



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Board of Directors Meeting
Ali'i Place, Suite 150
1099 Alakea Street, Honolulu, Hawaii
Thursday, April 24, 2014 10:00 am**

PRESENT:

Ivan Lui-Kwan
Donald G. Horner
William "Buzz" Hong
Michael Formby

Keslie Hui
Damien Kim
Carrie Okinaga
Robert "Bobby" Bunda

**ALSO IN ATTENDANCE:
(Sign-in Sheet and Staff)**

Dan Grabauskas
Kirk Caldwell
Gary Takeuchi
Joyce Oliveira
Diane Arakaki
Henry Miranda
Roland Bueno
Shawn Raney
Claude Phillips

Barbra Armentrout
Karley Halsted
Lorenzo Garrido
Cheryl Kaneshiro
Cindy Matsushita
Andrea Tantoco
Allison Andrade
Scott Ishikawa

EXCUSED:

Glenn Okimoto

George Atta

I. Call to Order by Chair

Board Chair Ivan Lui-Kwan called the meeting to order at 10:00 a.m.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony.

Barbra Armentrout provided testimony in support of HART Executive Director and CEO Daniel Grabauskas.

Mayor Kirk Caldwell also testified in support of Mr. Grabauskas, complimenting him on his knowledge and experience. Mayor Caldwell also commended the HART Board of Directors for their efforts, noting the significance of the next couple of years to the rail project.

Mr. Lui-Kwan thanked the Mayor for his commitment to the project's success.

III. Approval of Minutes of the March 20, 2014 Board of Directors Meeting

Mr. Lui-Kwan said that the approval of the minutes would be deferred.

IV. Discussion of the March Monthly Progress Report

HART Project Controls Manager David Sagherian presented the March Monthly Progress Report, which was entitled "March 2014 Quarterly Report" due to the fact that its issuance coincided with HART's quarterly meeting with the Federal Transit Administration (FTA). A copy of the report is attached hereto as Attachment A. Board member Carrie Okinaga expressed her appreciation for the improved format of the report.

Board member Donald Horner commented on the need to begin identifying risks. Mr. Sagherian stated that market conditions such as labor costs have been identified as one of the biggest risks, which was already being tracked in the risk register. He noted that the prices of steel and concrete have remained relatively flat, and suggested grouping such risks to better inform the public. Mr. Grabauskas said that staff could make a presentation on risk; such a presentation had recently been given to the FTA.

Mr. Horner also commented on rising real estate prices. Mr. Grabauskas said that staff would make a presentation to the Board on the status of real estate acquisitions, as well as HART's recovery plan after being enjoined from acquiring real estate as a result of the federal lawsuit.

V. Presentation on Safety and Security

HART Chief Safety and Security Officer Henry Miranda, System Safety Engineers Roland Bueno and Claude Phillips, and Safety Specialist Shawn Raney made a PowerPoint presentation on Safety and Security, a copy of which is attached hereto as Attachment B.

Mr. Phillips gave a brief overview of the FTA requirements for the Safety and Security Management Plan. He highlighted the inclusion of passenger screen gates into the station design as an example of how HART identifies and remedies hazards during the design process. Mr. Raney explained the process of FTA-required safety certification, which ensures and documents the safety and security readiness of a project for public use. Mr. Bueno spoke about Crime Prevention Through Environmental Design, which addresses crime deterrent design techniques.

Mr. Miranda detailed the project's closed-circuit television (CCTV) system, which will comprise more than 1,300 cameras systemwide, and more than nine cameras per train car. He also explained the principles behind intrusion detection and access control systems. Additionally, HART is working on a law enforcement Memorandum of Understanding (MOU) to partner with law enforcement for security on the rail project. Additional security measures include blue light phones at stations, parking lots, and on trains, as well as inspections.

Board member Michael Formby asked if HART participates in the Joint Traffic Management Center steering committee, and Mr. Miranda responded that it did, and that such participation was included in HART's Safety and Security Plan.

Ms. Okinaga asked about the cost of the security MOU. Mr. Miranda replied that there would be no cost to the project, similar to calling 911. Ms. Okinaga asked about the CCTV camera feed, and Mr. Grabauskas said that the feed is not made public, but can be shared by HART with other officials. Mr. Formby said that DTS has policies regarding security footage for passengers' privacy interests, and Mr. Grabauskas commented on the importance of signage to address such concerns.

Board member William "Buzz" Hong asked about possible ordinances governing behavior on rail, and Mr. Miranda said that HART was working with the Honolulu Police Department and their legislative liaison on the matter. Mr. Hong noted the need for enforced versus voluntary compliance techniques, and inquired about response times. Mr. Miranda said that HART staff is working with area commanders on responses to incidents, and that the agency is working with the Honolulu Police and Fire Departments. Mr. Hong asked who would be monitoring the CCTV system. Mr. Miranda replied that the process was still being developed.

Mr. Horner asked about the division of labor between Ansaldo and HART staff. Mr. Grabauskas replied that HART has a contract with Ansaldo for operations and maintenance. Mr. Miranda said that HART staff would sign off on safety procedures developed by Ansaldo; Ansaldo will perform the work, and HART will provide oversight and ensure compliance. Mr. Grabauskas pointed out that there would also be State safety oversight in place to ensure safety. Mr. Horner said that federal inspectors would also work to that end, and Mr. Miranda said that State safety oversight incorporates both State and federal procedures.

Mr. Hong asked about the role of federal inspectors. Mr. Miranda said that HART would be highly regulated by federal inspectors, as well as the National Transportation Safety Board. He said that HART would follow more stringent high speed rail standards, as opposed to regular rail standards. Federal agencies defer to the State to provide 24/7 oversight, and HART pays for and reports incidents to the State safety oversight manager.

Mr. Grabauskas complimented Mr. Miranda and his staff for creating a culture of safety that will enable the rail project to be completed safely on time and on budget.

Ms. Okinaga asked if HART safety and security also oversees construction safety, and Mr. Grabauskas confirmed that it did.

Mr. Horner complimented the HART safety and security staff on their efforts at engineering safety.

VI. Construction and Traffic Update

Mr. Garrido, HART West Oahu/Farrington Highway Project Manager Karley Halsted, Kiewit's Allison Andrade, and HART Public Information Specialist Scott Ishikawa provided a construction and traffic update, a copy of which is attached hereto as Attachment C.

Mr. Garrido reported that the footings and stem walls of the Operations and Service Building were being completed at the Maintenance and Storage Facility.

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In the West Oahu/Farrington Highway section, Ms. Halsted said that all 13 casting beds were in operation at the Precast Yard, and that workers were fine-tuning the quality process. So far, 158 guideway segments were complete. She also detailed utility relocation work underway into Waipahu. Column work was continuing in Waipahu, as well as in Ho'opili and along the Kaloi Channel. To date, 82 columns and 121 shafts had been completed.

Ms. Halsted reported that in the Kamehameha Highway Guideway section, utility relocation continued, with test shaft 15 excavation underway. She concluded by reporting on work on the bus pad at Acacia Street.

Ms. Andrade reported that Farrington Highway would reopen on April 30, 2014 at 5:00 a.m. Mr. Ishikawa said that lane closures would occur in Waipahu incident to utility relocation work, as well as at the H-1/H-2 merge in preparation for work on the balanced cantilever. Mr. Grabauskas noted that the balanced cantilever would span the H-1/H-2 crossing, with work to begin during the summer of 2014. Ms. Andrade said that staff would make a presentation on the construction of the balanced cantilever.

Mr. Ishikawa reported that HART staff continued to do radio and television outreach on traffic, as well as on the online community newspaper mypearlcity.com.

Mr. Grabauskas also thanked elected officials, who helped to get the word out on traffic to their constituents.

Mr. Ishikawa reported on Pearl City utility relocation work, as well as test shaft work near Pearlridge. Overnight soil testing would be performed on Nimitz Highway and Dillingham Boulevard. He said that HART had been working with the State Department of Transportation, which was performing freeway work.

Referring to page 39 of the Monthly Progress Report, Board member Damien Kim asked about any measures to ensure construction workers' safety on the roadways. Ms. Andrade said that mypearlcity.com would be adding a safety page to its website. In addition, HART was working with Mothers Against Drunk Driving on a safety campaign, and was exploring the possibility of a safety ad campaign. Mr. Kim asked about the kinds of road protection provided, and Ms. Andrade said that depending on the nature of the work, crash trucks or concrete barriers were employed to keep workers safe. Mr. Ishikawa noted that as more night work occurs, HART would stress safety more.

Board member Michael Formby asked if traffic reports were being sent to the neighborhood boards, and Mr. Ishikawa confirmed that they were, particularly to those along the rail alignment. Mr. Formby asked if schools were also informed, and Ms. Andrade said that they were. Mr. Grabauskas added that he would be visiting Waipahu High School with Councilmember Breene Harimoto and Department of Education representatives.

Ms. Okinaga asked about complaints, and Mr. Ishikawa said that traffic complaints are down overall.

Mr. Garrido then introduced several different teams working to support HART on the Honolulu rail project. He introduced project managers Jeff Mack and Jay McRae of CH2MHill, who hold the GEC III contract for design services oversight, cost estimating and

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scheduling services. Mr. McRae and Mr. Mack gave brief backgrounds, and said that they had teamed with local firms Bowers & Kubota and RM Towill for support.

Mr. Garrido introduced HART Core Systems Manager Rainer Hombach and project manager Huy Nguyen from Lea and Elliott, who spoke of his firm's expertise in driverless technology. He said that Lea and Elliott had put approximately 45 systems into operation, and employs two local subcontractors. Mr. Horner asked about Mr. Nguyen's experience with Ansaldo. Mr. Nguyen replied that both Ansaldo STS' train control system and AnsaldoBreda's rolling stock were conventional systems, and very similar to the Riyadh rail system currently being built. The control system has been proven and applied previously. Mr. Hombach agreed, and said that the control system is service proven around the world.

Mr. Garrido then introduced Construction Engineering and Inspection (CE&I) consultant Peter Wong of PGH Wong, whose responsibility it is to oversee design build contracts on the west side of the alignment. Mr. Wong gave an overview of his extensive experience in transit projects on the west coast since 1985. Accompanying Mr. Wong was Construction Manager Steve Kyauk, who had been in transit for 17 years.

Mr. Horner asked about Mr. Wong's thoughts of the Honolulu rail project. Mr. Wong said it is ambitious, and stressed the need to stay on top of things. Mr. Grabauskas said that Mr. Wong's firm had been the project management oversight contractor when he was at the Massachusetts Bay Transit Authority.

Mr. Garrido then introduced the CE&I contractors for the east side of the alignment, URS Vice President and Construction Manager Brian Norris and Deputy Contract Manager Mike Boomsma. Mr. Norris said that URS had been in Hawaii for 60 years, and had a strong commitment to local labor. They employed RM Towill, LKG Inc., and Hunter Pacific as subcontractors.

VII. Executive Director and CEO's Report

Mr. Grabauskas reported that the most recent quarterly General Excise Tax receipts were more than \$7 million over the projections in the Full Funding Grant Agreement, and only \$27 million off overall projections, which he cautiously saw as a positive sign.

He reported that he had recently taken a trip to Washington, D.C. with Mayor Caldwell, City Council Chair Ernie Martin and HART Board Chair Ivan Lui-Kwan. He said that everyone they met with in Washington was supportive and excited to meet with the unified Honolulu delegation. Prior to that, he had spoken at the MetroRail conference in London.

Mr. Grabauskas said that the FTA had conducted its quarterly meeting and risk refresh with HART the previous week.

Regarding outreach, Mr. Grabauskas had been participating in the Mayor's town hall meetings.

He reported that the HART budget was moving through the City Council process, and had received strong support.

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Mr. Grabauskas then outlined the project contingency, a copy of which is attached hereto as Attachment D. He indicated that all identified pending, probable, potential, and possible changes totaled approximately \$176.1 million. The uncommitted remaining contingency was at \$423.8 million.

Mr. Horner said the information was helpful, and noted that with more than 90% of the entire project to be contracted for by the end of the calendar year, there would not be much in the way of remaining cost risks at that point. Mr. Grabauskas acknowledged that 2014 would be a pivotal year for the project.

Mr. Horner suggested representing the remaining risks in relation to the total project budget. He opined that as the majority of the remaining construction contracts would be let in 2014, those contracts were a greater risk than commodity prices. Mr. Grabauskas acknowledged that 2014 would be a pivotal year for the project, as 90% of all construction contracts would be let by the end of the year.

Mr. Hong commended Mr. Grabauskas, and asked about future delay costs. Mr. Grabauskas said that two remaining significant risks were utility relocations and property acquisitions. He reported that staff continued to negotiate outstanding notice to proceed claims, which were nearing resolution, and were included in "known" changes.

Mr. Formby asked if the contractors have all specifications for HART to be able to quantify risks, and Mr. Grabauskas said not through the end of 2014.

Mr. Hong suggested contract language to protect HART from delays. Mr. Grabauskas said that staff was working on including such language going forward.

Mr. Grabauskas reported on the Industry Day event planned for May 5, 2014 at Honolulu Country Club. So far the event had drawn 150 registered attendees and 24 exhibitors. The event was being held in partnership with the Chamber of Commerce and Move Oahu Forward.

On May 6, 2014, the Ho'opili Station design meeting would be held at Kapolei Middle School.

Thanks to a suggestion by Mr. Hong, a pilot anti-graffiti project involving school children would be held on May 17, 2014. Mr. Hong commended Mr. Grabauskas.

Mr. Lui-Kwan added that people in Washington were impressed that all project-related litigation had been resolved. He thanked Deputy Corporation Counsel Gary Takeuchi and the legal staff. Mr. Lui-Kwan also said that people were impressed with the financing structure of 30% by the FTA and 70% by the local government, and no debt when the project opens.

Mr. Horner asked for an update on Ansaldo's status following the change to four-car trains, and any savings.

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VIII. Executive Director and CEO's Performance and Bonus Evaluation and Upcoming Performance Objectives

Mr. Lui-Kwan called for public testimony. There was none.

Ms. Okinaga said that the Human Resources Committee had set forth a process for the Executive Director and CEO's performance evaluation, and that the committee had met twice. She reported that the committee recommended a favorable evaluation and approval of the bonus, as well as amendments to the performance objectives. She thanked Mr. Grabauskas.

Mr. Lui-Kwan called for a motion for executive session. Mr. Formby so moved, and Mr. Kim seconded the motion, which carried unanimously. The Board of Directors entered into executive session at 12:11 p.m.

The Board of Directors reconvened in public session at 12:38 p.m.

Ms. Okinaga moved to recommend a favorable evaluation and the approval of the bonus of \$35,000 and with future finalization of approved objectives for the coming year. Mr. Lui-Kwan added that staff would draft a written executive summary of the evaluation. Mr. Horner seconded the motion, which carried unanimously.

IX. Adjournment

Mr. Lui-Kwan adjourned the meeting at 12:40 p.m.

Respectfully Submitted,


Cindy Matsushita
Board Administrator

Approved:


Ivan Lui-Kwan, Esq.
Board Chair

MAY 15 2014
Date

ATTACHMENT A

HONOLULU RAIL TRANSIT PROJECT



MARCH 2014* QUARTERLY REPORT

* Data Dates: Cost, Schedule, Risk 2/28; Other Activities 3/31

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

www.HonoluluTransit.org

THIRD PARTY DISCLAIMER

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

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

REPORT FORMAT AND FOCUS

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

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

ON THE COVER:

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

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

Lower right: Maintenance and Storage Facility site.

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HIGHLIGHT OF THE MONTH*: WEST LOCH STATION
 Serving the West Loch, 'Ewa Beach, Waipahu and Outlying Residential Areas



Construction Timing:

- Operational in 2017

- Station Features:**
- ADA Pedestrian Access
 - Bicycle Parking
 - Elevator, Escalator and Stairs
 - Kiss-and-Ride
 - Taxi Area
 - Tour Bus or Private Shuttle
 - TheBus Transit Center
 - TheHandi-Van Pick-up/Drop-off
 - Planned # of Entrances: 2

*Each month we will highlight a different station with architectural renderings and key information.

1 EXECUTIVE SUMMARY

KEY CURRENT ISSUES

Archaeological Inventory Survey (AIS) Reports and Review:

- Data recovery fieldwork continues.
- Next steps are for completion of Archaeological Monitoring Plan for City Center Section. The City Center Burial Treatment Plan will be finalized after Data Recovery fieldwork is completed in the City Center Section in 2014.
- Coordination with the State Historic Preservation Division (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 previously during the City Center AIS field work. All seven iwi kūpuna continue to be protected in place.

Federal Lawsuit:

- The Limitations on Claims Notice for the Honolulu Rail Transit Project's Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation was published in the November 1, 2013 Federal Register. Claims seeking judicial review must be filed on or before March 31, 2014.

KEY ACTIVITIES THIS MONTH

President Barack Obama has included in the Fiscal Year 2015 federal budget an additional \$250 million for the Honolulu Rail Transit Project (HRTTP or Project).

"I want to thank all the members of our congressional delegation for their strong and continued support," HART Board Chair Ivan Lui-Kwan said. "It is because of their commitment and their efforts that we are able to keep the project on time and on budget."

The \$250 million in federal funding is part of the \$1.55 billion the Federal Transit Administration has agreed to provide for construction of Honolulu's rail system. The \$250 million for fiscal year 2015 would be in addition to the \$250 million appropriated for fiscal year 2014. Both installments would be added to the \$556 million in federal New Starts transit funds received by the rail project.

HART Achieves Major Milestone

The Honolulu Authority for Rapid Transportation (HART) announced that there are now more than 1,000 people working on the planning, design and construction of the Project.

Kiewit Infrastructure West Company, the contractor building the elevated guideway from east Kapolei to Aloha Stadium and the Maintenance and Storage Facility, now reports a total of 446 jobs with its firm.

HART forecasts there will be an estimated 4,000 construction-related jobs as the building of the rail system peaks over the next few years, and an additional 6,000 indirect jobs in industries such as retail, restaurant and entertainment.



New Rail Display Unveiled

A new rail transit information center at Ala Moana Center's satellite city hall has been unveiled. The inaugural display is one of several that will be featured at satellite city halls on O'ahu, and will provide updated information on the project's progress.



The permanent display features an aerial map of the 20-mile route and 21 rail stations. It also includes the latest renderings of rail stations along the first 10 miles of the route, as well as facts and figures on the rail system, and a model of Waipahu's West Loch rail station.

"With construction well underway, it's important to provide information about our new rail system, which is the largest public works project in the state's history," said Honolulu Mayor Kirk Caldwell. "Exhibits such as this one, provide an important public service."

PROJECT PROGRESS**Overall Progress:**

Project Progress Through February 28, 2014			
	Actual	Early Plan	Late Plan
Overall Project Progress*	22.4%	28.1%	23.4%
Overall Construction Progress*	11.8%	17.1%	13.2%
Overall Design Progress*	67.1%	82.3%	67.4%
Overall Utilities Progress	5.5%	15.3%	10.5%

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

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

Schedule:

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

FINANCIALS**Incurred Cost:**

- \$885M = Total Incurred Cost (actual expenditures plus approved requests for payment)
- \$36M = February 2014 incurred amount in costs (actual expenditures plus approved requests for payment)

Committed Amount:

- \$2.694B = Total Committed Amount (including awarded design contract allowances of \$5.9M, but excluding uncommitted contingencies and finance charges)

Authorized for Expenditure (AFE):

- \$1.916B = Total Amount AFE by way of Notices to Proceed (NTPs)
- \$237M = February 2014 total AFE increase as the result of issued NTPs and Change Orders

Project Contingency:

- \$608.2M = Current Project Contingency Balance
- \$.1M = February 2014 drawdown to Project Contingency
- \$32.5M = Current Known Changes Balance
- There were no drawdowns from Known Changes Contingency from last period

Funding:

- \$1,338M = Total Cash Received Since Preliminary Engineering (PE)
- FFGA:
 - \$12.2M = the FTA's drawdown received in February 2014
- General Excise Tax (GET) Surcharge:
 - \$808.5M = amount received as of Q3, FY 2014, since the Project's entry into FTA's Preliminary Engineering phase of project development
 - \$1,187M = amount received since 2007
 - 0 = the county's GET surcharge revenue received in February 2014

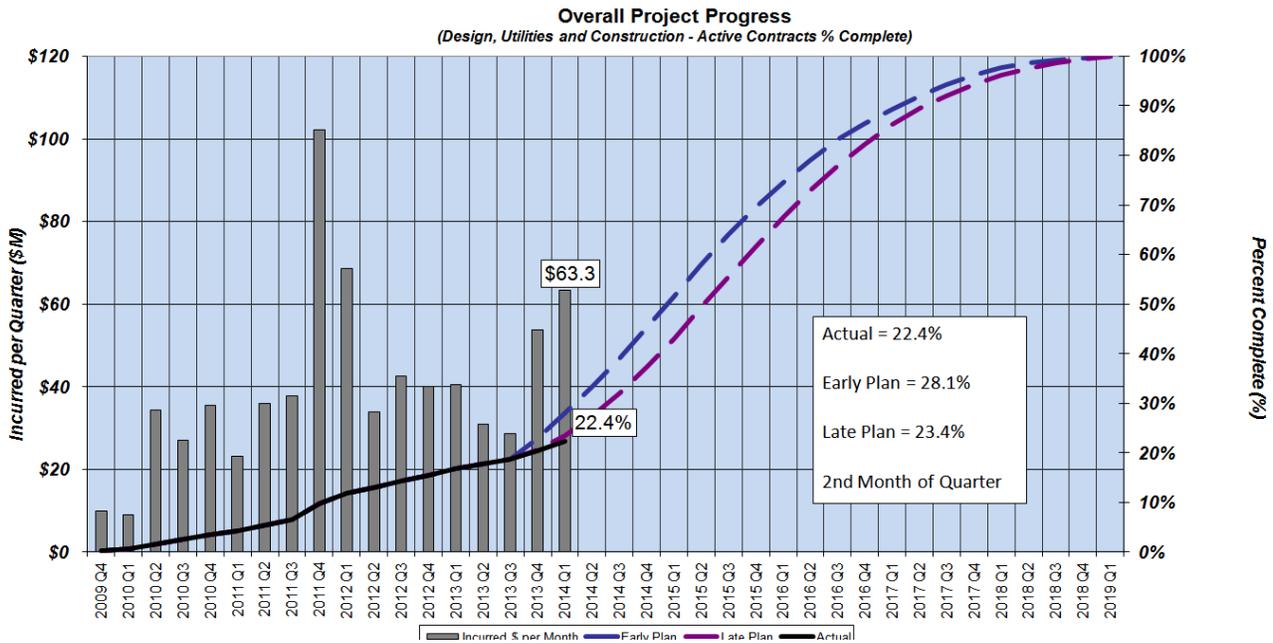
Project Revenue and Costs:

- \$452M = Cash Balance 2/28/14

2 OVERALL PROJECT PROGRESS AND FINANCIALS

2.1 Project Progress (data as of February 28, 2014)

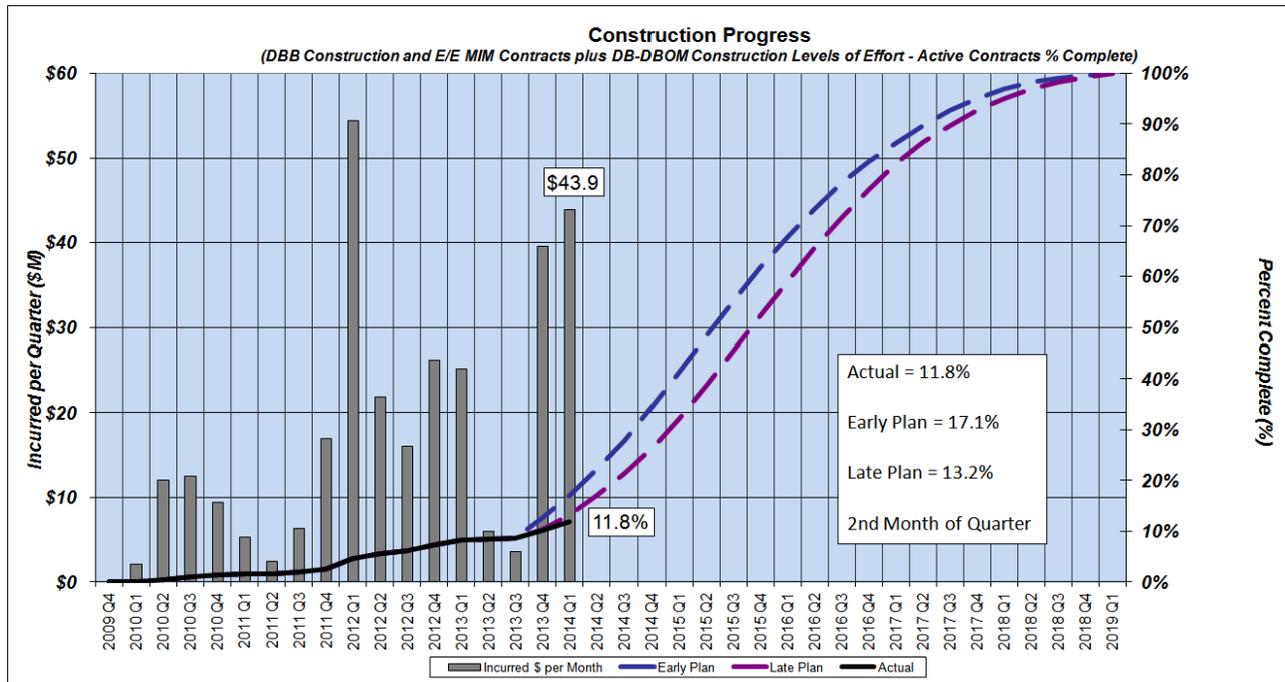
Figure 1. Overall Project Progress (% Complete)*



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

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

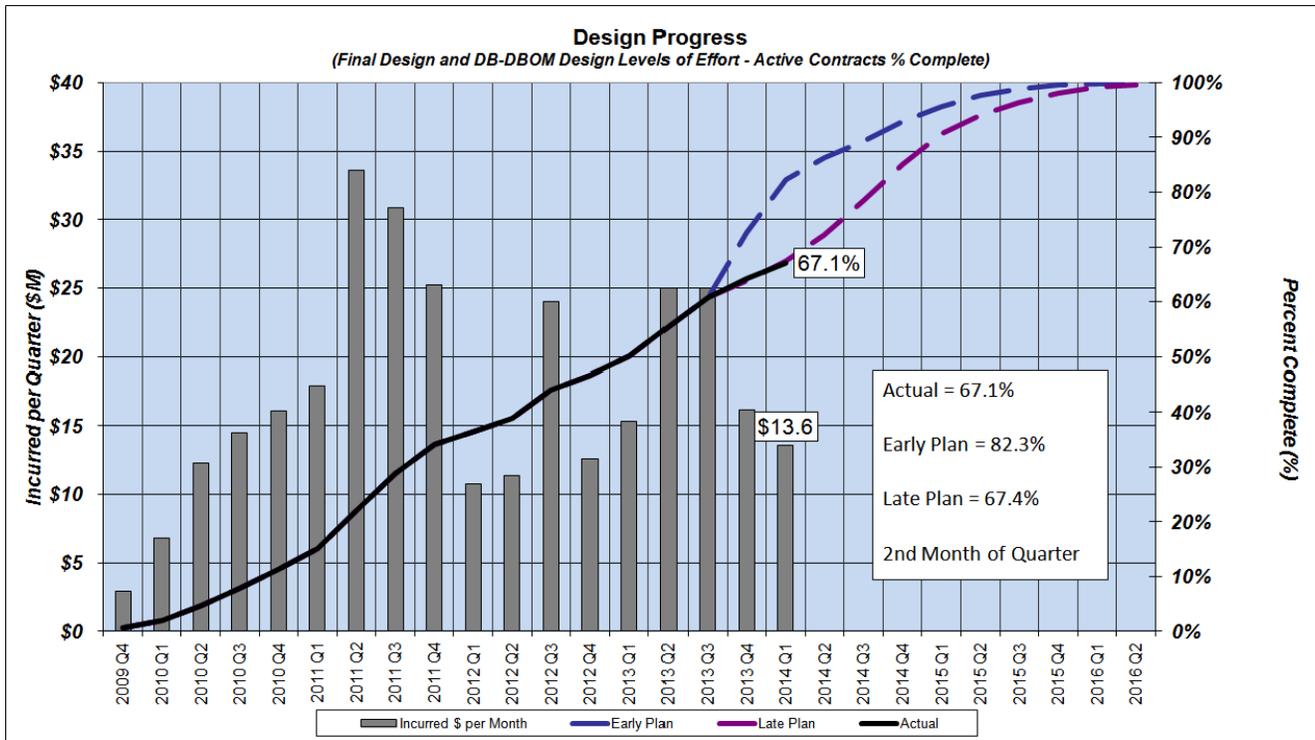
Figure 2. Construction Progress (% Complete)*



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

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

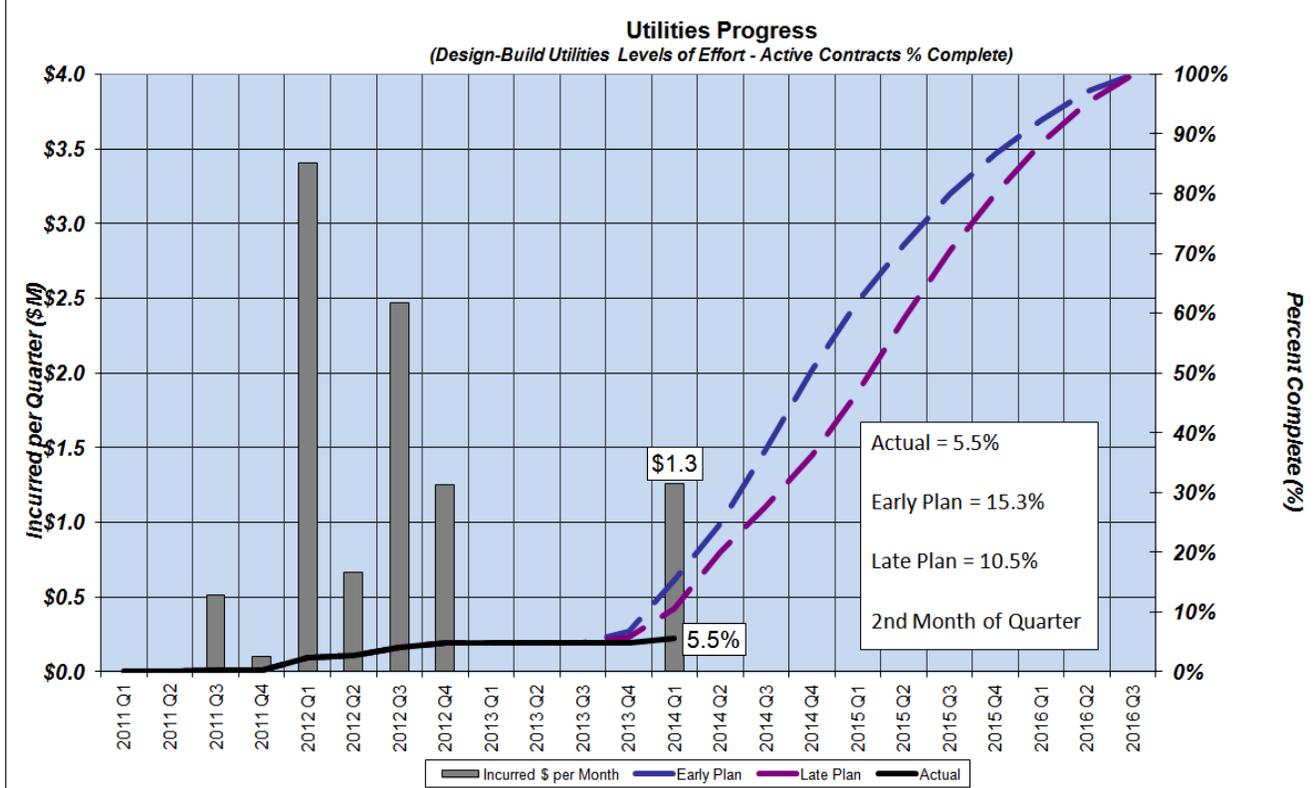
Figure 3. Design Progress (% Complete)*



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

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

Figure 4. Utilities Progress (% Complete)



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

2.2 Project Budget (data as of February 28, 2014)

- \$5.122B = Full Funding Grant Agreement (FFGA) Baseline Project Budget (includes approximately \$644M in allocated and unallocated contingencies and \$173M in finance charges)
 - Reported budget amounts relate to the FTA New Starts project and exclude \$42M in FTA-ineligible financing costs that will be incurred beyond FFGA completion.
- \$885M = Total Incurred Cost (actual expenditures plus approved requests for payment)
 - 20.6% of the FFGA Current Project Budget (excluding contingencies and finance charges) of \$4.308B.
 - \$36M = February 2014 incurred amount in costs (actual expenditures plus approved requests for payment).
- \$2.694B = Total Committed Amount (including awarded design contract allowances of \$5.9M, but excluding uncommitted contingencies and finance charges)
 - 62.5% of the FFGA Current Project Budget (excluding uncommitted contingencies and finance charges).
- \$1.91B = Total Amount Authorized for Expenditure (AFE) by way of Notices to Proceed (NTPs)
 - 44.5% of the FFGA Current Project Budget (excluding uncommitted contingencies and finance charges).
 - \$237M = February 2014 total AFE increase as the result of issued NTPs, and Change Orders.

Total Incurred Cost = \$885M
(previous report = \$849M)

Total Committed Amount = \$2.694B
(previous report = \$2.645B)

Total Amount AFE = \$1.91B
(previous report = \$1.68B)

Figure 5. Total Authorized for Expenditure (AFE) Increase

Notices to Proceed			
Contract		Scope	Amount (\$)
DB-120	WOFH	Release of full contract	221,765,934
FD-430	Airport Section Guideway/Utilities	CA0007	132,900
MM-935	Real Estate Consultant	Task Order	14,885
MM-901	PMSC2	FY13 Encumbrance	5,000,000
MM-950	OCIP Consultant	FY14 Encumbrance	396,250
		Multiple Changes Subtotal	\$227,309,970
FD-550	Dillingham Kaka'ako SG FD	NTP2	5,763,606
MM-913	GEC3	NTP1	4,359,403
UTIL	KHG Task Order	NTP Adjustment	(571,000)
		NTP Subtotal	\$9,552,009
Net AFE/CA Increase			\$236,861,979

- \$1.5B = FFGA Financial Plan (*Honolulu Rail Transit Project Final Financial Plan for Full Funding Grant Agreement*, June 2012, Tables 2-4 and A-1) projected cumulative capital expenditures through first quarter FY2014.

2.3 Project Contingency (data as of February 28, 2014)

- \$608.2M = Current Project Contingency Balance
 - \$.1M = February 2014 drawdown to Project Contingency
- The \$.1M contingency drawdown resulted from the following contract amendment processed during the February 2014 reporting period:
 - \$.1M contingency drawdown from executed contract amendment No. 07 for Resist & Sag Geotech Investigation for the Airport Sections Guideway Utilities FD (FD-430);
- As of this reporting period, none of the executed change orders reduced the Baseline Budget Contingency amount below the buffer zone.
- \$32.5M = Current Known Changes Balance (down from the original amount of \$73.9M)
 - There were no drawdowns from Known Changes Contingency from last period.

*Current Contingency Balance = \$608.2M
(previous report = \$608.3M)*

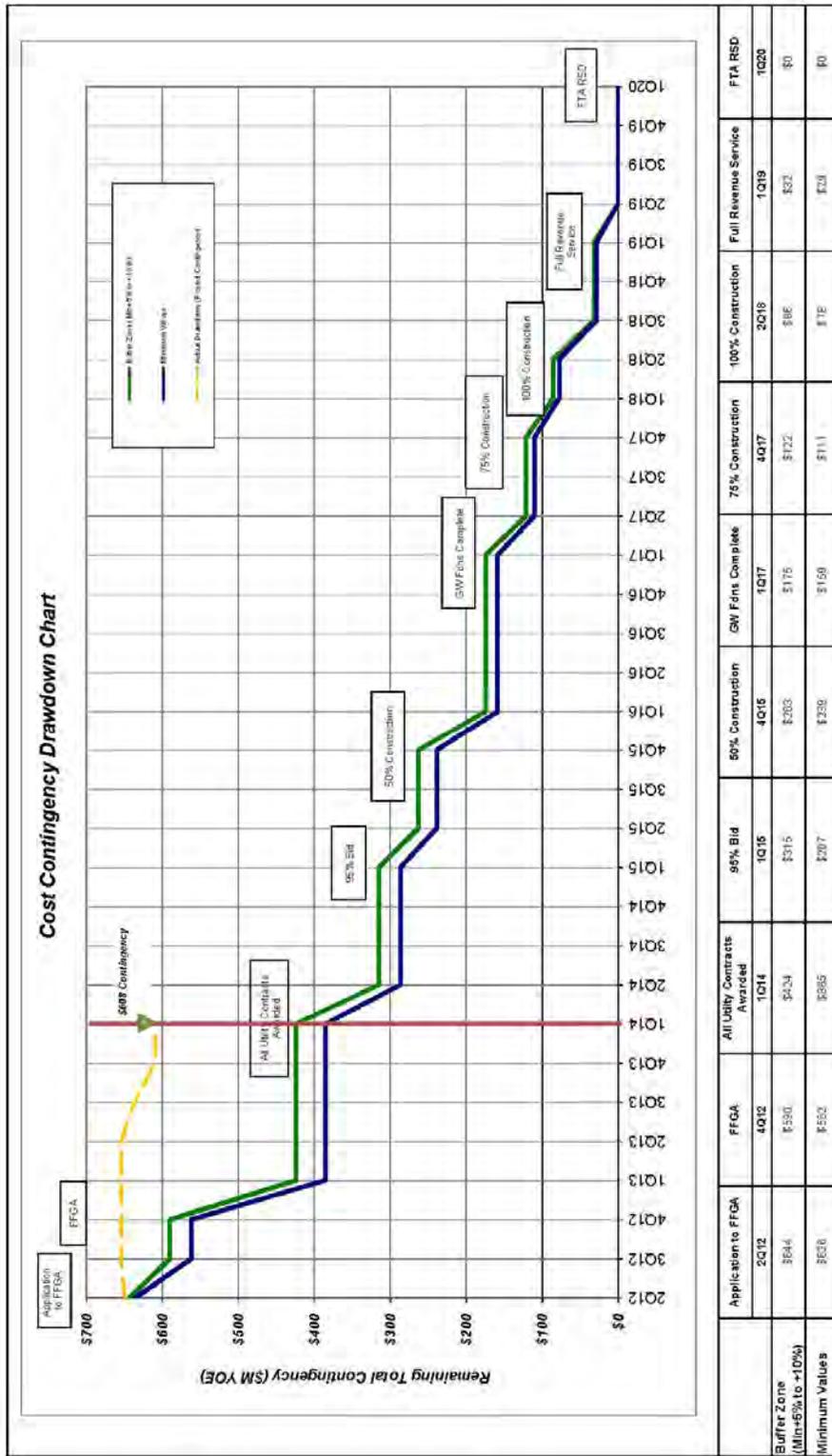
Figure 6. Project Contingency Budget

Project Contingency Budget		
Contingency	SCC Code	Budget (\$M)
Unallocated Contingency	90.01	\$101.9
Allocated Contingency	90.02	\$540.1
Allowances	90.03	\$1.6
Baseline FFGA Project Contingency Budget	90.01 - 90.03	\$643.6
Contingency Transfers to date	90.02 & 90.03	(\$35.4)
Current FFGA Project Contingency	90.01 - 90.03	\$608.2

Figure 7. FFGA Project Contingency Current Budget

FFGA Project Contingency Current Budget			
Report Month	Period Beginning: Current Budget Contingency (\$M)	Contingency Drawdown (\$M)	Period Ending: Current Budget Contingency (\$M)
	[a]	[b]	[c] = a + b
September '13 Progress Report	\$649.0	(\$5.8)	\$643.2
October '13 Progress Report	\$643.2	(\$6.1)	\$637.1
November '13 Progress Report	\$637.1	(\$22.1)	\$615.0
December '13 Progress Report	\$615.0	(\$5.0)	\$610.0
January '14 Progress Report	\$610.0	(\$0.3)	\$609.7
February '14 Progress Report	\$609.7	(\$1.4)	\$608.3
March '14 Progress Report	\$608.3	(\$0.1)	\$608.2

Figure 8. Draft Cost Contingency Drawdown Chart



Note: Cost contingency details and contingency management are discussed in further detail in Appendix C.

2.4 Project Funding (data as of February 28, 2014)

Figure 9. Planned vs. Received Project Funding

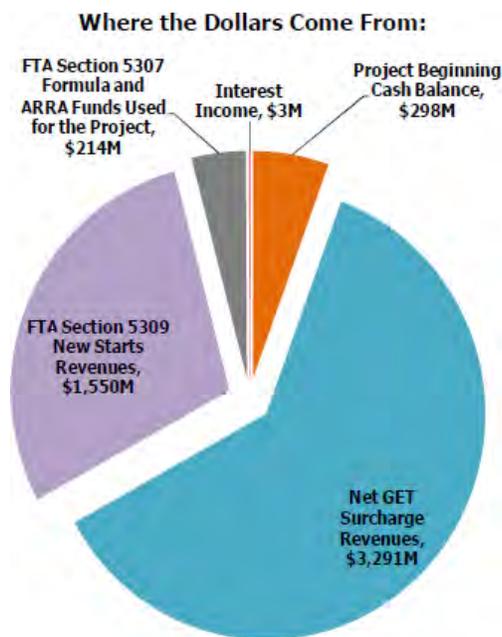
Planned vs Received Project Funding				
Funding Source	Pre-FFGA Project ¹	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned ² (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance ³	0	298	298	298
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue	0	1,550	226	226
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	808	1,186
Total	385	5,356	1,338	1,723

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

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

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

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



Source: FFGA Financial Plan, p. 2-1

- Full Funding Grant Agreement (FFGA)
 - \$12M = New Starts drawdowns received in February.

Total Cash Received Since PE = \$1,338M
(previous report = \$1,326M)

GET Received Since PE = \$808.5M
(previous report = \$808.5M)

GET Received Since 2007 = \$1,186.9M
(previous report = \$1,186.9M)

Figure 11. New Starts Drawdown by Federal Fiscal Year

New Starts Drawdown by Federal Fiscal Year			
Federal Fiscal Year Allocation	Obligation Amounts	Drawdown Amounts	Available Balance
2008	\$15,190,000	\$15,190,000	\$0
2009	\$19,800,000	\$19,800,000	\$0
2010	\$30,000,000	\$30,000,000	\$0
2011	\$55,000,000	\$55,000,000	\$0
2012	\$200,000,000	\$105,788,869	\$94,211,131
2013	\$236,277,358	\$0	\$236,277,358
	\$556,267,358	\$225,778,869	\$330,488,489

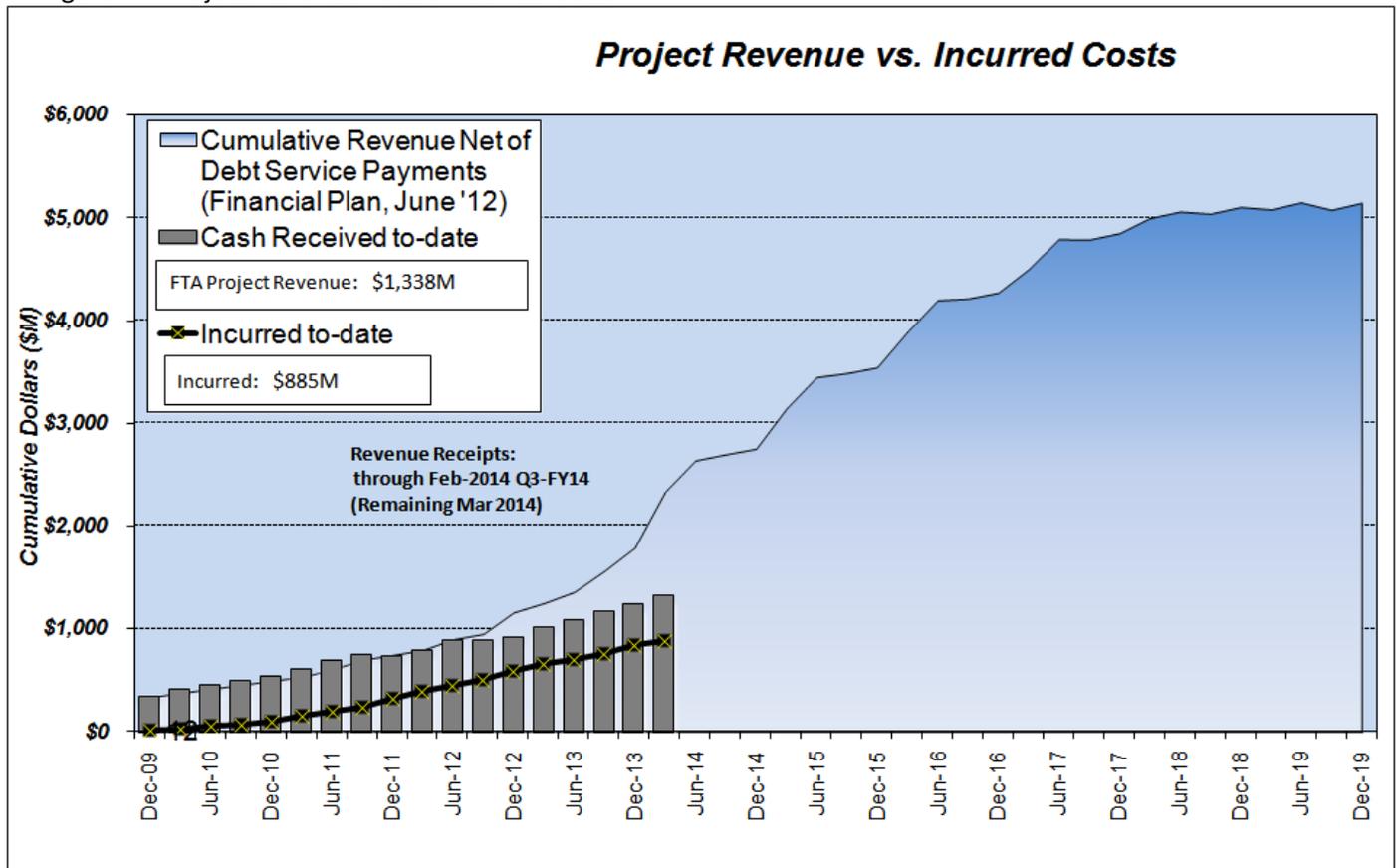
- General Excise Tax (GET) surcharge
 - \$808.5M = amount received as of Q3, FY 2014, since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
 - \$898M = Projected Net GET Surcharge Revenue for FYs 2010-2014, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
 - \$0 = GET surcharge received in February 2014.

2.5 Project Revenue and Costs

(data as of February 28, 2014)

Ending Cash Balance 02/28/14 = \$452M
(previous report = \$469M)

Figure 12. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan
Data date for Revenue & Incurred Cost = February 28, 2014

Figure 13. Cash Balance Summary

FEBRUARY 2014 CASH BALANCE SUMMARY		
	Feb. 2014	YTD Cumulative
Beginning Cash Balance 02/01/2014	468,666,947	393,709,711
Expenditures:		
Operating Expenditures	(1,188,937)	(10,799,059)
Capital Expenditures	(27,340,340)	(170,797,754)
Expenditures Total:	(28,529,278)	(181,596,814)
Receipts:		
GET Surcharge	0	157,638,527
FTA Drawdown	12,234,847	81,941,405
Interest	20,585	204,545
Other (rental, refunds, copy fees, etc.)	74,713	570,440
Receipts Total:	12,330,144	240,354,916
Ending Cash Balance 02/28/14	452,467,813	452,467,813

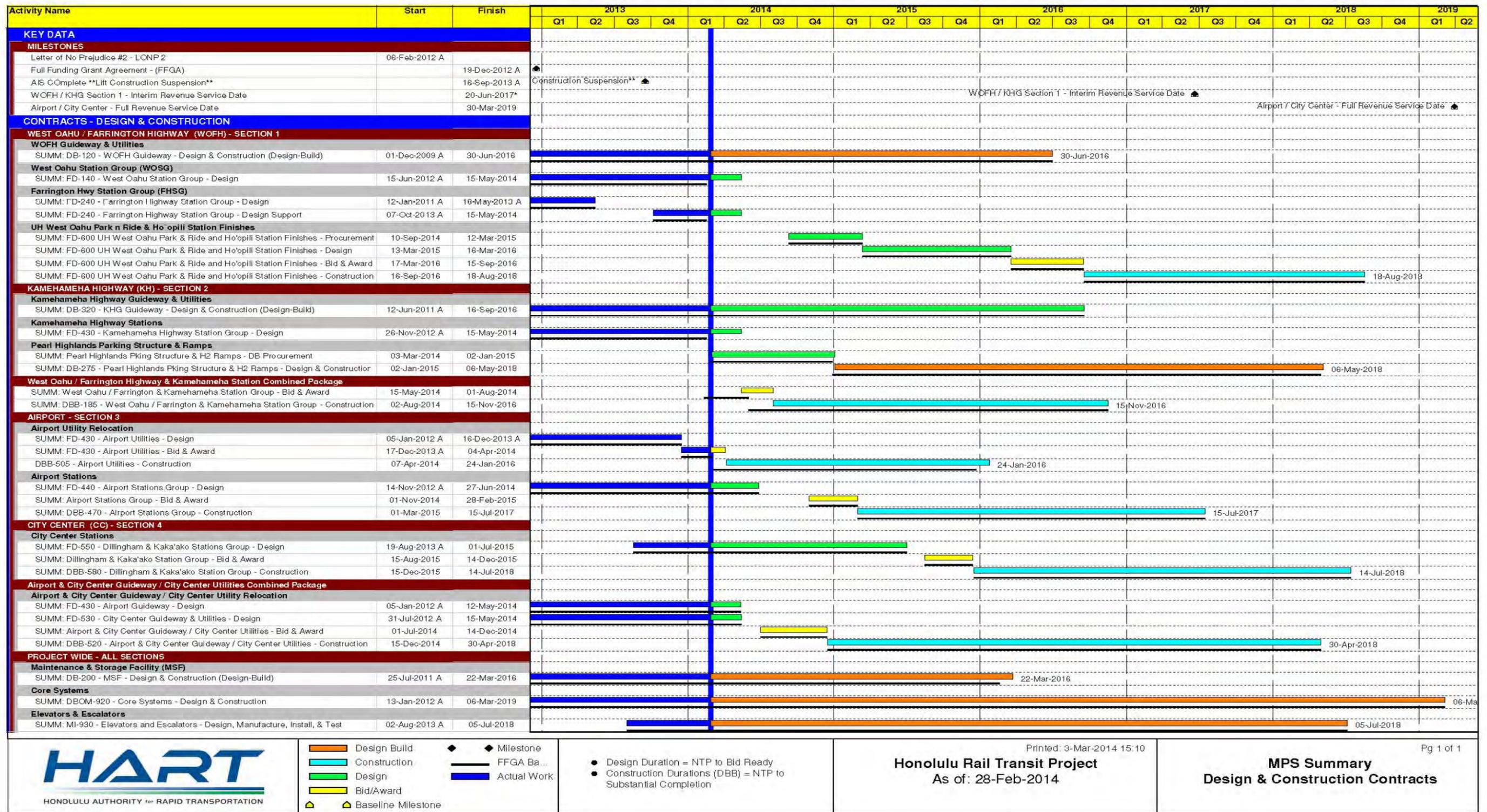
Note: Project Cost Reports can be found in Appendix D.

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3 SCHEDULE

Figure 14. H RTP Master Project Schedule Summary (MPSS)

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



3 SCHEDULE (continued)

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

To date, nearly 70% of the planned design, construction and consultant support contracts have been awarded.

Figure 15. Awarded Contracts

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

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

4 CONTRACT STATUS

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Start-up Completion: March 2019

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



COST INFORMATION:

Base Contract:	\$573,782,793	NTP 1:	\$20,285,221	NTP 2:	\$23,703,585
Committed ¹ :	\$602,950,143	NTP 1A:	\$53,929,585	NTP 2B:	\$37,811,301
Authorized ² :	\$514,430,792 (85.3%)	NTP 1B:	\$99,170,544	NTP 2C:	\$250,363,206
Incurred-to-Date:	\$62,495,453				
Incurred in Feb.:	\$7,053,219				

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

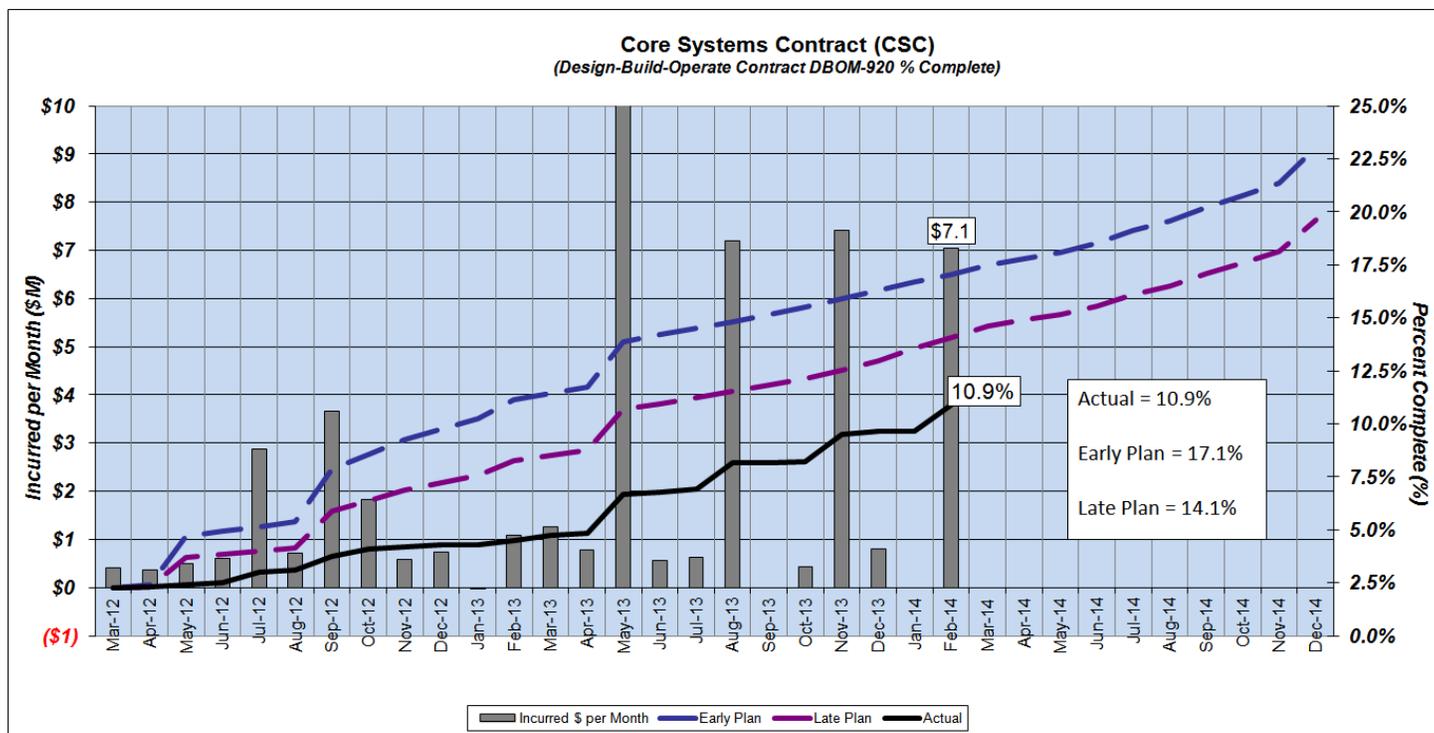
²Total Authorized for Expenditure (AFE) = NTP dollar values + executed Change Orders

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

February Notices to Proceed
None

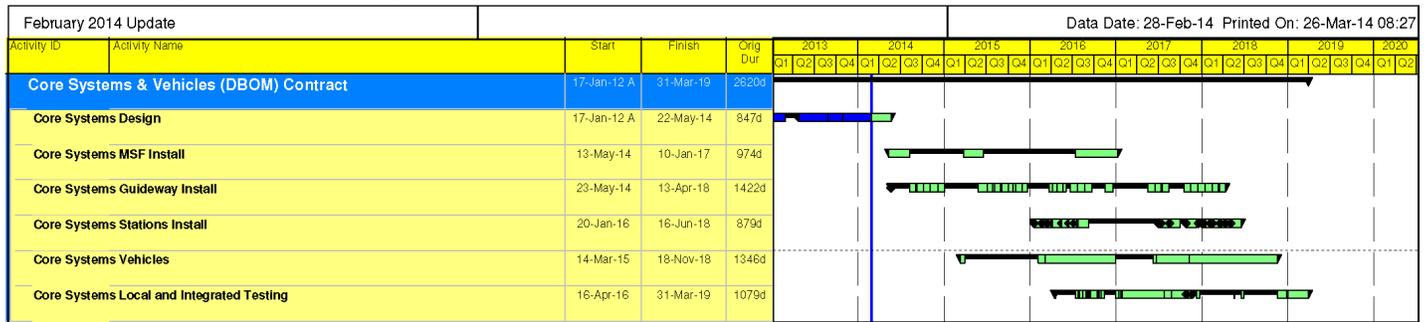
February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$29,167,350

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



SCHEDULE:

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



WORK PROGRESS:

Activities this Month:

- Design is 37% complete.
- AHJV continues to participate in Interface meetings, to issue/respond to Requests for Interface Data (RFIDs) and to coordinate fixed facility contractor interfaces. HART’s interface partnering meetings continue jointly with AHJV and Kiewit to help expedite closure of interface issues. Final interfaces for the WOFH guideway are now being confirmed and accepted by AHJV.
- AHJV continues to participate in MSF Workshop meetings to expedite completion of yard reconfiguration.
- HART continued follow up with AHJV to resolve design submittals review comments.
- Interim Design and Final Design submittals continue particularly for Passenger Vehicles, Traction Electrification System, Train Control, Communications, and Maintenance of Way (MOW) Vehicles.

Look Ahead:

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

CRITICAL PATH ISSUES:

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

QUALITY MANAGEMENT:

- Attended and participated in the weekly coordination meetings of HART CS Group and AHJV (ASTS/AB).
- Reviewed Alcatel-Lucent and Johnson Controls updated Supplemental Quality Plans [SQP(s)]; and Modern Track Machineries Inc. (MTM).
- Continued review of Stanley Access Technologies’ new SQPs.
- Monitoring AHJV QA/QC compliance activities.

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

Contract No.: MI-930

Contractor: Schindler Elevator Corporation

Substantial Completion: May 2018

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



COST INFORMATION:

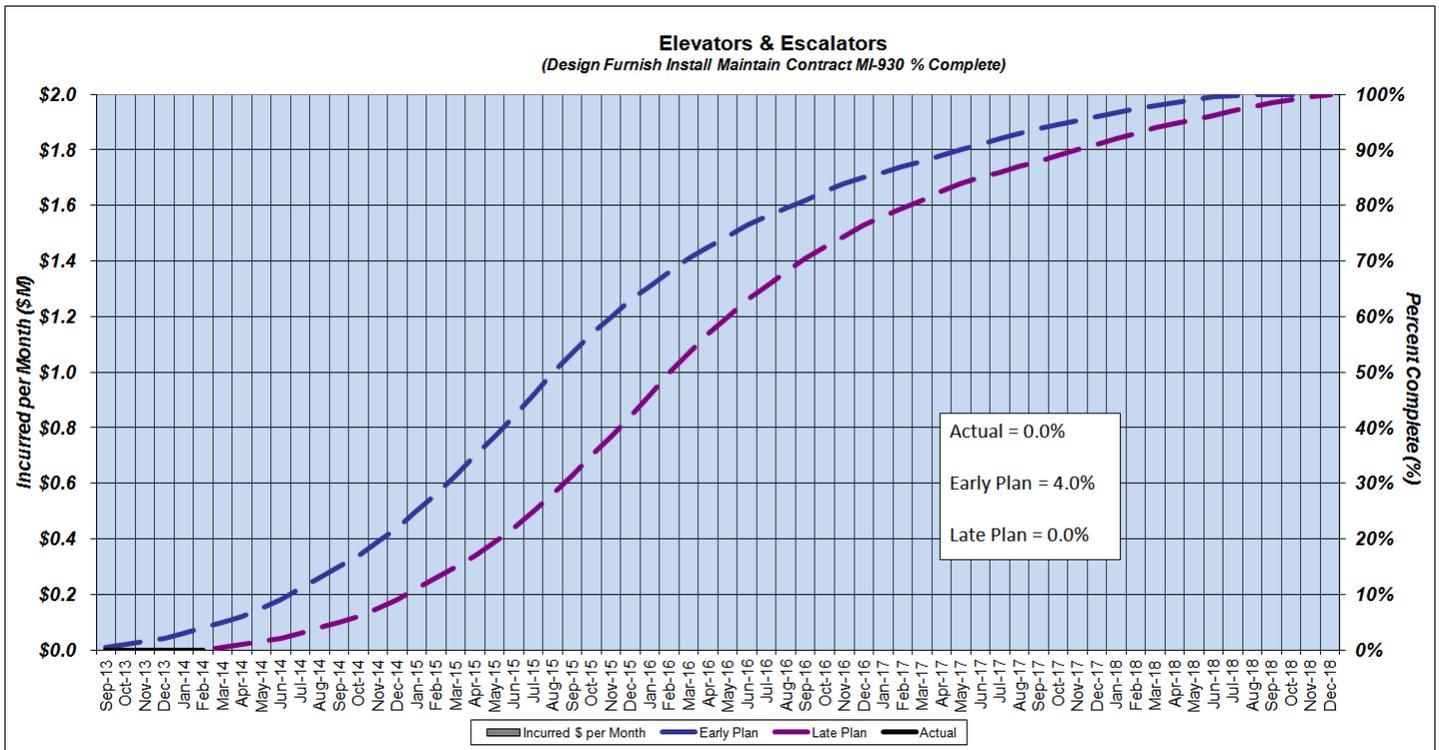
Base Contract:	\$50,982,714	NTP 1:	\$5,442,108
Committed ¹ :	\$50,982,714		
Authorized ² :	\$5,442,108 (10.7%)		
Incurred-to-Date:	\$0		
Incurred in Feb.:	\$0		

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

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

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$0



SCHEDULE:

February 2014 Update					Data Date: 28-Feb-14, Printed On: 25-Mar-14 11:55																				
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018			2019		
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
W. Oahu/Farrington Highway (WOFH) - Sectio...																									
Farrington Highway Station Group																									
Construction - Farrington Highway Station Group																									
Waipahu Transit Station																									
West Loch Station																									
W. Oahu Station Group																									
Construction - W. Oahu Station Group																									
Ho'opili Station																									
UH West Oahu Station																									
East Kapolei Station																									
Kamehameha Highway (KH) - Section 2																									
Kamehameha Highway Station Group																									
Construction - Kamehameha Highway Station Group																									
Pearl Ridge Station																									
Aloha Stadium Station																									
Pearl Highlands - Station																									
Airport - Section 3																									
Airport Station Group																									
Construction - Airport Station Group																									
Pearl Harbor Station																									
HNL Airport Station																									
Lagoon Drive Station																									
Middle Street Station																									
City Center (CC) - Section 4																									
Dillingham Station Group																									
Construction - Dillingham Station Group																									
Kalihi Station																									
Kapalama Station																									
Iwilei Station																									
Chinatown Station																									
Kaka'ako Station Group																									
Construction - Kaka'ako Station Group																									
Downtown Station																									
Civic Center Station																									
Kaka'ako Station																									
Ala Moana Center Station																									

WORK PROGRESS:

Activities this Month:

- Design is 2.5% complete.
- Schedule of Milestone's have been finalized.
- Design continuing for the West Loch and Waipahu Transit Center Stations.
- Interface meetings between design teams and Core Systems Contractor continuing.

Look Ahead:

- Design continues for the West Loch and Waipahu Transit Center Stations.
- Elevator & Escalator team to continue meeting with Core Systems Contractor and final designers to discuss interface issues on a monthly basis.
- The Schedule of Milestones allowing Schindler to bill for work accomplished to date has been completed. Billing will commence in April 2014.

CRITICAL PATH ISSUES:

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

QUALITY MANAGEMENT:

- No QA/QC activities this month.

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

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

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Substantial Completion: June 2016



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

COST INFORMATION:

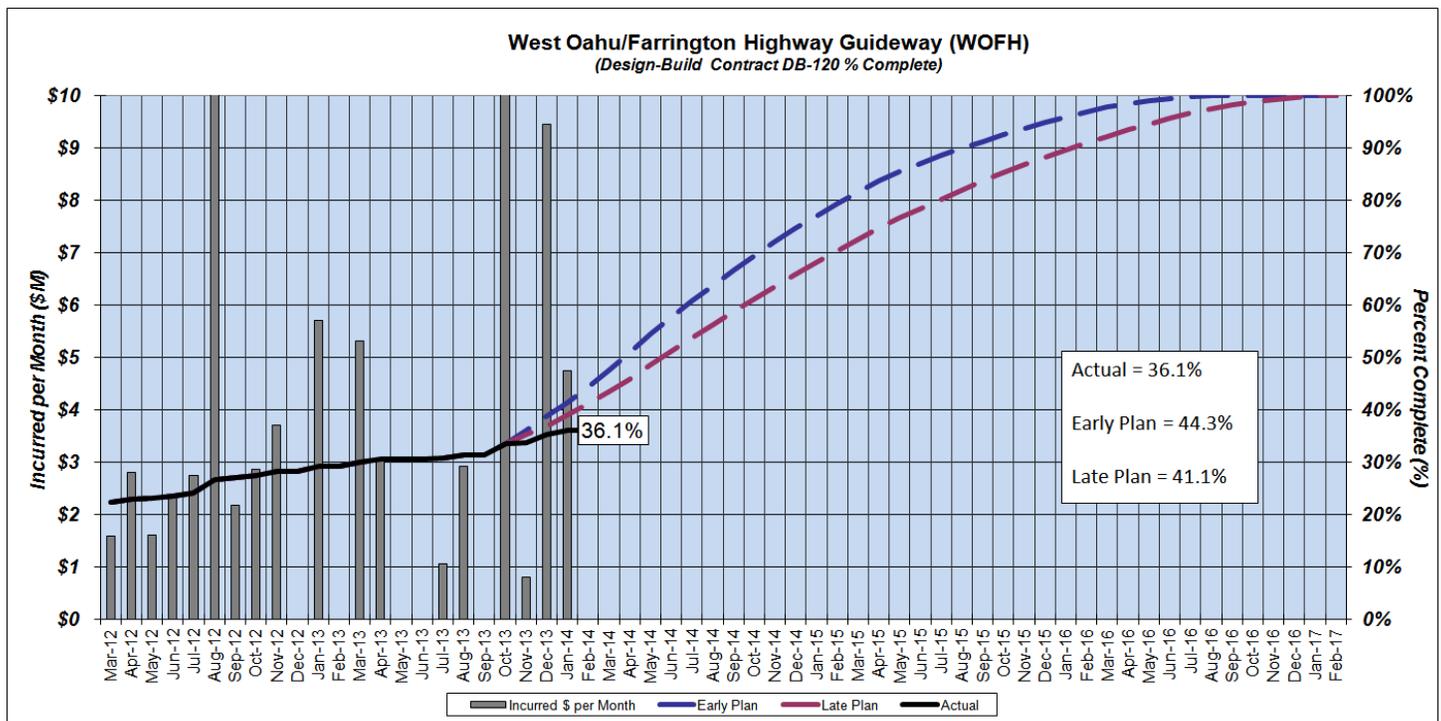
Base Contract:	\$482,924,000	NTP 1:	\$69,256,301	NTP 2:	\$61,975,961
Committed ¹ :	\$556,771,464	NTP 1A:	\$4,650,251	NTP 3:	\$3,871,885
Authorized ² :	\$556,771,464 (100%)	NTP 1B:	\$21,152,169	NTP 4A:	\$64,417,082
Incurred-to-Date:	\$208,408,472	NTP 1C:	\$14,034,417	NTP 4B:	\$21,800,000
Incurred in Feb.:	\$0				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$2,329,922
DBE % Attained:	0.48%

February Release of Full Contract
\$221,765,934

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$73,847,464



- HECO Design (11/20/13) and Construction Services (11/29/13) Agreement was executed. HART will perform the first three conflicts by its design builder, HECO will perform the remaining.
- Looking Ahead: Execute HTI WOFH UCA.

HAWAI’I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

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

RIGHT OF WAY:

W.Oahu\Farrington Right-of-Way Status for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	14	14		14	14	13	1		13	10	14
Partial Acquisition	14	6		1	1			4	3		3
Easement	16	14	5					8	7		7
TOTAL	44	34	5	15	15	13	1	12	23	10	24

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

- Acquisitions: FTA appraisal concurrence received for TMK 9-4-047-008.
- Look Ahead:
 - Complete the acquisition of TMK 9-6-004-006, a full acquisition within the Banana Patch.
 - Make an offer of just compensation to owners of TMK 9-4-047-008, a partial acquisition for West Loch Station.

QUALITY MANAGEMENT:

- Seven (7) open NCRs reported by KIWC: two (2) open NCRs on the Guideway and five (5) open NCRs on the Casting Yard.
- Continued participation in Pre-activities meetings for construction scheduled activities.
- Working with KIWC on the Inspection and Test Plan (ITP) updates.
- Issued comments on the revised QAP (Revision 6). KIWC is incorporating comments in the next revision of the QAP (Revision 7).
- Reviewing KIWC QA/QC Close-out Plan for each column including substructures in preparation of partial Safety and Security Certification of the Certifiable Items for Track and Structures, Civil Installations.
- Monitoring KIWC QA/QC activities.

Open Nonconformance (NCR) Log Summary					
NCR No.	Issued	ORG	Reference/Activity	Corrective Action	Status
89Y	2/20/14	KIWC	Segments surface shrinkage cracking on two segments.	Leave-as-is or repair to acceptable standards with the approval of the EOR.	Open
94Y	3/04/14	KIWC	Segment 70-2 Transverse Tendon Wire Breakage.	Rework to acceptable standards with the approval of the EOR.	Open
95	3/05/14	KIWC	As-Built Drawings are not being maintained on time per contract requirements.	Update and maintain As-Built Daily as required.	Open
96Y	3/06/14	KIWC	Segment 63-6 Transverse Tendon Wire Breakage.	Rework to acceptable standards with the approval of the EOR.	Open
100Y	3/18/14	KIWC	Segment 65-4 was poured without one track insert installed.	Repair per PROCEDURE FOR MISSING DIRECT FIXATION INSERTS prepared and approved by the EOR.	Open

Open Nonconformance (NCR) Log Summary					
NCR No.	Issued	ORG	Reference/Activity	Corrective Action	Status
101	3/24/14	KIWC	Design quality checks were inadequate prior to submission of the drawings	Drawings are being revised and re-checked for quality and re-submit.	Open
102Y	3/26/14	KIWC	Segment 116-1 MU PT Pipes moved during pouring operation and now have a slight sweep towards the center.	This NCR will require the EOR evaluation and calculation if it can be Repaired or Reworked; if not, it will be Scraped.	Open

= Casting Yard NCRs

SAFETY AND SECURITY:

West O'ahu/Farrington Section Safety and Security Issues					
Period	Contract	No. & Type of Event	Comments	Type of Incident*	Type of Injury**
Jan.		0 in Jan. 2014			
Feb.		3 in Feb. 2014			
March	DB-120	1 near miss	Shackle pin from Anti-Two Block Device fell from whip line on LB-1300 Crawler crane		
March	DB-120	1 service strike	Sewer line strike		
March	MM-946	1 loss	Stolen aerosol cans		
2014		6 to Date in 2014			

*Type of Incident: Liability, Property, Personal Injury, Motor Vehicle Collision.

** OSHA Recordable Injury: Any work-related injury or illness that results in death, loss of consciousness, lost time from work, work restrictions or medical treatment are OSHA recordable incidents. Any needle prick or puncture wound from a sharp object that could be contaminated with another person's blood or other infectious materials is a recordable incident. Any injury that requires an employee to be medically removed from work duties due to any other OSHA health standard is also recordable.

PROJECT PICTURES:



Assembling pier brackets for underslung truss in Work Area 1B.



Relocating fiber optic ductbank for 2-530-T1 conflict in Work Area 2 - Phase 1A.



Install column formwork at Pier 40 in Work Area 1A.

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

Contract No.: FD-140

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

Construction Docs Bid-Ready: March 31, 2014

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



COST INFORMATION:

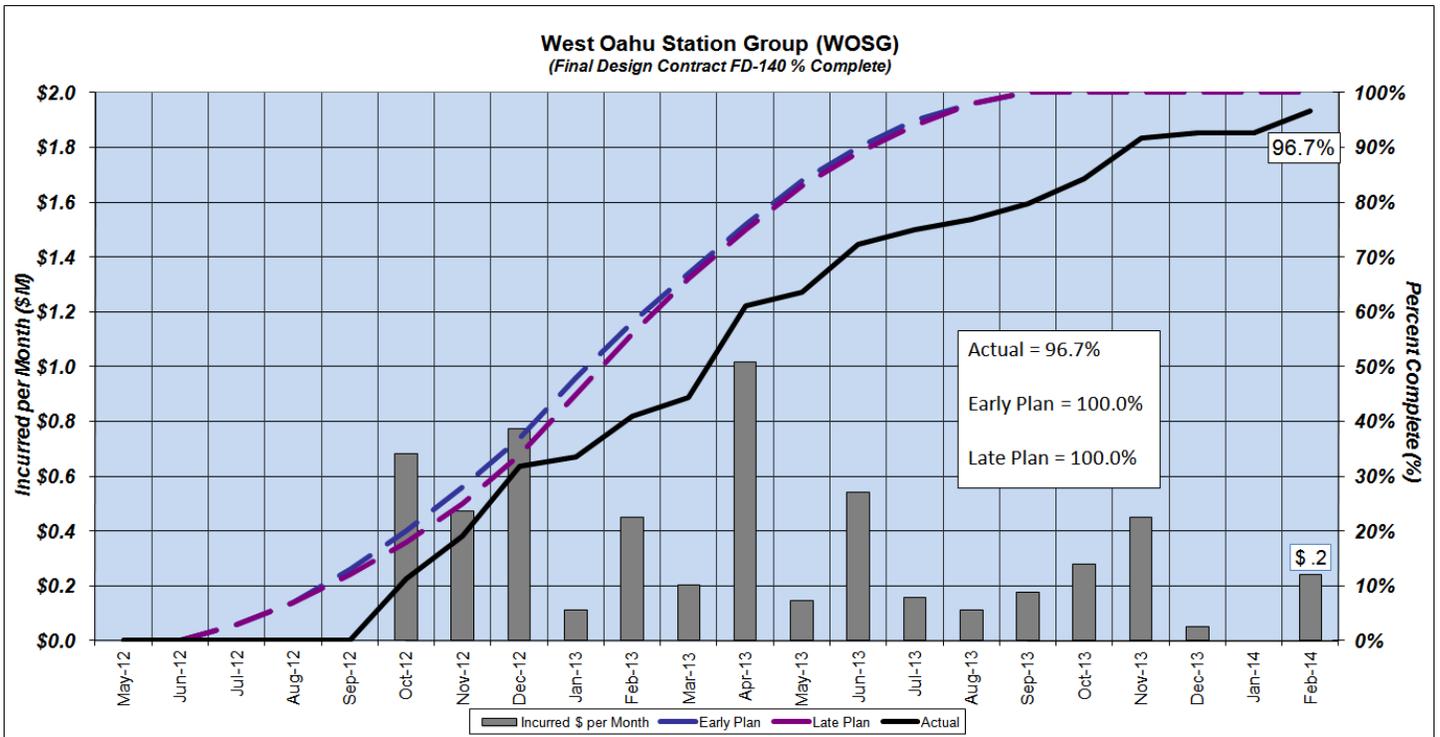
Base Contract:	\$7,789,000	NTP 1A:	\$326,420	NTP 2:	\$2,203,221
Committed ¹ :	\$7,812,928	NTP 1B:	\$2,064,757	NTP 3:	\$981,181
Authorized ² :	\$5,599,507 (71.7%)				
Incurred-to-Date:	\$5,871,205				
Incurred in Feb.:	\$242,809				

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

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

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$23,928



SCHEDULE:

February 2014 Update		Data Date: 28-Feb-14, Printed On: 25-Mar-14 09:55																							
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018			2019		
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
	W. Oahu/Farrington Highway (WOFH) - Sec...	14-Jan-10 A	22-Nov-16	1943																					
	W. Oahu Station Group	14-Jan-10 A	22-Nov-16	1943																					
	Design - W. Oahu Station Group	14-Jan-10 A	22-Nov-16	1943																					
	Construction - W. Oahu Station Group	29-May-14	22-Nov-16	909																					
	Ho'opili Station	29-May-14	26-Aug-16	821																					
	UH West Oahu Station	06-Nov-14	24-Oct-16	485																					
	East Kapolei Station	31-Dec-14	22-Nov-16	470																					

WORK PROGRESS:

Activities this Month:

- Design is 98% complete.
- Continued designing Ho’opili Station.
- Continued design updates to the advertisement set.
- Continued to hold weekly progress and interface meetings.
- Finalizing the standard platform canopy standard design and drawing.
- Continued negotiation on design changes.

Look Ahead:

- Submit updated final design package to be advertised.
- Confirming interface loads.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Finalize design for procurement of west stations construction contract.

QUALITY MANAGEMENT:

- Monitoring URS QA/QC activities.

C. Farrington Highway Station Group (FHSG)

Contract No.: FD-240

Contractors:

URS Corporation

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

HDR Engineering, Inc.

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

Construction Docs Bid-Ready: March 31, 2014



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

COST INFORMATION:

Base Contract:	\$9,300,696	NTP 1.2:	\$1,756,031	NTP 1B REV2:	\$107,783	NTP 2 REV1:	\$33,939
Committed ¹ :	\$12,208,045	NTP 1A:	\$52,356	NTP 1B REV3:	\$12,500	NTP 2 REV2:	\$0
Authorized ² :	\$9,867,090 (80.8%)	NTP 1A REV1:	\$114,794	NTP 1B REV4:	\$0	NTP 3:	\$1,119,617
Incurred-to-Date:	\$9,620,070	NTP 1B:	\$536,955	NTP 2:	\$3,437,489	NTP OFFSET:	(\$320,000)
Incurred in Feb.:	\$222,169	NTP 1B REV1:	\$108,278				

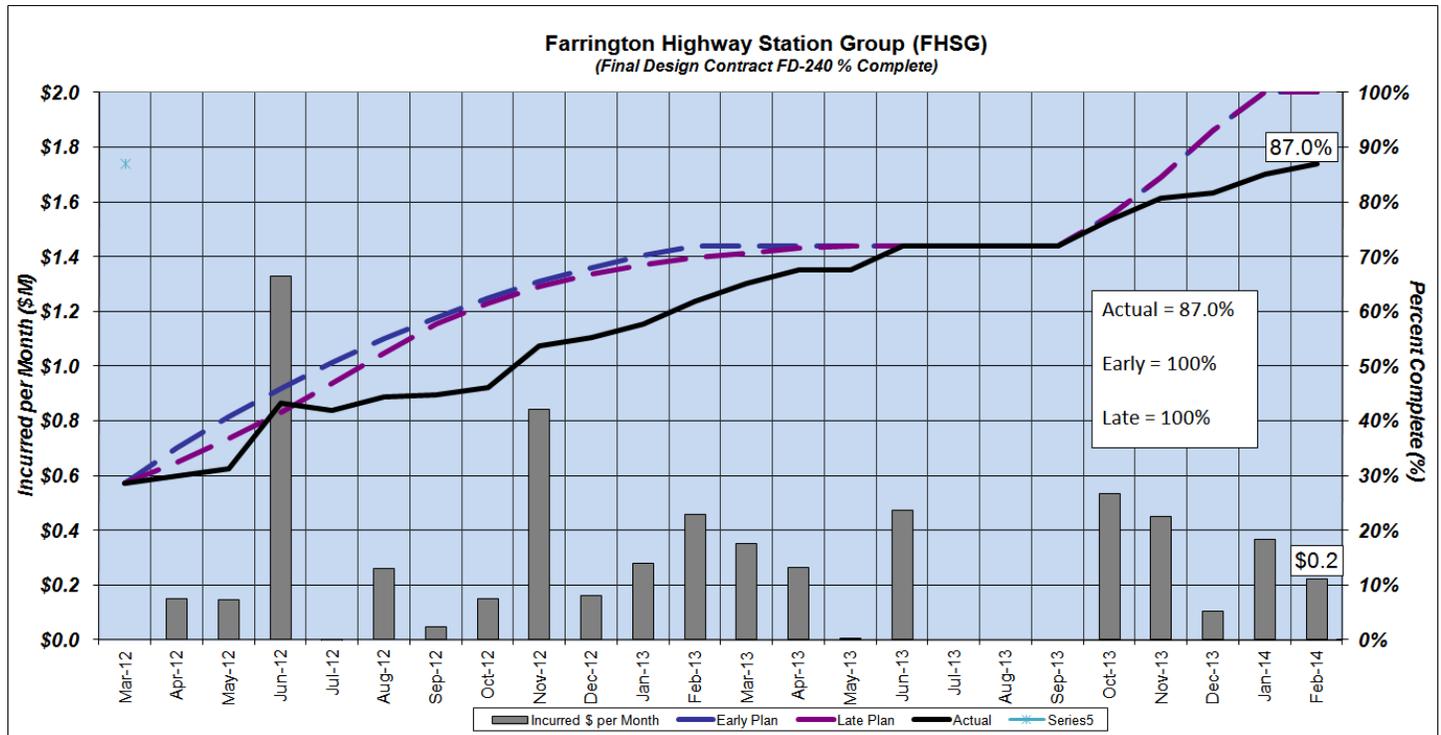
¹Commitment = Contract value (not including contingency) with Design Allowance + executed Change Orders

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$254,809
DBE % Attained:	4.63%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$2,907,349



SCHEDULE:

February 2014 Update		Data Date: 28-Feb-14, Printed On: 25-Mar-14 07:43											
Activity ID	Activity Name	Start	Finish	Orig Dur	2013	2014	2015	2016	2017	2018	2019		
					Q	Q	Q	Q	Q	Q	Q		
	W. Oahu/Farrington Highway (WOFH) - Sec...	02-Oct-09 A	10-Oct-16	2091								10-Oct-16	
	Farrington Highway Station Group	02-Oct-09 A	10-Oct-16	2091								10-Oct-16	
	Design - Farrington Highway Station Group	02-Oct-09 A	02-Oct-16	2083								02-Oct-16	
	Construction - Farrington Highway Station Group	04-Aug-14	10-Oct-16	541								10-Oct-16	
	Leeward Community College Station	04-Aug-14	13-May-16	440								13-May-16	
	Waipahu Transit Station	10-Sep-14	06-Jul-16	450								06-Jul-16	
	West Loch Station	13-Nov-14	10-Oct-16	471								10-Oct-16	

WORK PROGRESS:

Activities this Month:

- Design is 98% complete.
- Continued design updates to the advertisement set.
- Continued to hold weekly progress and interface meetings.
- Continued to validate interface assumptions.

Look Ahead:

- Submit updated final design package to be advertised.
- Confirming interface loads.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Finalize design for procurement of west stations construction contract.

QUALITY MANAGEMENT:

- Monitoring URS QA/QC activities.

D. Maintenance and Storage Facility (MSF)

Contract No.: DB-200

Contractor: Kiewit/Kobayashi Joint Venture (KKJV)

Substantial Completion: December 2015

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



COST INFORMATION:

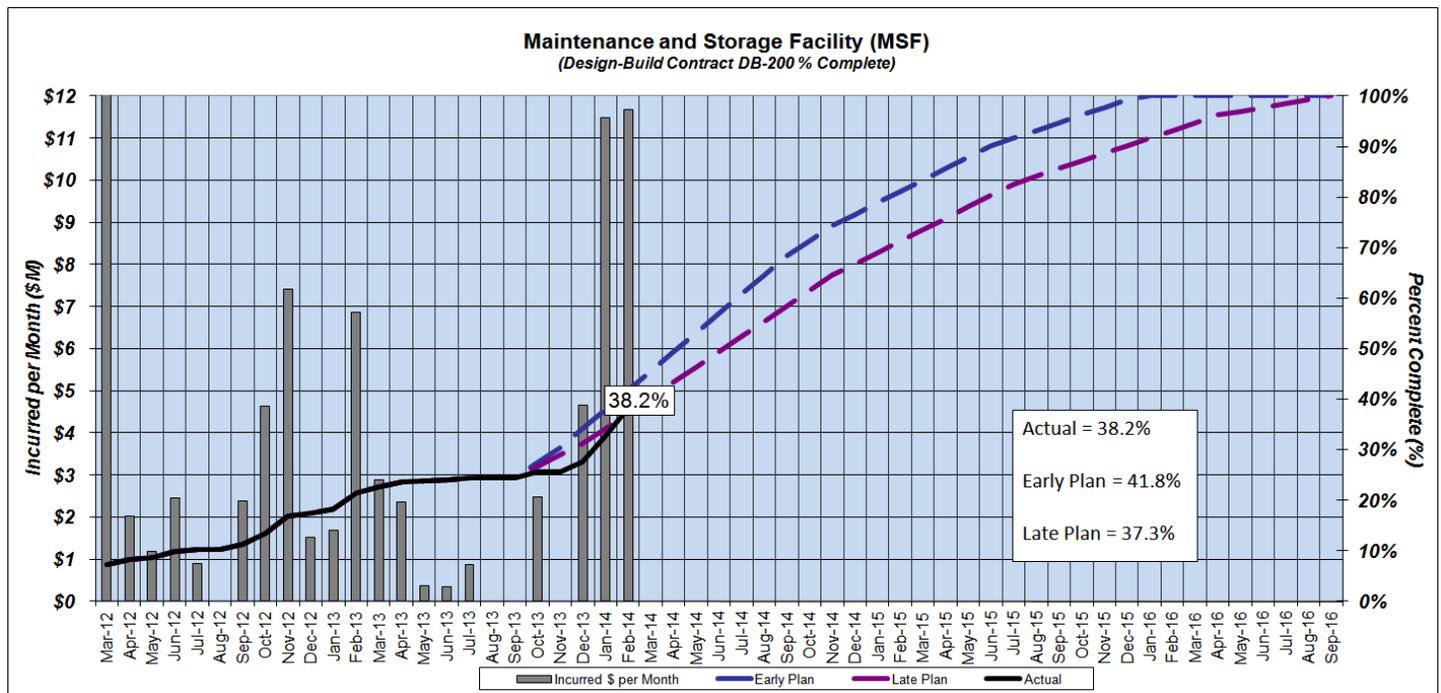
Base Contract:	\$195,258,000	NTP 1:	\$16,886,751	NTP 2 REV1:	\$12,749,013
Committed ¹ :	\$225,268,244	NTP 2:	\$66,261,187	NTP 3:	\$32,391,783
Authorized ² :	\$158,298,978 (70.3%)				
Incurred-to-Date:	\$84,395,591				
Incurred in Feb.:	\$11,680,593				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$23,740
DBE % Attained:	0.012%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$30,010,244



SCHEDULE:

- The MSF substantial completion date is December 27, 2015. Based on schedule update No. 28, the MSF substantial completion date is 113 days behind schedule due to delays on the procurement of pre-curved rail. This schedule delay is currently being mitigated by the contractor, fabricator and HART.

February 2014 Update		Data Date: 28-Feb-14, Printed On: 25-Mar-14 15:26													
Activity Name	Start	Finish	Orig Dur	2013 2014 2015 2016 2017 2018 2019											
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Total	25-Jul-11 A	01-Oct-17	2165d	[Gantt bars showing schedule progress]											
MSF Permits	20-Oct-11 A	01-Oct-17	2165d	[Gantt bars showing schedule progress]											
Design - Maintenance & Storage Facility (MSF)	25-Jul-11 A	18-Nov-14	1204d	[Gantt bars showing schedule progress]											
Construction - Maintenance & Storage Facility (MSF)	06-Aug-12 A	19-Feb-16	1110d	[Gantt bars showing schedule progress]											
MSF Construction - Temp-Haz.Mat removal	06-Aug-12 A	25-Oct-13 A	60d	[Gantt bars showing schedule progress]											
MSF Construction - Civil, Grading and Settlement	23-Oct-13 A	05-Mar-14	125d	[Gantt bars showing schedule progress]											
MSF Construction - Utilities & Drainage	02-Dec-13 A	28-Oct-14	286d	[Gantt bars showing schedule progress]											
MSF Construction - Operations and Servicing Building	28-Feb-14	14-Dec-15	655d	[Gantt bars showing schedule progress]											
MSF Construction - Wheel Truing Facility	07-Mar-14	06-Mar-15	365d	[Gantt bars showing schedule progress]											
MSF Construction - Maintenance of Way Foundation, Building, Track Installation	31-Jul-14	08-Jul-15	343d	[Gantt bars showing schedule progress]											
MSF Construction - Train Wash Facility	31-Jul-14	11-Sep-15	408d	[Gantt bars showing schedule progress]											
MSF Construction - Yard Track	24-Sep-14	08-Oct-15	380d	[Gantt bars showing schedule progress]											
MSF Construction - Site / Facility Commissioning	07-Dec-15	19-Feb-16	75d	[Gantt bars showing schedule progress]											

Contract Submittals	
# Received	# Currently Under Review
343	6

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

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
167	6	2

WORK PROGRESS:

Activities this Month:

- Redesign of the yard layout and facilities are underway due to the CSC consolidated changes.
- KKJV continued monitoring Best Management Practice (BMP) measures for permit compliance.
- KKJV continued to excavate trenches for storm drain and sewer lines.
- KKJV continued to install storm drain and sewer lines with their respective manholes.
- KKJV continued installation of Retaining Wall No. 9.
- KKJV continued Operation and Servicing Building (OSB) foundations.
- KKJV commenced OSB stem walls.
- KKJV continued placing topsoil with irrigation on makai slope.
- KKJV commenced forming and placement of concrete for the underpass foundation.
- KKJV continued with the procurement of rail materials.
- Continued working with the Core Systems Contractor to resolve design interface issues.
- HART working with KKJV on the resolution of CSC consolidated changes.
- Continued workshops with the CSC contract on CSC consolidated changes redesign.
- HART working with KKJV on options to recover the schedule due to delays on the procurement of pre-curved rail.

Look Ahead:

- Continue installing sewer lines and manholes.
- Continue installing storm drain lines and manholes.
- Commence installation of underpass wall.
- Continue installation of Retaining Wall No. 9.
- Continue with the preparation of the OSB foundation installation.
- Continue placing topsoil with irrigation on makai slope.
- Continue working with the Core Systems Contractor to resolve design interface issues.
- Continue working with KKJV in the resolution of CSC consolidated changes.
- Continue working with KKJV and HNTB on the final redesign on CSC consolidated changes.
- Continue workshops with the CSC contract on CSC consolidating changes.

CRITICAL PATH ISSUES:

- Delay in pre-curved rail delivery.
- Coordination with other contractors on construction interface milestones.
- Resolving yard reconfiguration interface with Core Systems Contractor.

QUALITY MANAGEMENT:

- Participated in Pre-activities meetings on construction scheduled activities.
- KKJV responded to the QA Audit Report for the audit held on 12/12-13/2013. HART is reviewing the responses.
- KKJV responded to the QA Design Audit Report audit held on 1/15-16/2014. HART is reviewing the responses.
- One (1) open QA NCR to date.
- Monitoring KKJV QA/QC activities.
- Looking Ahead: Environmental Compliance Audit of MSF (KKJV) in May 2014.

Open Nonconformance (NCR) Log Summary					
NCR No.	Issued on	ORG	Reference/Activity	Corrective Action	Status
13-010 B	In Process	HART	10 CY of concrete poured into 10 Manholes Channeling contains aggregates of foreign origin (B.C. Canada).	Demolish and removal of non-compliant concrete.	Open

PROJECT PICTURES:



Installation of Retaining Wall No. 9.

Installing OSB stem wall.

Cutting for a slope at C 2 area.

Installing rebar in the OSB pit area.

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

A. Kamehameha Highway Guideway (KHG)

Contract No.: DB-320

Contractor: Kiewit Infrastructure West Company (KIWC)

Substantial Completion: September 2016

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



COST INFORMATION:

Base Contract:	\$372,150,000	NTP 1:	\$106,744,930	NTP 3A:	\$33,348,881
Committed ¹ :	\$378,860,981	NTP 2:	\$22,072,270	NTP 3B:	\$0
Authorized ² :	\$168,877,062 (44.6%)				
Incurred-to-Date:	\$89,867,143				
Incurred in Feb.:	\$0				

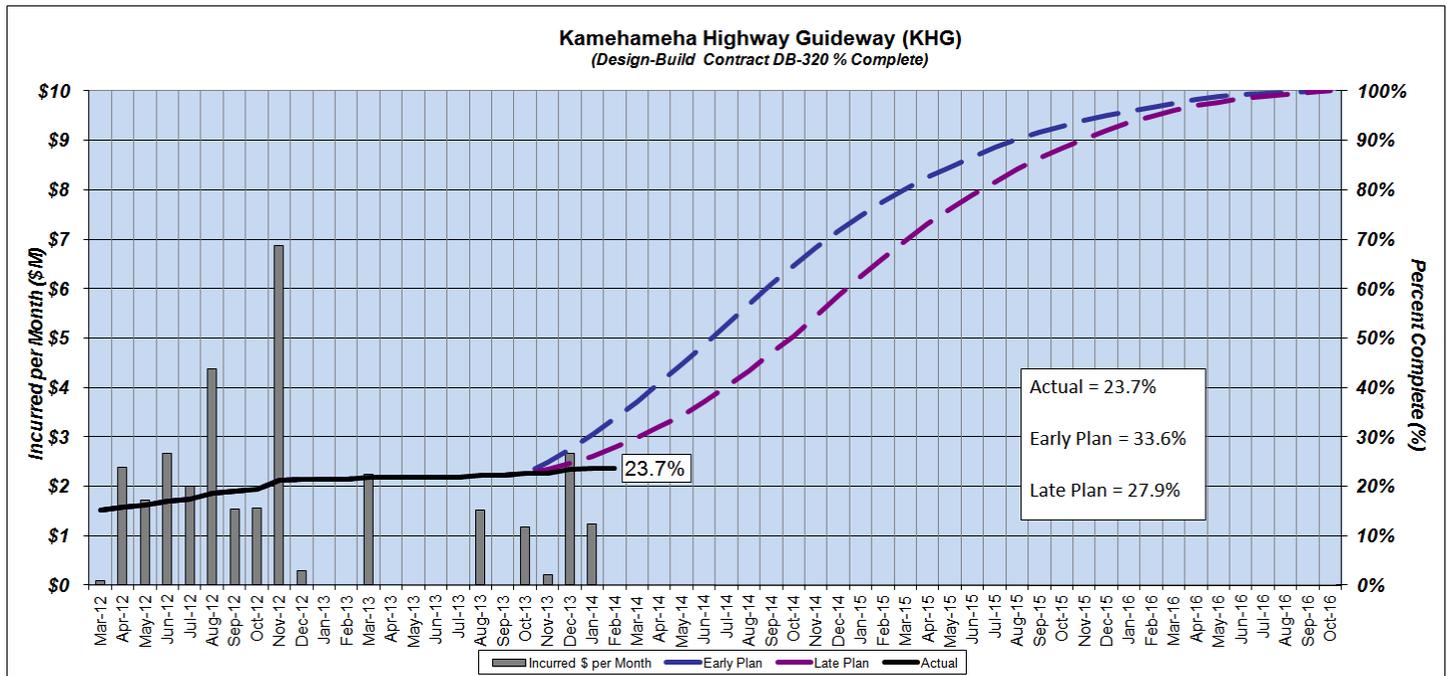
¹Commitment = Contract value (not including contingency) + executed Change Orders

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

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

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$6,710,981



SCHEDULE:

- KIWC has submitted a draft revised schedule based on the restart of construction on September 16, 2013.

Activity Name	Start	Finish	Orig Dur	2013	2014	2015	2016	2017	2018	2019
Total	14-Nov-08 A	12-Jan-17	2973d							
West Guideways & Structures	14-Nov-08 A	12-Jan-17	2973d							
Kamehameha Highway (KH) - Section 2	14-Nov-08 A	12-Jan-17	2973d							
Kamehameha Highway Guideway	14-Nov-08 A	12-Jan-17	2973d							
KHG Programatic - Remaining	25-Jan-11 A	31-Jan-14 A	1021d	■	■					
KHG Permits Remaining	24-Sep-11 A	13-Jul-15	1362d							
Design - Kamehameha Highway Guideway	18-Nov-09 A	18-Nov-16	1687d							
Right of Way - Kamehameha Highway Guideway	14-Nov-08 A	06-Jan-17	2966d							
Construction - Kamehameha Highway Guideway	07-May-12 A	12-Jan-17	1712d							
Kiewit KHG Summary	28-Feb-14	16-Sep-16	932d							
Foundations	28-Feb-14	27-Apr-16	790d							
Drilled Shafts	29-Apr-14	11-Mar-16	683d							
Columns	28-Feb-14	27-Apr-16	790d							
Guideway	29-Aug-14	31-Mar-16	581d							
Precast Segment Erection	29-Aug-14	23-Feb-16	544d							
Cast BC Segments	27-Feb-15	31-Mar-16	399d							
Trackwork	17-Jul-15	05-Aug-16	386d							
Direct Fixation Trackwork	17-Jul-15	12-May-16	301d							
Third Rail	14-Aug-15	05-Aug-16	358d							
KHG Project Finish Work, Demob, Punchlist	08-Aug-16	16-Sep-16	40d							

*Data Date: 27-Dec-13, Printed On: 25-Mar-14 15:04

*Data Date reflects the latest schedule submitted by the contractor

Contract Submittals	
# Received	# Currently Under Review
246	8

Final Design Submittals		
Total #	# Complete	% Complete
50	24	48%

Requests for Information (RFI) from Contractor		
# Received	# Open	# Voided
82	0	---

WORK PROGRESS:

Activities this Month:

- Received and reviewed revised Schedule of Milestones.
- Baseline Schedule Rev D was submitted on March 18, 2014, and is under review.
- KIWC anticipates design completion in September 2014.
- Began ITS Phase 2 work.
- Dry & Wet Utility relocation is ongoing.
- Test Shaft 16 demolished and backfilled. All equipment demobilized.
- Continued the investigation of the abandoned septic tank at Shaft 422.
- Prepared the area at Test Shaft 15 for equipment.
- Mobilized equipment into Aloha Stadium Yard.
- New CE&I team fully transitioned.

Look Ahead:

- Continue interface and design activities, with concentration on baselining documents to support the Safety & Security Certification Process.
- Continue JUAO activities.
- Continue utility relocation work.
- Drill and pour Test Shaft 15. Perform Cross Hole Sonic Logging (CSL) and Load tests.
- Acceptance of the schedule revision.

CRITICAL PATH ISSUES:

- Maintenance of Traffic along congested corridor.
- Acceptance of schedule revision.
- Coordination with other contractors on construction interface milestones.

UTILITY AGREEMENTS:

- KHG met with AT&T to discuss the relocation, and concluded that a construction agreement is likely not needed. However, draft construction contracts have been provided for review in case one is necessary.
- HART completed review of Oceanic comments, and returned draft for Oceanic’s consideration. The draft agreement was reviewed by HART with minor edits and returned to Oceanic.
- Finalized Construction Agreement for Hawai’iGAS was signed by Hawai’iGAS, and is routing internally for execution.
- No UCA’s for Chevron and SIC will be needed.
- Looking Ahead:
 - Execute HTI KHG UCA.
 - Execute Oceanic KHG UCA.

HAWAI’I DEPARTMENT OF TRANSPORTATION (HDOT) AGREEMENTS:

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

RIGHT OF WAY:

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

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

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

QUALITY MANAGEMENT:

- QA/QC activities are the same as the WOFH contract.
- Three (3) open NCRs to date.

Open Nonconformance (NCR) Log Summary					
NCR No.	Issued on	ORG	Reference/Activity	Corrective Action	Status
12	3/05/14	KIWC	Wet Utility Trench Backfill - Debris (Drywall) & concrete trench sidewall interface.	Rework to meet acceptable standards and practices.	Open
13	3/05/14	KIWC	Test Shaft 16 was not constructed to completion as per Section 31.63.30 of the Standard Specification.	Abandon Shaft 16.	Open
14	3/05/14	KIWC	As-Built Drawings are not being maintained on time per contract requirements.	Update and maintain As-Built Daily as required.	Open

SAFETY AND SECURITY:

Kamehameha Highway Section Safety and Security Issues					
Period	Contract	No. & Type of Event	Comments	Type of Incident*	Type of Injury**
Jan.		0 in Jan. 2014			
Feb.		0 in Feb. 2014			
March	DB-320	1 loss or damage	Mechanic truck backed into pole at site 13		
March	DB-320	1 near miss	Unauthorized vehicle entering a work zone		
2014		2 to Date in 2014			

*Type of Incident: Liability, Property, Personal Injury, Motor Vehicle Collision.

** OSHA Recordable Injury: Any work-related injury or illness that results in death, loss of consciousness, lost time from work, work restrictions or medical treatment are OSHA recordable incidents. Any needle prick or puncture wound from a sharp object that could be contaminated with another person’s blood or other infectious materials is a recordable incident. Any injury that requires an employee to be medically removed from work duties due to any other OSHA health standard is also recordable.

PROJECT PICTURES:



Kiewit abandons Test Shaft 16 and fills with CLSM.



Excavation continues for electrical ductbank at approx. Sta. 823+00.

B. Kamehameha Highway Station Group (KHSB)

Contract No.: FD-340

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

Construction Docs Bid-Ready: March 31, 2014

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



COST INFORMATION:

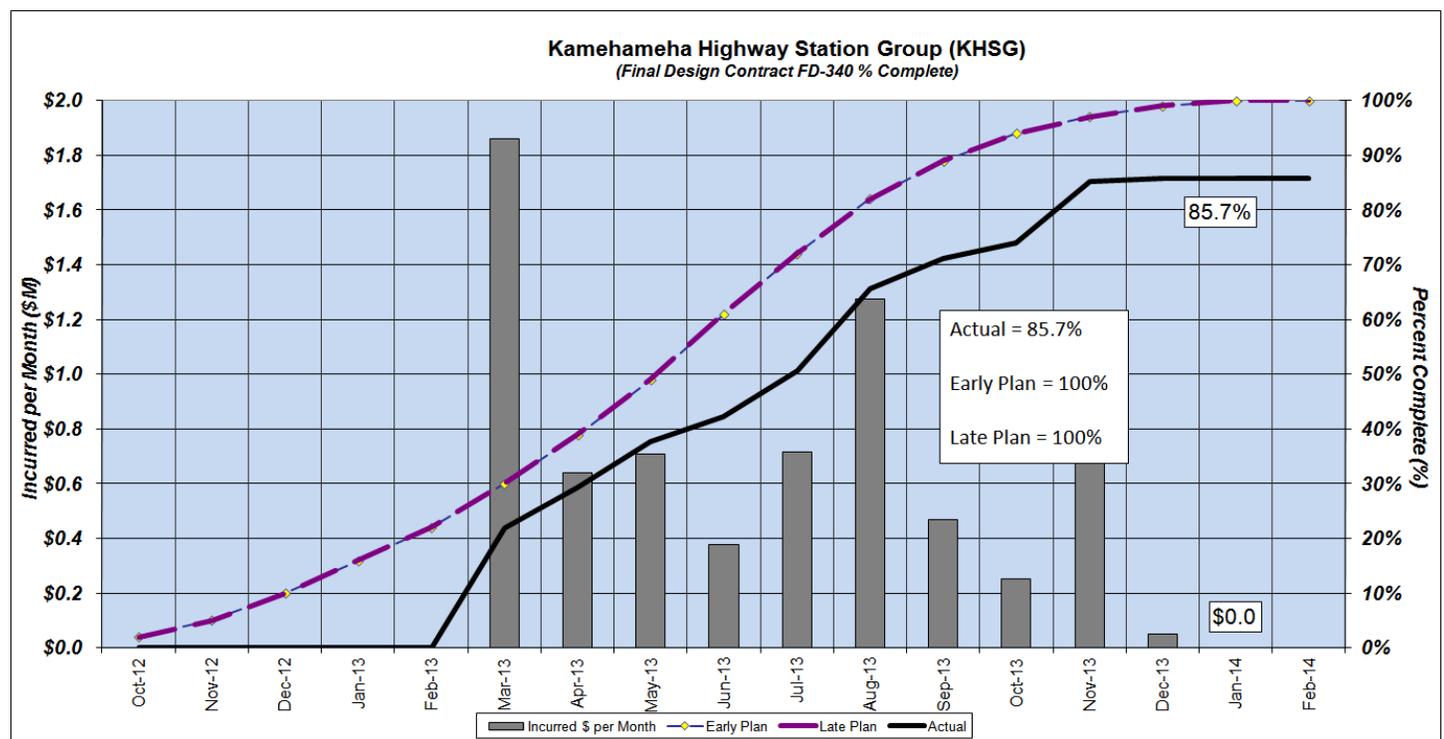
Base Contract:	\$8,702,592	NTP 1A:	\$491,104	NTP 2:	\$2,860,226
Committed ¹ :	\$8,702,592	NTP 1B:	\$2,533,421	NTP 3:	\$1,913,030
Authorized ² :	\$7,797,781 (89.6%)				
Incurred-to-Date:	\$7,286,739				
Incurred in Feb.:	\$0				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$2,955,827
DBE % Attained:	33.97%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$0



SCHEDULE:

February 2014 Update					Data Date: 28-Feb-14, Printed On: 25-Mar-14 09:47													
Activity ID	Activity Name	Start	Finish	Orig Dur	2013		2014		2015		2016		2017		2018		2019	
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Kamehameha Highway (KH) - Section 2		28-Jun-11 A	12-Jan-17	1966														
Kamehameha Highway Station Group		28-Jun-11 A	12-Jan-17	1966														
Design - Kamehameha Highway Station Group		28-Jun-11 A	12-Jan-17	1966														
Construction - Kamehameha Highway Station Group		16-Dec-14	22-Dec-16	500														
Pearl Ridge Station		23-Jan-15	22-Dec-16	475														
Aloha Stadium Station		16-Dec-14	12-Dec-16	492														
Pearl Highlands - Station		13-Feb-15	22-Dec-16	460														

WORK PROGRESS:

Activities this Month:

- Design is 98% complete.
- Continued to hold weekly progress and interface meetings.
- Coordinated meetings with stakeholders: U.S. Navy, Aloha Stadium and HDOT.
- Continued design updates to the advertisement set.
- Coordinating with URS to combine west station packages.
- Continued negotiation on design changes.
- Continued consultation with Programmatic Agreement Consulting Parties on the Aloha Stadium Station.

Look Ahead:

- Submit updated final design package to be advertised.
- Confirming interface loads.

CRITICAL PATH ISSUES:

- Coordination with other contractors on construction interface milestones.
- Finalize design for procurement of west stations construction contract.

QUALITY MANAGEMENT:

- Monitoring AVA QA/QC activities.

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

A. Airport Section Guideway and Utilities



Contract No.: FD-430

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

Construction Docs Bid-Ready:

Utilities: Dec. 2013

Guideway: June 2014

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

COST INFORMATION:

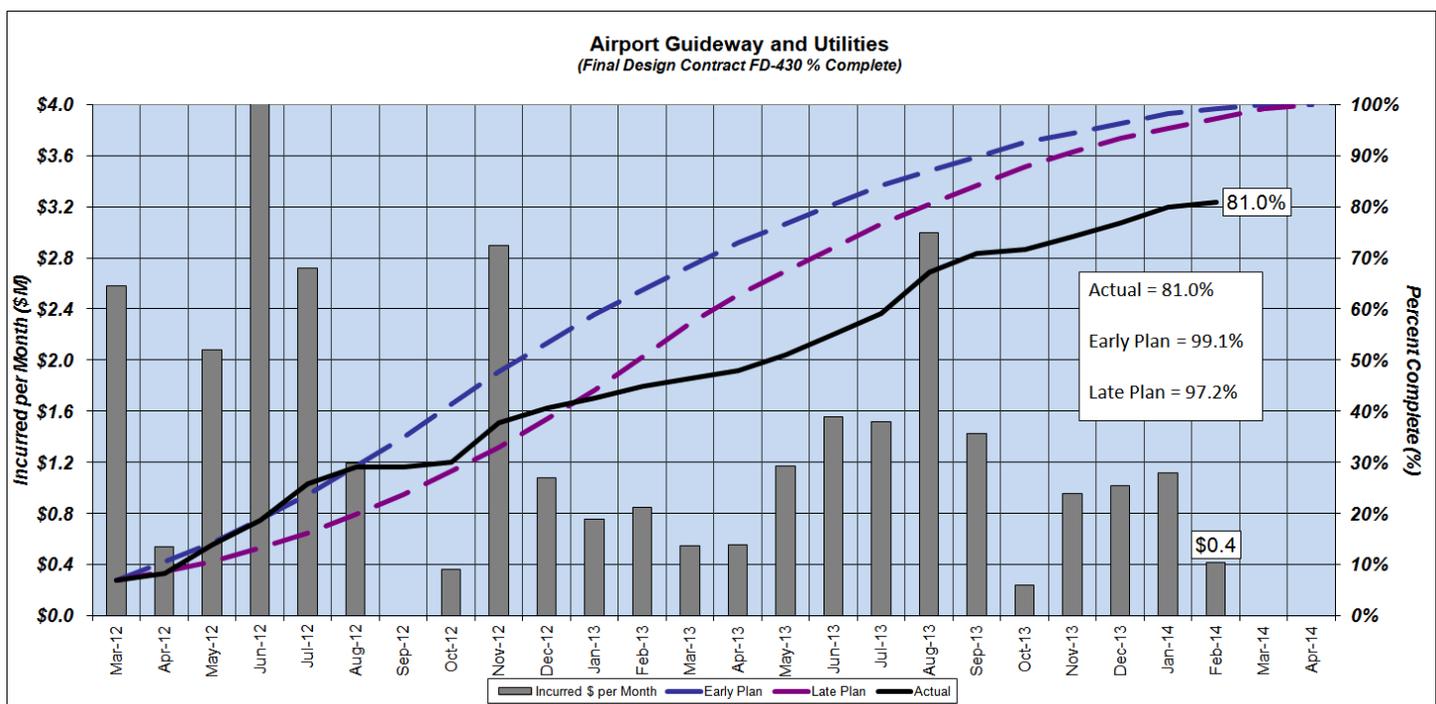
Base Contract:	\$38,840,960	NTP 1A:	\$784,136	NTP 3:	\$293,939
Committed ¹ :	\$42,268,382	NTP 1B:	\$13,233,957	NTP 3A:	\$5,892,216
Authorized ² :	\$40,680,368 (96.2%)	NTP 2:	\$17,048,698		
Incurred-to-Date:	\$30,382,350				
Incurred in Feb.:	\$417,203				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$157,109
DBE % Attained:	0.41%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
CA007	\$132,900
Cumulative to Date	\$3,427,422



SCHEDULE:

February 2014 Update		Data Date: 28-Feb-14, Printed On: 25-Mar-14 10:13																				
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018		
					Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Total		05-May-11 A	23-May-18	2371																		
Airport Programatic		01-May-12 A	04-Feb-14 A	222																		
Airport Permits		09-Nov-11 A	26-Dec-17	2258																		
Design - Airport Guideway & Utilities		05-Jan-12 A	20-May-14	806																		
Right of Way - Airport Guideway & Utilities		05-May-11 A	31-Dec-14	1219																		
Construction - Airport Guideway & Utilities		31-Jan-14 A	23-May-18	1574																		

WORK PROGRESS:

Activities this Month:

- Received bids on Airport Utilities design package.
- Continued final design development on the guideway package which is approx. 85% complete.
- Continued coordination with HDOT (Highway and Airport Divisions), utility companies, U.S. Navy and other stakeholders.
- Continued weekly progress/design and interface meetings.
- Finished all geotechnical investigations.

Look Ahead:

- Continue guideway final design development.
- Continue working on request for changes.

CRITICAL PATH ISSUES:

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

UTILITY AGREEMENTS:

- tw telecom, Tesoro, Hawai'iGAS, HTI, OTWC, AT&T Corp., and AT&T Government Solutions for the Airport and City Center Section have been executed. The remaining ESA that needs to be executed is SIC.
- The HECO Airport Bridging Agreement and City Center Bridging Agreements expired on 11/29/13. These Bridging Agreements have been succeeded by the Design Services Agreements.
- HECO has executed separate design agreements for Airport and City Center Segments.
- HART and HECO are finalizing the Construction Services Agreements for the Airport and City Center Guideway Segments.
- Draft Construction Agreement has been sent over to Hawai'iGAS for review.
- Draft Construction Agreement has been sent over to AT&T Corp. for review. This agreement will also cover work for the City Center Section, as the AT&T relocations begin at Middle Street (near the end of the Airport Section).
- Draft Construction Agreement has been sent over to AT&T Government Solutions for review.
- No UCA's for Chevron and Tesoro will be needed for the Airport section.

HDOT AGREEMENTS:

- SSFM, the HDOT Design Coordination Consultant for the Airport and City Center Guideway sections (contract MM-922), is reviewing guideway design submittals for HDOT.
- Looking Ahead: Airport Joint Use and Occupancy expected to be executed mid-2014.

RIGHT OF WAY:

Airport Right-of-Way Status for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	5	5	1	4	5	4			1		
Partial Acquisition	6	6	3					1	1		1
Easement	36	34	1	1	1			23	23		23
TOTAL	47	45	5	5	6	4		24	25		24

Airport Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
	8		8	2	6		1

- Acquisitions:
 - Offer accepted on TMK 1-1-016-006, a full acquisition necessary for the guideway within the Airport section. Currently in escrow.
 - Offer accepted on TMK 1-1-016-005. Currently in escrow.
 - TMK 1-1-016-014 in escrow. Finalizing conveyance documents.
- Relocations:
 - Move complete for tenant at TMK 1-1-016-005.
- Look Ahead:
 - Finalize acquisitions on TMK 1-1-016-014, TMK 1-1-016-005, and TMK 1-1-016-006.
 - Complete the mapping and survey work associated with an acquisition within the Airport section.
 - Complete the appraisals for the remaining partial acquisitions and easements along Waiwai Loop, Post Office and Middle Street.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

SAFETY AND SECURITY:

Airport Section Safety and Security Issues					
Period	Contract	No. & Type of Event	Comments	Type of Incident*	Type of Injury**
Jan.		0 in Jan. 2014			
Feb.		0 in Feb. 2014			
March		0 in March 2014			
2014		0 to Date in 2014			

*Type of Incident: Liability, Property, Personal Injury, Motor Vehicle Collision.

** OSHA Recordable Injury: Any work-related injury or illness that results in death, loss of consciousness, lost time from work, work restrictions or medical treatment are OSHA recordable incidents. Any needle prick or puncture wound from a sharp object that could be contaminated with another person’s blood or other infectious materials is a recordable incident. Any injury that requires an employee to be medically removed from work duties due to any other OSHA health standard is also recordable.

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B. Airport Station Group (ASG)

Contract No.: FD-440
Contractor: AECOM Technical Services, Inc., Final Design Consultant (Engineer of Record)
Construction Docs Bid-Ready: January 2014

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

COST INFORMATION:

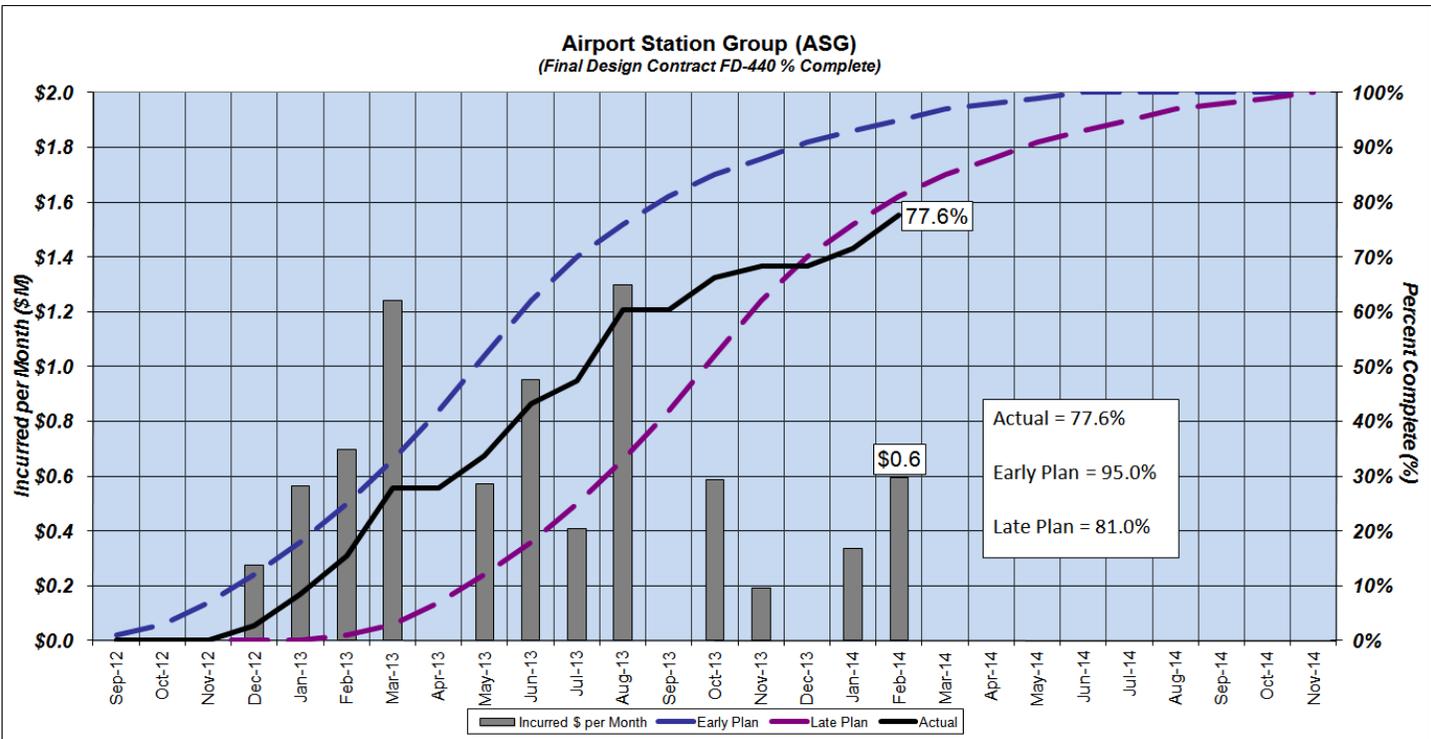
Base Contract:	\$10,177,365	NTP 1A:	\$276,035	NTP 2:	\$3,626,123
Committed ¹ :	\$10,177,365	NTP 1B:	\$2,602,508	NTP 3:	\$2,623,356
Authorized ² :	\$9,128,022 (89.7%)				
Incurred-to-Date:	\$7,721,069				
Incurred in Feb.:	\$594,499				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$251,698
DBE % Attained:	2.47%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$0



SCHEDULE:

February 2014 Update					Data Date: 28-Feb-14, Printed On: 25-Mar-14 10:11																				
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018			2019		
					Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Airport - Section 3		02-May-11 A	29-Jan-18	2410																			29-Jan-18		
Airport Station Group		02-May-11 A	29-Jan-18	2410																			29-Jan-18		
Design - Airport Station Group		02-May-11 A	28-Dec-17	2378																			28-Dec-17		
Construction - Airport Station Group		21-Oct-15	29-Jan-18	560																			29-Jan-18		
Pearl Harbor Station		21-Oct-15	01-Aug-17	439																			01-Aug-17		
HNL Airport Station		07-Dec-15	20-Oct-17	465																			20-Oct-17		
Lagoon Drive Station		04-Feb-16	28-Dec-17	470																			28-Dec-17		
Middle Street Station		12-Apr-16	29-Jan-18	445																			29-Jan-18		

WORK PROGRESS:

Activities this Month:

- Continued final design development which is approx. 90% complete.
- Continued weekly progress/design and interface meetings.
- Continued negotiating design changes.

Look Ahead:

- Continue Coordination meetings with stakeholders: HDOT, U.S. Navy and others.

CRITICAL PATH ISSUES:

- Coordination with other contractors on design and construction interface milestones.
- Resolution of easements at Pearl Harbor Station.
- Resolution of Airport Station interface with DOT-Airports.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

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

A. City Center Section Guideway and Utilities

Contract No.: FD-530

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

Construction Docs Bid-Ready:

Guideway & Utilities: June 2014

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



COST INFORMATION:

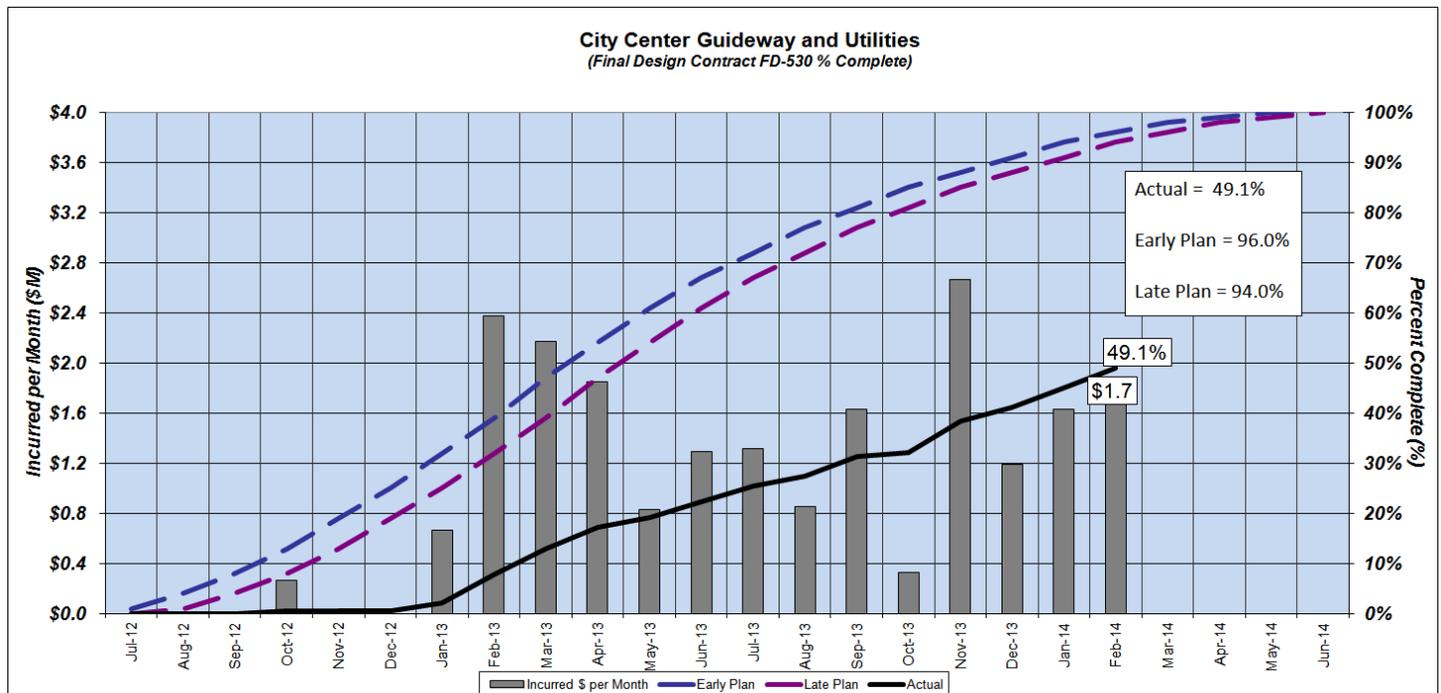
Base Contract:	\$43,948,220	NTP 1A:	\$537,870	NTP 2:	\$18,680,227
Committed ¹ :	\$44,887,173	NTP 1B:	\$15,411,551	NTP3:	\$6,315,814
Authorized ² :	\$41,884,415 (93.3%)				
Incurred-to-Date:	\$20,780,816				
Incurred in Feb.:	\$1,722,779				

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

Disadvantaged Business Enterprise (DBE) Participation	
Actual DBE Participation:	\$172,590
DBE % Attained:	0.39%

February Notices to Proceed
None

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$938,953



SCHEDULE:

February 2014 Update		Data Date: 28-Feb-14, Printed On: 25-Mar-14 11:55																				
Activity ID	Activity Name	Start	Finish	Orig Dur	2013			2014			2015			2016			2017			2018		
					Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Total		01-Dec-08 A	30-Apr-18	3616																		
City Center Programatic		01-Nov-11 A	06-Sep-14	414																		
City Center Permits		19-Aug-11 A	08-Dec-15	2591																		
Design - City Center Guideway & Utilities		30-Jul-12 A	15-May-14	594																		
Right of Way - City Center Guideway & Utilities		01-Dec-08 A	21-May-16	2856																		
Construction - City Center Guideway & Utilities		15-Dec-14	30-Apr-18	1233																		

WORK PROGRESS:

Activities this Month:

- Design is 70% complete.
- Continued weekly progress/design and interface meetings.
- Continued interim design development.
- Continued to meet with various private and public stakeholders to coordinate station and guideway interface with their planned developments.
- Continued geotechnical investigations.

Look Ahead:

- Continue final design development.
- Continue coordination with various private and public stakeholders.

CRITICAL PATH ISSUES:

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

UTILITY AGREEMENTS:

- tw telecom, Tesoro, Hawai'i GAS, HTI, OTWC, AT&T Corp., and AT&T Government Solutions for the Airport and City Center Section have been executed. The remaining ESA that needs to be executed is SIC.
- The HECO Airport Bridging Agreement and City Center Bridging Agreements expired on 11/29/13. These Bridging Agreements have been succeeded by the Design Services Agreements.
- HECO has executed separate design agreements for Airport and City Center Segments.
- HART and HECO are finalizing the Construction Services Agreements for the Airport and City Center Guideway Segments.
- No UCA's for Chevron and Tesoro will be needed for the City Center section.
- Draft Construction Agreement has been sent over to AT&T Corp. for review. The Airport / City Center Construction Agreement will also cover work from the Airport Section, as the AT&T relocations begin at Middle Street (near the end of the Airport Section).

HDOT AGREEMENTS:

- SSFM, the HDOT Design Coordination Consultant for the Airport and City Center Guideway sections (contract MM-922), is reviewing guideway design submittals for HDOT.
- Looking Ahead: City Center Joint Use and Occupancy expected to be executed early 2015.

RIGHT OF WAY:

City Center Right-of-Way Status for Parcels											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted for Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	14	14	1	9	8	6			6	2	2
Partial Acquisition	76	68	1	1	1	1					
Easement	24	24						2	2		2
TOTAL	114	106	2	10	9	7		2	8	2	4

City Center Relocation Status for Occupants							
Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
3	54		57	11	20	4	8

- Acquisitions:
 - FTA appraisal concurrence received on TMK 1-2-003-016.
 - Received subdivision approval for TMK 1-2-009-017.
 - Scheduling appraisal site inspections for TMKs 1-5-004-021, 2-3-007-033, 2-3-007-044, and 2-3-007-054.
 - Ordering title reports for remaining properties.
 - Generating letters of intent to acquire for private properties.
- Relocations:
 - 90-day notices to vacate sent to tenants at TMK 1-7-002-026 and TMK 2-3-004-069.
 - Move complete for two tenants at TMK 2-3-004-048.
- Look Ahead:
 - For design support, continue to secure consents to do geotechnical testing and AIS data recovery on properties along the proposed guideway and stations.
 - Make an offer of just compensation on TMK 1-2-003-016.

QUALITY MANAGEMENT:

- Monitoring AECOM QA/QC activities.

SAFETY AND SECURITY:

City Center Section Safety and Security Issues					
Period	Contract	No. & Type of Event	Comments	Type of Incident*	Type of Injury**
Jan.		0 in Jan. 2014			
Feb.		2 in Feb. 2014			
March		0 in March 2014			
2014		2 to Date in 2014			

*Type of Incident: Liability, Property, Personal Injury, Motor Vehicle Collision.

** OSHA Recordable Injury: Any work-related injury or illness that results in death, loss of consciousness, lost time from work, work restrictions or medical treatment are OSHA recordable incidents. Any needle prick or puncture wound from a sharp object that could be contaminated with another person’s blood or other infectious materials is a recordable incident. Any injury that requires an employee to be medically removed from work duties due to any other OSHA health standard is also recordable.

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

Contract No.: FD-550

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

Construction Docs Bid-Ready: July 2015

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



COST INFORMATION:

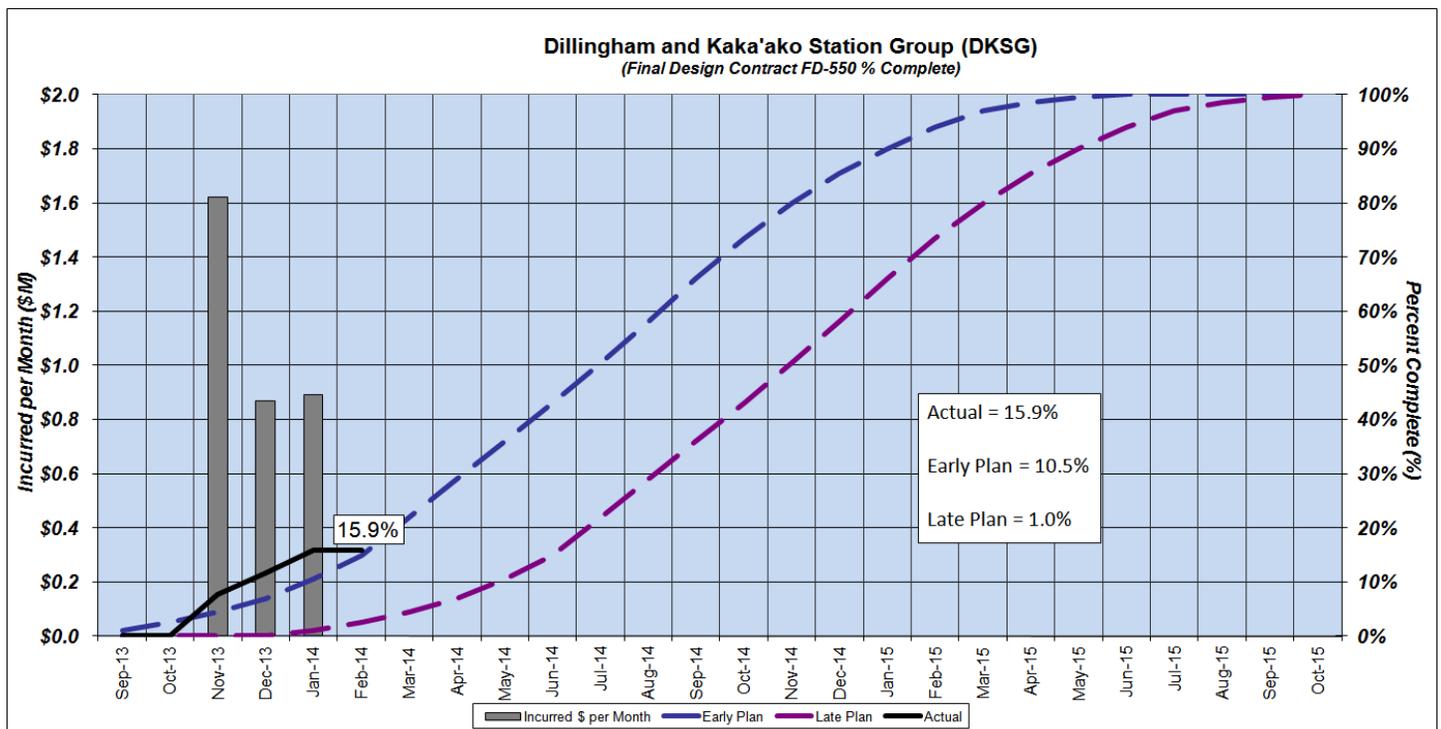
Base Contract:	\$18,321,918	NTP 1A:	\$1,305,204	NTP 1B:	\$4,593,942
Committed ¹ :	\$18,321,918	NTP 2:	\$5,763,606		
Authorized ² :	\$11,662,752 (63.7%)				
Incurred-to-Date:	\$3,384,031				
Incurred in Feb.:	\$0				

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

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

February Notices to Proceed	
NTP2	\$5,763,606

February Change Orders	
Scope	Amount (\$)
None	---
Cumulative to Date	\$0



5 OVERALL PROJECT-WIDE ACTIVITIES

5.1 Interface

- **Activities this month**

- Held Interface Partnering meetings.
- Facilitated 43 interface definition meetings with various contractors.

Requests for Interface Data (RFIDs)	
Total Submitted	Closed
1,241	857

- **Look Ahead**

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

Interface Issues Elevated					
Total	New	Open	Closed	On Hold	OSR
47	4	1	6	2	34

5.2 Other Design Activities

- **Activities this month**

- Waiawa Stream bank protection design.
- Prepare community meeting presentations.
- Guideway landscaping design.
- Coordination with various private developers and third party stakeholders.
- Support weekly maintenance of traffic coordination.
- Continued work on Pearl Highlands Transit Center and Garage procurement package.
- Technical review of Request for Changes.

- **Look Ahead**

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

5.3 Permits

- **Activities this month**

- HART sent the signed compliance certification for the Department of Army Nationwide #6 approval for in-water geotechnical activities in the Airport Section on February 28, 2014. All activities were completed in February.
- Received the approval to discharge stormwater MS4 (Municipal Separate Storm Sewer System) from HDOT for Airport Utility Relocation activities on March 4, 2014.
- Received the Department of Army Nationwide #6 approval for in-water geotechnical activities within the City Center Section on March 5, 2014. The approval allows for in-water activities in Kapalama and Nu‘uanu Streams.
- HART responded to HDOT review comments for the KHG Dewatering MS4 application on March 10, 2014.
- HART submitted the revised plan for construction to the Commission on Water Resource Management, in regards to our Stream Channel Alternation Permit Modification, on March 20, 2014.

- **Look Ahead**

- Upcoming significant permit activity:
 - AECOM will submit the Community Noise and Noise Variance permit application for all construction within the City Center section.
 - AECOM will submit the Airport and City Center Guideway National Pollution Discharge Elimination System (NPDES) permit application, which correlate to the applicable MS4s application which were reviewed by HART.
 - The Coastal Zone Management (CZM) Consistency application for work at Waiawa Stream Tributary and Waiawa Stream will be submitted to the Department of Business, Economic Development and Tourism (DBEDT) once completeness notifications have been received for the Section 401 from HDOH.
 - The Airport Section 404 Army Corps of Engineers application submission for permanent in-water construction is being drafted.
 - Resubmit the Waiawa Stream permit materials (Section 404/401).

5.4 Hawai'i Department of Transportation (HDOT) Agreements

- **Activities this month**

- Alignment-wide, the HDOT Traffic Management Consultant (contract MM-915) continues to review traffic signals, ITS and construction Maintenance of Traffic (MOT) for HDOT.
- Kiewit is responsible for maintenance of Farrington Highway and Kamehameha Highway as part of the Master Agreement.

5.5 Utility Agreements

Figure 16. Utility Agreements Status

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

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

5.6 Right-of-Way

- Budget**

- o \$42.5M was spent to acquire 23 properties. The budgeted amount for the 23 parcels was \$45.4M, resulting in a budget underrun of \$2.9M.
- o \$2.7M has been expended to date for relocations.

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

Right-of-Way Status for the Parcels*											
	# Parcels Impacted	Current # Parcels Needed	Appraisals In Process	Appraisals Completed	Letters of Offer Sent	Offers Accepted	Possession Granted For Condemnation	Agreements Executed	Acquisitions Completed	Relocations Completed	Properties Available for Contractor
Full Acquisition	36	36	2	30	30	26	1		23	12	18
Partial Acquisition	115	83	4	5	5	1	1	5	4		7
Easement	81	77	7	1	1			41	35		35
GRAND TOTAL	232	196	13	36	36	27	2	46	62	12	60

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

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

Relocation Status for the Occupants								
	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
GRAND TOTAL	21	72	1	94	28	41	15	36

Figure 19. Third-Party Agreement Status

Third-Party Agreement Status				
Agreement	Status	Target	Section	Notes/Remarks
University of Hawai'i (UH) Master Agreement	Pending	September 2014	WOFH, KHG, City Center	Final negotiations are underway. Will secure Right of Construction as not to delay the project.
UH -West O'ahu (UHWO) Consent to Construct	Pending	April 2014	WOFH	Secured design right of entry. Construction ROE pending.
UH - West O'ahu (UHWO) Sub-agreement	Pending	April 2014	WOFH	In negotiations.
Leeward Community College (LCC) Consent to Construct	Pending	April 2014	WOFH	Secured design right of entry.
Leeward Community College (LCC) Sub-agreement	Pending	April 2014	WOFH	In negotiations. Secured design right of entry.
UH Urban Garden Consent to Construct	Pending	April 2014	KHG	Secured design right of entry. In negotiations.
UH Urban Garden Sub-agreement	Pending	April 2014	KHG	In negotiations. Secured design right of entry.
D.R. Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed.
D.R. Horton Final Easement Agreement	Pending	December 2014	WOFH	Document in process with D.R. Horton.

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

6 MANAGEMENT & ADMINISTRATIVE UPDATES

6.1 Safety and Security

Figure 20. Safety and Security Issues Overview

Overview of Safety and Security Issues		
Period/Date	Number	Comments
2011	1 in 2011	
2012	22 in 2012	
2013	27 in 2013	
Jan. 2014	0 in January	
Feb. 2014	5 in February	
March 2014	5 in March	
2014	10 to date in 2014	

- **Activities this month**

- HART reviewed submittals from KKJV, AHJV, DKSG, AECOM, WOFH, WOSG, and MSF for compliance and technical specifications.
- HART staff continues to meet with HDOT bi-weekly to address FTA, HDOT, and HART concerns.
- Continued to hold Sensitive Security Information (SSI) Implementation working group meeting.
- Participated in the monthly Joint Traffic Management System (JTMS) steering committee meeting.
- Participated in the weekly HART Core Systems staff meeting.
- Continued work in evaluating submittals.
- Participated in bi-weekly Project Interface meeting.
- Participated in bi-weekly Safety and Security Certification Working Group (SSCWG) meeting.
- SSI Program to be presented to HART staff, as needed.
- Working with the Department of Emergency Management to include HART in the 2014 Hurricane Drill.
- Working with the Department of Emergency Management concerning evacuation zones during a Great Aleutian Tsunami (GAT) event.
- Safety and Security staff completed the Emergency Management for Transit class presented by the Transportation Safety Institute (TSI).
- Continue to meet with the Fire and Police Department to review design packages for compliance.

- **Look Ahead**

- Continue to hold safety meetings with contractors, particularly AHJV, committees and staff.
- On-going discussion of security concerns with the Transportation Security Administration (TSA), Honolulu Police Department (HPD) and Honolulu Fire Department (HFD), Department of Public Safety (DPS), and of Emergency Plans with Emergency Responders and Emergency Management.
- Continue to meet and review design issues with contractors.
- Continue to process CIL/CEL's from all contracts.
- Continued development of the Safety and Security Management Plan, Safety and Security Information Procedures, and Safety and Security Certification Plan.
- Safety and Security staff will provide SSI Training to employees that need to be trained.
- Safety and Security staff will begin developing and implementing training programs related to Safety and Defensive Driving for HART employees.
- Set up the formal Certified CPR-AED Training Class.
- Continue to work with the Department of Emergency Management concerning Hurricane Drill and Tsunami event.
- Will develop a Brown Bag Lunch Training focused on Personal Protective Equipment (PPE) Orientation for all HART employees.
- Continue with Brown Bag Lunch Training for HART employees. March session was held on March 27 and addressed fire evacuation and building threats.

6.2 Quality Management

- **Activities this month**
 - HART Quality Assurance (QA) staff holds a weekly meeting to discuss overall Project QA/Quality Control (QC) issues with consultants, contractors, subs and internal staff. The QA staff also reviews the Weekly To Do List.
 - Continued training and mentoring 2-Management Systems Lead Auditors (1 – Quality Assurance Engineer and 1-Planning and Environmental staff).
 - Continued updating and implementing the 1) QA Audits and 2) Environmental Compliance Audits Schedules for 2014. Also closing 2013 Audits Schedules.
 - Continued updating and reviewing appropriate Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Updates to the appropriate Baseline Plans and Procedures have been prioritized for completion by 2014.
 - Conducted bi-weekly Quality Task Force (QTF) meetings with 12-contractors and consultants' QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; Non Conformance Report (NCRs) and Corrective Actions (CARs); quality compliance; various process improvements; and Buy America compliance.
 - Met with 2-CE&I (URS-East and PGH Wong-West) transition teams to discuss QA requirements and project expectations. A follow-up meeting is scheduled with the 2-CE&I Project Managers to emphasize independence of QA/QC from costs and schedule.
 - Conducting a Combined Internal QA and Safety & Security Audit of HART (3/18 – 4/1).
- **Look Ahead**
 - Continue mentoring and training personnel on approved Project Plans and Procedures.
 - Continue qualification and certification of 2-Lead Auditors on Management Systems Audits.
 - Continue QA/QC and Environmental Compliance monitoring and oversight of contracts executed to date.
 - Developed and implement the 2014: QA and Environmental Audit Schedules.
 - Close-out 2013: QA, Safety and Security, and Environmental Audit Schedules.
 - Follow up on and close corrective and preventative actions on all NCRs and Observations issued to all contracts, if any.
 - Review and approve Contractor/Consultant QAPs, Inspection and Test Plans (ITPs) and implementing procedures (new and updates).

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

Core Systems

- **Activities this month**
 - 49 CFR 661 and 49 CFR 663 requires that Rolling Stock, Train Control Equipment, Communication Equipment, and Traction Power Equipment shall have 60% of US contents and be Finally Assembled in the USA.
 - Continued discussion on procurement status and Buy America updates with AHJV (ASTS/AB):
 - E Cars (Breda): 69.3% Pre-Award Audit US contents - February 2014 Monthly Report shows 71% US contents. The higher value includes the proposed manufacturing of Truck Frames and Bolsters at the Finmeccanica (DRS) facilities in West Plains, MO.
 - M Cars (Breda): Preparing the final Buy America Compliance Matrix (BACM).
 - Train Control System Wayside Portion (ASTS USA): 90% US contents HART- approved BACM; no changes during this reporting period.
 - SCADA System (ASTS USA): 92.8% US contents HART-approved BACM; no changes during this reporting period.
 - Traction Electrification System (Siemens): 69.9% US contents HART-approved BACM; no changes during this reporting period.
 - Communication System Wayside Portion (Alcatel-Lucent): 80.7% US contents HART-approved BACM; no changes during this reporting period.

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

- **Look Ahead**

- Monitoring AHJV/AB Buy America compliance.
- The Ticket Vending Equipment will be removed from the Core System Contract.

Construction

- **Activities this month**

- 49 CFR 661 requires that all iron, steel and manufactured products, which apply to all construction materials used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges must be manufactured in the USA.
- Monitored Final Design consultants to include Buy America requirements into Design and Specifications.
- Included Buy America compliance on QA Audit Checklist of Final Design consultants.
- Monitored DB contractors' compliance to Buy America requirements.
- Develop and implement the 2014: Buy America Audit Schedule.
- Close-out 2013: Buy America Audit Schedule.
- Resolving one Noncompliance Report (concrete aggregates [Canadian Sand]) on the MSF Project.

- **Look Ahead**

- Monitoring KIWC and KKJV Buy America compliance.

Utilities

- **Activities this month**

- 49 CFR 661 requires that all iron, steel and manufactured products, which apply to all construction materials used in infrastructure projects such as transit or maintenance facilities, rail lines, and bridges must be manufactured in the USA.
- Oceanic Time Warner Cable (OTWC) - Executed amendment to WOFH UCA to include Buy America clause.
- AT&T has provided a list of materials they will use in their work. HART has reviewed the list and determined which items are considered components. AT&T is verifying that the components are made in the USA.
- 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.
- HART reviews HECO material purchase orders as needed to verify materials that must be made in the USA.

- **Look Ahead**

- Monitoring Utilities Buy America compliance.

6.4 Disadvantaged Business Enterprise (DBE)

- **Activities this month**

- \$15,623,871 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 3/31/14
 - 6.33% = DBE utilization on total disbursed FTA funds received to date (\$15,623,871 divided by \$246,729,169)
 - 0.89% = DBE utilization to date on total Project FTA funds (\$15,623,871 divided by \$1,763,903,901)

Total DBE Participation = \$15.6M
(previous report = \$15.2M)

Figure 21. DBE Participation this Month

DBE Participation in March		
DBE Firm	Contract Number	Participation
Bright Light Marketing Group	SC-HRT-1300022 FD-440	\$8,941
Bright Light Marketing Group	SC-HRT-1200149 FD-530	\$21,805
Bright Light Marketing Group	SC-HRT-1200038 FD-430	\$5,704
The Nakoa Companies	CT-HRT-1200106 DBOM-920	\$3,843
Lawson & Associates	SC-HRT-11H0131 MM-905	\$31,842
AMR Estimating Services	SC-HRT-11H0131 MM-905	\$22,361
Gary K. Omori	SC-HRT-11H0131 MM-905	\$22,467
LKG-CMC	SC-HRT-11H0131 MM-905	\$258,066
Pat Lee & Associates	SC-HRT-11H0131 MM-905	\$31,235
TOTAL FOR THE MONTH		\$406,264

- There was one significant DBE activity in March. On March 13, there was a pre-bid conference for procurement RFP-HRT-722603 Pearl Highland Parking Structure, Transit Center & Ramp H2R1. All interested DBE and non-DBE businesses were invited to attend. This gave all businesses the opportunity to learn more about the procurement process and to ask any questions they may have had. It also gave the DBE businesses the additional opportunity to network and develop partnerships with the non-DBE businesses.
- **Look Ahead**
 - There is a formal HART outreach function planned for late April or early May. HART is planning another Industry Day because it was a very successful event last year. It brought together all the potential prime contractors and more than 200 small businesses including DBEs. Everyone was updated on the status of the project and future contracting opportunities at HART. It also gave all the businesses the opportunity to meet face-to-face and develop business relationships that hopefully will be beneficial to everyone. HART is looking forward to an equally successful event this year.
 - HART staff will continue to review, tabulate, and evaluate DBE participation reports submitted by prime contractors with their requests for payments, and take action to ensure DBEs and other small businesses have an equal opportunity to participate in our contracts at all levels. For all contracts, HART shall require prime contractors to identify elements of a contract, or a specific subcontract that are of a size that small businesses, including DBEs, can reasonably perform and actively recruit.
 - The plan is to continue to disseminate the prime contractor and potential prime contractor contact information to the certified DBEs and other points of contact for small businesses to inform them of opportunity. HART’s mission is to breakdown as many barriers as possible by acting as a liaison between the primes, subcontractors, DBEs and small businesses to develop mutually beneficial business relationships.

- For the New Year, an extensive outreach program directed to the minority small business community through their leaders and organizations is planned, as well as conducting periodic pre-bid conferences, seminars, workshops and business fairs to inform and encourage participation. HART staff will be readily available to address and satisfy any special assistance needs that arise.
- HART's commitment is to meet the maximum feasible portion of its overall goals through race-neutral means. We are aware there may be concerns that certain minority groups are being underutilized in the DBE participation process. Race-neutral participation is being closely monitored and contract goals or other race or gender conscious means will be utilized if it becomes apparent that the overall goal cannot be met through race-neutral means.

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

6.5 Planning and Environment

• Activities this month

- Programmatic Agreement (PA) [by PA Stipulation number]
 - III. Identification and Protection of Archaeological Sites and Burials - Archaeological Inventory Surveys (AIS):
 - Project staff continues the data recovery fieldwork in the City Center section. During data recovery, seven additional human bone fragments were found. HART continues consultation with SHPD, OIBC, and cultural descendants. The Burial Treatment Plan will be finalized after fieldwork is complete.
 - The Archaeological Monitoring Plan for Airport was approved by SHPD.
 - A meeting was held on March 10 in order to continue the consultation with recognized descendants.
 - IV. Design Standards:
 - No update.
 - V. Recordation and Documentation:
 - Historic Context Study - HART has completed an internal review and update of the context study outline and is circulating it to Consulting Parties.
 - Cultural Landscape Reports - Identified resources for study are Mother Waldron Park and Irwin Park. No activities occurred during this reporting period. At the Annual Meeting, a suggestion was made to add Walker Park to the landscape reports.
 - HART continues to review Historic American Buildings Survey/ Historic American Engineering Record/ Historic American Landscape Survey (HABS/HAER/HALS) documentation for the CINPAC HQ Building, Naval Station, Pearl Harbor Library/Navy Relief/Ossipoff's Aloha Chapel (Facility 1514), and Makalapa Navy Housing District.
 - VI. National Register of Historic Places/Historic Landmark Nominations:
 - The FTA met with consulting parties on March 13, 2014 regarding an objection to applicability of Secretary of the Interior's (SOI) Standards (36 CFR pt 68) to stations adjacent to National Register (NR)-eligible resources. The FTA is following up on this meeting.
 - A meeting was held with Consulting Parties on March 19 in order to discuss mitigation for impacts to historic resources near the Aloha Stadium station.
 - The Kako'o held a meeting on March 27 in order to discuss a treatment plan for the Aloha Stadium station.
 - Preparation of NR nomination forms for adversely affected historic properties is in progress.
 - IX. B. Historic Preservation Program:
 - Letters were sent on behalf of the Historic Preservation Committee (HPC) informing those property owners who were invited to submit full applications. The due date for applications originally scheduled for March 31, 2014, was extended to April 20, 2014, at the request of two applicants.

- XIV.E. Monitoring and Reporting:
 - Implementation Schedule - In response to comments at the Annual Meeting (held January 23), HART is working on developing a comprehensive schedule that also incorporates the construction schedule.
 - Semi-Annual Report, July 2013 through January 2014. This summary is forthcoming and will be based on the Annual Summary provided to all Consulting Parties by email prior to the Annual Meeting. In addition, copies were distributed at the meeting.
 - XIII.C. Public Information
 - No update.
 - Mitigation Monitoring Program (MMP)
 - MMP Reporting:
 - Monthly Reporting for March 2014 was completed.
 - Planning Activities
 - Continued coordination on Transit-Oriented Development (TOD) with the Department of Planning and Permitting (DPP) and Department of Transportation Services (DTS). Monthly meeting was held on March 21.
 - Staff continues coordination on station design. HART staff participated in a walk audit of Kalihi, Kapalama, Iwilei, Chinatown stations on February 28 and Downtown, Civic Center, Kaka'ako, and Ala Moana Stations on March 7.
 - Continued coordination with DTS and O'ahu Transit Services on 2017 bus-rail operations on March 27.
 - HART became a signatory of the American Public Transportation Association's (APTA) Sustainability Commitment on March 4.
 - HART continues to support other various city initiatives, including the Age-Friendly Cities initiative, Transit-Oriented Development, and Transportation Investment Generating Economic Recovery (TIGER) grant applications.
- **Looking Ahead**
 - The Quarterly Mitigation Report for First Quarter 2014 will be submitted to the FTA in April.
 - Revision 1 of the Mitigation Monitoring Program (Baselined July 17, 2012) is in progress and scheduled for submittal to the FTA for review on April 1, 2014.
 - Continued consultation on Aloha Stadium Station.
 - Conduct monthly HART/Kako'o meeting with Consulting Parties.
 - Conduct monthly OIBC and cultural descendant meetings.
 - Continue data recovery work in City Center section.

6.6 Risk Management (data as of February 28, 2014)

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."

Figure 22. Risk Matrix

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

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

Figure 23. Top 10 Project Risks

Top 10 Risks February 2014								
Risk ID	Contract Package	Risk Description	Prob	Prob Rating	Cost Impact	Time Impact	Feb. Risk Rating	Jan. Risk Rating
PMOC26	Project wide	Change in station designs may affect guideway and result in additional construction 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
187	Project Wide	HECO maintenance clearance may be a greater distance than HECO originally agreed to resulting in additional ROW.	50%	3	5	5	15	15
58	Project Wide	Core Systems design interface may result in changes to fixed facility design resulting in formal change orders.	90%	5	4	2	15	15
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
63	Project Wide	Costs for utility relocations may increase if utility plans have deviations greater than contract stipulation.	75%	4	5	2	14	14
147	Project Wide	Late turnover of ROW to designers and contractors may affect Project schedule.	75%	4	4	3	14	14
28	Project Wide	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	90%	5	3	2	12.5	5
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
59	Project Wide	Traffic disruptions may result in revised constraints imposed by City or HDOT.	75%	4	4	2	12	12

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

Figure 24. Risks Added

Risks Added in February							
Risk ID	Contract Package	Risk Description	Cal Prob	Prob Rating	Cost Impact	Time Impact	Risk Rating
201	West Side Stations	Delay in releasing the RFP for the construction of Westside Station Group may delay interim opening.	50%	3	2	2	6
147c	City Center Guideway	Late turnover of ROW to contractor may result in claims.	50%	3	4	2	9

Risk #201 - HART is awaiting input by consulting parties for Aloha Stadium. Original schedule showed a release date of mid-February 2014, which was not met. HART anticipates resolution in May.

Risk #147c - Injunction has been lifted which allows HART to begin property acquisition. Risk is for the potential delays to turn over ROW, as scheduled, once Airport and City Center guideway has been bid.

Figure 25. Risks Deleted

Risks Deleted in February					
Current Risk ID	Contract Package	Risk Description	February 2014 Comments	Risk Rating	
				Feb '14	Jan '14
133	West Side Stations	East Kapolei Station design could change, based on hydraulic and geotech study, and additional costs may be incurred.	Risk has been deleted. Design is almost complete and station is about to go out to bid. Any design changes have been accounted for in the designer's updated estimate.		4
135	West Side Stations	UH West Oahu Station design could change, based on hydraulic and geotech study, and additional costs may be incurred.	Risk has been deleted. Design is almost complete and station is about to go out to bid. Any design changes have been accounted for in the designer's updated estimate.		4
137	West Side Stations	Current assumption is that developer adjacent to UH West O'ahu Station will build a roadway bridge and road to access the parking lot and bus transfer facility. If they do not build this, it will result in additional costs to project.	Risk has been deleted. Design is almost complete and station is about to go out to bid. Any design changes have been accounted for in the designers updated estimate.		6
146	Project Wide	Due to obtaining the casting yard additional costs may be incurred.	Risk has been deleted since impacts have been covered in the change log.		8
148	Project Wide	Procurement for DBB designers take longer than scheduled and results in delays and additional costs.	Risk has been deleted. All DBB design contracts have been awarded.		5
169	City Center Guideway	Federal court delays lifting ROW injunction resulting in a delay to purchase ROW for City Center Guideway and East Side Stations.	Risk has been deleted since injunction has been lifted. Overall potential impact has not been realized in cost and schedule, see risk #147c.		14

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

6.7 Community Outreach

• **Activities this month**

- March’s public outreach work included major events, such as the First Hawaiian International Auto Show, which drew more than 40,000 attendees. HART participated in nearly 40 workshops, presentations, meetings and events this month, including sponsoring construction update meetings for businesses and residents in the City Center, Pearl City, Aiea and Pearl Ridge areas.
- In partnership with the Office of the Mayor and the city’s Department of Customer Services, HART unveiled an impressive information center display at the Ala Moana Satellite City Hall. With more than 136,000 people visiting this location yearly, the display is a valuable tool to keep both residents and visitors informed. The display includes an aerial map of the 20-mile route and the 21 stations, station renderings, and facts and information about the rail system. The display is the first in a series to be featured at satellite city hall locations on O’ahu.

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

- *1,580 presentations and events*
- *852 Neighborhood Board meetings*

Figure 26. HART’s communications team participated in nearly 40 events, presentations and meetings this month.



HART’s outreach team provides information about Honolulu’s rail project at the First Hawaiian International Auto Show.

Figure 27. Keeping the public informed with information displays is key to building greater understanding of Honolulu’s first light metro rail system.



HART’s public outreach team developed this information center now on display at the Satellite City Hall at Ala Moana Center.

• **Construction Outreach**

- Construction outreach continues to be a major focus for HART’s communications team. This month included a meeting in the City Center area to discuss the archaeological survey work and soil testing in the urban Honolulu area. In partnership with HART’s construction contractor, additional construction update meetings were held for communities along Kamehameha Highway and in West O’ahu to keep people informed and aware of the construction activities and its impact on traffic patterns. HART’s public information team continues to partner with the contractors’ communications representatives on public outreach, information and programs, to ensure the community is kept well informed and to lessen the impact of construction on businesses and residents. Continuing to keep the community informed about traffic changes, road closures and any detours during construction remains an important part of HART’s outreach program. HART’s traffic media briefings every other week at the city’s Traffic Management Center provide traffic reporters with the latest updates; weekly traffic advisories are issued to the media each Friday; and traffic notices continue to go out on

the project's Facebook and Twitter accounts. With the high-visibility balanced cantilever work expected this summer, HART and its contractor, Kiewit, have developed an aggressive community outreach plan to let motorists know of the upcoming work. Regular traffic media briefings, social media, print and broadcast PSAs, canvassing, news conferences, and community meetings and presentations are all included in that plan.

- **Community Input**

- HART's public information team responded to more than 40 public inquiries and requests in March that came in via the agency's website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities and employment opportunities.

- **Look Ahead**

Coming in April:

- Precasting yard informational tour
- Outreach in preparation for the Balanced Cantilever Structures
- Traffic updates and information for motorists continues

6.8 Staffing

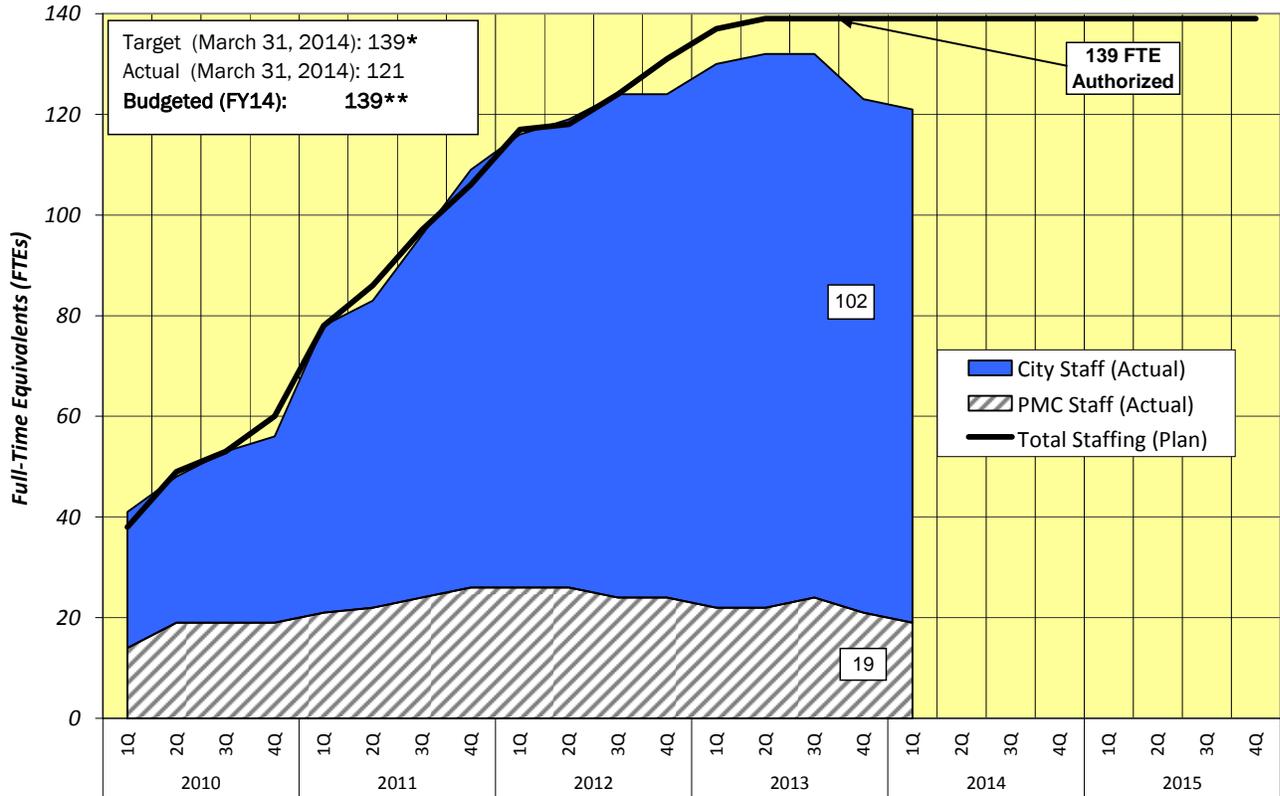
Figure 28. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
Engineering and Construction				
Change Order Manager	Design and Construction	Existing (City or PMC)	Recruiting	
Change Order Specialist	Design and Construction	Existing (City)	Recruiting/ Interviewing	
Assistant Project Manager	Design and Construction (KHG)	New (City)	Selected	April
Secretary	Core Systems	Existing (City)	Filled	March
Assistant Deputy Director	Construction	New (City or PMC)	Recruiting	
Assistant Deputy Director	Design	New (City or PMC)	Recruiting	
HECO Coordinator	Utilities & Traffic Engineering	New (City)	Recruiting	
Budget and Finance				
Transit Grants Planner*	Grants/Financial	Existing (City)	Selected	April
Transit Contracts Manager* (3)	Procurement and Contracts	Existing (City)	Recruiting/ Interviewing	
Procurement & Specifications Specialist	Procurement and Contracts	Existing (City)	Recruiting/ Interviewing	
Project Controls				
Clerk	Document Controls	Existing (City)	Selected	April
Planning, Utilities, Permits & Right of Way				
Planner V* (Cultural Resources)	Planning	New (City)	Selected	March
Secretary	Planning	New (City)	Selected	April
Deputy Director of Planning	Planning	Existing (City)	Selected	April/May
Right of Way Agent	Right of Way	New (City)	Recruiting	
Assistant Deputy Director	Right of Way	New (City or PMC)	Recruiting/ Interviewing	
Administrative Services				
Project Network Administrator	Administrative Services	New (City)	Selected	April
Personnel Clerk	Administrative Services	Existing (City)	Recruiting	

*Per qualifications.

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

Figure 29. Project Staffing (Actual vs. Planned)



* In accordance with Staffing and Succession Plan Rev 5, dated 5-25-12 (Under Revision)
 ** 139 City positions authorized in FY 2014 HART Operating Budget

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

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

APPENDICES

Appendix A. Project Fact Sheet



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION PROJECT FACT SHEET
AS OF MARCH 2014

	March Report	February Report	Variance		March Report	February Report	Variance
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FINANCIAL & PROJECT DATA

Progress (Pg. 9-10)				ROW (Pg. 57-58)			
Overall Project Progress	22.4%	21.8%	0.6%	# Properties Acquired	23	23	0
Overall Construction Progress	11.8%	9.8%	2.0%	\$ Spent on Acquisitions	\$42.5M	\$42.5M	0
Overall Design Progress	67.1%	63.0%	4.1%	\$ Expended for Relocations	\$2.7M	\$2.7M	0
Overall Utilities Progress	5.5%	5.5%	0.0%	Safety/Security Incidents (Pg. 59)			
Incurred Cost (Pg. 11)				# of Incidents	5	5	N/A
Total Incurred Cost	\$885M	\$849M	\$36M	NCRs (Pg. 60)			
Monthly Incurred Cost	\$36M	\$28M	\$8M	Open NCRs	11	12	(1)
Committed Amount (Pg. 11)				DBE (Pg. 62-63)			
Total Committed	\$2.694B	\$2.645B	\$0.049B	Total Participation	\$15.6M	\$15.2M	\$4M
Authorized for Expenditure (AFE) (Pg. 11)				Risks (Pg. 64-66)			
Total AFE by way of NTP	\$1.916B	\$1.68B	\$0.236B	Total # of Risks	257	261	(4)
Monthly AFE	\$237M	\$41.3M	\$195.7M	Community Outreach (Pg. 67-68)			
Project Contingency (Pg. 12-13)				Presentations and Events	1,580	1,556	24
Current Balance	\$608.2M	\$608.3M	(\$0.1M)	Neighborhood Board Meetings	852	840	12
Monthly Drawdown	\$1M	\$1.4M	N/A	Staffing (Pg. 69-70)			
Known Changes Balance	\$32.5M	\$32.5M	0	Actual	121	120	1
Funding (Pg. 14-16)							
Cash Received Since PE	\$1,338M	\$1,326M	\$12M				
Ending Cash Balance	\$452M	\$468.7M	(\$16.7M)				
\$ 5309 New Starts Received	\$226M	\$214M	\$12M				
GET Received Since PE	\$808.5M	\$808.5M	0				
GET Received Since 2007	\$1,187M	\$1,187M	0				

CONSTRUCTION & DESIGN CONTRACTS EXPENDITURES STATUS

CONSTRUCTION				DESIGN			
CSC DBOM-920 (Pg. 20-21)				WOSG FD-140 (Pg. 28-29)			
Committed / Incurred	\$603M / \$62.5M	\$603M / \$55.4M	\$0 / \$7.1M	Committed / Incurred	\$7.8M / \$5.9M	\$7.8M / \$5.6M	\$0 / \$0.3M
% Complete	10.9%	9.7%	1.2%	% Complete	96.7%	92.7%	4.0%
Elevators & Escalators MI-930 (Pg. 22-23)				FHSG FD-240 (Pg. 30-31)			
Committed / Incurred	\$51M / \$0	\$51M / \$0	\$0 / \$0	Committed / Incurred	\$12.2M / \$9.6M	\$12.2M / \$9.4M	\$0 / \$0.2M
% Complete	0.0%	0.0%	0.0%	% Complete	87.0%	85.0%	2.0%
WOFH DB-120 (Pg. 24-27)				KHSG FD-340 (Pg. 40-41)			
Committed / Incurred	\$556.8M / \$208.4M	\$556.8M / \$208.4M	\$0 / \$0	Committed / Incurred	\$8.7M / \$7.3M	\$8.7M / \$7.3M	\$0 / \$0
% Complete	36.1%	36.1%	0.0%	% Complete	85.7%	85.7%	0.0%
MSF DB-200 (Pg. 32-34)				Airport Section Guideway and Utilities FD-430 (Pg. 42-44)			
Committed / Incurred	\$225.3M / \$84.4M	\$225.3M / \$72.7M	\$0 / \$11.7M	Committed / Incurred	\$42.3M / \$30.4M	\$42.1M / \$30M	\$2M / \$0.4M
% Complete	38.2%	32.9%	5.3%	% Complete	81.0%	79.8%	1.2%
KHG DB-320 (Pg. 36-39)				ASG FD-440 (Pg. 46-47)			
Committed / Incurred	\$378.9M / \$89.9M	\$378.9M / \$89.9M	\$0 / \$0	Committed / Incurred	\$10.2M / \$7.7M	\$10.2M / \$7.1M	\$0 / \$0.6M
% Complete	23.7%	23.7%	0.0%	% Complete	77.6%	71.6%	6.0%
CONTRACTS TOTAL (Construction + Design)				City Center Section Guideway and Utilities FD-530 (Pg. 48-50)			
Committed	\$1.96B	\$1.96B	\$0	Committed / Incurred	\$44.9M / \$20.8M	\$44.9M / \$19.1M	\$0 / \$1.7M
Incurred-to-Date	\$530.2M	\$508.3M	\$21.9M	% Complete	49.1%	45.0%	4.1%
				DKSG FD-550 (Pg. 52-53)			
				Committed / Incurred	\$18.3M / \$3.4M	\$18.3M / \$3.4M	\$0 / \$0
				% Complete	15.9%	15.9%	0.0%

Appendix B. Action Items

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

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
Monthly Progress Meeting						
1	Provide technical specification on opaque wall panels for Federal Courthouse.	HART	Oct-13	Apr-14		Open – HART will provide the technical specs.
2	PMOC to schedule PMP & QMP compliance audit.	PMOC	Nov-13	May-14		Open – HART to conduct an internal audit in advance during March/April.
3	HART requested a waiver from Navy related to fair market value compensation for easements/licenses/acquisition.	HART	Nov-13	May-14		Open – Navy waiver request moving through the process.
4	HART to provide summaries of bidability/constructability reviews performed by GEC and CE&I.	HART	Dec-13	Mar-14		Open – In progress
5	HART to add major development agreements to MPS.	HART	Feb-14	Mar-14		Open
6	HART to provide CSC Monthly Buy America Report.	HART	Feb-14	Feb-14	3/14/14	Closed – provided to PMOC/FTA.
7	Provide the Airport Utilities & West Side Stations constructability comments to PMOC.	HART	Mar- 14	Apr-14		Open
Project Controls Meeting						
1	Update primary and secondary mitigation measures.	HART	May-13	Apr-14		Open – In progress
2	Update MPS that includes realistic schedule for MPS to include City Center ROW issues.	HART	Jun-13	Apr-14		Open – In progress
3	Revisit Hold Points after MPS is updated.	HART/PMOC	Sept-13	Apr-14		Open – will occur during Risk Refresh.
4	Update Project Cost Estimate.	HART	Sept-13	Apr-14		Open – In progress
5	PMOC to schedule Risk Workshop.	PMOC	Feb-14	Apr-14		Scheduled for April 15 th

Appendix C. Project Contingency Management General Background and Clarifications

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

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

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

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

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

Changes Identified and Project Performance

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

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

Known Changes Contingency

Known Changes, though tracked separately from the Project Contingency established under the FFGA, functions like contingency and is designated as SCC 90.07 on project cost reports. In re-baselining the Project Budget for FFGA, a bottoms-up estimate (BUE) was developed for each work package identified in the CPP based on the level of design and current pricing of material, equipment, construction labor, professional services, real estate and all

other costs. These revised estimates took into account the reduction of contingency to reflect the advancement of Final Design since the Preliminary Engineering phase. Contingency was then allocated in accordance with FTA guidelines and current risk modeling methodologies. The net effect was a reduction of approximately \$170M of contingency between the previous Final Design Project Budget and the FFGA Project Budget. Included in the base costs of the BUE were elements that were considered “Known” or pending changes that were still subject to final negotiations with contractors and the execution of change orders. The estimated costs for Known Changes were applied to work packages established under the FFGA. Based on the level of risk, the estimated costs for Known Changes were either classified as base cost or as separate contingency for specific work packages (contingencies eventually convert to base costs via change order). Of the total \$170M estimated for Known Changes, \$97M was classified as base cost and allocated to multiple contracts. The remaining \$74M was classified as “contingency” in order to process all changes using a consistent methodology of transferring budget from contingency to the appropriate base cost code when a change order is executed. As it was intended for this reserve, the majority of the change orders executed since the BUE draws against this contingency since these were partially defined already.

Appendix D. Project Cost Reports (data as of February 28, 2014)

Project Costs by Contract

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



Costs Reported as of Month Ending: February 2014

Project Monthly Cost Report by Contract - One Line Summary

Page: 1 of 3

C/P P No	Title	A		B		C-A+B		D		E		F	
		Original	Changes	COMMITTED	Changes	Current*	Current*	AFE**	AFE**	Incurred To Date	Incurred To Date	PERCENT	PERCENT
A-RT	Project Wide A-RT	0	0	0	0	0	0	0	0	0	0	0	0%
CCH-100	Inactive Hart/City CCH	15,348,443	0	15,348,443	0	15,348,443	0	0	0	14,925,228	0	0	97%
CCH-101	HART/City Dept of Bf3	105,082	0	105,082	0	105,082	0	0	0	0	0	0	0%
CCH-102	HART/City DDC Land Division	236,201	0	236,201	0	236,201	0	0	0	173,182	0	0	68%
CCH-107	HART/City Corporation Courses (COR)	2,000,219	0	2,000,219	0	2,000,219	0	0	0	107,206	0	0	5%
CCH-108	Board of Water Supply (BWS)	928,325	0	928,325	0	928,325	0	0	0	928,325	0	0	100%
DB-120	West Oahu/Farrington Hwy Guideway	482,924,000	73,847,464	556,771,464	0	556,771,464	0	0	0	208,408,472	0	0	37%
DB-200	Maintenance & Storage Facility DB	195,258,000	30,010,244	225,268,244	0	225,268,244	0	0	0	84,335,531	0	0	37%
DB-320	Kamehameha Hwy Guideway DB	372,150,000	6,710,991	378,860,991	0	378,860,991	0	0	0	89,867,143	0	0	24%
DBB-185	West Side SG Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-275	Pearl Highlands Pkg. Str. Constr. OLD	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-470	Airport Station Group Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-505	Airport Station Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-510	City Center Section/Utilities Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-520	Airport-City Center Guideway/Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-580	Hillingham/Kaka'ako SG Construction	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-600	UHWO Pkwy/Hoopili Stn Finishes Constr.	0	0	0	0	0	0	0	0	0	0	0	0%
DBO M-920	Core Systems Design/Build O/M	573,782,793	29,167,340	602,950,143	0	602,950,143	0	0	0	62,485,453	0	0	10%
FD-140	West Oahu Station Group Final Design	7,789,000	23,928	7,812,928	0	7,812,928	0	0	0	5,871,205	0	0	75%
FD-240	Farrington Highway Stations Group 2	9,300,896	2,907,349	12,208,045	0	12,208,045	0	0	0	9,620,070	0	0	79%
FD-245	Pearl Highlands Pkg. Str. FD OLD	0	0	0	0	0	0	0	0	0	0	0	0%
FD-340	Kamehameha Hwy Station Group H2R2 FD	8,702,592	0	8,702,592	0	8,702,592	0	0	0	7,286,739	0	0	84%
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	8,427,422	47,268,382	0	47,268,382	0	0	0	30,382,350	0	0	72%
FD-440	Airport Station Group FD	10,177,365	0	10,177,365	0	10,177,365	0	0	0	7,721,069	0	0	76%
FD-530	City Center Guideway/Utilities FD	48,948,220	888,953	49,837,173	0	49,837,173	0	0	0	20,780,816	0	0	46%
FD-550	Hillingham and Kaka'ako SG FD	18,321,918	0	18,321,918	0	18,321,918	0	0	0	3,384,031	0	0	18%
FD-600	UHWO Pkg-Hoopili Station Finishes FD	0	0	0	0	0	0	0	0	0	0	0	0%
HRT-200	HART Labor	22,751,942	0	22,751,942	0	22,751,942	0	0	0	21,650,061	0	0	95%
HRT-201	HART ODC	15,198,833	0	15,198,833	0	15,198,833	0	0	0	14,927,020	0	0	98%
MI-880	Elevators & Escalators Instal/Maint	50,982,714	0	50,982,714	0	50,982,714	0	0	0	5,442,108	0	0	0%

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* Current Committed = Original Contract + CCO/Amendment

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

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

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CPP No	Title	A		B		C=4+B		E		F
		Original	COMMITTED Changes	Current *	AFE**	INCURRED Incurred To Date	PERCENT %			
MM-280	WDP/HK/HS/G CE&I	0	0	0	0	0	0	0	0	0%
MM-290	Construction Engrg. & Inspection West	54,232,479	0	54,232,479	16,850,000	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-580	Airport/Billingham/Maka'ako SG CE&I	0	0	0	0	0	0	0	0	0%
MM-595	Construction Engrg. & Inspection East	63,083,417	0	63,083,417	15,257,000	0	0	0	0	0%
MM-600	UHWO Pkg-Hoopili Strm Finishes CEI	0	0	0	0	0	0	0	0	0%
MM-900	Program Mgt Support Const (PM SC-1)	36,727,162	0	36,727,162	20,700,000	0	0	0	0	0%
MM-901	Program Mgt Support Const (PM SC-2)	33,376,897	0	33,376,897	16,240,790	0	0	17,114,368	0	51%
MM-905	MM-905 Gen Engrg Const. EIS/PE	0	78,564,942	78,564,942	78,564,942	0	0	74,157,822	0	94%
MM-910	MM-910 Gen Engrg Const FD-Construct	150,000,000	0	150,000,000	150,000,000	0	0	142,247,378	0	95%
MM-913	MM-913 Gen Engrg Reconnect	46,143,277	0	46,143,277	43,539,403	0	0	131,802	0	0%
MM-915	HDOT Traffic Mgmt. Consult.	1,800,000	-600,000	1,000,000	1,000,000	0	0	915,297	0	92%
MM-920	HDOT Coordination Const WDPH	3,000,000	7,500,000	10,500,000	7,000,000	0	0	5,203,334	0	50%
MM-921	HDOT Coordination Const KHG	10,000,000	-1,400,000	8,600,000	4,000,000	0	0	945,464	0	11%
MM-922	HDOT Coord. Const. Airport	12,000,000	-5,800,000	6,400,000	3,000,000	0	0	1,412,989	0	22%
MM-923	HDOT Coordination Const City Center	0	0	0	0	0	0	0	0	0%
MM-925	HDOT Labor - Highway Group	550,000	0	550,000	550,000	0	0	566,016	0	103%
MM-926	HDOT Labor - Airport Group	0	0	0	0	0	0	0	0	0%
MM-990	HDOT State SOA Manager & Consultant	1,272,400	583,142	1,855,542	322,293	0	0	264,953	0	14%
MM-995	Real Estate Consultant	3,000,000	0	3,000,000	2,494,483	0	0	403,140	0	13%
MM-940	Kaik'o Consultant	1,000,000	0	1,000,000	740,516	0	0	328,825	0	33%
MM-945	On-Call Contractor	0	0	0	0	0	0	0	0	0%
MM-946	On-Call Hazmat Removal Contractor	3,000,000	0	3,000,000	2,100,016	0	0	885,282	0	22%
MM-990	O&IP-Consultant	1,250,000	0	1,250,000	833,750	0	0	590,938	0	47%
MM-951	Owner-Controlled Insurance Program	0	0	0	0	0	0	0	0	0%
MM-960	Archaeological & Cultural Monitoring	453,517	0	453,517	0	0	0	0	0	0%
MM-962	CORE Systems Support	49,988,969	0	49,988,969	0	0	0	0	0	0%
MM-975	LEED Commissioning Services for MSF	278,630	0	278,630	278,630	0	0	58,660	0	21%

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* Current Committed = Original Contract + CCO/Amendment

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

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

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CPP No	Title	A		B	C-A+B	D		E	F
		Original	COMMITTED Changes			AFE	AFE**		
DM	Project Wide Operating/Maintenance	0	0	0	0	81,000		0	0%
OTHER	Project Wide	0	0	0	0	0		0	0%
PA-101	Programmatic Agreement Humanities	0	0	0	0	0		0	0%
PA-102	Programmatic Agreement HP C	400,000	0	400,000	3,558,111			42,247	11%
PA-103	Programmatic Agreement HP C Park Impr	0	0	0	0	0		0	0%
ROW	Real Estate / Right-of-Way	54,019,536	0	54,019,536				53,234,620	99%
UTIL	Utilities by Utility Companies	79,414,585	1,010,000	80,424,585	61,465,592			4,168,025	5%
Total Project:		2,467,564,202	227,094,776	2,694,658,977	1,916,434,665			885,374,339	

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

Project Costs by SCC – Summary

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



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

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SCC	Title	A		B		C-A+B		D		E		F		G		H-C-G		I	
		Baseline	Transfers	BUDGET	Transfers	Current	COMMITTED	Current*	AFE**	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	23,427,149	1,137,642,296	523,846,879	14,106,318	12,909,338	1,137,642,296	0	42,230,310	0	0	0	0	0	0	0	0	0
20	Stations, Stops, Terminals, Intermodal	421,804,740	(25,138,472)	396,666,268	50,982,714	0	0	396,666,268	0	0	0	0	0	0	0	0	0	0	0
30	Support Facilities, Yards, Shops, Av	92,535,015	11,822,042	104,357,057	104,357,057	80,133,933	1,671,296	104,357,057	0	20,037,313	0	0	0	0	0	0	0	0	0
40	Sitework & Special Conditions	883,178,121	(24,279,936)	858,898,185	800,484,439	141,068,935	783,552	858,898,185	0	271,384,905	0	0	0	0	0	0	0	0	0
50	Systems	221,284,301	24,396,822	245,681,123	230,520,910	25,138,690	0	245,681,123	0	39,450	0	0	0	0	0	0	0	0	0
60	ROW, Land, Existing Improvement	197,397,947	277,800	197,675,747	57,297,336	1,282,283	0	197,675,747	0	53,915,560	0	0	0	0	0	0	0	0	0
70	Vehicles	186,829,020	4,713,937	191,543,017	191,543,017	1,514,720	0	191,543,017	0	6,191,924	0	0	0	0	0	0	0	0	0
80	Professional Services	1,087,830,119	(12,312,836)	1,075,517,493	927,414,425	103,462,438	(13,205,292)	1,075,517,493	0	491,585,478	0	0	0	0	0	0	0	0	0
Subtotal:		4,305,074,410	2,306,636	4,307,381,046	2,686,446,377	294,586,857	2,134,994	4,307,381,046	0	885,374,939	0	0	0	0	0	0	0	0	0
2. NTP																			
NTP	Authorized For Expenditure	0	0	0	0	0	0	1,620,744,891	0	0	0	0	0	0	0	0	0	0	0
Subtotal:		0	0	0	0	0	0	1,620,744,891	0	0	0	0	0	0	0	0	0	0	0
3. Contingency																			
CNTR	Contingency	541,689,343	10,214,419	551,903,762	8,209,100	1,102,917	151,959,265	551,903,762	0	0	0	0	0	0	0	0	0	0	0
PRJ	Contingency	101,871,170	(13,121,115)	88,750,055	0	0	0	88,750,055	0	0	0	0	0	0	0	0	0	0	0
Subtotal:		643,560,513	(2,906,696)	640,653,817	8,209,100	1,102,917	151,959,265	640,653,817	0	0	0	0	0	0	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	0	0	0	0	0	0
Subtotal:		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0	0	0	0	0	0	0	0	0	0
FTA TOTAL PROJECT COSTS 5,121,693,166																			
		0	0	5,121,693,166	2,694,655,977	1,916,434,166	154,094,259	5,121,693,166	0	885,374,939	0	0	0	0	0	0	0	0	0
4. Finance Charges - Ineligible Costs																			
FINC	Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	0
Subtotal:		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	0
INELIGIBLE COSTS																			
		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0	0	0	0	0	0	0	0	0	0
Total Project:		5,163,693,166	0	5,163,693,166	2,694,655,977	1,916,434,166	154,094,259	5,163,693,166	0	885,374,939	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)
 *** 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: February 2014
 Project Monthly Cost Report SCC Level 2

SCC	Title	Baseline	Transfers	Current	Current*	APE**	Changes ID#***	Est. At Completion****	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs										
10	Guideway & Track Elements	1,114,215,147	29,427,149	1,137,642,296	526,846,879	4,026,828	12,309,838	1,137,642,296	0	48,234,318
10.04	Guideway: Aerial Structure	1,422,340,671	29,427,225	1,042,413,896	436,125,279	0	12,309,838	1,042,413,896	0	14,476,716
10.04	Guideway: Retained Cut or Fill	7,492,344	(1,026,620)	6,436,236	6,436,236	0	0	6,436,236	0	0
10.09	Track: Direct Fixation	79,347,205	3,515,585	82,862,790	75,055,594	10,408,614	0	82,862,790	0	27,753,594
10.11	Track: Ballasted	3,293,724	(895,849)	2,697,875	2,697,875	0	0	2,697,875	0	0
10.12	Track: Special (Switches, Turnouts)	1,700,608	1,520,876	3,221,479	1,520,876	30,876	0	3,221,479	0	0
20	Stations: Stops, Platforms, Platforms	421,884,740	(25,716,872)	396,666,268	50,982,714	0	0	396,666,268	0	0
20.01	At-grade station, stop, shelter...	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0
20.02	Aerial Station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	0	0	0	273,163,457	0	0
20.06	Automobile parking multi-story air	66,408,765	0	66,408,765	0	0	0	66,408,765	0	0
20.07	Escalators	54,721,186	(3,736,872)	50,982,714	50,982,714	0	0	50,982,714	0	0
30	Support Facilities: Yards, Shops, A...	92,535,915	11,822,042	104,357,957	102,357,957	0	1,671,096	104,357,957	0	28,007,313
30.02	Light Maintenance Facility	7,591,888	(54,951)	7,536,937	7,536,937	0	0	7,536,937	0	180,000
30.03	Heavy Maintenance Facility	38,089,138	1,423,425	39,222,563	39,222,563	1,365,533	0	39,222,563	0	2,975,374
30.04	Storage or Maintenance of Way Buil	7,797,460	88,572	7,886,032	7,886,032	158,122	0	7,886,032	0	127,606
30.05	Yard and Yard Track	39,046,629	10,615,140	49,661,669	49,661,669	6,497,738	1,671,096	49,661,669	0	16,731,333
40	Stewart & Special Conditions	963,178,121	(24,279,967)	938,898,155	606,484,339	58,171,822	763,552	938,898,155	0	271,334,985
40.01	Demolition, Clearing, Earthwork	29,980,158	(2,308,147)	27,672,011	8,022,528	58,171,822	0	27,672,011	0	241,537
40.02	Site Utilities, Utility Relocation	299,440,756	4,444,187	303,884,943	153,197,991	63,973,091	824,856	303,884,943	0	10,705,007
40.03	Heav. mat'l. removal/soil removal	9,189,237	(5,421,634)	3,777,603	3,016,085	58,062,693	(391,304)	3,777,603	0	681,367
40.04	Environmental Mitigation	26,979,422	4,976,801	31,956,223	16,513,497	58,049,297	0	31,956,223	0	4,282,105
40.05	Site structures, retaining walls,	7,396,960	1,062,414	9,061,374	6,902,848	58,046,608	0	9,061,374	0	575,338
40.06	Peavey/dike access/landscaping	41,073,897	799,143	41,873,040	5,049,834	58,100,008	0	41,873,040	0	50,000
40.07	Auto. bus, van accessways	181,979,367	(11,580,007)	170,399,360	35,486,916	58,765,008	0	170,399,360	0	2,089,938
40.08	Temporary Facilities/Indirect Cost	386,517,624	(16,282,713)	370,264,911	370,264,911	134,226,724	330,000	370,264,911	0	252,760,613
50	Systems	221,284,301	24,396,822	245,681,123	220,820,410	22,816,050	0	245,681,123	0	39,459
50.01	Train control and signals	81,982,556	29,266,140	105,218,696	105,218,696	0	0	105,218,696	0	0
50.02	Traffic signals and crossing pool	10,459,226	(2,258,300)	8,200,926	0	0	0	8,200,926	0	0
50.03	Traction power supply substation	29,500,926	1,526,385	31,027,311	31,027,311	29,020	0	31,027,311	0	0
50.04	Traction power distribution cable	32,878,150	(4,159,700)	28,718,450	26,889,570	1,721,574	0	28,718,450	0	39,459
50.05	Communications	53,694,339	1,102,194	54,796,533	52,793,443	542,046	0	54,796,533	0	0

* Current Committed = Original Contract + COC/Amendment
 ** APE = 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 + COC/Amendments + Changes Identified

Project Costs by SCC - Level 2
 Cost reports are run from the HART Contract Management System (CMS)



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

SCC	Title	BUDGET		COMMITTED	AFE ^{##}	ESTIMATE AT COMPLETION	H-C-G	INCURRED
		A	B					
		Baseline	Transfers	Current	AFE ^{##}	Est. At Completion ^{###}	Variance	Incurred To Date
1. Subtotal 10 - 80 SCC Costs								
50	Systems	221,284,301	24,306,822	245,691,123	0	245,691,123	0	39,350
50.06	Fare collection system and equipment	9,159,277	58,822	9,218,099	0	9,218,099	0	0
50.07	Control/Control	3,643,827	(160,936)	3,482,891	0	3,482,891	0	0
60	ROW, Land, Existing Improvement	197,397,947	277,840	197,675,787	0	197,675,787	0	53,915,569
60.01	Purchase or lease of real estate	179,360,664	0	179,360,664	1,404,483	179,360,664	0	50,827,256
60.02	Relocation of existing households	18,037,283	277,840	18,315,083	1,282,283	18,315,083	0	3,388,944
70	Vehicles	166,829,020	4,713,997	171,543,017	0	171,543,017	0	6,191,324
70.01	Light Rail	166,721,386	5,915,687	172,637,073	1,514,720	172,637,073	0	5,979,024
70.06	Non-revenue vehicles	14,346,923	(1,320,375)	13,026,548	0	13,026,548	0	212,900
70.07	Spare parts	5,760,711	118,685	5,879,396	0	5,879,396	0	0
80	Professional Services	1,087,800,119	(12,212,606)	1,075,587,513	(14,206,292)	1,075,517,433	0	491,565,377
80.01	Preliminary Engineering	94,065,282	24,274,618	118,339,880	36,083,423	118,339,880	0	98,280,243
80.02	Final Design	228,321,632	(28,097,195)	200,224,437	18,068,436	200,314,527	0	91,728,104
80.03	Project Management Design & Core	363,849,768	(2,664,194)	361,185,574	72,246,182	360,965,570	0	228,240,779
80.04	Const. Admin. & Management	199,656,728	(9,833,408)	189,823,320	10,079,108	189,823,320	0	41,816,979
80.05	Professional Liability & other Ins	46,549,724	0	46,549,724	10,247,408	37,216,316	0	2,456,871
80.06	Legal; Permits; Review Fees ect..	67,641,905	76,305	67,718,210	10,063,327	67,718,210	0	11,827,407
80.07	Surveys, Testing, Investigation, I	21,759,336	42,564,742	64,324,078	9,965,422	64,324,078	0	10,362,416
80.08	Start up	65,996,664	(1,182,593)	64,814,071	9,546,908	64,814,071	0	6,852,680
NT	Authorized For Expenditure	0	0	0	0	0	0	0
NTP	Notice To Proceed	0	0	0	1,620,663,891	0	0	0
Subtotal:		4,305,074,410	2,906,636	4,307,981,046	1,915,250,748	4,307,981,046	0	885,374,393
2. Contingency								
CNTRC	Contingency	541,969,343	10,214,419	552,183,762	151,969,265	551,963,762	0	0
90.02	Allocated Contract Contingency	540,101,329	(26,896,770)	513,204,551	2,306,450	512,014,447	0	0
90.03	Allowances	1,588,014	4,314,636	5,902,650	(1,293,531)	4,006,677	0	0
90.07	Known Change Contingency	0	32,496,561	32,496,561	0	25,930,141	0	0
PRJ	Contingency	101,871,179	(13,123,115)	88,750,055	0	88,750,055	0	0
90.01	Unallocated Project Contingency	101,871,179	(13,123,115)	88,750,055	0	88,750,055	0	0
Subtotal:		643,560,513	(2,906,696)	640,653,817	1,102,917	640,653,817	0	0

Report: M_CW_03_bySCC_acc_table_grouped_summary

^{##} AFE = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment plus Executed Change Orders/Amendments)

^{###} Est. At Completion = Original Contract + CCO/Amendments + Changes Identified



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

SCC	Title	BUDGET		D	E	F	G	H-C-G	I	
		A	B							COMMITTED
		Baseline	Transfers	Current	Current*	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date
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 5,121,665,166 2,694,655,977 1,916,353,665 154,094,259 5,121,665,166 865,374,939										
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 0 0 42,000,000 0 0 42,000,000 0 0										
Total Project: 5,163,665,166 0 5,163,665,166 2,694,655,977 1,916,353,665 154,094,259 5,163,665,166 865,374,939										

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

Appendix E. Contract Status

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

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

Procurement: Final Design (FD) Contracts

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

Procurement: Design-Bid-Build (DBB) Contracts

Procurement Tracking Report						
Contract No.	Contract Name	Contractor Name	Dates	Advertise for Bids	Issue NTP	Contract Completion
Design-Bid-Build (DBB) Contracts						
DBB-505	Airport Section Utilities Construction		Current Forecast Actual Dates	Dec 17 '13	Apr 11 '14	Dec 22 '15
Re-Pkg DBB-185	West O'ahu/Farrington Hwy/Kamehameha Hwy Station Groups "West Side Stations" Construction [Airport Station not included]		Current Forecast Actual Dates	May 15 '14	Aug 01 '14	Nov 15 '16
DBB-470	Airport Station Group Construction		Current Forecast Actual Dates	Nov 01 '14	Mar 01 '15	Jul 15 '17
Re-Pkg DBB-580	Dillingham/Kaka'ako Station Groups "East Side Stations" Construction		Current Forecast Actual Dates	Aug 15 '15	Dec 15 '15	Aug 14 '18
DBB-520	Airport and City Center Sections Guideway Construction / City Center Section Utilities Construction		Current Forecast Actual Dates	Jul 01 '14	Dec 15 '14	Apr 29 '18
DBB-600	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction		Current Forecast Actual Dates	Mar 15 '16	Sep 15 '16	Aug 15 '18

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

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

Procurement: Project Management and Specialty Consultant Services Contracts

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

Procurement: HDOT Consultant Services and Other Contracts

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

Appendix F. DBE Participation

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

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

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

DBE Participation (9/24/07 to 3/31/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	
				CT-DTS-1100195 DB-320	\$129,816	\$136,616
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$546,067	
				CT-HRT-10H0449 DB-200	\$20,894	
				CT-DTS-1100195 DB-320	\$60,714	\$627,675
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$13,610	\$13,610
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$1,415,789	\$1,415,789
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	\$43,866	
				CT-DTS-1100195 DB-320	\$107,100	\$150,966
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	\$2,846	\$2,846
LP&D Hawaii	541320	APA	M	SC-DTS-1100013 FD-240	\$216,109	\$216,109
Ace Land Surveying	541370	NA	M	SC-DTS-1100013 FD-240	\$38,700	\$38,700
Integrated Security Tech.	561621	O	F	CT-HRT-1200106 DBOM-920	\$105,180	\$105,180
LKG-CMC	541618	O	F	SC-HRT-11H0131 MM-905	\$2,312,344	
				SC-DTS-0700001 **** MM-910	\$2,783,277	\$5,095,621

DBE Participation (9/24/07 to 3/31/14)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$655,396	
				SC-DTS-0700001 **** MM-910	\$150,141	\$805,537
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$360,003	
				SC-DTS-0700001 **** MM-910	\$392,920	\$752,923
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$376,805	
				SC-DTS-0700001 **** MM-910	\$374,110	\$750,915
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$325,320	
				SC-DTS-0700001 **** MM-910	\$354,758	\$680,078
JAD & Associates	541330	APA	M	SC-DTS-0700001 **** MM-910	\$508,355	\$508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 **** MM-910	\$39,273	\$39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$67,014	\$67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 **** MM-910	\$298,557	\$298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$157,109	
				SC-HRT-1200149 FD-530	\$172,590	
				SC-HRT-1300022 FD-440	\$151,849	\$481,548
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$17,100	\$17,100
Miyabara Associates	541320	APA	M	SC-HRT-1300022 FD-440	\$99,850	\$99,850
Anil Verma Associates**	541350	HA	M	SC-HRT-1200111 FD-340	\$2,955,827	\$2,955,827
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$56,149	\$56,149
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	3,843
Total						\$15,623,871

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

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

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

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

Race Categories

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

Appendix G. Risk (data as of February 28, 2014)

Risk by Contract Package							
Contract Packages	January 2014 # of Risks		February 2014 Update				
			Total # of Risks		NewlySub-Divided Risks	New Risks	Deleted Risks
Project Wide	65	26	63	24*	0	0	2
WOFH	30		30		0	0	0
MSF	12		12		0	0	0
KHG	31		31		0	0	0
Core Systems Contract	16		16		0	0	0
Airport Guideway	40		40		0	0	0
City Center Guideway	49		49		1	0	1
Project Wide Stations	2		2		0	0	0
West Side Stations	10		8		0	1	3
Airport Section Stations	2		2		0	0	0
City Center Section Stations	4		4		0	0	0
Total	261	222	257	218*	1	1	6

*39 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 257. There are a total of 218 risks when excluding the duplicated Project Wide risks.

Comparison of Risk Ratings								
Contract Package/Section	February 2014 Update # of Risks				January 2014 # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	63	20	36	7	65	19	39	7
WOFH Guideway	30	8	15	7	30	8	15	7
Maintenance & Storage Facility	12	3	4	5	12	3	4	5
Kamehameha Highway Guideway	31	3	19	9	31	3	19	9
Core Systems Contract	16	4	7	5	16	4	7	5
Airport Guideway	40	4	28	8	40	4	28	8
City Center Guideway	49	10	32	7	49	11	31	7
Project Wide Stations	2	1	1	0	2	1	1	0
West Side Stations	8	2	5	1	10	1	8	1
Airport Stations	2	1	1	0	2	1	1	0
City Center Stations	4	0	3	1	4	0	3	1
Total	257	56	151	50	261	55	156	50

Appendix H. Project Organization Chart

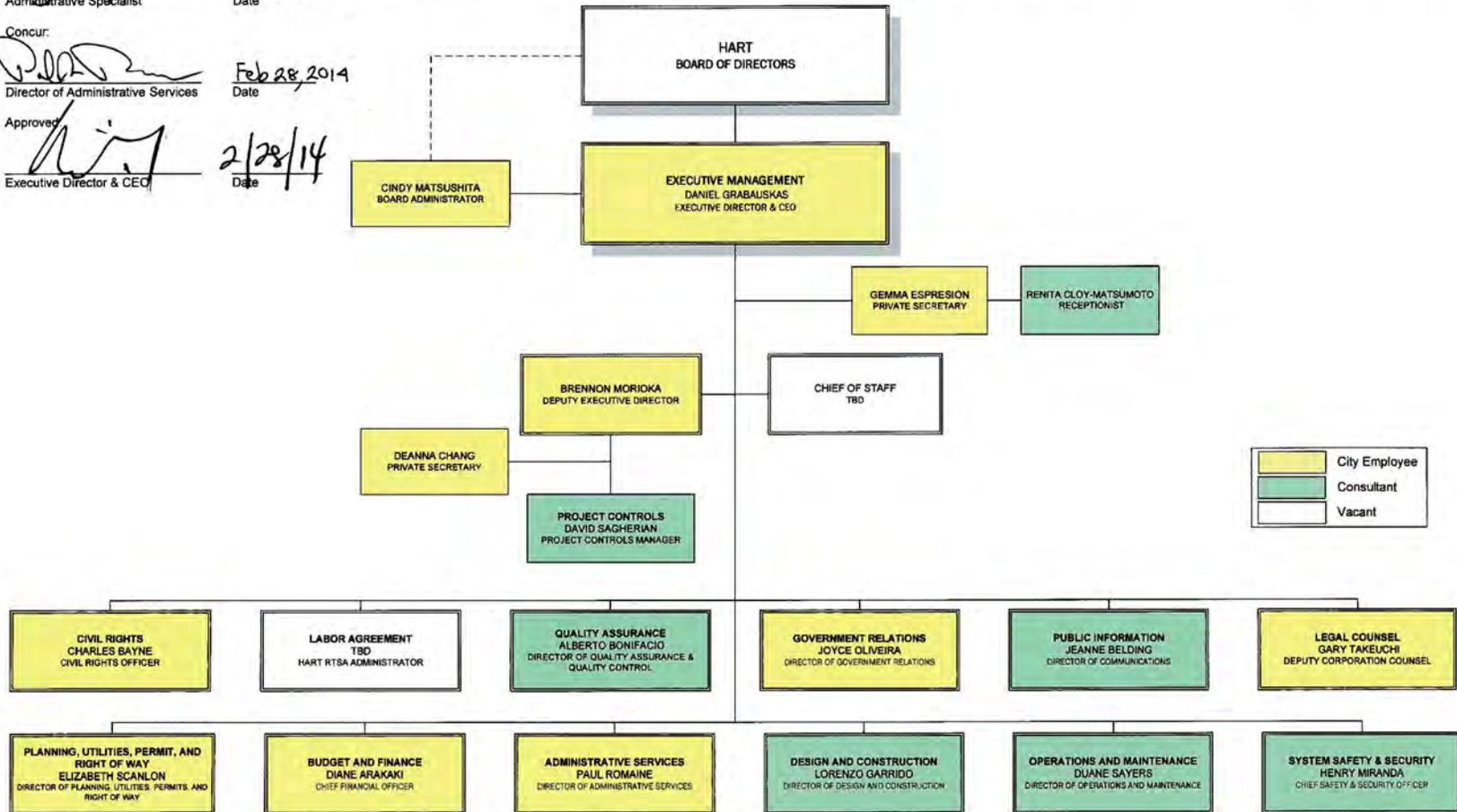
MARCH 1, 2014

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION (HART)

Prepared by: [Signature]
 Administrative Specialist
 Date: Feb 28, 2014

Concur: [Signature]
 Director of Administrative Services
 Date: Feb 28, 2014

Approved: [Signature]
 Executive Director & CEO
 Date: 2/28/14



City Employee
 Consultant
 Vacant

Appendix I. List of Acronyms

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

GSA	General Services Administration
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HALS	Historic American Landscape Survey
HART	Honolulu Authority for Rapid Transportation
HCC	Honolulu Community College
HCDA	Hawai'i Community Development Authority
HCSD	Hawai'i Capital Special District
HDOT	Hawai'i Department of Transportation
HFD	Honolulu Fire Department
HPC	Historic Preservation Committee
HPD	Honolulu Police Department
H RTP	Honolulu Rail Transit Project
HTI	Hawaiian Telcom
ICD	Interface Control Documents
ITP	Inspection and Test Plan
ITS	Intelligent Transportation Systems
JTMS	Joint Traffic Management System
JU&O	Joint Use & Occupancy
KHG	Kamehameha Highway Guideway
KHSG	Kamehameha Highway Station Group
KIWC	Kiewit Infrastructure West Company
KKJV	Kiewit/Kobayashi Joint Venture
LCC	Leeward Community College
LEED	Leadership in Energy and Environmental Design
MIM	Manufacture-Install-Maintain
MMP	Mitigation Monitoring Program
MOT	Maintenance of Traffic
MOW	Maintenance of Way
MPS	Master Project Schedule
MPSS	Master Project Schedule Summary
MS4	Municipal Separate Storm Sewer System
MSF	Maintenance and Storage Facility
MTM	Modern Track Machineries
NCR	Non-Conformance Report
NOI	Notice of Intent
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NR	National Register
NTP	Notice to Proceed
OCIP	Owner-Controlled Insurance Program
OIBC	O'ahu Island Burial Council
OSB	Operation and Servicing Building
OSHA	Occupational Safety and Health Administration
OTWC	Oceanic Time Warner Cable
PA	Programmatic Agreement
PB	Parsons Brinckerhoff, Inc.
PE	Preliminary Engineering
PM	Project Managers
PMC	Project Management Consultant
PMOC	Project Management Oversight Contractor

PMSC	Program Management Support Consultant
PPE	Personal Protective Equipment
QA	Quality Assurance
QC	Quality Control
QMP	Quality Management Plan
QTF	Quality Task Force
RCMP	Risk and Contingency Management Plan
READ	Real Estate Acquisition Database
RFI	Requests for Information
RFID	Requests for Interface Data
RFMP	Rail Fleet Management Plan
RFP	Request for Proposals
RFQ	Request for Qualifications
ROD	Record of Decision
ROE	Right of Entry
ROW	Right-of-Way
RR	Risk Register
RSD	Revenue Service Date
SCC	Standard Cost Category
SHPD	State Historic Preservation Division
SIC	Sandwich Isle Communications
SOI	Secretary of the Interior
SQP	Supplemental Quality Plan
SSCWG	Safety and Security Certification Working Group
SSI	Sensitive Security Information
SWPPP	Storm Water Pollution Prevention Plan
TIGER	Transportation Investment Generating Economic Recovery
TOD	Transit-Oriented Development
TPSS	Traction Power Sub-Station
TSA	Transportation Security Administration
TSI	Transportation Safety Institute
TVA	Threat and Vulnerability Analysis
UCA	Utility Construction Agreement
UFR CRA	Utility Facilities Relocation and Cost Reimbursement Agreement
UH	University of Hawai'i
UHOW	University of Hawai'i West O'ahu
UPS	Uninterrupted Power Supply
USDOT	U.S. Department of Transportation
WOFH	West O'ahu/Farrington Highway
WOSG	West O'ahu Station Group
YOE	Year of Expenditure

ATTACHMENT B

HART

Safety and Security Department

Safety & Security Program

Agenda

- Background
- Safety
 - Passenger Screen Gates
 - Certification
- Security
 - Crime Prevention Through Environmental Design (CPTED)
 - Lighting, open design, interior gated, HART Staff
 - Closed-Circuit TV Camera's (CCTV's)
 - Stations, exterior, parking lots, stairs, monitored 24/7
 - Intrusion Detection / Access Control Systems
 - Law Enforcement
 - Inspections
 - Communications
 - Blue-light stations, emergency call-boxes, passenger telephones

Safety & Security Program

Background

- Federal Transit Administration
 - **Circular 5800.1- Safety and Security Management Guidance for Major Capital Projects (August 2007)**
 - Requires the development and implementation of a Safety and Security Management Plan (SSMP) for major capital projects covered by 49 CFR Part 633, “Project Management Oversight”, including rehabilitation and modernization projects.
 - Lack of implementing SSMP (and supporting documents, i.e. SSCP) may impact funding



Safety & Security Program

Safety – Passenger Screen Gates

- Elevated, grade-separated system prevents collisions with vehicles and pedestrians.
- Prevents:
 - accidental falls to lower track area
 - suicide attempts
 - homicides by pushing
- Reduces wind felt by the passengers which may make people fall over
- Reduce the risk of accidents, especially from service trains passing through the station at high speeds.
- Improve security — access to the tracks and tunnels is restricted.
- Prevent litter build up on the track which can be a fire risk.
- Improve the sound quality of platform announcements



Safety & Security Program

Safety – Certification

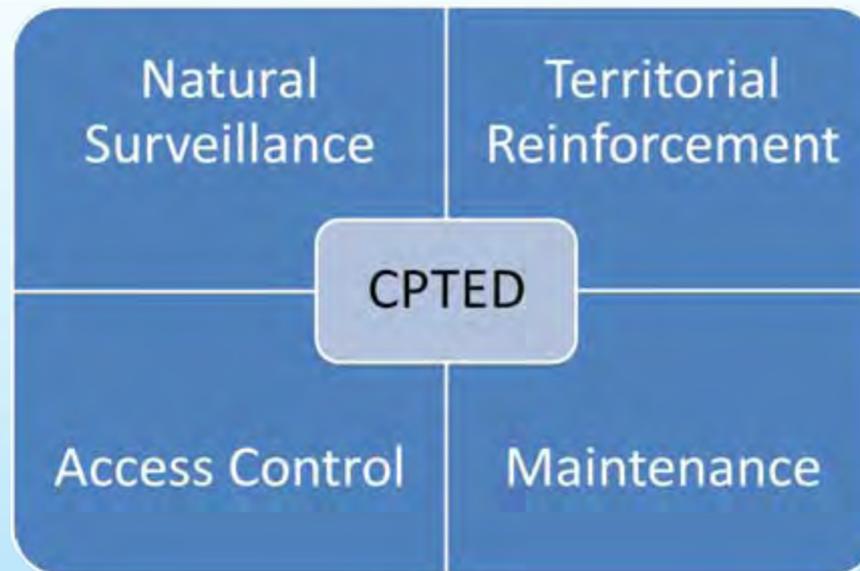
- FTA requirement
- Ensure and document the safety and security readiness of a project for public use
 - Design – Facilities, Systems, Equipment
 - Procedures – Safety, Security, Rule Books
 - Readiness – Revenue Operations
 - Personnel Training – Operations, Safety, Emergencies
 - First Responders – Facilities, Operations, Emergency Procedures



Safety & Security Program

Security – Crime Prevention Through Environmental Design (CPTED)

- Design techniques of use in a particular space to deter crime through:
 - Natural Surveillance (Openness)
 - Natural Access Control
 - Territorial Reinforcement
 - Maintenance



Safety & Security Program

Security – Closed-Circuit TV Camera's (CCTV's)



- CCTV Camera's
 - More than 1,300 system-wide
 - Deterrent to criminal activity
 - Identify offenders and aid in successful prosecution/conviction
 - Stations: Interior & Exterior
 - Passenger Vehicles: Multiple CCTV's On-board & External
 - Parking Lots
 - Video-recorded and stored
 - Live video on-demand

Safety & Security Program

Security – Intrusion Detection / Access Control Systems

- Intrusion Detection / Access Control Systems
 - Control and detect unauthorized access
 - Prevent intentional or accidental access
 - Deter potential assailants
 - Tied in to CCTV system to alert security personnel
 - Fencing/barriers also provide access control



Safety & Security Program

Security – Law Enforcement

- Law Enforcement
 - Random security patrols of stations, platforms, trains, parking lots
 - Undercover patrols
 - Security Force for Honolulu Rail Transit Project – Memorandum of Understanding (MOU) pending



Safety & Security Program

Security – Inspections

- Inspections
 - Random inspections parking lots, facilities, stations, yard
 - Heightened security periods will have increased enforcement
 - City, State, and Federal (TSA, JTTF, VIPER Teams) support



Safety & Security Program

Security – Communications

- Communications
 - Emergency phones/Passenger assistance phones:
 - o Accessible Push-to-Talk Button
 - o Enables communication with OCC
 - Phones integrated with CCTV's
 - All stations, trains, and parking lots
 - 1st responder alerts and Security personnel



Safety & Security Program

Mahalo!

Contact Info:

Henry Miranda, Chief Safety & Security Officer
hmiranda@honolulu.gov • (808) 768-6194

ATTACHMENT C

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction and Traffic Update April 24, 2014

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

WWW.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Maintenance & Storage Facility



MSF Construction Activities



Guideway

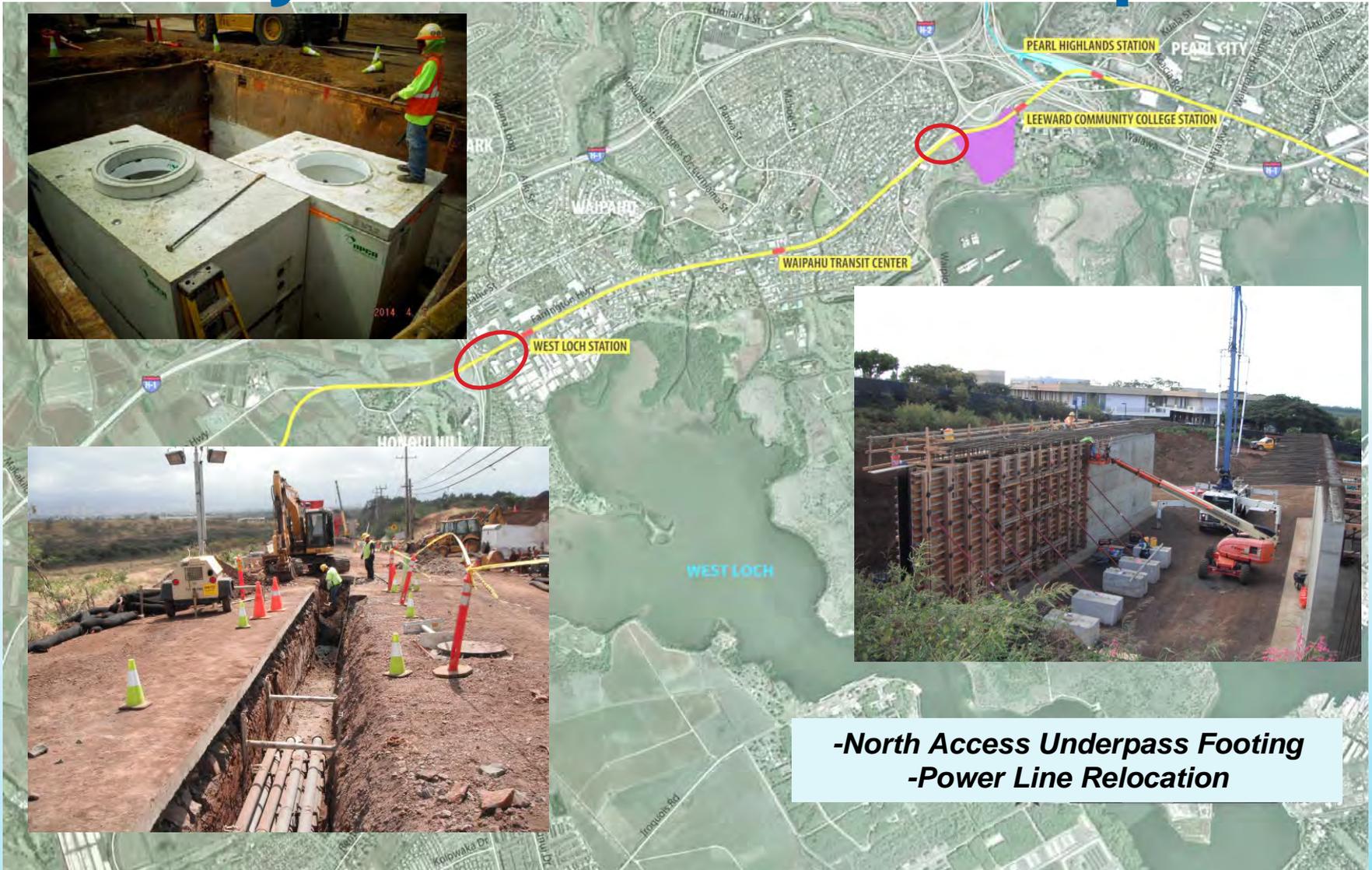


Precast Yard

- Segment Finishing
- Quality Process for Segments



Utility Relocation & Underpass

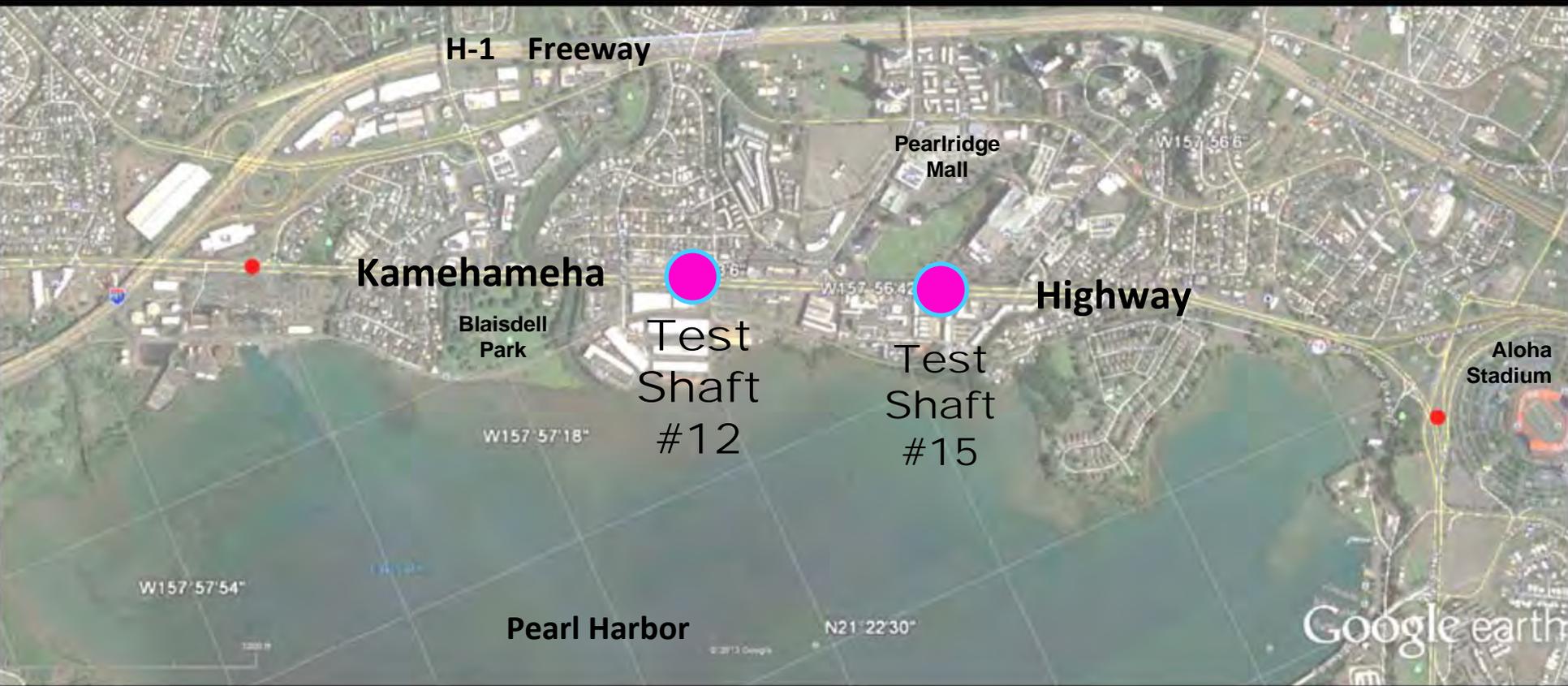


Columns, Shafts and Segments



- Preparation for Segment Erection
- Drilled Shafts in Farrington Hwy
- Columns along Kaloia Channel

Kamehameha Highway Guideway



Test Shaft Locations

Kamehameha Highway Guideway

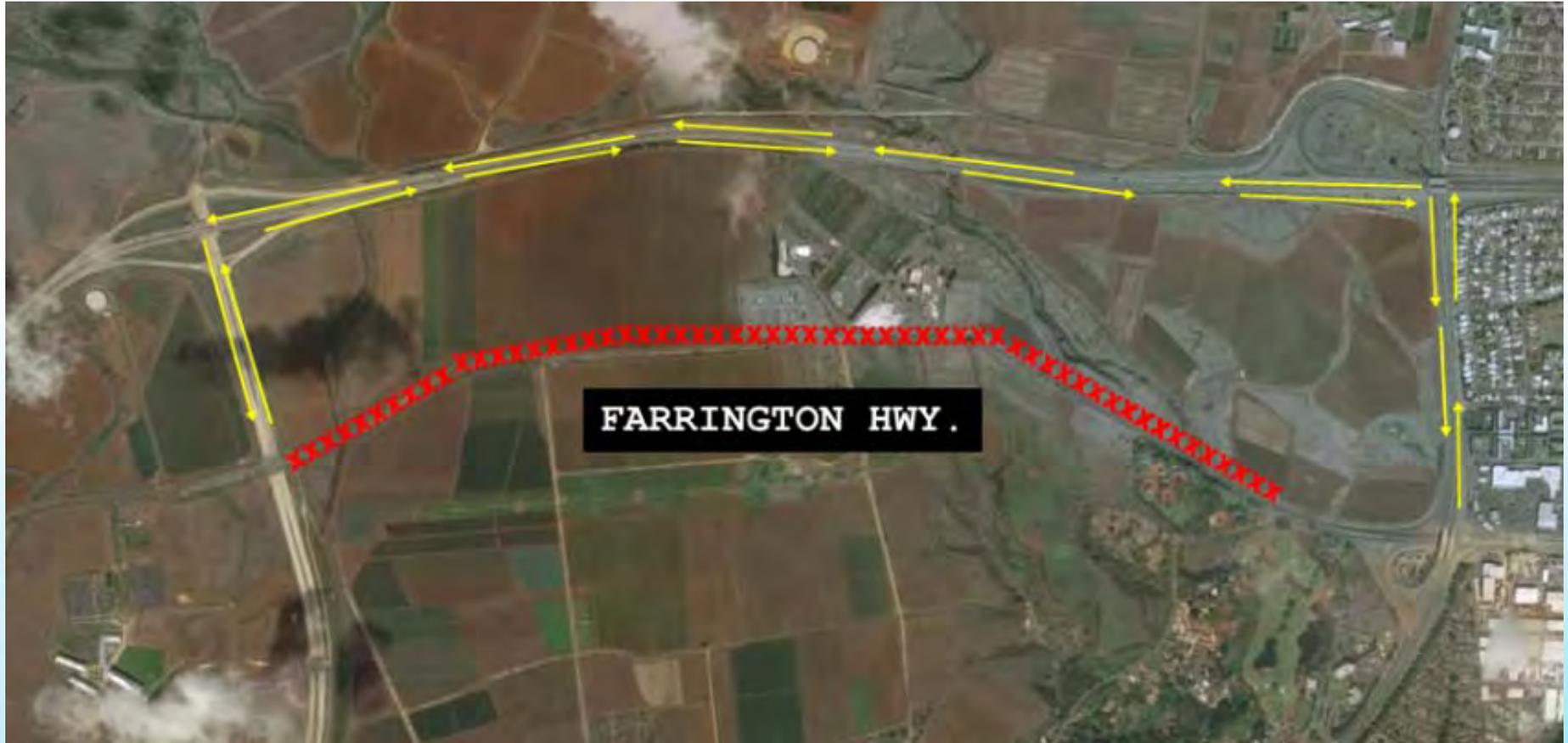


Utility Relocations & Test Shafts

Traffic Update

Location: Kualakai Parkway to Ft. Weaver Road

Work: Utility relocations and construction of shafts/columns



Traffic Update

Location: Fort Weaver Road to Leoku St
Work: Road re-stripe and K-rail installation



Traffic Update

Location: Aniani Place and Waipahu Depot Road

Work: Drain and Gas Line relocations



Traffic Update

Location: Near Waipahu High School

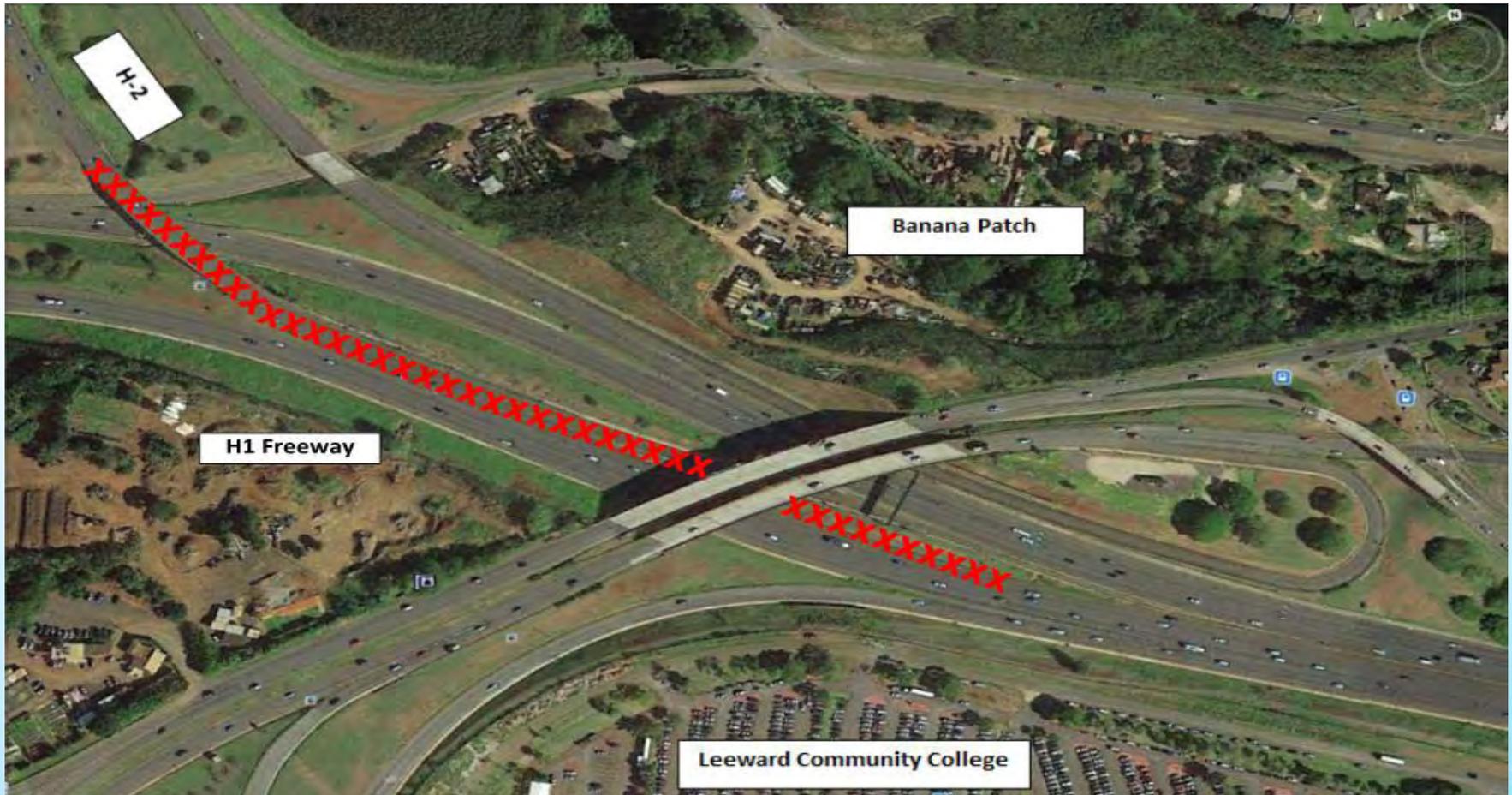
Work: Restripe, Utility relocations, K-rail set up and Column/Shaft work



Traffic Update

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

Work: Preparation work for balanced cantilever work later this summer



Traffic Update

Location: Intersection of Kamehameha Highway and Acacia Road

Work: 24/7 lane closure for roadway widening work and bus pad concrete reconstruction



Traffic Update

Location: Kuala St to Waimano Home Rd – Near Home Depot

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



Traffic Update

Location: Puu Poni St to Kuleana Rd

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



Traffic Update

Location: Kamehameha Highway between Lipoa Place and Pali Momi Street

Work: Drill shaft work

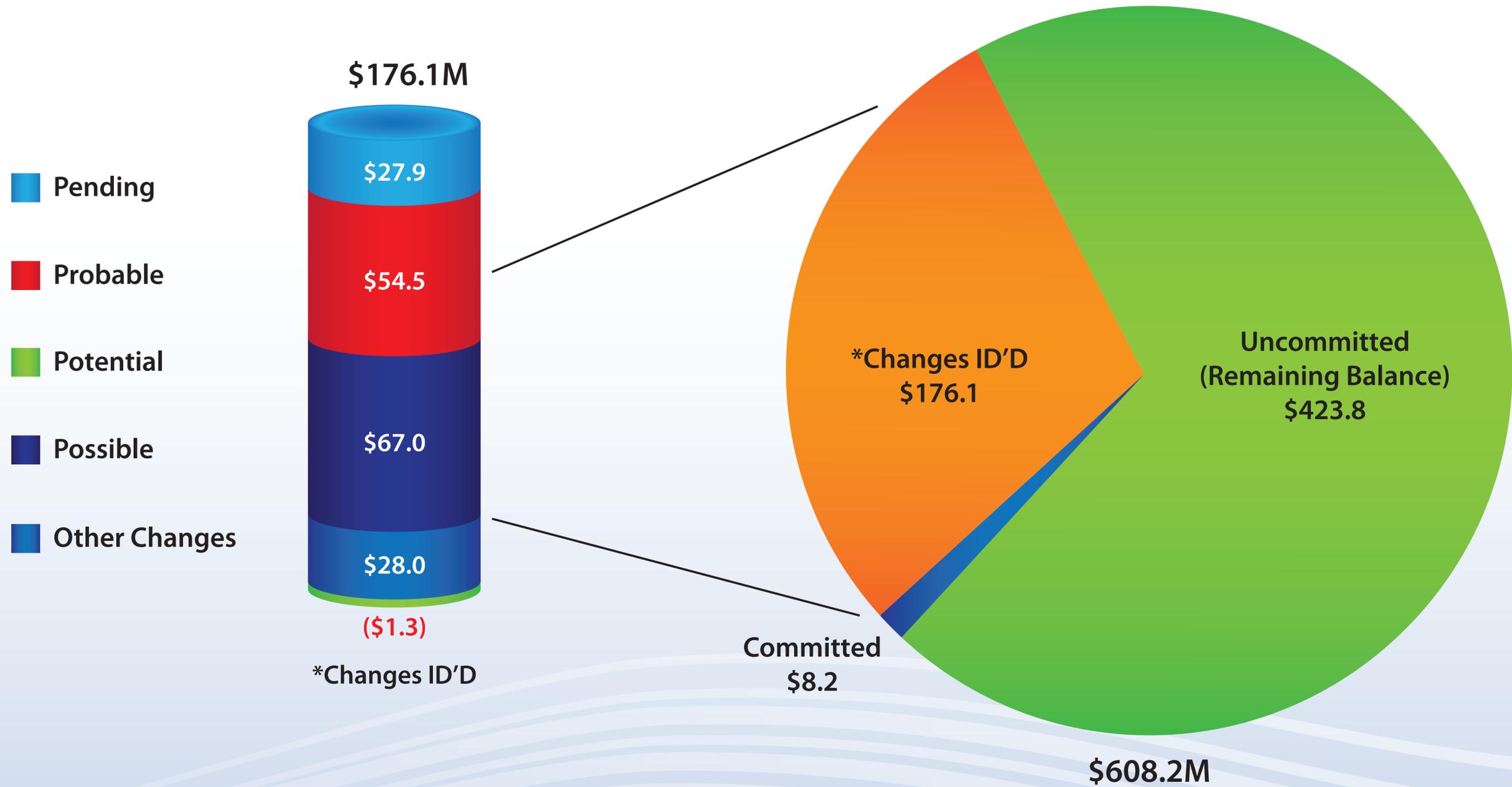


Mahalo!



ATTACHMENT D

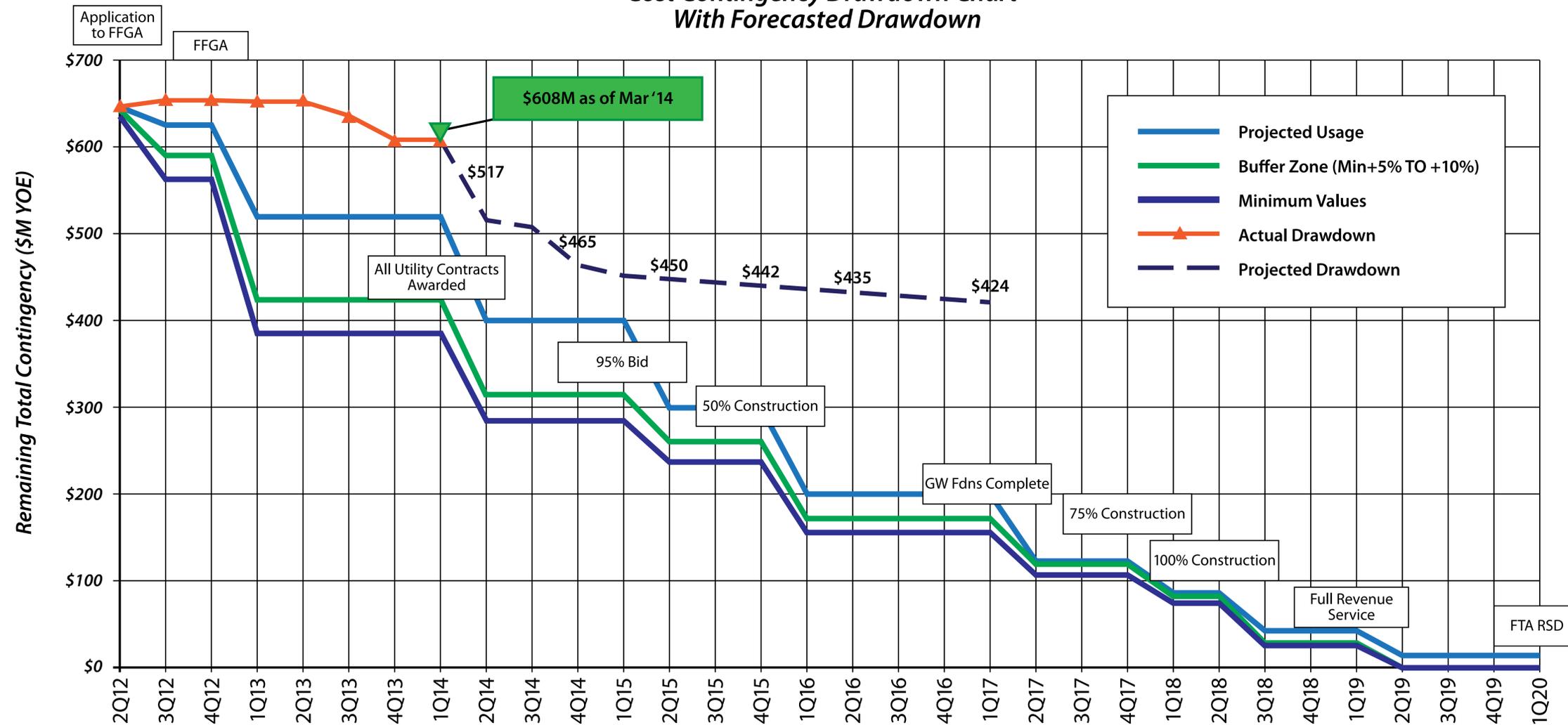
Project Contingency - March 2014





HONOLULU AUTHORITY for RAPID TRANSPORTATION

Cost Contingency Drawdown Chart-
With Forecasted Drawdown



	Application to FFGA	FFGA	All Utility Contracts Awarded	95% Bid	50% Construction	GW Fdns Complete	75% Construction	100% Construction	Full Revenue Service	FTA RSD
	2Q12	4Q12	1Q14	1Q15	4Q15	1Q17	4Q17	2Q18	1Q19	1Q20
Buffer Zone (Min+5% to +10%)	\$644	\$500	\$424	\$315	\$263	\$175	\$122	\$86	\$32	\$0
Minimum Values	\$636	\$562	\$385	\$287	\$239	\$159	\$111	\$78	\$29	\$0

Calendar Year

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

www.HonoluluTransit.org (808) 566-2299