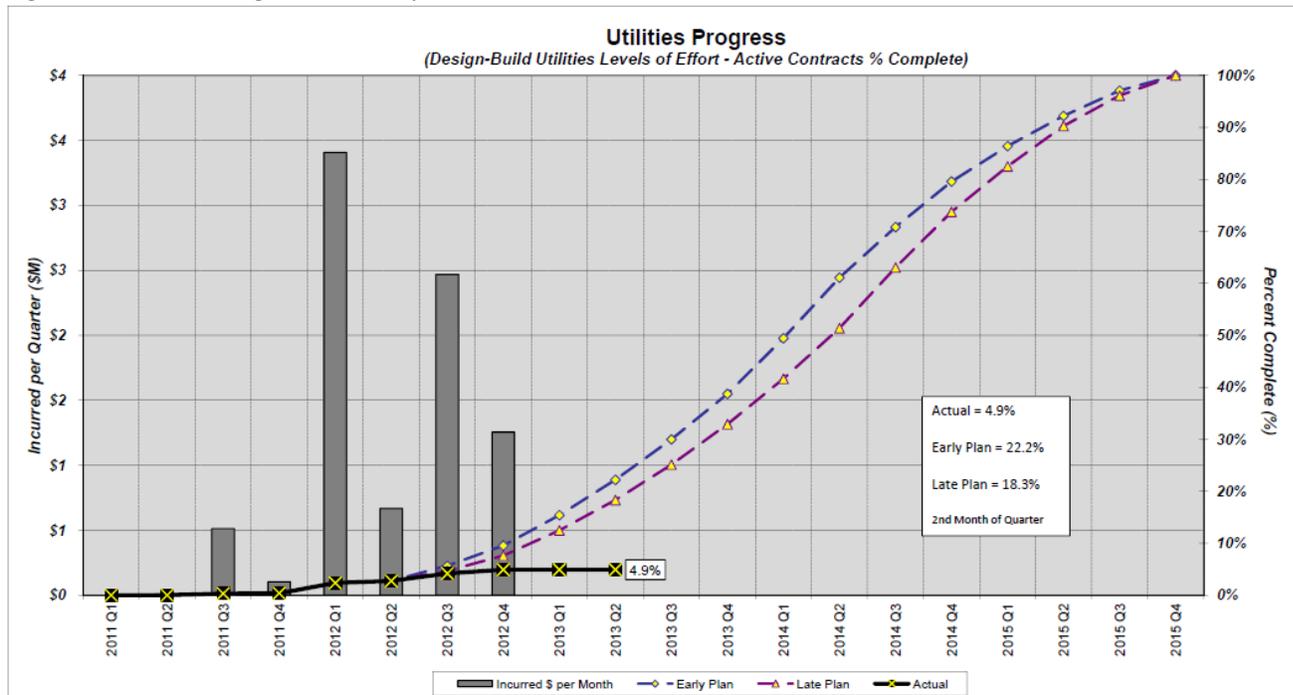
Overall design progress through May 2013 is 47.4%, versus the early plan of 53.5% and the late plan of 41.2%, as shown in Figure 3 below. Overall design progress is based on the weighted average progress of the individual FD contracts and the design levels of effort of the DB and DBOM construction contracts, not including City or non-design consultant labor.

Figure 3. Design Progress (% Complete)



Overall utilities progress through May 2013 is 4.9%, versus the early plan of 22.2% and the late plan of 18.3%, as shown in Figure 4 below. Overall utilities progress is based on the weighted average progress of the DB utilities levels of effort.

Figure 4. Utilities Progress (% Complete)



1.6 Financial Status Overview

1.6.1 Project Budget

The total incurred cost (actual expenditures plus approved requests for payment) as of May 31 was \$695M, or 16.3% of the FFGA Current Project Budget (excluding contingencies and finance charges) of \$4.253 billion.

The total committed amount as of May 31 was \$2.269B, or 53.3% of the FFGA Current Project Budget (including awarded design contract allowances of \$5.3M, but excluding uncommitted contingencies and finance charges).

The total amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs) was \$1.144B, or 26.9% of the FFGA Current Project Budget (excluding uncommitted contingencies and finance charges). During this reporting period, HART issued notices to proceed for West O'ahu Stations Group (FD-140), Kamehameha Highway Stations Group (FD-340), Airport Stations Group (FD-440), and multiple task orders for the Real Estate Consultant contract (MM-935). In addition to the NTPs, HART issued Change Orders to West O'ahu/Farrington Highway DB contract (DB-120), the Core Systems contract (DBOM-920), and an amendment to Farrington Highway Stations Group contract (FD-240). For the period, there is a total AFE increase of \$11.27M as the result of the issued NTPs and executed Contract Changes.

Notices to Proceed			
<u>Contract</u>		<u>Scope</u>	<u>Amount (\$)</u>
FD-140	WOSG FD	NTP 3	981,181
FD-340	KHSG FD	NTP 2	2,860,226
FD-440	ASG FD	NTP 2	3,626,123
MM-935	Real Estate Consultant	Multiple Tasks	815,674
Change Orders/Cost Adjustment			
DB-120	WOFH DB	CO 27	85,354
DB-120	WOFH DB	CO 28	110,554
DB-120	WOFH DB	CO 29	950,000
DBOM-920	CSC DB O/M	CO 03	1,750,852
FD-240	FHSG FD	CA 10*	90,442
Net AFE Increase			11,270,406

*The amendment was inadvertently statused as executed in HART's Contract Management System prior to it actually being executed. As a result, it has inflated the AFE value by \$90,442. This had no impact on any other financial data this period and will be correctly statused next period.

To date, 23 of the 42 planned design, construction and consultant support contracts have been awarded.

During the May 2013 cost reporting period, HART executed three Change Orders on West O'ahu Farrington Highway contract (DB-120) and executed another on the Core Systems contract (DBOM-920). The costs for these change orders were accounted for through the "known" changes budget of contingency which means they did not drawdown against the FFGA Project Contingency allotment. For the reporting period there was no change to Project Contingency and the balance remains at \$654.3M. Cost contingency details are presented in Section 2.1 of this report, along with a discussion of contingency management and the proposed Cost Contingency Drawdown Chart in Section 2.4.

1.6.2 Project Funding

No FTA Section 5309 New Starts funds were drawdown in May. HART staff is working on the next drawdown request.

No county General Excise Tax (GET) surcharge was received in May. The next distribution of GET surcharge will be made in July 2013. See Section 2.2 for project funding details.

1.6.3 Full Funding Grant Agreement (FFGA) Status

The FY 2013 New Starts allocation for the Project is approximately \$236.3M. Although the amount is less than the \$250M FY 2013 increment identified in the FFGA, it will not negatively impact the Project's cash flow. The \$14M shortfall (\$250M minus \$236M) will be recovered in a future year's allocation.

1.7 HART Board of Directors Meetings and Events in June

HART Government Affairs/Audit/Legal Matters Committee Meeting

Thursday, June 13, 2013, 8:00 a.m., Mission Memorial Annex Conference Room, 550 S. King St.

Open to the Public.

HART Joint Finance and Project Oversight Committees Meeting

Thursday, June 13, 2013, 9:00 a.m., Mission Memorial Annex Conference Room, 550 S. King St.

Open to the Public.

HART Transit-Oriented Development Committee Meeting

Thursday, June 27, 2013, 8:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.

Open to the Public.

HART Board of Directors Meeting

Thursday, June 27, 2013, 9:30 a.m., Mission Memorial Annex Conference Room, 550 S. King St.

Open to the Public.

2 PROJECT BUDGET AND SCHEDULE

2.1 Project Budget

The FFGA Baseline Project Budget is \$5.122B, which includes approximately \$644M in allocated and unallocated contingencies and \$173M in finance charges. Reported budget amounts relate to the FTA New Starts project and exclude \$42M in FTA-ineligible financing costs that will be incurred beyond FFGA completion.

The total committed amount as of May 31 was \$2.269B (including awarded design contract allowances of \$5.3M, but excluding uncommitted contingencies and finance charges), or 53.3% of the FFGA Current Project Budget (excluding uncommitted contingencies and finance charges).

In May 2013, the Project incurred \$22.9M in costs (actual expenditures plus approved requests for payment as of the cost data date of May 31). This brought the total incurred cost to date to \$695M, or 16.3% of the Project Budget (excluding contingencies and finance charges). The FFGA Financial Plan (*Honolulu Rail Transit Project Final Financial Plan for Full Funding Grant Agreement*, June 2012, Tables 2-4 and A-1) projected cumulative capital expenditures of \$1.3B through FY2013.

The total amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs) was \$1.144B, or 26.9% of the FFGA Project Budget (excluding uncommitted contingencies and finance charges).

To date, 23 of the 42 planned design, construction and consultant support contracts have been awarded. A re-packaging of the contracts has decreased the total number of planned design, construction and consultant support contracts from 49 per the baselined Contract Packaging Plan to 43. Additionally, by way of exercising a contract option for the HDOT Design Coordination Consultant, another contract was eliminated, reducing the number of contracts to 42. The Contract Packaging Plan will be updated to reflect the re-packaging.

The Baseline Budget for Total Project Contingency is approximately \$644M and consists of the following elements:

- 1) Allocated Contingency (\$540.1M). This contingency category represents amounts assigned (allocated) to the various contract packages.
- 2) Unallocated Contingency (\$101.9M). This contingency category represents amounts not assigned to a particular contract package.
- 3) Allowances (\$1.6M). This contingency category represents allocated contingency amounts for design services that have been obligated/committed through contract awards.

The overall Project Contingency amount increases as a result of favorable contract awards. Budget savings occur when the budgeted amount for a contract is higher than the actual contract amount. The savings are transferred into Project Contingency thereby increasing the Current Project Contingency available for use.

The approximately \$644M 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. Estimated amounts for known changes were included in the BUE base contract values, but classified as "contingency" in order to process all changes using a consistent methodology of transferring from contingency to the appropriate cost code when a change order is executed.

During the May 2013 cost reporting period, HART executed change orders No. 27-29 for West O'ahu Farrington Highway DB Contract (DB-120) for an aggregate total of \$1.15M and change order No. 03 for Core Systems DB O/M Contract (DBOM-920) for \$1.75M, all of which are covered by budgeted "known" changes contingency. As a result of these executed changes applied against the "known" changes contingency budget there was no drawdown against the FFGA Project Contingency and the balance

remains at \$654.3M, as shown below and detailed in the project cost report in Figure 10 starting on page 17.

- 1) \$547.1M = Allocated Contingency
- 2) \$101.9M = Unallocated Contingency
- 3) \$5.3M = Allowances

The detailed project cost report by SCC Level 2 presented in Figure 10 on page 17 includes \$41.6M for known changes and presents the total available contingency as \$695.9M (\$654.3M + \$41.6M).

HART’s proposed cost contingency drawdown plan is discussed in Section 2.4 and presented in Figure 12 on page 24.

2.2 Project Revenue and Costs

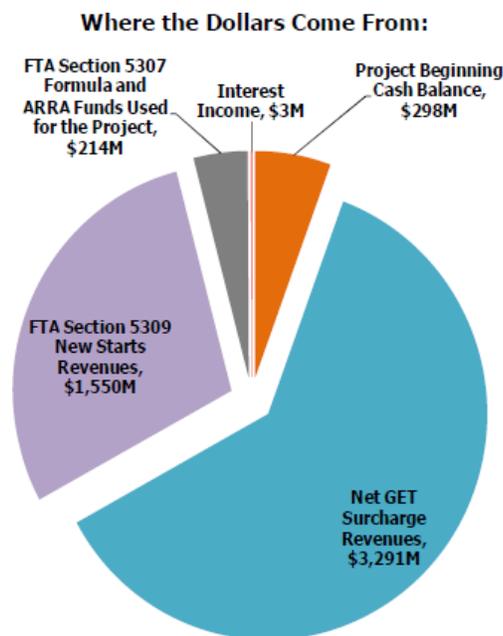
Total cash received to date since the start of Preliminary Engineering is \$1,098M.

The FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*) projects Net GET Surcharge Revenue of \$684M for FYs 2010-2013. Approximately \$650.8M has been received since the Project’s entry into FTA’s Preliminary Engineering phase of project development. See Figure 5 below for Project funding and Figure 6 for planned versus received funding.

Project revenue is presented against costs incurred as of the May 31 cost data date in Figure 7 on page 12.

Project costs are detailed in Figure 8, Figure 9 and Figure 10 on pages 13 through 19. Cost reports are run from the HART Contract Management System (CMS). Figure 8 presents costs for each contract by HART CPP contract number. Figure 9 on page 16 and Figure 10 on page 17 present summarized and detailed project costs by FTA SCC.

Figure 5. Project Funding Sources (YOE \$M)



Source: FFGA Financial Plan, p. 2-1

Figure 6. Planned vs. Received Project Funding

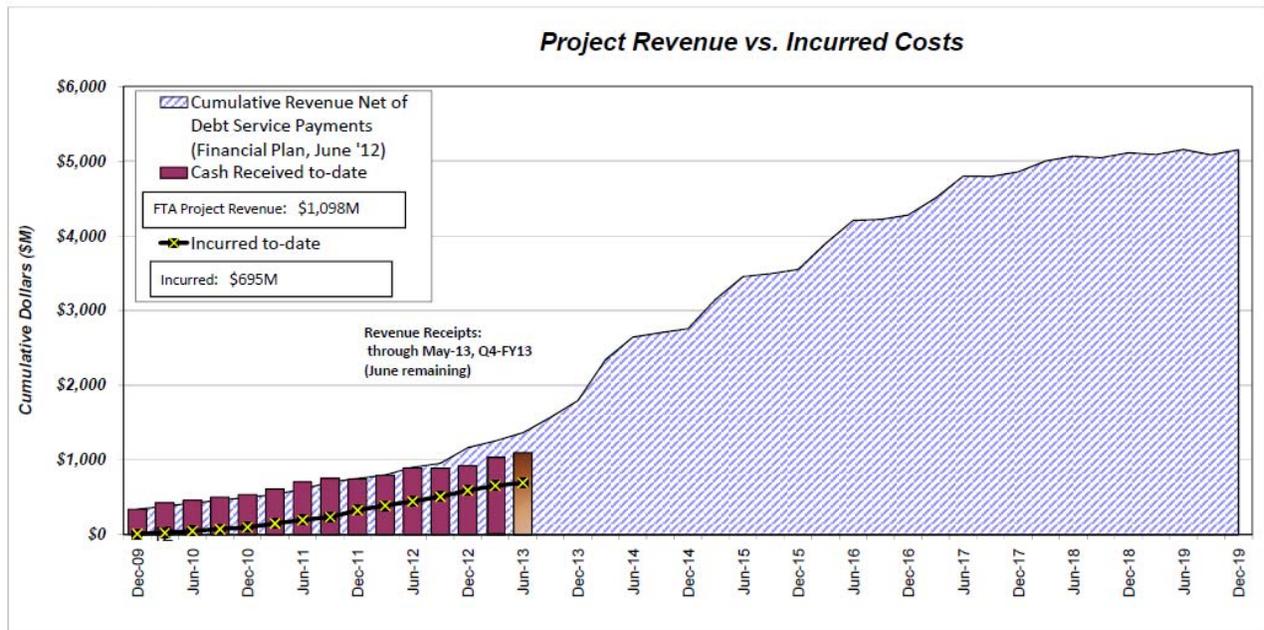
Funding Source	Pre-FTA Project ¹	FTA Project Period		Total
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	1	8
FTA Section 5309 New Starts Revenue	0	1,550	144	144
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	651	1,029
Total	385	5,356	1,098	1,483

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 FTA Project start date) = GET, investment and miscellaneous income minus pre-PE expenditures.

Figure 7. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
 Data date for Revenue & Incurred Cost = May 31, 2013

Figure 8. Project Costs by Contract



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Costs Reported as of Month Ending: May 2013

Project Monthly Cost Report by Contract - One Line Summary

Page: 1 of 3

CPP No	Title	A		B		C=A+B		D	E	F
		Original	Changes	COMMITTED	Changes	Current *	AFE**	AFE**	Incurred To Date	PERCENT %
ART	Project Wide ART	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH	15,348,443	0	15,348,443	0	14,925,228	0	14,925,228	0	97%
CCH-101	HART/City Dept of BFS	105,092	0	105,092	0	0	0	0	0	0%
CCH-102	HART/City DDC Land Division	256,201	0	256,201	0	173,182	0	173,182	0	68%
CCH-107	HART/City Corporation Counsel (COR)	1,893,013	0	1,893,013	0	0	0	0	0	0%
CCH-108	Board of Water Supply (BWS)	0	0	0	0	0	0	0	0	0%
DB-120	West Oahu/Farrington Hwy Guideway	482,924,000	55,993,377	538,917,377	0	175,902,870	317,151,443	175,902,870	0	33%
DB-200	Maintenance & Storage Facility DB	195,258,000	20,117,751	215,375,751	0	52,848,462	148,406,485	52,848,462	0	25%
DB-320	Kahehameha Hwy Guideway DB	372,150,000	4,215,981	376,365,981	0	82,564,669	166,382,062	82,564,669	0	22%
DBB-185	WOF/HKHS Construction	0	0	0	0	0	0	0	0	0%
DBB-275	Pearl Highlands Pkg. Str./BTC Cnstr.	0	0	0	0	0	0	0	0	0%
DBB-470	Airport Station Group Cnstr.	0	0	0	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Cnstr.	0	0	0	0	0	0	0	0	0%
DBB-510	City Center Section Utilities Cnstr.	0	0	0	0	0	0	0	0	0%
DBB-520	Airport-City Center Guideway Cnstr.	0	0	0	0	0	0	0	0	0%
DBB-580	Dillingham/Kaka'ako SG Construction	0	0	0	0	0	0	0	0	0%
DBB-600	UHWO PnR/Hoopili Stn Finishes Cnstr.	0	0	0	0	0	0	0	0	0%
DBO M-920	Gene Systems Design Build Q/M	573,782,793	1,807,436	575,590,289	0	38,401,523	137,537,188	38,401,523	0	7%
FD-140	West Oahu Station Group Final Design	7,789,000	0	7,789,000	0	3,858,197	5,575,579	3,858,197	0	50%
FD-240	Farrington Highway Stations Group FD	5,500,696	2,897,791	8,098,487	0	7,471,985	7,801,501	7,471,985	0	92%
FD-245	Pearl Highlands Pkg. Str./BTC FD	0	0	0	0	0	0	0	0	0%
FD-340	Kahehameha Hwy Station Group H2R2 FD	8,702,592	0	8,702,592	0	3,207,188	5,884,751	3,207,188	0	37%
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	275,000	39,115,960	0	19,137,720	31,341,791	19,137,720	0	49%
FD-440	Airport Station Group FD	10,177,365	0	10,177,365	0	3,353,838	6,504,666	3,353,838	0	33%
FD-530	City Center Guideway/Utilities FD	43,948,220	0	43,948,220	0	8,154,566	34,629,648	8,154,566	0	19%
FD-550	Dillingham and Kaka'ako SG FD	0	0	0	0	0	0	0	0	0%
FD-600	UHWO Pkg-Hoopili Station Finishes FD	0	0	0	0	0	0	0	0	0%
HRT-200	HART Labor	19,251,942	0	19,251,942	0	14,089,119	0	14,089,119	0	73%
HRT-201	HART ODC	3,719,684	0	3,719,684	0	3,804,069	0	3,804,069	0	102%
MI-930	Elevators & Escalators Install/Maint	0	0	0	0	0	0	0	0	0%

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

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Costs Reported as of Month Ending: May 2013
 Project Monthly Cost Report by Contract - One Line Summary

Page: 2 of 3

CPP No	Title	A		B		C=A+B		D	E	F
		Original	Changes	COMMITTED	Current *	AFE	AFE**			
										%
MM-280	WOF/HKUSG CE&I	0	0	0	0	0	0	0	0	0%
MM-385	Pearl Highlands Garage and Ramps CEI	0	0	0	0	0	0	0	0	0%
MM-500	Airport-City Center Utilities CEI	0	0	0	0	0	0	0	0	0%
MM-525	Airport-City Center Guideway CEI	0	0	0	0	0	0	0	0	0%
MM-590	Aiport/Dillingham/Kaka'ako SG CE&I	0	0	0	0	0	0	0	0	0%
MM-600	UHMO Pkg-Hoopili Stn Finishes CEI	0	0	0	0	0	0	0	0	0%
MM-900	Program Mgt Support Consult (PMSC-1)	36,727,162	0	36,727,162	0	36,727,162	20,700,000	20,606,218	56%	
MM-901	Program Mgt Support Consult (PMSC-2)	33,376,897	0	33,376,897	0	33,376,897	11,240,790	10,926,427	33%	
MM-905	MM-905 Gen Engrg Consult EIS/PE	0	78,564,942	78,564,942	0	78,564,942	78,564,942	73,622,452	94%	
MM-910	MM-910 Gen Engrg Consult FD-Construct	150,000,000	0	150,000,000	0	150,000,000	150,000,000	108,601,644	72%	
MM-915	HDOT Traffic Mgmt. Consult	1,600,000	-600,000	1,000,000	0	1,000,000	500,000	464,067	46%	
MM-920	HDOT Coordination Consult WOFH	3,000,000	7,500,000	10,500,000	0	10,500,000	6,000,000	4,540,057	43%	
MM-921	HDOT Coordination Consult KHG	10,000,000	-1,400,000	8,600,000	0	8,600,000	4,000,000	333,052	4%	
MM-922	HDOT Coord. Consult Airport	12,000,000	-5,600,000	6,400,000	0	6,400,000	3,000,000	804,769	13%	
MM-923	HDOT Coordination Consult City Center	0	0	0	0	0	0	0	0%	
MM-925	HDOT Labor - Highway Group	100,000	0	100,000	0	100,000	100,000	98,691	99%	
MM-926	HDOT Labor - Airport Group	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	322,293	142,024	8%	
MM-935	Real Estate Consultant	3,000,000	0	3,000,000	0	3,000,000	2,160,362	262,151	9%	
MM-940	Kako'o Consultant	1,000,000	0	1,000,000	0	1,000,000	284,098	161,519	16%	
MM-945	On-Call Contractor	0	0	0	0	0	0	0	0%	
MM-946	On-Call Hazard Removal Contractor	3,000,000	0	3,000,000	0	3,000,000	1,000,000	274,983	9%	
MM-950	OCIP Consultant	1,250,000	0	1,250,000	0	1,250,000	437,500	426,094	34%	
MM-951	Owner-Controlled Insurance Program	0	0	0	0	0	0	0	0%	
MM-975	LEED Commissioning Services for MSF	278,630	0	278,630	0	278,630	278,630	58,660	21%	
OTHER	Project Wide	0	0	0	0	0	0	0	0%	
PA-101	Programmatic Agreement Humanities	0	0	0	0	0	0	0	0%	
PA-102	Programmatic Agreement HPC	0	0	0	0	0	0	0	0%	
PA-103	Programmatic Agreement HPC Park Inpr	0	0	0	0	0	0	0	0%	
ROW	Real Estate / Right-of-Way	42,658,643	0	42,658,643	0	42,658,643	0	42,658,643	100%	

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



Costs Reported as of Month Ending: May 2013
Project Monthly Cost Report by Contract - One Line Summary

Page: 3 of 3

CPP No	Title	A	B	C=A+B	D	E	F
		Original	COMMITTED Changes	Current *	AFE AFE**	Incurred To Date	PERCENT %
UTIL	Utilities by Utility Companies	25,716,313	150,000	25,866,313	3,259,000	3,019,133	12%
Total Project:		2,104,628,046	164,205,480	2,268,833,525	1,143,762,729	694,983,177	

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

Figure 9. Project Costs by SCC – Summary



HART
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Costs Reported as of Month Ending: May 2013

Project Monthly Cost Report by SCC Summary

Page: 1 of 1

SCC	Title	A		B		C-A+B		D	E	F	G	H-C-G	I
		Baseline	Transfers	Current	Current	Current*	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date		
1. Subtotal 10 - 80 SCC Costs													
10	Guideway & Track Elements	1,114,215,147	20,542,188	1,134,757,335	520,361,918	11,221,357	0	1,134,757,335	0	0	0	28,354,162	0
20	Stations, Stops, Terminals, Items	421,804,740	(21,400,000)	400,404,740	0	0	0	400,404,740	0	0	0	0	0
30	Support Facilities, Yards, Shops, A	32,535,015	9,414,376	101,949,391	101,949,391	5,605,727	0	101,949,391	0	0	0	4,862,818	0
40	Sitework & Special Conditions	983,178,121	(45,638,664)	937,539,457	524,367,438	61,703,698	(3,391,304)	937,539,457	0	0	0	223,704,142	0
50	Systems	221,284,301	(682,848)	220,601,453	205,441,240	59,020	0	220,601,453	0	0	0	0	0
60	ROW, Land, Existing Improvement	197,397,947	277,800	197,675,747	45,396,443	948,162	0	197,675,747	0	0	0	48,198,394	0
70	Vehicles	186,829,020	4,713,997	191,543,017	191,543,017	1,514,720	0	191,543,017	0	0	0	212,900	0
80	Professional Services	1,087,830,119	(19,526,865)	1,068,303,254	673,181,374	88,923,668	(20,749,710)	1,068,303,254	0	0	0	394,649,026	0
Subtotal:		4,305,074,410	(52,300,016)	4,252,774,394	2,263,380,842	169,982,352	(24,741,014)	4,252,774,394	0	0	0	694,983,177	0
2. NTP													
NTP	Authorized For Expenditure	0	0	0	0	974,534,082	0	0	0	0	0	1,535	0
Subtotal:		0	0	0	0	974,534,082	0	0	0	0	0	1,535	0
3. Contingency													
GNTR	Contingency	541,689,343	52,300,016	593,989,359	5,252,683	(743,705)	238,915,198	593,989,359	0	0	0	0	0
PRJ	Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0	0	0	0
Subtotal:		643,560,513	52,300,016	695,860,529	5,252,683	(743,705)	238,915,198	695,860,529	0	0	0	0	0
4. Finance Charges - Eligible													
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0
FTA TOTAL PROJECT COSTS 5,421,693,166													
		(0)	5,421,693,166	2,268,833,525	1,143,762,729	214,474,184	5,421,693,166	0	694,983,177				
4. Finance Charges - Ineligible Costs													
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0
INELIGIBLE COSTS													
		0	42,000,000	0	0	0	0	42,000,000	0	0	0	0	0
Total Project:		5,163,693,166	(0)	5,163,693,166	2,268,833,525	1,143,762,729	214,474,184	5,163,693,166	0	694,983,177			

* Current Committed = Original Contract + CCO/Amendment

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

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

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

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Figure 10. Project Costs by SCC – Level 2



Costs Reported as of Month Ending: May 2013
Project Monthly Cost Report SCC Level 2

SCC	Title	A		B		C=4+B		D	E	F	G	H=C-G
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**					
1. Subtotal 10 - 80 SCC Costs												
10	Guideway & Track Elements	1,114,215,147	20,512,188	1,134,727,335	529,961,919	0	1,134,727,335	0	1,134,727,335	0	28,354,162	0
10.04	Guideway: Aerial Structure	1,022,380,671	17,183,225	1,039,563,896	435,276,279	0	1,039,563,896	0	1,039,563,896	0	7,827,962	0
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	20,527,100	0
10.09	Track: Direct Fretion	79,347,205	3,490,624	82,837,829	75,020,633	0	82,837,829	0	82,837,829	0	2,697,875	0
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
10.12	Track: Special (Switches, turnouts)	1,700,603	1,539,876	3,240,479	1,539,876	0	3,240,479	0	3,240,479	0	0	0
20	Stations, Stops, Terminals, Interiors	421,894,749	(21,400,000)	400,494,749	0	0	400,494,749	0	400,494,749	0	0	0
20.01	At-grade station, stop, shelter,...	6,111,332	0	6,111,332	0	0	6,111,332	0	6,111,332	0	0	0
20.02	Aerial Station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	0	0	273,163,457	0	273,163,457	0	0	0
20.06	Automobile parking multi-story str	66,408,765	0	66,408,765	0	0	66,408,765	0	66,408,765	0	0	0
20.07	Elevators, Escalators	54,721,196	0	54,721,196	0	0	54,721,196	0	54,721,196	0	0	0
30	Support Facilities: Yards/Shops, A	92,535,015	9,414,376	101,949,391	101,949,391	0	101,949,391	0	101,949,391	0	4,962,816	0
30.02	Light Maintenance Facility	7,591,888	(5,945)	7,586,793	7,586,793	0	7,586,793	0	7,586,793	0	75,000	0
30.03	Heavy Maintenance Facility	38,099,138	(242,108)	37,857,030	37,857,030	0	37,857,030	0	37,857,030	0	2,657,874	0
30.04	Storage or Maintenance of Way Buil	7,797,460	(61,559)	7,735,910	7,735,910	0	7,735,910	0	7,735,910	0	73,696	0
30.05	Yard and Yard Track	39,046,529	9,723,129	48,769,658	48,769,658	0	48,769,658	0	48,769,658	0	2,056,338	0
40	Stewart & Special Conditions	983,178,121	(45,638,664)	937,539,457	524,367,458	0	937,539,457	(9,391,304)	937,539,457	0	223,704,142	0
40.01	Demolition, Clearing, Earthwork	29,980,158	(2,308,147)	27,672,011	8,922,358	0	27,672,011	0	27,672,011	0	6,614	0
40.02	Site Utilities, Utility Relocation	299,449,756	4,444,187	303,893,943	98,639,719	0	303,893,943	(13,900,000)	303,893,943	0	8,945,413	0
40.03	Haz. mat'l, contain'd soil removal	9,199,237	(5,421,634)	3,777,603	3,916,085	0	3,777,603	(391,304)	3,777,603	0	291,068	0
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,519,497	0	31,955,923	0	31,955,923	0	3,430,633	0
40.05	Site structures, retaining walls,	7,998,960	1,962,414	9,961,374	8,902,848	0	9,961,374	0	9,961,374	0	575,338	0
40.06	Pedestrian/bike access/landscaping	41,073,897	799,143	41,873,040	5,019,834	0	41,873,040	0	41,873,040	0	0	0
40.07	Auto, bus, van accessways	181,979,367	(11,508,007)	170,471,360	35,559,916	0	170,471,360	0	170,471,360	0	597,888	0
40.08	Temporary Facilities/Indirect Cost	396,517,624	(37,683,421)	358,834,203	348,639,427	0	358,834,203	10,300,000	358,834,203	0	209,347,189	0
50	Systems	221,284,301	(682,848)	220,601,453	205,441,240	0	220,601,453	0	220,601,453	0	0	0
50.01	Train control and signals	81,982,556	420,000	82,402,556	82,402,546	0	82,402,546	0	82,402,546	0	0	0
50.02	Traffic signals and crossing prot.	10,458,226	(206,890)	10,251,336	0	0	10,251,336	0	10,251,336	0	0	0
50.03	Traction power supply: substation	29,500,926	1,826,385	31,327,311	31,027,311	0	31,027,311	59,020	31,027,311	0	0	0
50.04	Traction power distribution: cable	32,878,150	(2,881,277)	29,996,873	25,087,996	0	29,996,873	0	29,996,873	0	0	0
50.05	Communications	53,691,339	569,058	54,260,397	54,261,397	0	54,261,397	0	54,261,397	0	0	0

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* Current Committed = Original Contract + CCO/Amendment
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 *** Changes Identified = Pending + Probable + Potential Changes
 **** Est. At Completion = Original Contract + CCO/Amendments + Changes Identified



Costs Reported as of Month Ending: May 2013
Project Monthly Cost Report SCC Level 2

SCC	Title	A Baseline	B BUDGET		D COMMITTED	E AFE**	F Changes ID'd***	G ESTIMATE AT COMPLETION		H-C-G INCURRED
			Transfers	Current*				Current*	Est. At Completion****	
1. Subtotal 10 - 80 SCC Costs										
50	Systems	221,284,391	(682,848)	220,601,453	205,441,240	0	0	220,601,453	0	0
50.06	Fare collection system and equipment	9,159,277	58,822	9,218,099	9,218,099	0	0	9,218,099	0	0
50.07	Central Control	3,613,827	(169,036)	3,453,791	3,453,791	0	0	3,453,791	0	0
60	ROW, Land, Existing Improvement	197,397,947	277,809	197,675,747	45,956,443	0	0	197,675,747	0	43,198,594
60.01	Purchase or lease of real estate	179,369,664	0	179,369,664	40,227,912	679,362	0	179,369,664	0	40,227,912
60.02	Relocation of existing households	18,037,283	277,809	18,315,083	5,708,532	948,162	0	18,315,083	0	2,970,682
70	Vehicles	186,829,020	4,713,997	191,543,017	191,543,017	0	0	191,543,017	0	212,900
70.01	Light Rail	166,721,386	5,915,687	172,637,073	172,637,073	1,514,729	0	172,637,073	0	0
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	212,900
70.07	Spare parts	5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	0
80	Professional Services	1,087,890,119	(19,526,865)	1,068,363,254	673,181,374	(28,749,719)	0	1,068,363,254	0	394,649,026
80.01	Preliminary Engineering	94,055,262	23,898,043	117,953,305	108,829,996	23,683,448	0	117,953,305	0	93,906,849
80.02	Final Design	228,321,632	(38,694,117)	189,627,515	152,105,113	4,781,112	0	189,627,515	0	59,607,001
80.03	Project Management Design & Core	363,849,768	(3,542,941)	360,306,787	273,069,712	65,897,069	(17,323,901)	360,306,787	0	204,766,319
80.04	Const. Admin. & Management	199,656,728	(1,576,849)	198,079,928	35,645,055	3,975,986	0	198,079,928	0	31,990,394
80.05	Professional Liability & other Ins	46,549,724	(5,665,498)	40,884,316	1,749,379	3,896,796	0	40,884,316	0	1,122,058
80.06	Legal, Permits, Review Fees etc.	67,641,005	32,777	67,673,782	31,797,428	3,969,206	0	67,673,782	0	6,532,983
80.07	Surveys, Testing, Investigation, I	21,759,336	7,214,214	28,973,550	29,075,644	3,452,796	0	28,973,550	0	4,319,394
80.08	Start up	65,996,664	(1,192,593)	64,804,071	47,907,069	3,452,796	(775,808)	64,804,071	0	2,314,037
NT	Authorized For Expenditure	0	0	0	0	0	0	0	0	1,535
NTP	Notice To Proceed	0	0	0	0	974,534,082	0	974,534,082	0	1,535
Subtotal:		4,305,074,410	(82,300,016)	4,222,774,394	2,263,580,842	1,144,516,434	(24,741,014)	4,252,774,334	0	694,393,177
2. Contingency										
90	Contingency	541,689,343	52,300,016	593,989,359	5,252,683	238,915,198	0	593,989,359	0	0
90.02	Allocated Contract Contingency	549,101,329	6,988,016	547,089,345	0	0	205,900,913	547,089,345	0	0
90.03	Allowances	1,588,014	3,719,227	5,307,241	5,252,683	(753,705)	3,277,321	5,307,241	0	0
90.07	Known Change Contingency	0	41,592,773	41,592,773	0	0	28,796,964	41,592,773	0	0
PRJ	Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0
90.01	Unallocated Project Contingency	101,871,170	0	101,871,170	0	0	0	101,871,170	0	0
Subtotal:		643,569,513	52,300,016	695,869,529	5,252,683	(753,705)	238,915,198	695,869,529	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

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Costs Reported as of Month Ending: May 2013
 Project Monthly Cost Report SCC Level 2

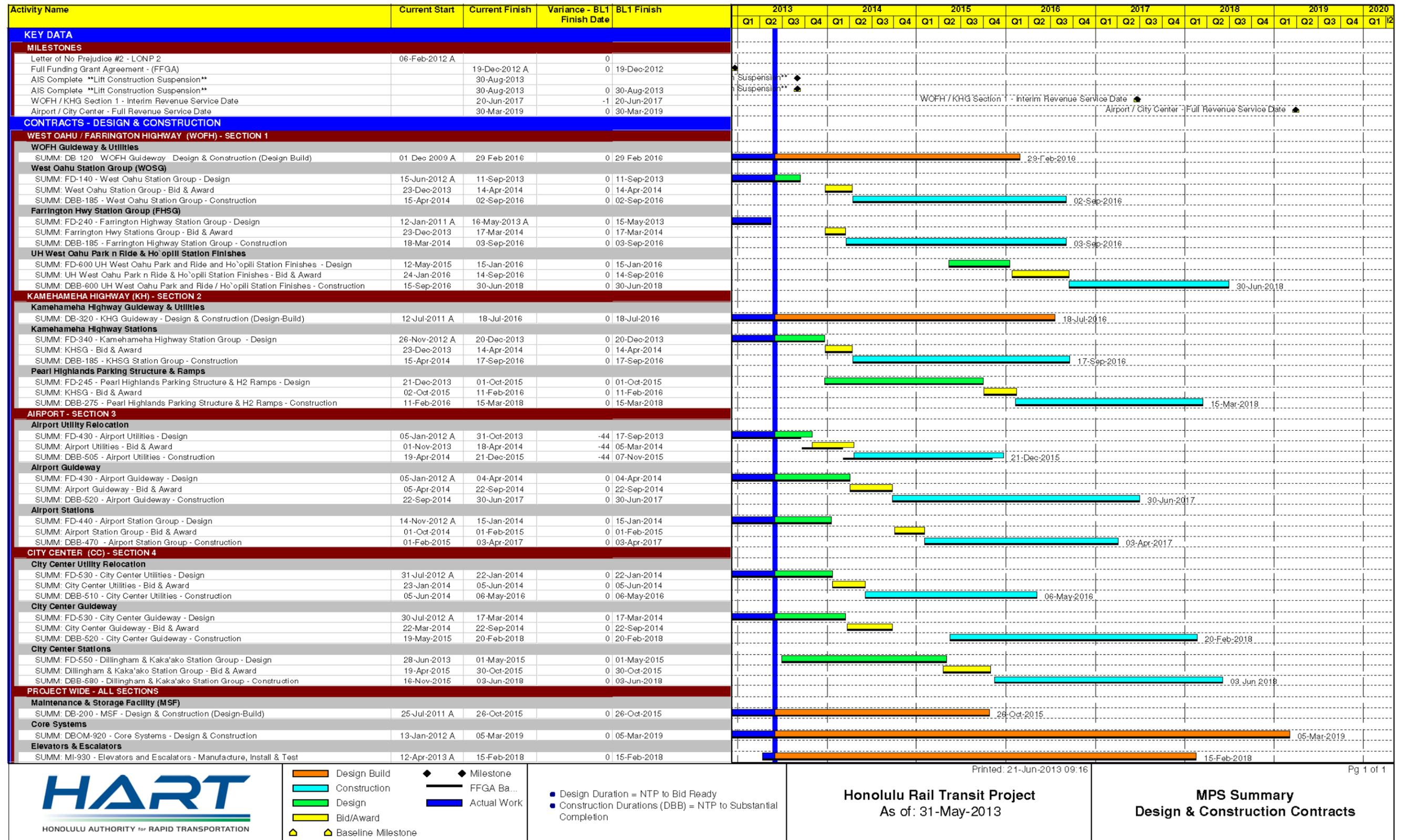
SCC	Title	BUDGET		C=A+B	D	E	F	G	H=C-G	I
		Baseline	Transfers							
3. Finance Charges - Eligible										
OTH	Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
100.1	Finance Charges-Project-Eligible	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
	Subtotal:	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0
FTA TOTAL PROJECT COSTS 5,121,693,166 2,268,833,625 1,143,762,729 214,174,184 5,121,693,166 0 694,983,177										
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 42,000,000 0 0										
Total Project: 5,163,693,166 0 5,163,693,166 2,268,833,625 1,143,762,729 214,174,184 5,163,693,166 0 694,983,177										

* 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

2.3 Project Schedule

The H RTP Master Project Schedule (MPS) has been updated as of May 31, 2013 as shown in the Master Project Schedule Summary (MPSS) in Figure 11 starting on the next page. This was statused against the FFGA Baseline MPS. The baseline and actual/planned durations of each contract are displayed for comparison.

Figure 11. H RTP Master Project Schedule Summary (MPSS)



2.4 Contingency Management

The Risk and Contingency Management Plan (RCMP) has been revised for the FFGA and is in final states of review and completion. It is consistent with the FFGA submittals, including the CPP, MPS, Project Budget and Financial Plan. As part of the final review, the cost and schedule contingency drawdown curves were updated. These curves establish minimum and buffer zone levels of cost and schedule contingency in accordance with FTA recommendations. Over the course of the project, if the cost or schedule contingency trend into the buffer zone (the area above the minimum contingency), Project Management will immediately implement actions to maintain the level of contingency appropriate for the project stage.

As discussed in Section 2.1, the Current Project Contingency Budget is \$654.3M. Contingency is affected by the following:

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

During the May 2013 cost reporting period, HART executed change orders No. 27-29 for West O‘ahu Farrington Highway DB Contract (DB-120) for an aggregate total of \$1.15M and change order No. 03 for Core Systems DBOM Contract (DBOM-920) for \$1.75M, all of which are covered by budgeted “known” changes contingency. As a result of these changes executed against the “known” changes contingency budget there was no drawdown against the FFGA Project Contingency and the balance remains at \$654.3M for Current Project Contingency Budget as detailed in Section 2.1.

HART and the PMOC continue to hold a monthly breakout session to review changes being considered for each contract. Changes are classified as pending, probable or potential and are summarized as Changes ID’d (Changes Identified) in Project Cost reports. Pending changes are changes that have already been negotiated, have agreements reached and are in the signature/approval process. Probable changes are those already in the change management process that have been quantified to the extent of a HART-GEC estimate and a Contractor estimate with a time-impact evaluation (TIE), where appropriate. Probable changes are likely to have a negotiation strategy memo prepared and negotiations may be underway. Potential changes have only a HART-GEC estimate available to be discussed in more general terms. Finally, possible issues are less-defined, not yet quantified issues identified because they could have a future impact on the budget or timing of work.

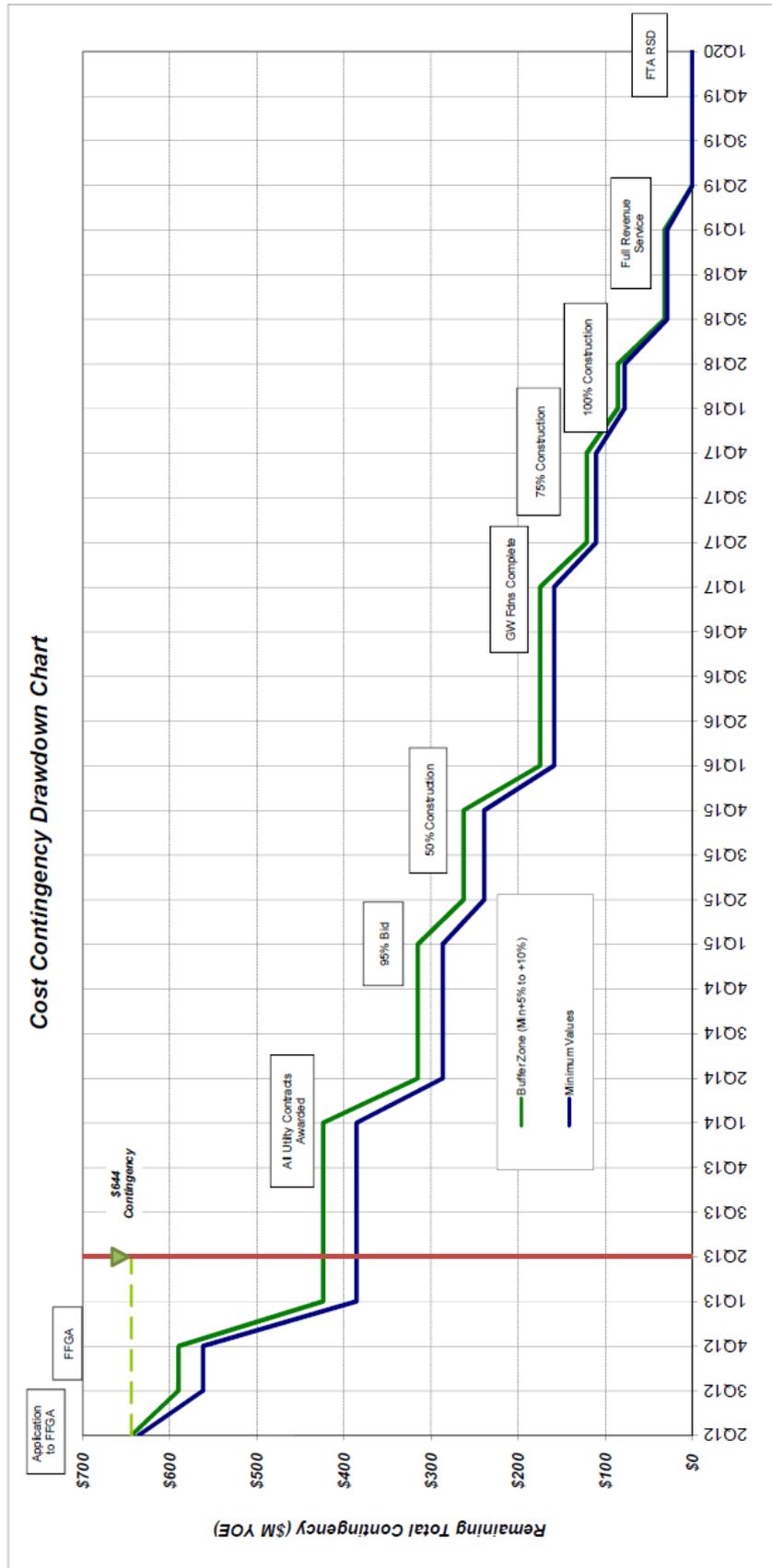
HART continually manages the strategy to avoid or mitigate as well as plan the timing of any potential changes. Breakout session discussions focus on opportunities to reduce costs and accelerate contract-scheduled activities to attain key milestones earlier than targeted. The session concludes with an

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 Cost Contingency Drawdown Curve, subject to FTA/PMOC review as part of the RCMP revision process, is presented in Figure 12 on the next page. As of this reporting period, none of the executed change orders reduced the Baseline Budget Contingency amount under \$644M.

Known Changes, though tracked separately from the Project Contingency established under the FFGA, functions like contingency and is designated SCC 90.07 on the cost reports. In re-baselining the Project Budget for FFGA, HART generated a bottoms-up estimate (BUE) 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 contingencies to reflect the advancement of Final Design since the Preliminary Engineering phase, as reflected in the anticipated base cost of each work package with respect to future risk aspects. Contingency was then allocated in accordance with FTA guidelines and current risk modeling methodologies. Included in the base costs were elements that were considered "known" or pending changes, but were still subject to final negotiations with contractors and execution of change orders. The result was the shifting of contingency budget to the respective contract base estimates as appropriate. The net affect was a reduction of approximately \$170M of contingency between the previous Final Design Project Budget and the FFGA Project Budget. This value was "applied" to work packages established under the FFGA and based on the level to which the risk was defined; it was either applied as base costs or as a separate contingency for that specific work package which will convert to base costs via change order. Of the \$170M, \$97M was applied as base costs to multiple contracts and \$74M was remaining as "Known" Changes. As it was intended for this reserve, the majority of the change orders executed since the BUE draws against this contingency since these were partially defined already. To date Current Known Changes budget stands at \$41.6M down from the original amount of \$73.9M as shown in Figure 10.

Figure 12. Draft Cost Contingency Drawdown Chart



3 CONTRACT STATUS

3.1 Procurement Status

Figure 13. Procurement: Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture-Install-Maintain (MIM) Contracts

Procurement Tracking Report																	
Design-Build (DB), Design-Build-Operate-Maintain (DBOM) and Manufacture-Install-Test-Maintain Contracts																	
Contract #	Contract Name	Sched Ref*	Part 1			Part 2			Issue NTP 1	Issue NTP 1A	Issue NTP 1B	Issue NTP 1C	Issue NTP 2	Issue NTP 3	Issue NTP 4	Contract Completion	Comments
			Issue RFQ	SOQs Due	Select BQO	Issue RFP	Submit Proposals	Execute Contract									
Design-Build Contracts																	
DB-120	West Oahu/Farrington Highway Guideway (WOFH) [Kiewit Infrastructure West Company (KIWC)]	CF	Feb 04 '09	Mar 13 '09	Mar 21 '09	Apr 03 '09	Aug 28 '09	Nov 11 '09	Dec 01 '09	Mar 11 '10	Mar 23 '10	Jun 04 '10	Mar 03 '11	May 24 '11	Feb 06 '12	Feb 29 '16	NTP1: Pre-PE; NTP1A: Geotech (03/11/10); NTP1B: Interim Design/Prelim Engrg (03/23/10); NTP1C: Test Shafts (06/04/10); NTP2: Utilities; NTP3: Final Design; NTP4A: Construction w/o Casting Yd (02/06/12) Substan'l Compl'n = February 2016
		Act	Feb 04 '09	Mar 13 '09	Mar 21 '09	Apr 03 '09	Aug 28 '09	Nov 17 '09	Dec 01 '09	Mar 11 '10	Mar 23 '10	Jun 04 '10	Mar 03 '11	May 24 '11	Feb 06 '12	Feb 29 '16	
		B/L	Feb 04 '09	Mar 13 '09	Mar 21 '09	Apr 03 '09	Aug 28 '09	Nov 01 '09	Dec 01 '09	Mar 11 '10	Mar 23 '10	Jun 04 '10	Mar 03 '11	May 24 '11	Feb 06 '12	Feb 29 '16	
DB-200	Maintenance and Storage Facility (MSF) [Kiewit/Kobayashi Joint Venture (KKJV)]	CF	May 29 '09	Jul 02 '09	Jul 17 '09	Jul 24 '09	Feb 17 '10	Jun 30 '11	Jul 25 '11	---	---	---	Jan 10 '12	Feb 07 '12	---	Nov 30 '15	NTP1: Prelim Engrg; NTP2: Final Design; NTP3: Construction Substan'l Compl'n = November 2015
		Act	May 29 '09	Jul 02 '09	Jul 17 '09	Jul 24 '09	Feb 17 '10	Jun 30 '11	Jul 25 '11	---	---	---	Jan 10 '12	Feb 07 '12	---	Nov 30 '15	
		B/L	May 29 '09	Jul 02 '09	Jul 17 '09	Jul 24 '09	Feb 17 '10	Jun 30 '11	Mar 05 '11	---	---	---	Sep 03 '11	Feb 07 '12	---	Nov 30 '15	
DB-320	Kamehameha Guideway (KHG) [Kiewit Infrastructure West Company (KIWC)]	CF	Nov 18 '09	Jan 05 '10	Feb 15 '10	Mar 19 '10	Oct 07 '10	Jun 30 '11	Jul 12 '11	---	---	---	Jan 16 '12	Feb 07 '12	---	Jul 29 '16	NTP1: Prelim Engrg; NTP2: Final Design; NTP3A: Construction (02/07/12) Substan'l Compl'n = July 2016
		Act	Nov 18 '09	Jan 05 '10	Feb 15 '10	Mar 19 '10	Oct 07 '10	Jun 30 '11	Jul 12 '11	---	---	---	Jan 16 '12	Feb 07 '12	---	Jul 29 '16	
		B/L	Nov 18 '09	Jan 05 '10	Feb 15 '10	Mar 19 '10	Oct 07 '10	Apr 19 '11	Jul 12 '11	---	---	---	Sep 03 '11	Feb 07 '12	---	Jul 29 '16	
Design-Bid-Operate-Maintain Contract																	
DBOM-920	Core Systems Contract [Ansaldo Honolulu JV]	CF	Apr 09 '09	Jun 05 '09	Jul 15 '09	Aug 17 '09	Jun 07 '10	Nov 28 '11	Jan 13 '12	---	---	---	Jul 15 '12	TBD	---	Mar 31 '19	NTP1: Interface Mgmt & Coord & Adv Design (1/13/12) NTP1A: Interface Mgmt & Coordination (7/12/12) NTP2: Procure, Fab & Furnish (7/5/12) NTP2B: Procure, Fab & Furnish (4/15/13) NTP3: Substan'l Compl'n = March 2019
		Act	Apr 09 '09	Jun 05 '09	Jul 15 '09	Aug 17 '09	Jun 07 '10	Nov 28 '11	Jan 13 '12	Jul 05 '12	---	---	Jul 05 '12	---	---	Mar 31 '19	
		B/L	Apr 09 '09	Jun 05 '09	Jul 15 '09	Aug 17 '09	Jun 07 '10	Feb 26 '11	Mar 03 '11	---	---	---	Jun 01 '12	Apr 15 '13	---	Mar 31 '19	
Manufacture-Install-Test-Maintain																	
MI-930	Elevators and Escalators	CF	Aug 17 '12	Oct 25 '12	Nov 08 '12	Dec 17 '12	Feb 22 '13	Jun 28 '13	Jul 15 '13	---	---	---	Jan 15 '15	Mar 15 '16	---	Mar 15 '18	Installation of first elevator is planned to occur at Leeward Comm College Station Mar '15. NTP1: Design/Interface Coordination; NTP2: Manufacturing; NTP3 Installation/Testing Addendum No. 9; Part 2 Issued 01/25/13
		Act	Aug 20 '12	Oct 25 '12	Nov 09 '12	Dec 18 '12	Feb 22 '13	Jun 28 '13	Jul 15 '13	---	---	---	Jan 15 '15	Mar 15 '16	---	Mar 15 '18	
		B/L	Sep 15 '12	Oct 30 '12	Dec 15 '12	Jan 15 '13	Mar 15 '13	Jun 15 '13	Jul 15 '13	---	---	---	Jan 15 '15	Mar 15 '16	---	Nov 09 '17	
Var	+26	+5	+36	+28	+21	(13)	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	(126)		

[Successful Contractor]

* Schedule Reference:

- CF = Current Forecast *AIS Delay Impacts incorporated into the Current Forecast.*
- ACT = ACTUAL Completed Achieved this Month
- B/L = Baseline Master Project Schedule
- [Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]
- Var = Variance of (Baseline Master Project Schedule) Less (Current Forecast)
- +Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Notes:

- WOFH: NTP4A: Construction w/o Casting Yard 02/06/2012
- KHG: NTP3A: Construction 02/07/2012

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

Figure 14. Procurement: Final Design (FD) Contracts

Procurement Tracking Report												
Final Design Contracts												
Contract #	Contract Name	Sched Ref#	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Bid Ready	Contract Completion	Comments
Final Design Agreements												
FD-240	Farrington Highway Station Final Design [HDR Engineering, Inc.]	CF	Oct 02 '09	Nov 19 '09			Feb 15 '10	Apr 15 '10	Jan 14 '11	May 15 '13	Dec 31 '15	NTP 1b: 7/13/2012 - PE Design (A) NTP 2: (initial 07/29/2011)(limited work 12/15/2011) - Interim Design (A) NTP 2: (final 02/13/2012) - Interim Design (A) NTP 3: 01/28/2013 - Final Design (A)
		Act	Oct 02 '09	Nov 19 '09			Feb 15 '10	Apr 15 '10	Jan 14 '11	Feb 15 '13	May 30 '15	
		B/L	Oct 02 '09	Nov 19 '09	-0-	-0-	-0-	-0-	-0-	-0-	(89)	
FD-140	West Oahu Station Group Final Design [URS Corp.]	CF	Jan 14 '10				Feb 08 '12	May 29 '12	Jun 08 '12	Sep 11 '13	Jun 30 '16	NTP 1a: 06/15/2012 - SoM, Workshop, Design Sch (A) NTP 1b: 09/06/2012 - PE Design (A) NTP 2: 01/04/2013 - Interim Design (A) NTP 3: 06/08/2013 - Final Design (CF)
		Act	Jan 14 '10				Feb 08 '12	Jun 14 '12	Jun 15 '12	Aug 11 '13	Oct 30 '15	
		B/L	Jan 14 '10	-0-	-0-	-0-	-0-	Feb 11 '11	May 29 '12	Jun 08 '12	Aug 11 '13	
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) [Anil Verma Assoc, Inc.]	CF	Jun 28 '11	Aug 04 '11	Sep 28 '11	Oct 19 '11	Mar 02 '12	Nov 12 '12	Nov 26 '12	Dec 20 '13	Oct 31 '16	NTP 1a: 11/26/2012 - SoM, Workshop, Design Schedule (A) NTP 1b: 02/07/2013 - PE Design (CF) NTP 2: 04/29/2013 - Interim Design (CF) NTP 3: 09/06/2013 - Final Design (CF)
		Act	Jun 28 '11	Aug 04 '11	Sep 28 '11	Oct 19 '11	Aug 31 '12	Nov 16 '12	Nov 26 '12	Nov 15 '13	Aug 29 '15	
		B/L	Jun 28 '11	Aug 04 '11	Sep 28 '11	Oct 19 '11	Feb 28 '12	Jun 08 '12	Jun 22 '12	Nov 15 '13	Aug 29 '15	
FD-430	Airport Section Guideway and Utilities Final Design [AECOM Tech Svcs, Inc.]	CF	Jan 26 '11	Mar 14 '11	Apr 09 '11	Jun 09 '11	Sep 20 '11	Dec 22 '11	Jan 05 '12	Mar 01 '13	Jun 30 '17	NTP 1a: 01/05/2012 - SoM, Workshop, Design Schedule (A) NTP 1b: 02/22/2012 - Updating the PE (A) NTP 2: 07/23/2012 - Interim Design (A) NTP 3: (Util) 08/07/2013 - Final Design (CF) NTP 3: (GW) 08/07/2013 - Final Design (CF)
		Act	Jan 26 '11	Mar 14 '11	Apr 09 '11	Jun 09 '11	Sep 20 '11	Dec 22 '11	Jan 05 '12	Apr 14 '14	May 01 '18	
		B/L	Jan 26 '11	Mar 14 '11	Apr 09 '11	Jun 09 '11	Sep 20 '11	Jul 31 '11	Aug 01 '11	Apr 14 '14	May 01 '18	
FD-530	City Center Section Guideway and Utilities Final Design [AECOM Tech Svcs, Inc.]	CF	Dec 16 '11	Feb 09 '12	Apr 04 '12	May 11 '12	Jun 05 '12	Aug 01 '12	Aug 01 '12	Aug 15 '13	Apr 30 '18	NTP 1a: 07/31/2012 - SoM, Workshop, Design Schedule (A) NTP 1b: 10/26/2012 - Updating the PE (A) NTP 2: (Util) 04/14/2013 - Interim Design (CF) NTP 2: (GW) 04/14/2013 - Interim Design (CF) NTP 3: (Util) 09/21/2013 - Final Design (CF) NTP 3: (GW) 12/20/2013 - Final Design (CF)
		Act	Dec 16 '11	Feb 09 '12	Apr 04 '12	May 14 '12	Jun 05 '12	Jul 30 '12	Jul 31 '12	Apr 14 '14	May 01 '18	
		B/L	Dec 16 '11	Feb 09 '12	Apr 04 '12	May 11 '12	Jun 05 '12	Jul 18 '12	Aug 01 '12	Apr 14 '14	May 01 '18	
FD-440	Airport Station Group Final Design [AECOM Tech Svcs, Inc.]	CF	Mar 30 '12	May 10 '12	Jun 21 '12	Jul 10 '12	Aug 14 '12	Nov 01 '12	Nov 02 '12	Jan 15 '14	Jul 15 '17	NTP 1a: 11/14/2012 - SoM, Workshop, Design Schedule (A) NTP 1b: 01/04/2013 - PE Design (A) NTP 2: 05/03/2013 - Interim Design (CF) NTP 3: 09/30/2013 - Final Design (CF)
		Act	Mar 30 '12	May 10 '12	Jun 21 '12	Jul 10 '12	Aug 14 '12	Nov 07 '12	Nov 14 '12	Apr 01 '14	Jul 29 '17	
		B/L	Mar 30 '12	May 10 '12	Jun 21 '12	Jul 21 '12	Aug 23 '12	Oct 12 '12	Oct 26 '12	Apr 01 '14	Jul 29 '17	
Re-Pkg FD-550	Dillingham and Kaka'ako Station Groups ("East Side Stations") Final Design [Airport Station Group not included]	CF	Nov 15 '12	Dec 18 '12	Feb 18 '13	Mar 06 '13	Jun 17 '13	Jul 15 '13	Jul 15 '13	Sep 27 '14	Aug 03 '18	Combines two (2) station design contracts: FD-540 and FD-545. Includes the eight (8) stations from Kalihi to Ala Moana Center.
		Act	Nov 16 '12	Dec 18 '12	Feb 18 '13	Mar 06 '13	Jun 10 '13	Aug 29 '13	Sep 12 '13	Jun 15 '15	Sep 14 '18	
		B/L	Dec 15 '12	Feb 18 '13	Apr 24 '13	May 31 '13	Jun 30 '13	Aug 29 '13	Sep 12 '13	Jun 15 '15	Sep 14 '18	
FD-245	Pearl Highlands Parking Structure/ Bus Transit Center Final Design (includes H2/R1 Ramp)	CF	Jul 15 '13	Aug 29 '13	Oct 13 '13	Nov 19 '13	Dec 19 '13	Feb 17 '14	Dec 21 '13	Oct 01 '15	Apr 29 '18	
		Act	Jul 15 '13	Aug 29 '13	Oct 13 '13	Nov 19 '13	Dec 19 '13	Feb 17 '14	Dec 21 '13	Oct 01 '15	Apr 29 '18	
		B/L	Jun 30 '13	Aug 14 '13	Sep 28 '13	Nov 04 '13	Dec 04 '13	Feb 02 '14	Feb 16 '14	Oct 01 '15	Apr 29 '18	
FD-600	UH West Oahu Park-and-Ride and Ho'opili Station Finishes Final Design	CF	Sep 10 '14	Dec 08 '14	Jan 14 '15	Feb 13 '15	Apr 14 '15	Apr 27 '15	May 12 '15	Jan 15 '16	Sep 28 '18	
		Act	Sep 10 '14	Dec 08 '14	Jan 14 '15	Feb 13 '15	Apr 14 '15	Apr 27 '15	May 12 '15	Jan 15 '16	Sep 14 '18	
		B/L	Sep 10 '14	Dec 08 '14	Jan 14 '15	Feb 13 '15	Apr 14 '15	Apr 27 '15	May 12 '15	Jan 15 '16	Sep 14 '18	
		Var	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	(14)	

[Successful Contractor]

* Schedule Reference:

- CF = Current Forecast **AIS Delay Impacts incorporated into the Current Forecast.**
- ACT = ACTUAL **Completed** **Achieved this Month**
- B/L = Baseline Master Project Schedule
- [Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]
- Variance = Variance of (Baseline Master Project Schedule) Less (Current Forecast)
- +Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Notes:

All Final Design Consultants are responsible for providing Design Support Services during Bidding and during Construction in accordance with their contracts. **Schedule Basis:** Contract Completion date reflects final as-built drawing submittals.

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

Figure 15. Procurement: Design-Bid-Build (DBB) Contracts

Procurement Tracking Report									
Design-Bid-Build (DBB) Contracts									
Contract #	Contract Name	Sched Ref*	Bid Ready Dates (Ref.)	Advertise for Bids	Bid Opening	Execute Contract	Issue NTP	Contract Completion	Comments
Design-Bid-Build Contracts									
DBB-505	Airport Section Utilities Construction	CF Act B/L Var	Oct 15 '13 Mar 01 '13 (228)	Nov 01 '13 Mar 29 '13 (217)	Jan 05 '14 May 31 '13 (219)	Feb 28 '14 Jul 15 '13 (228)	Mar 05 '14 Aug 01 '13 (216)	Dec 22 '15 Dec 15 '14 (372)	Airport Utilities Relocation Substantial Completion = Nov 07 '15
DBB-510	City Center Section Utilities Construction	CF Act B/L Var	Feb 01 '14 Aug 15 '13 (170)	Mar 15 '14 Sep 16 '13 (180)	May 15 '14 Nov 15 '13 (181)	Jun 08 '14 Jan 04 '14 (155)	Jun 15 '14 Jan 18 '14 (148)	Jun 13 '16 Sep 15 '15 (272)	City Center Utilities Relocation Substantial Completion = Apr 29 '16
Re-Pkg DBB-185	West Oahu/Farrington Hwy/Kamehameha Hwy Station Groups ("West Side Stations") Construction <i>[Airport Station not included]</i>	CF Act B/L Var	Dec 20 '13 Nov 15 '13 (35)	Jan 15 '14 Dec 16 '13 (30)	Feb 13 '14 Jan 30 '14 (14)	Apr 08 '14 Mar 17 '14 (22)	Apr 15 '14 Mar 31 '14 (15)	Nov 14 '16 Oct 30 '15 (381)	Substantial Completion = Sep 30 '16 Combines three (3) station construction contracts: DBB-170, DBB-270 and DBB-370. Includes the nine (9) stations from East Kapolei to Aloha Stadium plus the H2/R2 Ramp.
DBB-470	Airport Station Group Construction	CF Act B/L Var	Jan 15 '14 Mar 30 '12 (656)	Oct 01 '14 Dec 16 '13 (289)	Dec 01 '14 Jan 30 '14 (305)	Jan 25 '15 Mar 17 '14 (314)	Feb 01 '15 Mar 31 '14 (307)	Jun 15 '17 Aug 29 '15 (656)	Substantial Completion = May 01 '17 Includes the four (4) stations: Pearl Harbor, Airport, Lagoon Drive and Middle Street.
Re-Pkg DBB-580	Dillingham/Kaka'ako Station Groups ("East Side Stations") Construction	CF Act B/L Var	Sep 27 '14 Jun 15 '15 +261	Jul 15 '15 Jan 05 '15 (191)	Sep 14 '15 Feb 19 '15 (207)	Nov 08 '15 Apr 05 '15 (217)	Nov 15 '15 Apr 19 '15 (210)	Aug 14 '18 Jun 29 '17 (411)	Substantial Completion = Jun 30 '18 Combines two (2) station construction contracts: DBB-570 and DBB-575. Includes the eight (8) stations from Kalihi to Ala Moana Center.
DBB-520	Airport and City Center Sections Guideway Construction	CF Act B/L Var	Apr 14 '14 Jan 15 '16 +641	May 01 '14 May 01 '14 -0-	Aug 15 '14 Jun 16 '14 (60)	Oct 09 '14 Jul 31 '14 (70)	Oct 15 '14 Aug 14 '14 (62)	Apr 29 '18 Jul 01 '18 +63	Airport GW Subst'l Compl'n = Jun 30 '17 City Center GW Subst'l Compl'n = Mar 15 '18
DBB-275	Pearl Highlands Parking Structure/ Bus Transit Center Construction (Includes H2/R1 Ramp)	CF Act B/L Var	Oct 01 '15 Oct 01 '15 -0-	Nov 15 '15 Oct 30 '15 (16)	Dec 14 '15 Dec 14 '15 -0-	Jan 28 '16 Jan 28 '16 -0-	Feb 11 '16 Feb 11 '16 -0-	Apr 29 '18 Apr 29 '18 -0-	Substantial Completion: Mar 15 '18
DBB-600	UH West Oahu Park-and-Ride and Ho'opili Station Finishes Construction	CF Act B/L Var	Jan 15 '16 Jan 15 '16 -0-	Mar 15 '16 Feb 15 '16 (29)	Jun 08 '16 Apr 15 '16 (54)	Sep 01 '16 May 30 '16 (94)	Sep 15 '16 Jun 15 '16 (92)	Aug 14 '18 Aug 15 '18 +1	Substantial Completion: Jun 30 '18

[Successful Contractor]

Note: Bid Ready Dates from FD Tracking sheet for Reference.

* Schedule Reference:

CF = Current Forecast **AIS Delay Impacts incorporated into the Current Forecast.**

ACT = ACTUAL **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less (Current Forecast) +Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Note: Contract Completion based on 45 days after Substantial Completion (or, with station groups, the last station in the group).

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

Figure 16. Procurement: Construction Engineering and Inspection Services (CE&I) Contracts

Procurement Tracking Report												
Construction Engineering and Inspection (CE&I) Services Contracts												
Contract #	Contract Name	Sched Ref*	Advertise RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Constr Advertise for Bids (Ref.)	Contract Completion	Comments
Construction Engineering & Inspection Agreements												
MM-500	Airport & City Center Section Utilities CE&I Services	CF Act B/L Var	Dec 13 '12 Dec 21 '12 Jul 20 '12 (154)	Jan 30 '13 Jan 30 '13 Aug 20 '12 (163)	Mar 28 '13 Mar 20 '13 Sep 10 '12 (199)	Jun 04 '13 Jul 26 '13 Oct 09 '12 (238)	Jul 26 '13 Nov 08 '12 (260)	Sep 24 '13 Dec 13 '12 (285)	Oct 01 '13 Dec 28 '12 (277)	Nov 01 '13 Sep 16 '13 (46)	Jun 13 '16 Oct 30 '15 (227)	NTP is based on the schedule for the Airport Section Utilities Construction contract (DBB-505). Addendum No. 1 issued Jan 21 '13. Canceled as of May 28 '13
Re-Pkg MM-280	West Oahu, Farrington Highway and Kamehameha Highway Station Groups ("West Side Stations") CE&I Services (includes H2/R2 Ramp)	CF Act B/L Var	Jan 22 '13 Jan 23 '13 Feb 13 '13 +21	Mar 14 '13 Mar 14 '13 Mar 15 '13 +1	May 14 '13 Apr 16 '13 (28)	Jul 23 '13 May 16 '13 (68)	Sep 17 '13 Feb 22 '13 (207)	Nov 21 '13 Aug 16 '13 (97)	Dec 02 '13 Sep 16 '13 (77)	Jan 15 '14 Dec 16 '13 (30)	Jun 15 '17 Aug 29 '15 (656)	NTP is based on the schedule for the re-packaged "West Side Stations" Construction contract (DBB-185). Canceled as of May 28 '13
MM-525	Airport and City Center Sections Guideway CE&I Services	CF Act B/L Var	Jul 05 '13 Jul 19 '13 +14	Aug 19 '13 Sep 02 '13 +14	Oct 02 '13 Oct 16 '13 +14	Nov 01 '13 Nov 15 '13 +14	Dec 02 '13 Dec 16 '13 +14	Jan 31 '14 Feb 14 '14 +14	Apr 01 '14 Mar 17 '14 (15)	May 01 '14 May 01 '14 -0-	Jun 13 '18 Aug 15 '18 +63	
Re-Pkg MM-590	Airport, Dillingham and Kaka'ako Station Groups ("East Side Stations") CE&I Services	CF Act B/L Var	Feb 05 '14 May 23 '14 +107	Mar 08 '14 Jun 23 '14 +107	Apr 05 '14 Jul 21 '14 +107	May 04 '14 Aug 19 '14 +107	Jun 03 '14 Sep 18 '14 +107	Aug 02 '14 Nov 17 '14 +107	Sep 01 '14 Dec 17 '14 +107	Oct 01 '14 Jan 05 '15 +96	Aug 14 '18 Jul 30 '18 (15)	NTP is based on the schedule for the Airport Station Group Construction contract (DBB-470).
MM-385	Pearl Highlands Parking Structure/ Bus Transit Center CE&I Services (includes H2/R1 Ramp)	CF Act B/L Var	Mar 20 '15 Jan 05 '15 (74)	Apr 17 '15 Feb 02 '15 (74)	May 18 '15 Mar 05 '15 (74)	Jun 16 '15 Apr 03 '15 (74)	Jul 17 '15 May 04 '15 (74)	Sep 15 '15 Jul 03 '15 (74)	Oct 16 '15 Aug 03 '15 (74)	Nov 15 '15 Oct 30 '15 (16)	Apr 29 '18 Apr 29 '18 -0-	
MM-600	UH West Oahu Park-and-Ride and Ho'opili Station Finishes CE&I Services	CF Act B/L Var	Aug 01 '15 Oct 21 '15 +81	Aug 31 '15 Nov 20 '15 +81	Oct 01 '15 Dec 21 '15 +81	Oct 31 '15 Jan 20 '16 +81	Nov 30 '15 Feb 19 '16 +81	Jan 15 '16 Apr 05 '16 +81	Feb 14 '16 May 05 '16 +81	Mar 15 '16 Feb 15 '16 (29)	Sep 29 '18 Aug 15 '18 (45)	

[Successful Contractor]

* Schedule Reference:

CF = Current Forecast *AIS Delay Impacts Incorporated into the Current Forecast.*

ACT = ACTUAL **Completed** **Achieved this Month**

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less (Current Forecast)

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Note: Constr Adv for Bids for Reference.

Schedule Basis: NTP to CE&I Contracts one (1) month prior to Advertise for Construction Bids; Contract completion is three (3) months after Substantial Completion for contract closeout.

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

Figure 17. Procurement: Project Management and Specialty Consultant Services Contracts

Procurement Tracking Report											
Project Management and Specialty Consultant Services Contracts											
CPP Contract #	Contract Name	Sched Ref*	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Contract Completion	Comments
MM-900	Program Management Support Consultant - 1 (PMSC-1) [InfraConsult LLC]	CF Act B/L Var	Jul 15 '09 Jul 15 '09 Jul 15 '09 -0-	Sep 01 '09 Sep 01 '09 Sep 01 '09 -0-		-0-	-0-	-0-	Nov 19 '09 Nov 19 '09 Nov 19 '09 -0-	Feb 28 '13 Feb 28 '12 Feb 28 '12 (366)	
MM-901	Program Management Support Consultant - 2 (PMSC-2) [InfraConsult LLC]	CF Act B/L Var	Aug 03 '11 Aug 03 '11 Aug 03 '11 -0-	Sep 02 '09 Sep 02 '09 Sep 02 '09 -0-	-0-	-0-	-0-	Feb 28 '12 Feb 28 '12 Feb 23 '12 (5)	Mar 08 '12 Mar 08 '12 Feb 23 '12 (14)	Feb 28 '15 Feb 28 '15 Feb 28 '15 -0-	
MM-905	General Engineering Consultant I (GEC-1) (EIS/Preliminary Engrg) [Parsons Brinckerhoff]	CF Act B/L Var	Jun 01 '07 Jun 01 '07 Jun 01 '07 -0-	Aug 24 '07 Aug 24 '07 Aug 24 '07 -0-	-0-	-0-	-0-	-0-	Oct 25 '09 Oct 25 '09 Oct 25 '09 -0-	Feb 28 '13 Feb 28 '12 Mar 25 '12 (340)	
MM-910	General Engineering Consultant II (GEC-2) (Final Design and Construction) [Parsons Brinckerhoff, Inc.]	CF Act B/L Var	Sep 03 '09 Sep 03 '09 Sep 03 '09 -0-	Nov 15 '09 Nov 15 '09 Nov 15 '09 -0-	-0-	-0-	-0-	Jun 30 '11 Jun 30 '11 Jun 30 '11 -0-	Aug 02 '11 Aug 02 '11 Aug 02 '11 -0-	Aug 01 '14 Aug 01 '14 Aug 01 '14 -0-	
MM-935	Real Estate Consultant [Paragon Partners, Ltd.]	CF Act B/L Var	Apr 01 '11 Apr 01 '11 Apr 01 '11 -0-				Sep 08 '11 Sep 08 '11 Sep 08 '11 -0-	Mar 14 '12 Mar 14 '12 Mar 15 '12 +1	Mar 14 '12 Mar 14 '12 Mar 15 '12 +1	Mar 13 '17 Mar 13 '17 Mar 13 '17 -0-	
MM-940	Kako'o Consultant [Pacific Legacy, Inc.]	CF Act B/L Var	May 20 '11 May 20 '11 May 20 '11 -0-	Jun 20 '11 Jun 20 '11 Jun 20 '11 -0-	-0-	-0-	Sep 09 '11 Sep 09 '11 Sep 09 '11 -0-	Mar 29 '12 Mar 29 '12 Mar 15 '12 (14)	Mar 29 '12 Mar 30 '12 Mar 15 '12 (14)	Feb 14 '17 Feb 14 '17 Feb 14 '17 -0-	
MM-950	Owner Controlled Insurance Program (OCIP) Consultant [Marsh USA, Inc.]	CF Act B/L Var	Jan 31 '12 Jan 31 '12 Jan 31 '12 -0-		-0-	-0-	Mar 01 '12 Mar 01 '12 Mar 01 '12 -0-	May 10 '12 May 10 '12 May 18 '12 +8	May 10 '12 Jun 05 '12 Apr 28 '12 (38)	May 09 '17 Dec 01 '19 Dec 01 '19 ---	5-year Consultant Services contract to assist in procurement of insurance coverage and administer insurance and risk management services for the H RTP.
MM-951	Owner Controlled Insurance Program (OCIP) Brokerage Services	CF Act B/L Var	Jun 04 '13 Jun 04 '13 Jun 04 '13 -0-		-0-	-0-	Jul 05 '13 Jul 01 '13 Jul 01 '13 (4)	Aug 09 '13 Aug 10 '13 Aug 10 '13 +1	Aug 09 '13 Sep 01 '13 Sep 01 '13 -0-	Jul 31 '14 Jul 31 '14 Jul 31 '14 ---	
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility (MSF) [Enovity, Inc.]	CF Act B/L Var						Oct 06 '10 Oct 06 '10 Oct 07 '10 +1	Oct 07 '10 Oct 07 '10 Oct 07 '10 -0-	Jan 14 '16 Jan 14 '16 Jan 14 '16 -0-	

[Successful Contractor]

* Schedule Reference:

CF = Current Forecast

ACT = ACTUAL Completed Achieved this Month

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less (Current Forecast)

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

Figure 18. Procurement: HDOT Consultant Services and Other Contracts

Procurement Tracking Report											
Hawaii Department of Transportation (HDOT) Consultant Services Contracts and Other Contracts											
CPP Contract #	Contract Name	Sched Ref*	Issue RFQ	SOQs Submitted	Select BQO/ Advise BFS	Receive SOW	Receive Price Proposal	Finalize Contract	Issue NTP	Contract Completion	Comments
HDOT Agreements											
MM-915	HDOT Traffic Management Coordination Consultant [JCX Transportation Group]	CF Act B/L Var	Aug 15 '11 Aug 15 '11 Mar 04 '11 (164)	-0-	-0-	-0-	-0-	Jun 01 '12 Jun 05 '12 Jun 01 '12 (4)	Jul 01 '12 Jun 12 '12 Jul 01 '12 +19	Jul 01 '17 Feb 15 '19 +594	Scope of services is for the entire alignment. Contract length = 60 months.
MM-920	HDOT Design Coordination Consultant - West Oahu/Farrington Highway Guideway Section [AECOM Tech Svcs, Inc.]	CF Act B/L Var						Jun 07 '11 Jun 07 '11 Jun 07 '11 -0-	Jun 08 '11 Jun 08 '11 Jun 08 '11 -0-	Jun 15 '18 Jun 15 '18 Jun 15 '18 -0-	
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section [AECOM Tech Svcs, Inc.]	CF Act B/L Var						Jun 01 '12 Jun 05 '12 Apr 01 '12 (61)	Jul 01 '12 Jun 29 '12 Jul 01 '12 (2)	Jul 15 '15 Jul 15 '15 Jul 15 '15 -0-	
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway Sections [SSFM International]	CF Act B/L Var						Jan 16 '14 Jun 08 '12 Jan 16 '14 +587	Jan 30 '14 Jun 12 '12 Jan 30 '14 +597	Jun 15 '18 Jun 15 '18 Jun 15 '18 -0-	The scope of services for City Center, previously packaged as a separate contract (MM-923), is now included as part of this contract, the option executed on Nov 01 '12. MM-923 has been deleted.
Other Agreements											
MM-945	On-Call Construction Contractor(s)	CF Act B/L Var	Jul 01 '13 Mar 15 '13 (108)	Jul 31 '13 Apr 14 '13 (108)	Aug 15 '13 Apr 29 '13 (108)	Sep 14 '13 May 29 '13 (108)	Oct 14 '13 Jun 28 '13 (108)	Nov 13 '13 Jul 28 '13 (108)	Dec 13 '13 Aug 27 '13 (108)	Mar 03 '19 Mar 03 '19 -0-	
MM-946	On-Call HazMat Contractor [CH2M Hill + HazMat Contractor]	CF Act B/L Var						Jun 15 '12 Aug 23 '12 Jun 15 '12 -0-	Sep 07 '12 Sep 07 '12 Jun 30 '12 (69)	Feb 15 '17 Feb 15 '17 -0-	

[Successful Contractor]

* Schedule Reference:

CF = Current Forecast

ACT = ACTUAL Completed Achieved this Month

B/L = Baseline Master Project Schedule

[Note: B/L reflects the re-baselined Contract Packaging Plan (Revision 3, Mar 30 '12) and the re-baselined Master Project Schedule (Revision 4, Mar 30 '12).]

Variance = Variance of (Baseline Master Project Schedule) Less (Current Forecast)

+Ahead/(Behind)/-0- versus the B/L Master Project Schedule

Baselined (as reflected in the Master Project Schedule, Revision 4, March 30, 2012)

3.2 Design-Build (DB) Contract Status

Contract DB-120: West O‘ahu/Farrington Highway Guideway (WOFH)			
DB Contractor: Kiewit Infrastructure West Company (KIWC)			
Committed: ¹	\$538,917,377	Incurred to date:	\$175,902,570
Authorized: ²	\$317,151,443	(58.8%)	Substantial Completion: February 2016

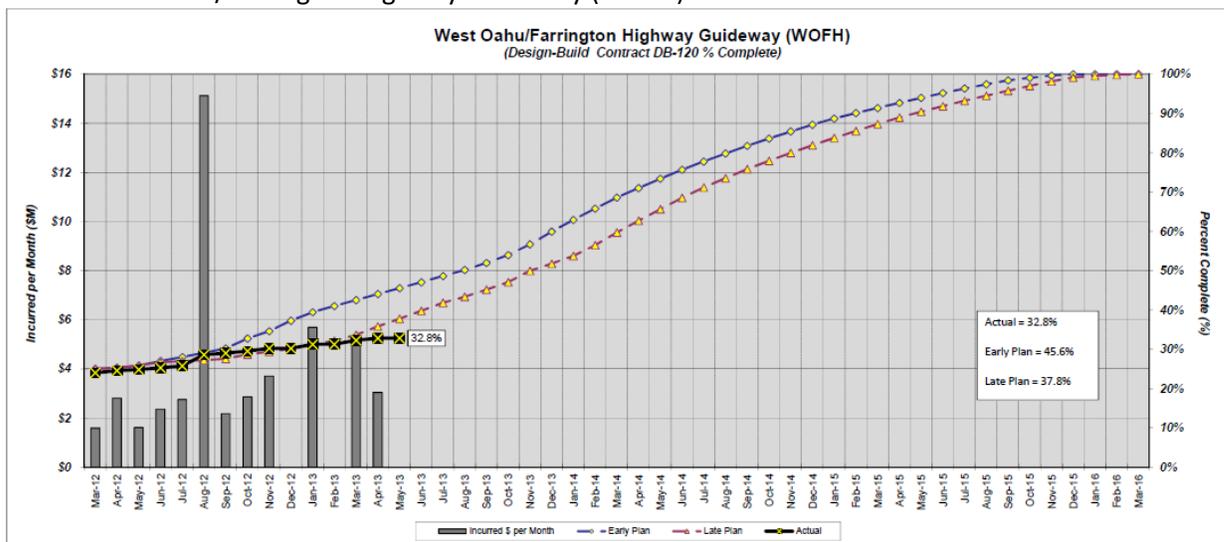
¹ Commitment as of 5/31 = Contract value (not including contingency) + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of May 31 is 32.8%, versus the early plan of 45.6% and the late plan of 37.8%, as shown in Figure 19 below. Design is 96% complete, based on Schedule of Milestones completion, and continues through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 19. West O‘ahu/Farrington Highway Guideway (WOFH) Construction



- **Activities this month**

- HART continues to work with KIWC to mitigate the impact of the partial suspension of construction activities.
- HART continued efforts to resolve contract changes and contractor claims.
- KIWC continues to maintain and secure the project site including laydown yards during the construction suspension. In addition, KIWC continued maintenance activities along Farrington Highway as part of the Joint Use and Occupancy agreement with HDOT.
- KIWC continues potholing and geotechnical testing.
- KIWC secured the ‘Banana Patch’ properties until demolition commences.
- KIWC completed the concrete dry finishing of completed applicable column bases and backfilling and subgrade restoration of applicable column bases.
- KWIC completed work for building abatement and demolition, temporary fence removal and hydro mulching of affected areas at Waipahu High School.
- A total of 415 contract submittals have been received (3 currently under review).
- KIWC has completed 62 (48%) of 129 final design submittals.
- HART has received 227 Requests for Information (RFIs) from the contractor (3 voided).

- **Look Ahead**

- Continue working with KIWC to mitigate impacts of the partial suspension of construction activities.

- Geotechnical testing at one of the two properties approved to be acquired through eminent domain (TMK 9-6-004-006).
- Site assessment and preparation of demolition plan at the 'Banana Patch' properties.
- Continue interface and final design activities.
- KIWC to start forming and pouring concrete bearing plinths (structure connected to column that supports the guideway) over the rebar cages on top of the existing columns.
- Resolution of contract changes.
- HART working with KIWC to re-establish permits to allow re-commencement of construction in September 2013.

Contract DB-200: Maintenance and Storage Facility (MSF)

DB Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Committed: ¹	\$215,375,751	Incurred to date:	\$52,848,402
Authorized: ²	\$148,406,485 (68.9%)	Substantial Completion:	November 2015

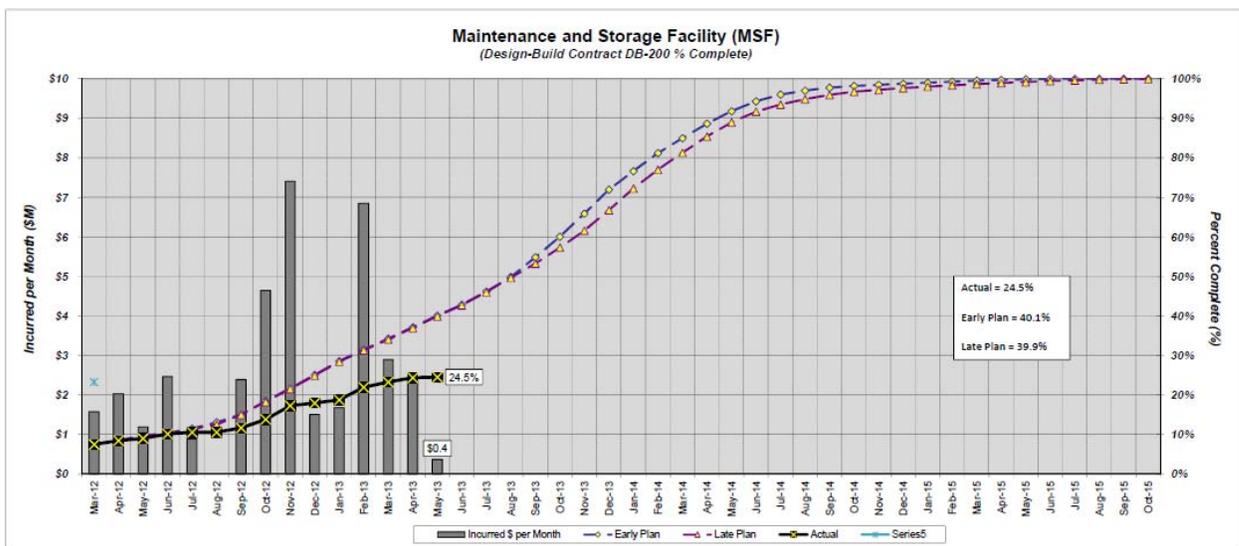
¹ Commitment as of 5/31 = Contract value (not including contingency) + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of May 31 is 24.5%, versus the early plan of 40.1% and the late plan of 39.9%, as shown in Figure 20 below. In May, \$0.4M was incurred. Design is 98% complete, based on Schedule of Milestones completion, and is continuing through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 20. Maintenance and Storage Facility (MSF) Construction



- **Activities this month**

- HART continues to work with KKJV to mitigate impacts of the partial suspension of construction activities.
- KKJV continued to maintain and secure the project site during the construction suspension.
- HART continued efforts to resolve contract changes and contractor claims.
- KKJV continued working with the Core Systems Contractor to resolve interface issues.
- KKJV received all running rail, contact rail splice assemblies, in addition to anchor bolts, washers, e-clips and cover plates. Components for the DF fasteners and the first shipment of contact rail have arrived.
- A total of 125 total contract submittals have been received (9 under review).
- KKJV has completed 5 (56%) of 9 final design submittals.
- HART has received 140 Requests for Information (RFIs) from the contractor (4 open).

- **Look Ahead**

- Continue working with KKJV to mitigate impacts of the partial suspension of construction activities.
- Resolve Core Systems interface items.
- Oversight of contractor material procurement.
- Continue efforts to resolve contract changes and contractor claims.
- HART working with KKJV to re-establish permits to allow re-commencement of construction in September 2013.

Contract DB-320: Kamehameha Highway Guideway (KHG)

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Committed: ¹	\$376,366,000	Incurred to date:	\$82,564,669
Authorized: ²	\$166,382,062 (44.2%)	Substantial Completion:	June 2016

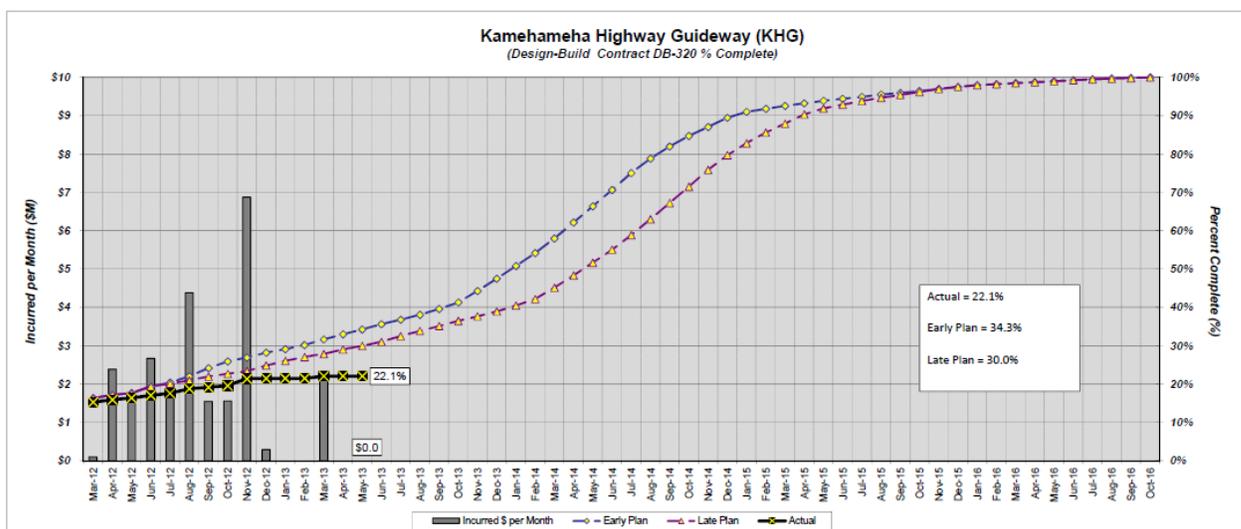
¹ Commitment as of 5/31 = Contract value (not including contingency) + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31 = NTP dollar values + executed Change Orders.

• **Contract Progress**

Actual progress as of May 31 is 22.1%, versus an early plan of 34.3% and a late plan of 30%, as shown in Figure 21 below. Design is 94% complete, based on Schedule of Milestones completion, and is continuing through the partial suspension of construction. A revised baseline schedule is being processed based on an assumed restart of construction in September 2013.

Figure 21. Kamehameha Highway Guideway (KHG) Construction



• **Activities this month**

- HART continued working with KIWC to mitigate impacts of the partial suspension of construction activities.
- KIWC continues to maintain and secure the project site including laydown yards during the construction suspension.
- KIWC installed a chain link fence at the Pearlridge Station property and resumed potholing as well as completed the last geotechnical boring for production shafts.
- HART continued efforts to resolve contract changes and contractor claims.
- A total of 167 contract submittals have been received (2 under review).
- KIWC has completed 8 (21%) of 39 final design submittals.
- HART has received 81 Requests for Information (RFIs) from the contractor (1 open).

• **Look Ahead**

- Continue working with KIWC to mitigate impacts of the partial suspension of construction activities.
- Continue interface and design activities.
- Continue efforts to resolve contract changes and contractor claims.
- HART working with KIWC to re-establish permits to allow re-commencement of construction in September 2013.

3.3 Design-Build-Operate-Maintain (DBOM) Contract Status

Contract DBOM-920: Core Systems Contract (CSC)

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Committed:¹ \$575,590,289 Incurred to date: \$38,401,523

Authorized:² \$137,537,188 (23.9%) Start-up Completion: March 2019

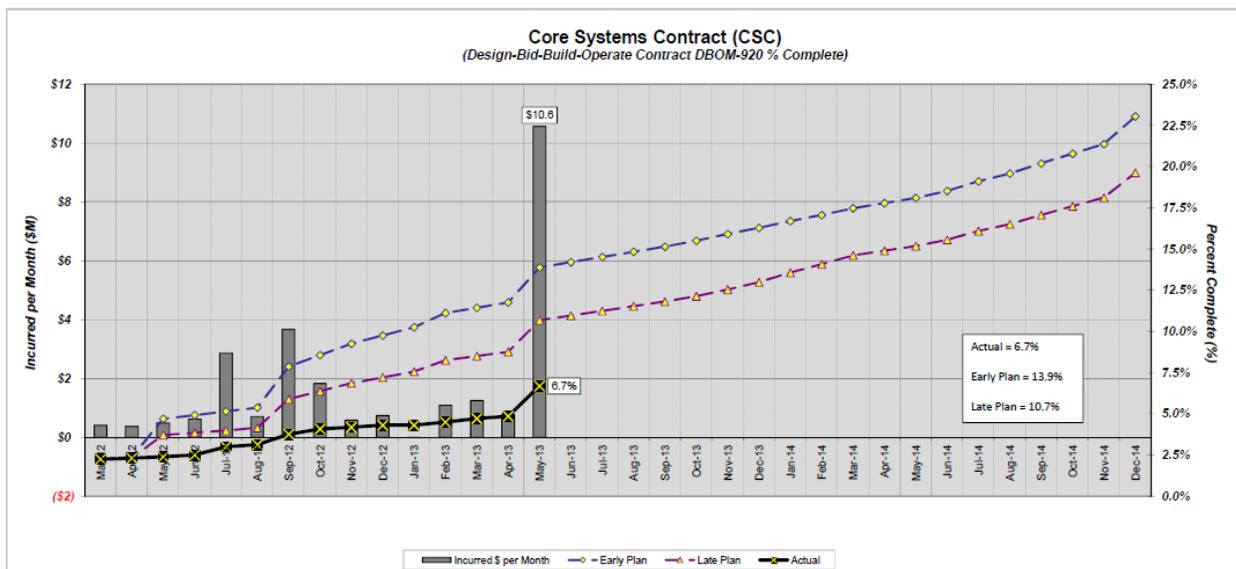
¹ Commitment as of 5/31 = Contract value (excluding contingency and \$823.6 M O&M budget) + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

- **Contract Progress**

Actual progress as of May 31 is 6.7%, versus the early plan of 13.9% and the late plan of 10.7%, as shown in Figure 22 below. In May, \$10.6M was incurred. Design is 22% complete. Financial progress is lagging actual design progress because of unpayable milestones associated with incomplete design package documentation. A revised schedule is being processed based on an assumed restart of construction for fixed facility contractors in September 2013.

Figure 22. Core Systems Contract (CSC)



- **Activities this month**

- AHJV continues to participate in Interface meetings, to issue/respond to Requests for Interface Data (RFIDs) and to coordinate fixed-facility contractor interfaces.
- HART reviewed AHJV design submittals for all systems and is conducting follow up meetings to resolve comments.
- HART is coordinating with AHJV to finalize selection and cost for adding station platform screen gates.

- **Look Ahead**

- Resolve interface issues with fixed facility contractors, particularly MSF and FHSG design.
- Conclude submitted design review activities.
- HART to finalize evaluation of AHJV proposal for Platform Screen Gates and Back-Up OCC relocation to Pearlridge.
- Jointly conduct a detailed analysis of the option to use four-car trains.

3.4 Final Design (FD) Contract Status

3.4.1 Station DBB Contracts Status (Executed and In Negotiation)

Contract FD-140: West O‘ahu Station Group Construction (WOSG) Final Design			
Contractor: URS, Final Design Consultant (Engineer of Record)			
Committed: ¹	\$7,789,000		Incurred to date: \$3,858,197
Authorized: ²	\$5,575,579	(71.6%)	Construction Docs Bid-Ready: December 2013

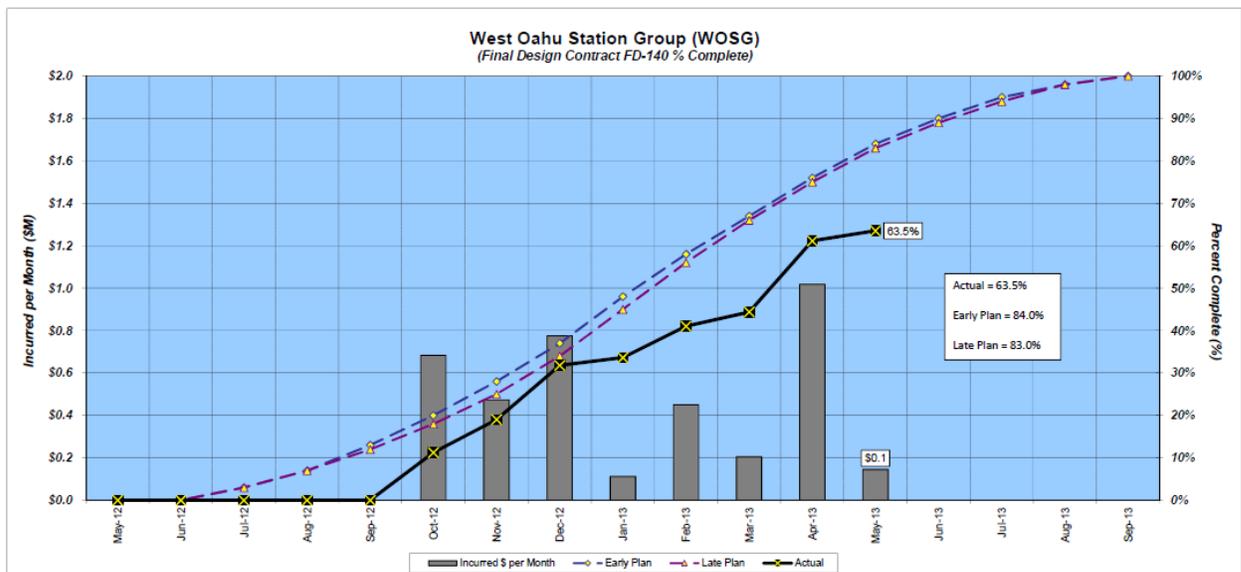
¹ Total Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

- Contract Progress**

Actual progress as of May 31 is 63.5%, versus the early plan of 84% and late plan of 83%, as shown in Figure 23 below. In May, \$0.1M was incurred. Design is 65% complete.

Figure 23. West O‘ahu Station Group (WOSG) Final Design



- Activities this month**

- Resolve interim design submittal review comments.
- Started final design development.
- URS is working on resolving interface issues with guideway and core systems contractors.
- Coordination with Ho‘opili Station development.
- Continued to hold weekly progress and interface meetings.

- Look Ahead**

- Issue request for change on canopy design, Kalo‘i channel, and Ho‘opili Station design.

Contract FD-240: Farrington Highway Station Group (FHSG) Final Design

Contractor: HDR Engineering, Inc., Final Design Consultant (Engineer of Record)

Committed: ¹	\$8,098,487	Incurred to date:	\$7,471,985
Authorized: ²	\$7,801,501 (96.3%)	Construction Documents Bid-Ready:	December 2013

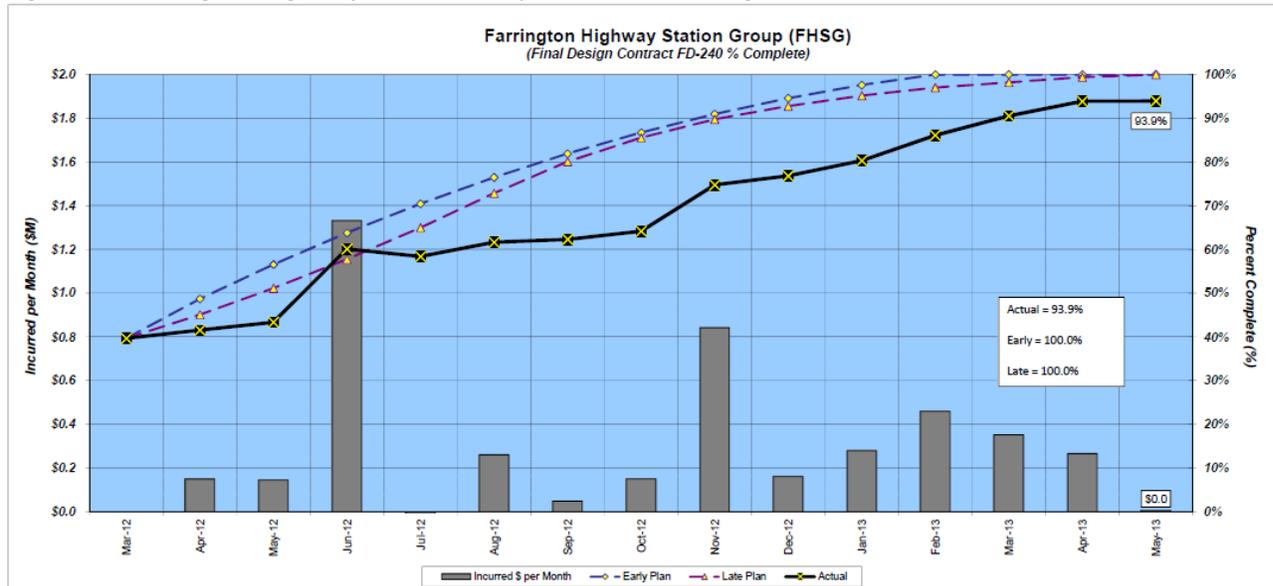
¹ Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

Contract Progress

Actual progress as of May 31 is 93.9%, versus the early and late plan of 100%, as shown in Figure 24 below. In May, less than \$0.01M was incurred. Design is 99% complete.

Figure 24. Farrington Highway Station Group (FHSG) Final Design



Activities this month

- Wrap up contract compliance issues with the Final Designer.
- Negotiation meeting to resolve remaining changes.

Look Ahead

- Resolve outstanding Request For Changes.

Contract FD-340: Kamehameha Highway Station Group (KHSG) Final Design

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

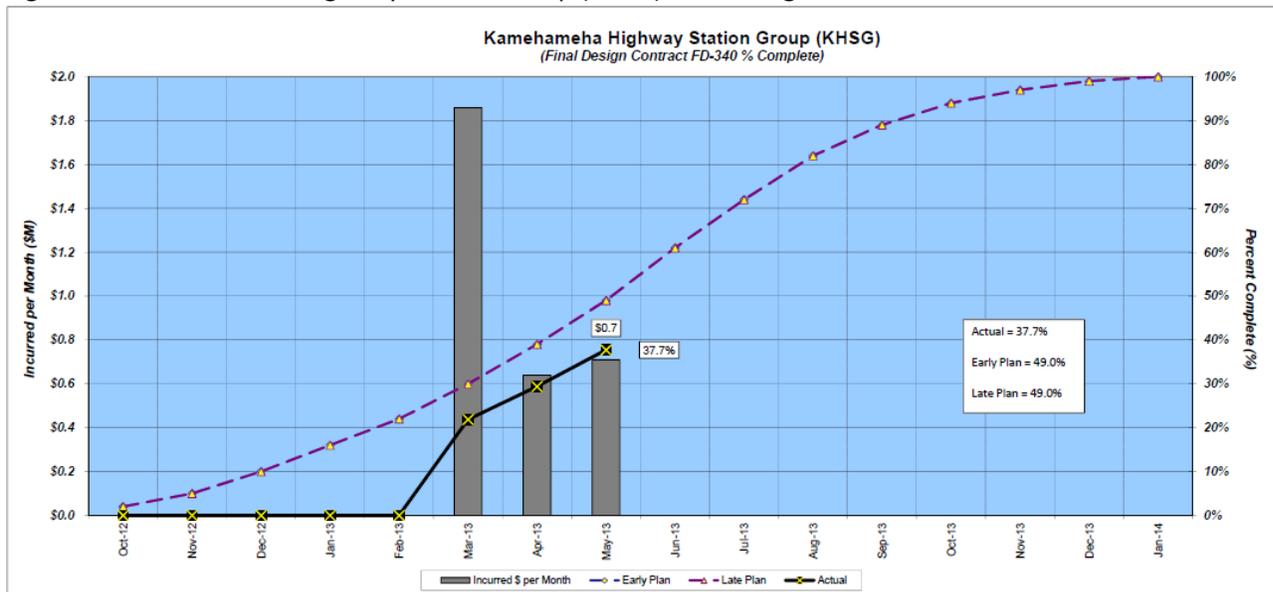
Committed: ¹	\$8,702,592	Incurred to date:	\$3,207,188
Authorized: ²	\$5,884,751 (67.6%)	Construction Documents Bid-Ready:	December 2013

¹ Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

Actual progress as of May 31 is 37.7%, versus the early and late plan of 49%, as shown in Figure 25 below. In May, \$0.7M was incurred. Design is 35% complete.

Figure 25. Kamehameha Highway Station Group (KHSG) Final Design



- **Activities this month**
 - Continue interim design development.
 - Continued to hold weekly progress and interface meetings.
- **Look Ahead**
 - Continue to develop interim design.

Contract FD-430 Airport Section Guideway and Utilities Final Design

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

Committed: ¹	\$39,115,960		Incurred to date:	\$19,137,720
Authorized: ²	\$31,341,791	(80.1%)	Construction Documents Bid-Ready:	
			Utilities	October 2013
			Guideway	April 2014

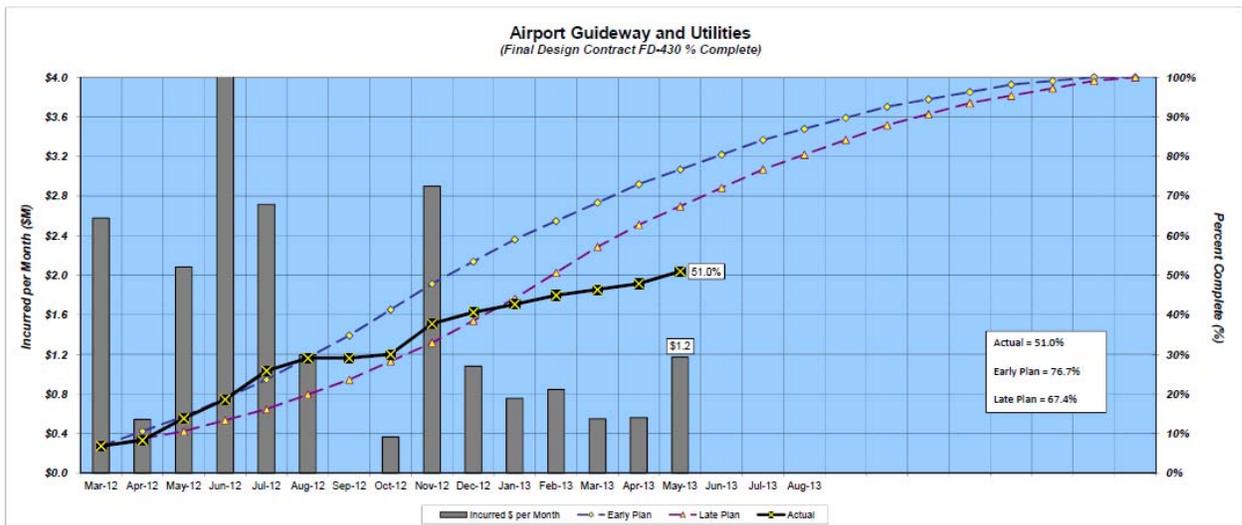
¹ Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

• **Contract Progress**

Actual progress as of May 31 was 51%, versus the early plan of 76.7% and the late plan of 67.4%, as shown in Figure 26 below. In May, \$1.2M was incurred. Design is 50% complete.

Figure 26. Airport Guideway and Utilities Final Design



• **Activities this month**

- HART and AECOM continued coordination with HDOT (Highway and Airport Divisions), utility companies and other stakeholders.
- Separating out utility package and guideway packages.
- Continued weekly progress/design and interface meetings.
- AECOM continued interim design development.
- AECOM continued geotechnical testing.
- Reached final resolution on Uelena Street alignment.

• **Look Ahead**

- Continue working on interim design packages.
- Continue geotechnical testing and pot holing.

Contract FD-440: Airport Station Group (ASG) Final Design

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

Committed: ¹	\$10,177,365	Incurred to date:	\$3,353,838
Authorized: ²	\$6,504,666 (63.9%)	Construction Documents Bid-Ready:	January 2014

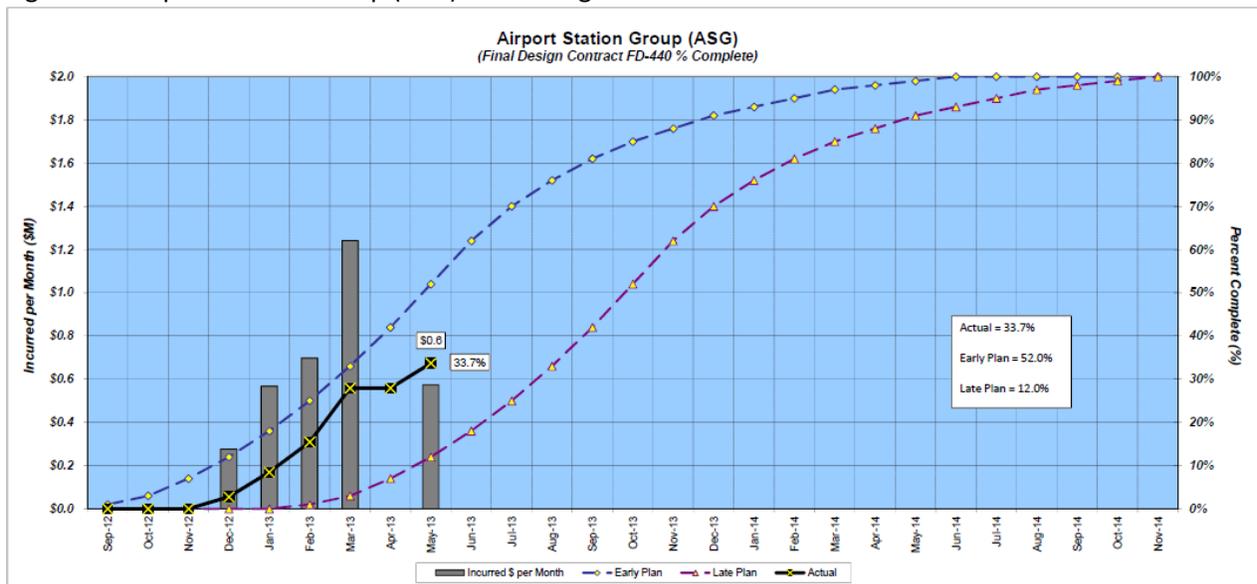
¹ Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31 = NTP dollar values + executed Change Orders.

- Contract Progress**

Actual progress as of May 31 is 33.7%, versus the early plan of 52% and the late plan of 12%, as shown in Figure 27 below. In May, \$0.6M was incurred. Design is 35% complete.

Figure 27. Airport Station Group (ASG) Final Design



- Activities this month**

- o Continued to hold weekly progress and interface meetings.
- o A meeting was held with the Navy to discuss the Pearl Harbor Station and access to Joint Base Pearl Harbor-Hickam.
- o Continue interim design development.

- Look Ahead**

- o Continue interim design development.

Contract FD-530: City Center Section Guideway and Utilities Final Design

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

Committed: ¹	\$43,948,220		Incurred:	\$8,154,586
Authorized: ²	\$34,629,648	(78.8%)	Construction Documents Bid-Ready:	
			Utilities	August 2013
			Guideway	April 2014

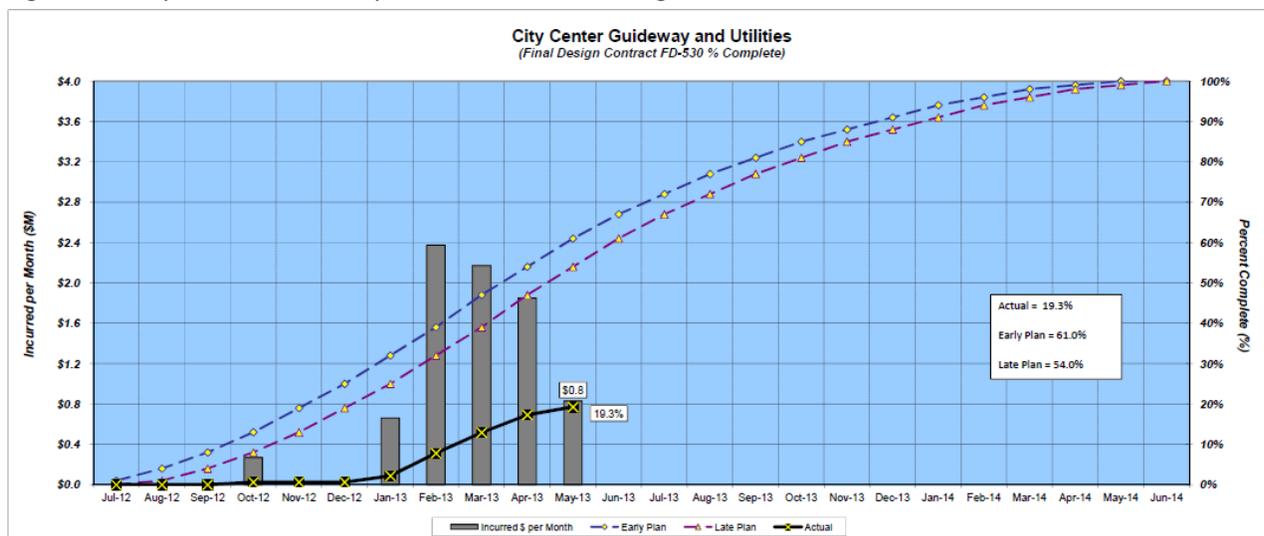
¹ Commitment as of 5/31 = Contract value (not including contingency) with Design Allowance + executed Change Orders.

² Total Authorized for Expenditure (AFE) as of 5/31= NTP dollar values + executed Change Orders.

• **Contract Status**

Actual progress as of May 31 is 19.3%, versus the early plan of 61% and the late plan of 54%, as shown in Figure 28 below. In May, \$0.8M was incurred. Design is 30% complete.

Figure 28. City Center Guideway and Utilities Final Design



• **Activities**

- Continued weekly progress/design and interface meetings.
- Continue interim design development.
- HART and AECOM continued to meet with various private and public stakeholders to coordinate station and guideway interface with their planned developments.

• **Look Ahead**

- Continue interim design development.
- Commence geotechnical testing.

3.5 Utility Agreements

• **Activities this month**

- Buy America:
 - Oceanic Time Warner Cable (OTWC) - All materials in the utility agreement with OTWC will be Buy America Compliant.
 - Tesoro has sold the Hawai'i refinery to Par Petroleum Corp. The buyout is set to be completed by September 2013. Tesoro has indicated that it will still be able to execute agreements with HART, as the agreements will be accepted by their new buyer.
 - Hawaiian Telcom continues to assess the origin of the material on hand that Wavecom had purchased for the Project prior to Wavecom's acquisition by Hawaiian Telcom.

- HECO has finished their investigation of origin of materials and has submitted an over 400-item list to HART. HART is determining if the items submitted by HECO are components or sub-components, and has requested HECO to provide some additional information on certain items in the list to assist with HART's determination. This effort is to ensure HECO materials are Buy America compliant.
- WOFH section:
 - Draft Amendments with Buy America Requirements are under Procurement review for the following Utility Construction Agreements (UCAs): Hawaiian Electric Company (HECO), Oceanic Time Warner Cable (OTWC) and Wavecom Solutions.
 - The Hawaiian Telcom (HT) UCA has not yet been executed. HART has transmitted the contract to HT for execution.
 - Sandwich Isle Communications (SIC) UCA has not been executed. Currently, a UCA is not needed as there are no conflicts, however SIC has requested an agreement in the event a conflict arises. A draft construction agreement was submitted to SIC.
- KHG section:
 - There are no outstanding Engineering Service Agreements (ESAs) for the KHG section.
 - Awaiting Tesoro's review comments of the draft UCA incorporating Buy America requirements.
 - Draft UCAs have been sent to OTWC, SIC, HawaiiGas, Tesoro and HT for review and comment.
 - Comments were received by HawaiiGas and are being reviewed.
 - There has been confirmation that no UCA's for Chevron and AT&T Corporate will be needed.
- Airport and City Center sections:
 - Drafts for the Utility ESAs have been transmitted to the utility owners for review and comment.
 - tw telecom ESA, and OTWC for the Airport and City Center section have been executed. The remaining ESAs that need to be executed are AT&T Corporate, AT&T Government Solutions, Hawaiian Telcom, HawaiiGas, Sandwich Isle Communications and Tesoro.
 - AT&T Corporate has provided some comments for the ESA draft, and will provide a red-line version of the draft.
 - An amendment to the Airport Bridging Agreement with HECO has been routed to HECO for execution; this will extend the agreement period to October 31, 2013.
 - An amendment to the City Center Bridging Agreement has been routed to HECO for execution; this will extend the agreement period to October 31, 2013.
 - Discussion with HECO on Airport and City Center UFRCA has been elevated to HART and HECO management to determine HECO's ability to meet HART's design schedule.
 - There has been confirmation that no UCA's for Chevron and Tesoro will be needed for the Airport and City Center sections.
- **Look Ahead**
 - HART to negotiate and execute remaining UCA for WOFH and KHG so that utility relocation work can resume when allowed.
 - HART to negotiate and execute remaining ESA for Airport and City Center sections.

See Figure 29 on the next page for the latest Utility Agreements Status Matrix.

Figure 29. Utility Agreements Status Matrix (by section)

Utility Agreements Status Matrix								
Utility Owner	Status	WOFH		KHG		Airport		City Center
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA
AT&T	Executed	May 11, 2011	Dec 20, 2011	May 18, 2012	Submitted draft to AT&T		Submitted draft to AT&T	
	NTP	May 12, 2011	Dec 21, 2011					
Chevron	Executed	Dec 4, 2009		Nov 4, 2011				
	NTP	Dec 22, 2009		Nov 15, 2011				
Hawaiian Telcom	Executed	May 20, 2010	Back to HT to self-performing scope; HT reviewing new draft	May 10, 2012	Submitted draft to Hawaiian Tel		Submitted draft to Hawaiian Tel	
	NTP	June 14, 2010						
HECO	Executed	By Agreement with PB	Apr 20, 2012	July 12, 2012	Draft transmitted to utility	Airport Bridging Agreement Executed 2/19/13 (amendment being routed to extend agreement to 10/31/13) City Center Bridging Agreement Executed 3/4/13 (amendment being routed to extend agreement to 10/31/13)		
	NTP							
Oceanic Time Warner	Executed	Dec 8, 2009	Dec 21, 2011	Jan 9, 2012	Submitted draft to Oceanic		Executed 4/4/2013	
	NTP	Dec 22, 2009						
Pacific Lightnet/Wavecom	Executed	Apr 28, 2010	Mar 12, 2012	Feb 15, 2012				
	NTP	Apr 29, 2010	Mar 13, 2012	Feb 16, 2012				
Sandwich Isle Communications	Executed	May 20, 2010	Submitted draft to SIC	Apr 20, 2012	Submitted draft to SIC		Submitted draft to SIC	
	NTP	Jun 8, 2010						
HawaiiGas	Executed	Dec 18, 2009	Jun 30, 2011	Jun 1, 2012	Comments received from HawaiiGas		Submitted draft to HawaiiGas	
	NTP	Dec 22, 2009	Jul 12, 2011					
tw telecom	Executed	Dec 2, 2009		Feb 14, 2012	No Scope – Oceanic to relocate for tw telecom for KHG		Executed 10/11/12	
	NTP	Dec 22, 2009		Feb 16, 2012				
Tesoro	Executed			Feb 15, 2012	Submitted draft to Tesoro		Submitted draft to Tesoro	
	NTP			Feb 16, 2012				

Legend:  = Action this month
 = Not applicable

COR = Corporation Counsel
 ESA = Engineering Services Agreement

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

3.6 Permits

- **Activities this month**

- HART addressed comments and submitted a revised SSCBMP (Site-Specific Construction Best Management Practices) for City Center preconstruction activities to HDOT on June 12, 2013 for the HDOT MS4 approval.
- The public notice from the US Army Corps of Engineers (USACOE) for the Clean Water Act (CWA) Section 404 Individual Corps Permit application for work at Waiawa Stream and Tributary was published. The public comment review period expired on June 20, 2013.
- An Individual NPDES Permit and accompanying MS4s for preconstruction activities for the Ho'opili Station are being prepared.
- HART submitted the Utility Relocation NPDES for the Airport section to the Department of Health Clean Water Branch on June 19, 2013, along with the four MS4 permit applications to their respective granting agencies.
- The City Center preconstruction Noise Variance public meetings were held on June 26th and 27th. The Noise Variance request would allow the Project to conduct preconstruction activities during nighttime hours and on weekends. This allows contractors maximum flexibility in scheduling their work.
- A meeting with NOAA to continue EFH (Essential Fish Habitat) coordination was held on June 12, 2013.

- **Look Ahead**

- Upcoming significant permit activity:
 - The Stream Channel Alternation Permit (SCAP) modification for work at Waiawa Stream Tributary and Waiawa Stream will now also include proposed work in Halawa Stream and Kalihi Stream.
 - The Coastal Zone Management (CZM) Consistency application for work at Waiawa Stream Tributary and Waiawa Stream is under HART review.

3.7 Hawaii 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.
- The HDOT Design Coordination Consultant for the WOFH section (contract MM-920), AECOM Technical Services, Inc. (AECOM), 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.
- HART has drafted a master agreement covering the remaining sections (KHG, Airport, and City Center).
- AECOM, the HDOT Design Consultant for the KHG section (contract MM-921), continues to review design submittals for HDOT.

- **Look Ahead**

- HDOT is expected to provide comments to the draft master agreement and Joint Use and Occupancy Agreement for the remaining three segments by the end of July.

3.8 Other Design Activities

- **Activities this month**

- Preparing to baseline Compendium of Design Criteria and Standard Specifications.
- Waiawa Stream bank protection design.

- Kalo'i channel bank stabilization alternative study.
- Finalize emergency stairway design based on four car train.
- Generate Dillingham and Kaka'ako Station Group interface loads.

- **Look Ahead**

- Station Restroom assessment.

3.9 Interface

- **Activities this month**

- Incorporating QA/QC comments on the Interface Management Plan and Procedures.
- Conducted bi-weekly "All Contract HART-GEC Interface Meeting" with selected Deputy Project Managers (DPMs), Project Managers (PMs), and key staff from support departments (Safety, Operations and Maintenance, Quality, Project Controls).
- Held 2 bi-weekly A-Team meetings to evaluate the current status of HART Issues and to assess "CSC Potential Issues and Changes to WOFH/KHG".
- Continued pursuing development of potential change/decision tracking tool with HART Project Controls team.
- Continued bi-weekly "GEC Internal Interface Management Team Meeting."
- Continued pursuing development of internal tracking tool for HART Interface Issues.
- Continued interfacing with adjoining contractors as surrogate designer on Dillingham-Kaka'ako Station Group (D-KSG) and Elevators and Escalators (EE) in their absence.
- Continued to request of interfacing contractors to provide need/delivery dates for Interface.
- Interface Control Documents (ICDs) elevated to HART for review and direction.
- A total of 844 Requests for Interface Data (RFIDs) have been submitted (534 closed).
- A total of 36 Interface Issues have been elevated (7 new, 1 open, 4 closed, 2 on hold and 22 OSR). Issue 00021, "MSF Track & Systems" was confirmed as OSR via email by HART management.
- Facilitated 39 interface definition meetings with various contractors.
- For the Project Interface Control Manual (PICM), links to submittals are continuing to be added to the various contract folders to document the updates to each contract's Interface Control Management Plan (ICMP).
- Construction Phase ICDs, no signed ICDs incorporated for construction drawings.
- 5 Unsigned ICDs for Issue for Construction (IFC) submittals for MSF contract.

- **Look Ahead**

- Begin oversight of CSC CRE office's development of sequencing tool for CSC-Fixed Facility Contractor (FFC) key interface points in their effort to enable early decisions prior to construction start.
- Begin assisting PMs and DPMs for other FFCs in their effort to enable early decisions prior to construction start.
- Continue to support development of CMS tracking tool for elevated Issues, including RFIDs, ICDs, and construction hold points.
- Implement tracking tool for HART Interface Issues.
- Continue development of potential change/decision tracking tool with HART Project Controls team.
- Continue bi-weekly "All Contract HART-GEC Interface Meetings."
- Continue interfacing with adjoining contractors on D-KSG and EE.
- Continue monitoring contractor RFIDs and ICDs pertaining to the Final Design Baseline (Revision 0).
- Continue with assessment process of elevated issues for path forward to construction.

4 GROUP REPORTS

4.1 Safety and Security

- **Activities this month**

- The Project had four construction security incidents, one first aid case, one safety case, and one environmental case in June. See Figure 30 below for a summary of issues to date.
- HART Safety continues to hold a weekly Core Systems Safety Meeting with Core Systems Contractor Ansaldo Honolulu Joint Venture (AHJV).
- HART reviewed AHJV submittals for compliance and technical specifications.
- HART staff continues to meet with HDOT bi-weekly to address FTA and HDOT issues.
- Conducted site inspection and report on the Ali'i Place Building 11th, 17th, and 23rd floors.
- Safety and Security observed the City & County Emergency Operations Center (EOC) Drill for 2013.
- Developed and used the Office Inspections Checklist and Office inspections in May.

- **Look Ahead**

- HART will meet with Mayor Kirk Caldwell's office to define HART's Emergency plans. (Canceled last month, will reschedule)
- Continue to hold safety meetings with contractors, particularly AHJV, committees and staff.
- Finalize HART review of the updated Navy and courthouse Threat and Vulnerability Analysis (TVA's).
- On-going discussion of security concerns with the TSA, HPD and Honolulu Fire Department (HFD), and of Emergency Plans with Emergency Responders and Emergency Management.
- Continue to meet and review design issues with contractors.
- Continue to process CIL/CEL's from all contracts.
- Receive feedback on the "Draft, Familiarization of HART System," make revisions within the book and reissue for review.
- Integrate HART designated staff into the EOC operations and field support for the Department of Emergency Management (DEM). Will set up a meeting with DEM after the EOC Summary Report comes out in July.

Figure 30. Construction Safety Monitoring - Safety and Security Issues

Period/Date	Contract	No. & Type of Event	Comments	Type of Injury
2011	----	1 in 2011		
2012	----	22 to date in 2012		
January	----	0 in January		
February	----	0 in February		
March	----	0 in March		
April	Airport	1 Occupational Injury	Drill Operator stepped off the back of the hydraulic lift gate (flatbed support truck) backwards onto a traffic control cone. The operator fell to the ground bracing with hands and wrists.	First aid
May	West O'ahu/ Farrington Contracts	1 Security Incident	Unauthorized person in farm field. KIWC spoke to person and he left without incident.	
May	Airport Contracts	1 Security Incident	Pad lock missing from gate. Someone attempted to steal the battery from the drill rig. Battery has been secured with a chain and pad lock.	
June	West O'ahu/ Farrington Contracts	1 Security Incident	Thieves cut fence and took a new generator.	

June	West O'ahu/ Farrington Contracts	1 Security Incident	Alarm was triggered; police dispatched to site, but no disturbance found.	
June	West O'ahu/ Farrington Contracts	1 Security Incident	Fence was cut. Theft attempted, but failed.	
June	Airport Contracts	1 Safety Incident	A HECO circuit breaker was tripped due to a contractor damaging a live line.	
June	Kamehameha Contracts	1 Occupational Injury	A driller experienced severe eye inflammation while cleaning the job site.	First aid
June	West O'ahu/ Farrington Contracts	1 Security Incident	Thieves gained access to testing equipment, but nothing appeared to be taken.	
June	Airport Contracts	1 Environmental Incident	During drilling, a layer of asphalt concrete was found below the surface. Soil sampling was completed and provided to environmental compliance. Area was cleared of contaminated soil.	

4.2 Quality Management

- **Activities this month**

- HART-GEC Quality Assurance (QA) staff weekly meeting to discuss overall Project QA/Quality Control (QC) issues with consultants, contractors, subs and internal staff.
- Continued training and mentoring HART employees to ensure project participants are familiar with the latest approved plans and procedures, and have acquired the required certifications.
- Continued training and mentoring 4-Management Systems Lead Auditors (2- Safety and Security staff and 2-Planning and Environmental staff).
- Continued updating and implementing the Combined QA and Safety & Security (SS) Audit Schedule for 2013. To date, there are 13 scheduled audits in Honolulu, 13 scheduled audits on the mainland, and one (1) scheduled audit in Italy. Local and remote audits were planned, as appropriate.
- Continued updating 23 Project Baseline Plans and 42 Procedures due to: new policies, re-organization, process improvement and lessons learned from the internal audits.
- Conducted bi-weekly Quality Task Force (QTF) meetings with 11-contractors and consultants' QA teams to discuss the status of: design activities; procurement activities; packaging, shipping, storage and preservation; Non Conformance Report (NCRs) and quality compliance and improvement.
- GEC II (Parsons Brinckerhoff, Inc. [PB]):
 - Performed one (1) QA training of PB staff.
 - Performed two (2) internal QA Surveillance of WOSG and KHSG.
 - Updating GEC QAP (Revision 2).
- West O'ahu/Farrington Highway Guideway (WOFH) – Kiewit Infrastructure West Co. (KIWC):
 - Reviewing WOFH/KHG QAP (Revision 5) submitted on 6/13.
 - Conducted planning for phased quality walk-downs and close-outs of safety certifiable items.
- Maintenance and Storage Facility (MSF) – Kiewit Kobayashi Joint Venture (KKJV):
 - Approved QAP (Revision 2) and continued reviewing updated Inspection and Test Plan (ITP) Revision 1 submitted by KKJV on 6/20.
 - Close-out HNTB Corrective Action on NCR for constructability review requirements.
 - HART developed Source Inspection (SI) and First Article Inspection (FAI) Plan for the MSF Contract, which was completed on 6/20.
- Kamehameha Highway Guideway (KHG) – KIWC:
 - QA/QC activities are the same as the WOFH contract.

- Core Systems Contract (CSC) – Ansaldo Honolulu Joint Venture (AHJV):
 - Attended and participated in the Design Reviews of Rolling Stock and Systems submitted by AHJV and subs, and coordination meetings of HART and AHJV.
 - Completed review of 3 Quality Plans of AHJV-approved sub-contractors (Siemens, Alcatel-Lucent and Johnson Controls). Continued closing of comments issued by HART.
 - Closing 4-NCRs found during the Combined QA and Safety & Security Audit on AHJV.
 - Monitoring Buy America compliance of the CSC.
- Farrington Highway Stations Group (FHSG) – HDR Engineering, Inc. (HDR):
 - Preparing for the Contract Close-out including a Checklist for QA Records.
- Airport Guideway and Utilities (Airport) – AECOM Technical Services, Inc. (AECOM):
 - Monitoring AECOM QA activities.
- City Center Guideway and Utilities (City Center) – AECOM:
 - Monitoring AECOM QA activities.
- West O’ahu Stations Group (WOSG) – URS Corp. (URS):
 - Closing Combined QA and Safety and Security Audit of URS: QA – 2 Positive Findings, No NCRs, 8 Observations, and 24 Suggestions; Safety and Security: 3 Suggestions.
- Airport Station Group – AECOM:
 - Monitoring AECOM QA activities.
- Kamehameha Highway Stations Group (KHSG) – (AVA):
 - Completed Design Surveillance on 6/6.
 - Planning for Combined QA and Safety and Security Audit of AVA in Honolulu and California.

● **Open Nonconformance (NCR) Log Summary**

NCR No.	Issued by	Reference/Activity	Corrective Action	Status
Maintenance and Storage Facility (MSF) DB Contract				
002	KKJV	390 – 85# Contact Rails with incomplete documentation	Acquire required documentation including Test reports	Open
West O’ahu / Farrington Highway Guideway (WOFH) DB Contract				
058	KIWC	Column 62 Bearing Pad Placement	Follow work plan; green tag for repair	Open*
059	KIWC	Column 63 Bearing Pad Placement	Follow work plan; green tag for repair	Open*
057	KIWC	Column 69 Drain Piping	Follow work plan	Open*
051	KIWC	Pier 75 Bearing Plinths Rebar Place	Add QC inspection point to confirm elevation	Open*
050	KIWC	Pier 76 Bearing Plinths Rebar Place	Add QC inspection point to confirm elevation	Open*
049	KIWC	Concrete Column Finish Pier 76	Stand-down to discuss importance of quality	Open*
042	KIWC	HECO 1-508-E1 Backfill Compaction	Compaction HP requires QA Inspector's release	Open*
Core System DBOM Contract				
13-003-QA01	HART	No Quarterly QA Assessments held with the upper management	Assess the QA System adequacy and effectiveness of its implementation quarterly	Open
13-003-QA02	HART	No Internal QA Audits done of the AHJV Honolulu Office	Perform periodic internal audits of the quality system of the AHJV Office	Open
13-003-QA03	HART	No Certified Quality Auditor at AHJV Honolulu Office	Qualify and certify Quality Auditor for the AHJV Office	Open
13-003-QA04	HART	The Training Procedure is not being followed (e.g. Training Matrix, Schedule, Training Records).	Implement the Training Procedure to assure that suitable proficiency is achieved and maintained	Open

* Open Items to be closed when construction commences

- **Look Ahead**
 - Continue mentoring and training personnel on approved Project Plans and Procedures.
 - Continue qualification and certification of Management Systems Lead Auditors.
 - Continue QA/QC, Environmental and Buy America Compliance monitoring and oversight of Contracts executed to date.
 - Update and implement the 2013 Combined Management Systems (QA and Safety & Security) Audit Schedule.
 - Follow up on and close corrective and preventative actions on all NCRs and Observations issued.
 - Review and approve Contractor/Consultant QAPs and implementing procedures (new and updates).

4.3 Right-of-Way

- **Activities this month**
 - Acquisitions:
 - Discussed changes due to alignment and station location within the Airport section.
 - TMK 1-1-16-015 acquired for Lagoon Drive Station in the Airport section, and TMK 9-8-008-017 acquired for the Pearlridge Station in the Kamehameha Highway Section.
 - Property requirements identified for TMK 9-4-047-008, a partial acquisition for the West Loch Station.
 - Relocations
 - The tenant at TMK 9-4-19-50 was relocated and the property is now available for storage until construction of the Waipahu Transit Center is initiated.
 - There is only one relocation remaining to be completed in the WOFH section for the Pearl Highlands Intermodal Facility.
 - All relocations for Kamehameha Highway Section are completed.
 - Notices of eligibility were sent to the two tenants of TMK 1-1-16-015, which was acquired for Lagoon Station.
 - Budget:
 - \$42.3M was spent to acquire 23 properties. The budgeted amount for the 23 parcels was \$45.4M, resulting in a budget underrun of \$2.9M.
 - \$2.6M has been expended to date for relocations.
- **Look Ahead**
 - WOFH Section
 - Complete the survey and mapping for TMK 9-4-047-008, a partial acquisition for the West Loch Station.
 - Prepare notice of eligibility for the last WOFH relocation, which is required for the Pearl Highland Intermodal Facility.
 - Kamehameha Section
 - Complete negotiations for partial acquisitions associated with TMK 9-7-022-008 and TMK 9-7-022-021.
 - Airport Section
 - Complete the appraisal process for TMK 1-1-016-007, a partial acquisition along Waiwai Loop for the guideway.
 - Complete negotiations for TMK 1-1-16-014, a full acquisition for the Lagoon Station; and TMK 1-1-16-006 and TMK 1-1-16-005, full acquisitions needed for the guideway.
 - Initiate appraisals for easements for the guideway and station on TMK 1-1-16-013, 1-1-16-012, 1-1-16-016 and 1-1-16-017 located on Waiwai Loop.

- Finalize requirements for the Middle Street Transit Center and guideway, and provide letter of intent to TMK1-2-13-21 property owners.
- Secure consents to do geotechnical testing and environmental assessments on properties along the proposed guideway and stations.
- Initiate surveying and mapping for TMK 1-1-2-001, which is US Post Office property at the airport.
- City Center Section
 - Acquisitions and relocations are on hold until conditions of the federal court order are met.
 - For design support, secure consents to do geotechnical testing and environmental assessments on properties along the proposed guideway and stations.

Figure 31. Right-of-Way Status

Section	Original # Parcels in FEIS	Current # Parcels Needed	Agreements In Process	Appraisals in Process	Offers	Acceptance	Ready for Construction
FULL ACQUISITION							
Total	40	37	0	1	5	4	18
WOFH	14	14	0	0	1	0	13
KHG	5	3	0	0	0	0	3
Airport	5	4	0	0	3	1	0
City Center	16	16	0	1	1	3	2
PARTIAL ACQUISITION							
Total	163	134	8	2	4	2	7
WOFH	18	10	2	1	0	0	6
KHG	21	7	4	0	3	0	0
Airport	31	35	2	1	0	0	1
City Center	93	82	0	0	1	2	0
EASEMENTS							
Total	12	13	4	0	0	0	3
WOFH	6	6	3	0	0	0	3
KHG	0	1	1	0	0	0	0
Airport	1	1	0	0	0	0	0
City Center	5	5	0	0	0	0	0
GRAND TOTAL	215	184	12	3	9	6	28

FEIS = Final Environmental Impact Statement, June 2010

Figure 32. Relocation Status

	Total Relocations	Initiated	90-day Notice	30-day Notice	Relocations Complete
Residential	27			0	26
WOFH	25			0	25
City Center	2				1
Business	66	10	0	0	13
WOFH	5	1			4
KHG	4		0	0	4
Airport	7	6			
City Center	50	3	0		5
Not-For-Profit	1				1
WOFH	1				1
TOTAL	94	10	0	0	40

Figure 33. Third-Party Agreement Status

Agreement	Completion	Target	Section	Status
University of Hawaii (UH) Master Agreement	Pending	July 2013	WOFH, KHG, City Center	Final negotiations are underway.
Leeward Community College (LCC) Sub-agreement	Pending	July 2013	WOFH	In negotiations
UH West O'ahu (UHWO) Sub-agreement	Pending	July 2013	WOFH	In negotiations
Department of Land and Natural Resources (DLNR)	Pending	July 2013	WOFH	Will go before the Land Board in July.
Department of Education Master Agreement and Consent to Construct	Feb 8, 2011		WOFH	Executed
DR Horton Agreement for Construction	Mar 7, 2012		WOFH	Executed
DHHL Master Agreement	Mar 10, 2010		WOFH, MSF	Executed
DHHL Consent to Construct	Dec 1, 2011		WOFH, MSF	Consent to construct in place.
DHHL License or Property Transfer	Pending	July 2013	WOFH, MSF	License agreement awaiting City Council approval.
HDOT Master Agreement	Oct 31, 2011		WOFH	Executed
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Apr 5, 2012		WOFH	Executed
UH Urban Garden Sub-agreement	Pending	July 2013	KHG	In negotiations
HDOT Master Agreement for KHG, Airport and City Center	Pending	July 2013	KHG, Airport, City Center	Decision made to combine KHG, Airport and City Center into one Master Agreement. Draft of the agreement submitted to HDOT for their review. Once completed, City Council approval will be required.
HDOT JU&O Sub-agreement	Pending	Aug 2013	KHG	Will complete after HDOT Master Agreement is completed.
Aloha Stadium / Department of Accounting & General Services (DAGS)	Pending	July 2013	KHG	Revised MOU scheduled to go to Stadium Board and DLNR Land Board in July.
U.S. Navy / General Services Administration (GSA)	Pending	N/A	Airport	15 Easements were forwarded to regional command for approval.
U.S. Post Office Honolulu Processing Center	Pending	Feb 2014	Airport	Design agreed to by Post Office. Will begin the guideway easement process once all property requirements identified.
Federal Aviation Administration (FAA) Master Agreement	Pending	Feb 2014	Airport	As design progresses a determination will be made if an agreement is required.
HDOT JU&O Sub-agreement	Pending	March 2014	Airport	Will complete after Master Agreement is completed.
HDOT JU&O Sub-agreement	Pending	July 2014	City Center	Will complete after Master Agreement is completed.
Honolulu Community College (HCC) Sub-agreement	Pending	July 2014	City Center	Please see UH Master Agreement. On hold due to federal order.
Federal Court House/GSA	Pending	Oct 2014	City Center	On hold due to federal order.
HI Community Development Agreement (HCDA)	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway. On hold due to federal order.
DAGS	Pending	Oct 2014	City Center	Awaiting final design requirements for the guideway. On hold due to federal order.

4.4 Planning and Environment

• Activities this month

- Programmatic Agreement (PA) [by PA Stipulation number]
 - II. Traditional Cultural Properties (TCPs):
 - Determination of Eligibility and Finding of Effect documentation for Section 4 Traditional Cultural Properties is undergoing internal review at HART this month.
 - III. Identification and Protection of Archaeological Sites and Burials-Archaeological Inventory Surveys (AIS):
 - Section 3 (Airport) AIS: HART submitted a Revised Draft Airport AIS to the State Historic Preservation Division (SHPD).
 - Section 4 (City Center) AIS: SHPD has completed a review of the Draft City Center AIS Report and revisions are underway.
 - AIS project-wide report public review period ended on May 30. SHPD received 13 sets of comments.
 - Outreach continued to potential descendants for the seven iwi kūpuna finds in the Honolulu Ahupua‘a.
 - IV. Design Standards:
 - A Community Informational Meeting on the final design plans for the Farrington Highway Station Group (West Loch, Waipahu Transit Center and Leeward Community College Stations) was held on June 25 at Waipahu Intermediate School.
 - V. Recordation and Documentation:
 - Historic American Buildings Survey/ Historic American Engineering Record/ Historic American Landscape Survey (HABS/HAER/HALS) [including required photo recordation of adversely affected historic properties activities and submission to the National Park Service (NPS)] is in progress for additional properties. No submissions occurred in June.
 - VI. National Register of Historic Places/Historic Landmark Nominations:
 - Preparation of National Register (NR) nomination forms for adversely affected historic properties is in progress. NR forms for bridges in the project corridor will be coordinated with the Hawai‘i Department of Transportation bridge inventory which is currently under review. Mother Waldron Playground/Park nomination forms were submitted to SHPD for review in late April.
 - IX. B. Historic Preservation Program:
 - The Historic Preservation Committee is reviewing pre-applications received in March. The date to send invitations to submit full applications to selected applicants has been extended to later this summer. HART is procuring a historic architecture firm to assist with this aspect of the program, and the committee has selected to take extra time on this next step.
- Mitigation Monitoring Program (MMP)
 - MMP Reporting:
 - Internal May monthly reports were completed in June.
 - The second quarterly report for 2013 will be submitted to FTA in July.
- Planning Activities
 - HART and DPP continue to conduct monthly meetings to discuss Transit-Oriented Development (TOD) around the future transit stations.
 - Monthly HART Sustainability Committee Meetings continue as the team works to identify ways to improve the support of green features project-wide.
 - City Center Noise Variance Community Meeting was held June 26 and 27. The variance would allow geotechnical testing work to occur at night and on weekends.

- Draft Supplemental Environmental Impact Statement/Section 4(f) Evaluation (SEIS)
 - This is a limited-scope document that evaluates the Beretania Tunnel Alternative and reconsiders the no use determination for Mother Waldron Neighborhood Park.
 - Public Hearing is scheduled for July 9 at Blaisdell Center (Hawai'i Suites) starting at 4 p.m.
 - Public comments are due by July 22.
- **Look Ahead**
 - Cultural Descendant Outreach regarding iwi kūpuna finds continue.
 - Historic Preservation Committee will invite selected parties to submit full applications in late summary.
 - West O'ahu Station Group Final Design Community Workshop will be held July 30 (East Kapolei and University of Hawai'i West O'ahu Stations).
 - Draft SEIS Public Hearing is scheduled for July 9 at Blaisdell Center (Hawai'i Suites) starting at 4 p.m.
 - Draft SEIS Public comments are due by July 22.

4.5 Risk Management

Risk management is integral to all stages of the Project and the associated contract delivery, from planning and design, through construction and the execution of work, to system operations, and to project closeout. Risk management is the systematic process of identifying, analyzing, and responding to risk in a timely manner. Risk assessments are performed to identify, assess, prioritize, manage, and mitigate risk exposure and to provide contingency plans. Risk management entails identifying potential project risks including appropriate mitigation. The Project Risk Register (RR) is the depository for all risks identified on the Project. Every month, risks contained in the Project Risk Register are reviewed to confirm risks are appropriately identified, identify new risks, and close out risks that no longer pose an issue.

A major goal for HART and the FTA is to complete the FFGA project within budget and on schedule. The primary strategy 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 chances of delivering a successful project. The objective of risk assessment is to establish an overall rating for each risk by assigning the likelihood of the risk happening together with the cost and/or time impacts to the Project if the risk does happen. The cost and/or time impact(s) to the Project are assessed based on a "most likely scenario."

The risk matrix in Figure 34 on the next page is used to score and rank identified risks. The rating is the average cost and schedule impact score multiplied by the likelihood score.

- **Activities this month**
 - The top 10 risks in May are set out in Figure 35 on the next page. Top 10 risks for May remained the same as those identified in April.
 - As shown in Figure 36 on page 55, 1 new risk was added.
 - In May, 7 risks were deleted from the Risk Register, as shown in Figure 37 on page 55.
 - The total number of risks decreased by 6, from 334 to 328 risks in May, as 7 risks were deleted and 1 risk was added. See Figure 38 on page 56.
 - HART continues to work with the Owner-Controlled Insurance Program (OCIP) Consultant, Marsh USA, Inc., to identify and evaluate the insurable risks for the project and the agency.

- **Look Ahead**
 - Monthly contract/discipline specific risk workshops.
 - Update Risk Mitigation Plans for top risks.
 - Monthly Risk Assessment Committee Meeting.

Figure 34. 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	

Figure 35. Top 10 Project Risks in May

Risk ID	Contract Package	Risk Description	Prob	Prob Rating	Cost Impact	Time Impact	May Risk Rating	April Risk Rating
60e	Project Wide	Given limited geotechnical information available at this time, additional costs may be incurred associated with final design through construction.	90%	5	5	3	20	20
33	Project Wide	HDOT and DTS may require an upgrade to impacted intersections which would result in redesign and additional costs..	90%	5	5	2	17.5	17.5
11	Project Wide	There may be insufficient Utility company resources available to meet the design, approvals and/or construction schedule. (May result in additional costs for rework during construction.)	75%	4	5	3	16	16
PMOC26	Project wide	Implementation of modular station designs may impact guideway structure, require redesign and result in additional construction costs. (Includes canopy designs)	75%	5	5	2	17.5	17.5
28	Project Wide	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	75%	4	5	2	14	16
39	Project Wide	Contractors may not achieve contract required delivery dates of design information and construction interfaces to others.	75%	4	5	2	14	14
163	Project Wide	FTA requirement that all utility companies conform to Buy America requirements may cause delays and additional costs.	75%	4	5	2	14	14
169	City Center	Environmental documentation required under the Federal court case takes longer than planned, resulting in delays to ROW purchase for City Center.	75%	4	4	3	14	14
56	Project Wide	HDOT may not grant waiver to leave in place existing utilities to be abandoned that are not impacted by new structures requiring partial or total removal.	75%	4	5	1	12	12
167	Project Wide	ALS construction delay is longer than originally anticipated. (After Sept. 1, 2013)	50%	3	5	3	12	12

Figure 36. Risks Added in May

Risk ID	SCC Code	Contract Package	Risk Description	Cal Prob	Prob Rating	Cost Impact	Time Impact	Risk Rating
179	40.02	Project Wide	HECO self performing construction work may cause delays and inefficiencies.	50%	3	3	2	7.5

- **Risk #179** – The decision for HECO to self-perform is more cost effective than having HART contractors perform the work. Good schedule coordination will be needed to minimize impacts. Schedule information will be determined once a final agreement is reached with HECO.

Figure 37. Risks Deleted in May

Current Risk ID	SCC Code	Contract Package	Risk Description	May 2013 Comments	Risk Rating	
					May '13	April '13
163a	40.02	WOFH	FTA requirement that all utility companies conform to Buy America requirements may cause delays and additional costs.	Risk has been deleted as it affects the Project Wide budget and not the WOFH contract. HECO has verbally agreed to self perform work. All other companies have stated they will be compliant as required.		12
80	30.03	MSF	Equipment supplied by MSF contract may not meet performance criteria agreed with Core Systems Contractor.	Risk has been deleted. Tiger Team costs have now been covered in the change log. Any additional changes are covered under risk 94c.		2.5
PMOC36	30.01	MSF	CSC could dictate changes to the Administration Building to accommodate its latest projections of staff needs.	Risk has been deleted because CSC has stated that there will not be a need to change the building size.		1.5
29	40.04	Project Wide	Permit requirements may result in longer spans over water courses to avoid interference with flood basin, additional flood storage capacity, regrading, or combination.	Risk has been deleted. HART will be submitting nationwide 404's for a few impacted streams which will not require changes to the spans.		1.5
29d	40.04	Airport Guideway	Permit requirements may result in longer spans over water courses to avoid interference with flood basin, additional flood storage capacity, regrading, or combination.	Risk has been deleted. HART will be submitting nationwide 404's for a few impacted streams which will not require changes to the spans.		1.5
29e	40.04	City Center	Permit requirements may result in longer spans over water courses to avoid interference with flood basin, additional flood storage capacity, regrading, or combination.	Risk has been deleted. HART will be submitting nationwide 404's for a few impacted streams which will not require changes to the spans.		1.5
29a	40.04	WOFH	Permit requirements may result in longer spans over water courses to avoid interference with flood basin, additional flood storage capacity, regrading, or combination.	Risk has been deleted. HART will be submitting nationwide 404's for a few impacted streams which will not require changes to the spans.		1.5

Figure 38. Risks by Contract Package

Contract Packages	April 2013 # of Risks		May 2013 Update				
			Total # of Risks		NewlySub- Divided Risks	New Risks	Deleted Risks
Project Wide	69	19	69	19*	0	1	1
WOFH	49		47		0	0	2
MSF	21		19		0	0	2
KHG	40		40		0	0	0
Core Systems Contract	21		21		0	0	0
Right of Way	10		10		0	0	0
Airport Guideway	51		50		0	0	1
City Center Guideway	57		56		0	0	1
Project Wide Stations	3		3		0	0	0
Farrington Highway Stations	2		2		0	0	0
West Oahu Stations	4		4		0	0	0
Kamehameha Highway Stations	3		3		0	0	0
Airport Section Stations	1		1		0	0	0
City Center Section Stations	3		3		0	0	0
Total	334	283	328	278*	0	1	7

*50 Project Wide risks were determined to be applicable to various contracts and have been sub-divided into those contracts and evaluated at the contract level. Total number of risks contained in the risk register is 328. There are a total of 278 risks when excluding the duplicated Project Wide risks.

4.6 Community Outreach

- **Activities this month**

- June was a busy month for HART's public outreach and communications team once again with nearly 30 presentations, meetings and events. Among them were several major community meetings that collectively drew hundreds of attendees. The month began with a workshop for artists interested in participating in the transit art program. More than 200 people attended the workshop at HART offices. The transit art program will provide art for the HRT's 21 stations and for its train control operations center. In accordance with federal transit law, the artwork will be an integrated part of facility design. It is a unique opportunity for artists to showcase their talents with artwork that reflects the history, culture and sense of place of each community surrounding the rail stations. HART also kicked off a series of station design community meetings this month, beginning with the Waipahu Transit Center, West Loch and Leeward Community College stations in Waipahu. Members of the community were able to see renderings and a model of what their stations look like and share their feedback. In addition, HART's public outreach efforts included meetings with the disabled community and with business organizations.
- HART's communications team partnered with the Planning Department to inform the public about the release of the Draft Supplemental Environmental Impact Statement (SEIS). Through the project's website, social media and news releases, HART's public information team notified the public about the release of the draft SEIS, the corresponding public comment period and the July public hearing. In an effort to reach all segments of O'ahu's diverse community, public

notifications were also provided in 10 languages and in Braille, and distributed to all public libraries, satellite city hall offices and at community meetings and events.

- HART's Executive Director and CEO Dan Grabauskas, Honolulu Mayor Kirk Caldwell, HART Board Chairwoman Carrie Okinaga and Honolulu City Council Transportation Committee Chairman Breene Harimoto held a news conference this month to unveil a model of the West Loch Station and to announce the agency's new series of station design community meetings. The event resulted in coverage on all three television stations, the state's daily newspaper and in several online news portals.

Figure 39. HART Architect Ken Caswell, Honolulu Mayor Kirk Caldwell, HART's Executive Director and CEO Dan Grabauskas and Honolulu City Councilman Breene Harimoto view a model of the West Loch Station unveiled at a news conference this month.



Figure 40. HART presents information to a packed house on the agency's transit art program. Strong interest in the transit art program resulted in HART extending the qualifications submittal deadline by one week.



- **Community Input**

- HART's public information team responded to more than 50 public inquiries and requests in June that came in via the agency's website, email and 24-hour hotline. Inquiries this month included requests to be on the project's email list, and questions about employment, station design as well as general questions about HART.
- To date, HART's outreach team has participated in:
 - 1,451 presentations and events
 - 767 Neighborhood Board meetings

- **Looking Ahead**

Coming in July:

- HART holds a public hearing on its draft SEIS.
- HART's outreach events include presentations to the Hawai'i Lodging, Hospitality and Food Service Expo and a community station design meeting in West O'ahu.

5 STAFFING

HART staffing activities in June are summarized in Figure 41 below. HART staffing projections are shown in Figure 42 below and Figure 43 on the next page. For organizational structure detail, see the latest HART Project Organization Chart in Appendix A on page 60.

Figure 41. Staffing Activities

Title	Group	New/Existing HART position (City or PMSC)	Position Status	Start Month
Engineering and Construction				
Assistant Project Manager (CE III)	Airport & City Center	New (City)	Selected	Jul
Budget and Finance				
Procurement and Specifications Clerk II	Procurement and Contracts	Existing (City)	Selected	Jul
Procurement and Specifications Specialist IV	Procurement and Contracts	Existing (City)	Selected	Jul
Transit Grants Planner	Grants/Financial	Existing (City)	Recruiting	
Deputy Procurement Officer	Procurement/Contracts	New (City)	Filled	Jun
Internal Controls Analyst	Internal Controls	New (City)	Filled	Jun
Planning, Utilities, Permits & Right of Way				
Transit Property Acquisition & Relocation Manager	Right of Way	Existing (City)	Selected	Jul
Planner VI (Permits/Hazmat)	Utilities, Permits	New (City)	Selected	Aug
Planner VI* (Sustainability)	Planning	Existing (City)	Recruiting	
Planner V* (Cultural Resources)	Planning	New (City)	Recruiting	
Project Controls				
Estimator	Project Controls	New (City)	Recruiting	
System Safety & Security				
Safety Certification Manager	System Safety and Security	New (City/PMSC)	Recruiting	
Administrative Services				
Information Technology Support Technician II	Administrative Services	Existing (City)	Filled	Jun

*Per qualifications.

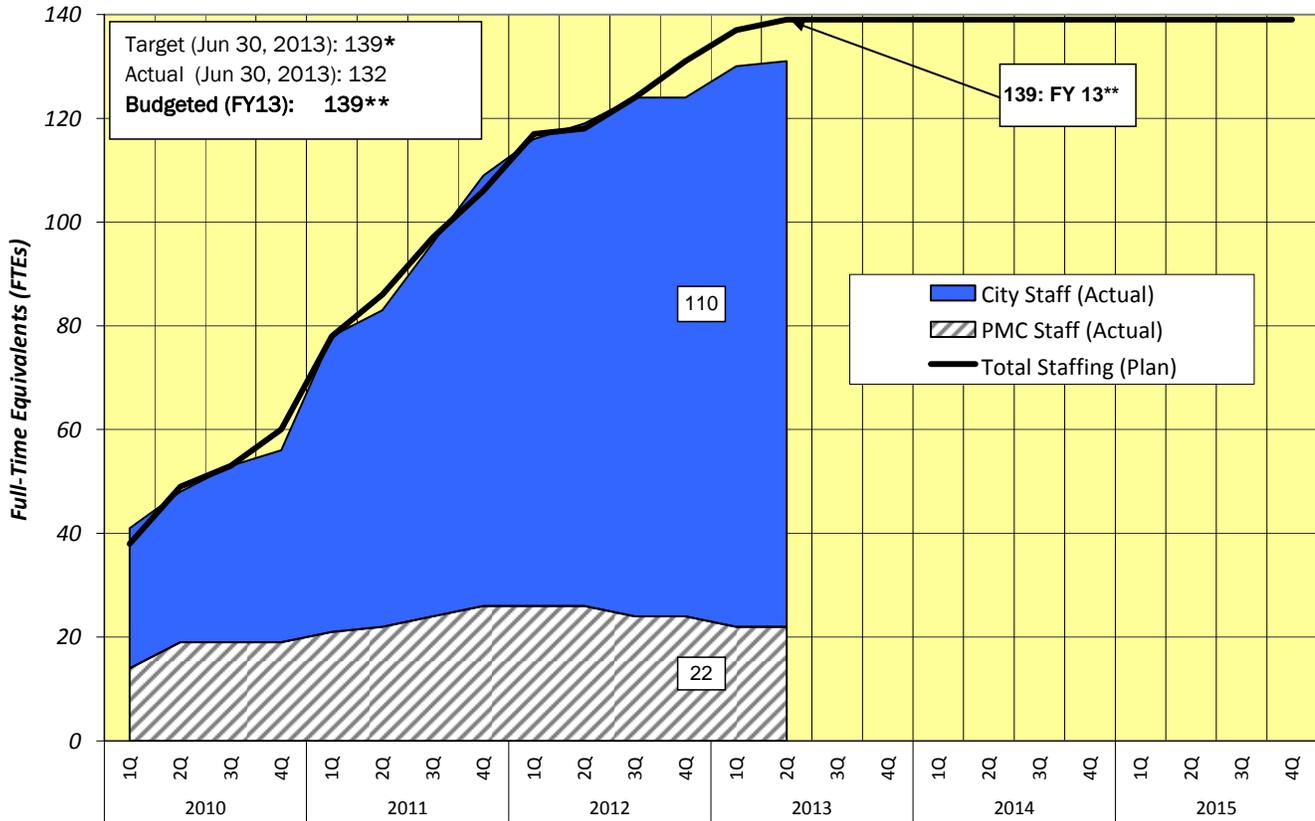
Figure 42. HART Staffing Projection in the Current Staffing Plan

<i>[Also see the Project Staffing (Actual vs. Planned) graph in Figure 43]</i>	as of:	# Employees
Target*	Jun 30	139
Actual*	Jun 30	132
Full-Time Employees budgeted for FY13**	Jul 1	139

*Including PMSC staff **Excluding PMSC staff.

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

Figure 43. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5, dated 5-25-12

** 139 positions authorized in FY 2013 HART Operating Budget

6 APPENDICES

Appendix A. Project Organization Chart

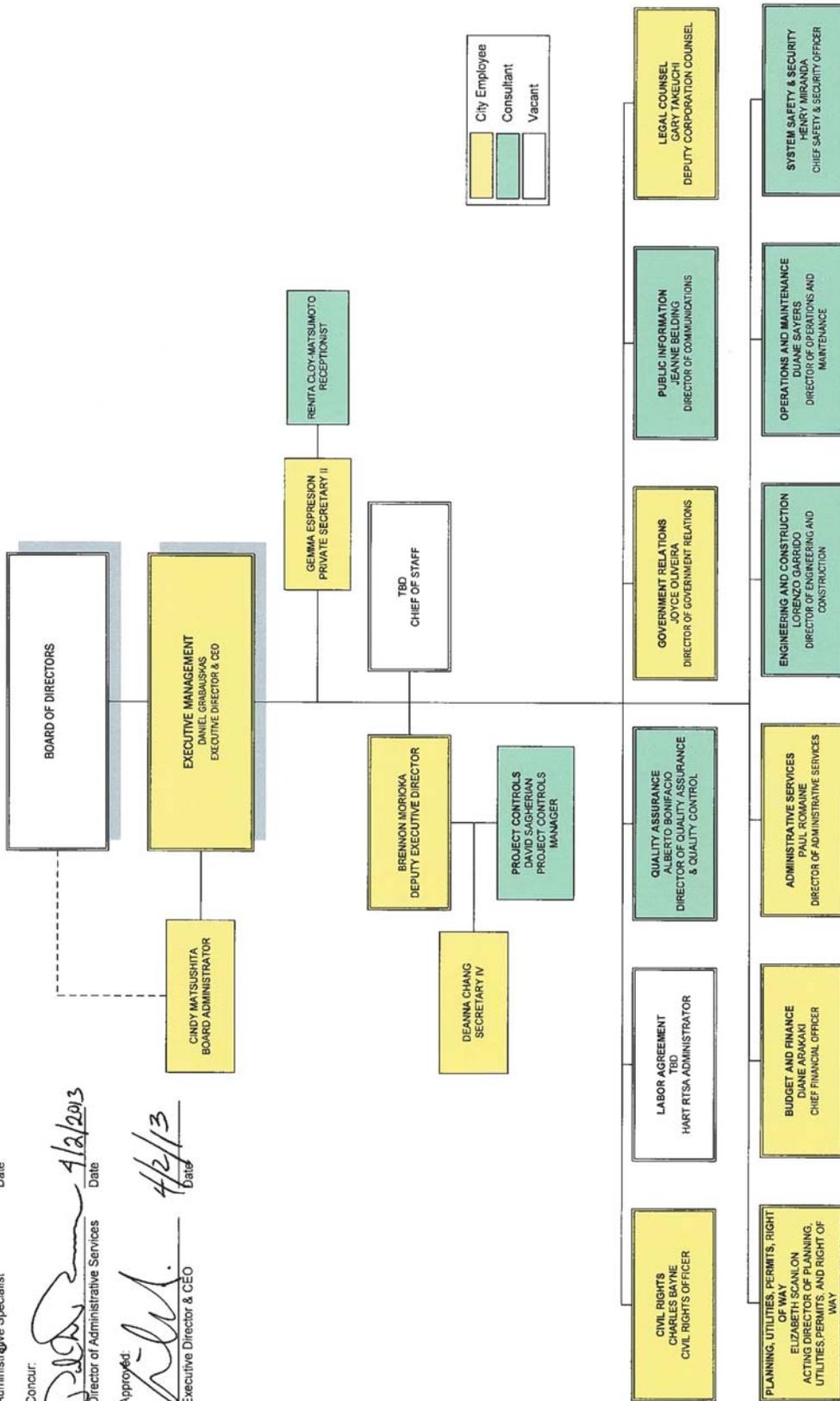
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

APRIL 2, 2013

Prepared by:
Waihan De
 Administrative Specialist
 Date: 4/2/2013

Concur:
[Signature]
 Director of Administrative Services
 Date: 4/2/2013

Approved:
[Signature]
 Executive Director & CEO
 Date: 4/2/13



Appendix B. Project Alignment

