



HONOLULU AUTHORITY for RAPID TRANSPORTATION

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EXECUTIVE DIRECTOR AND CEO

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**Board of Directors Meeting**  
**Ali'i Place, Suite 150**  
**1099 Alakea Street**  
**Honolulu, Hawaii 96813**  
(meeting room entrance on Richards Street)  
Thursday, April 2, 2015 10:00 am

### **Agenda**

- I. Call to Order by Chair
- II. Public Testimony on All Agenda Items
- III. January Project Management Oversight Contractor Quarterly Meeting Report
- IV. February Project Management Oversight Contractor Monthly Report
- V. Resolution 2015-5 Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on the County Tax Surcharge Proceeds Collected by the State of Hawaii for the Honolulu Rail Transit Project
- VI. Annual Evaluation of the Executive Director and CEO
- VII. Executive Session  
Pursuant to Hawaii Revised Statutes Section 92-4 and Subsections 92-5(a)(4) and 92-5(a)(2), the Board may enter into Executive Session to consider the Annual Evaluation of the Executive Director/CEO where consideration of matters affecting privacy will be involved, and to consult with its attorneys on questions and issues pertaining to the Board's powers, duties, privileges, immunities and liabilities with regard to these matters.
- VIII. Adjournment

Note: Persons wishing to testify on items listed on the agenda are requested to register by completing a speaker registration form at the meeting or online on the HART section of the [www.honolulustransit.org](http://www.honolulustransit.org) website. Each speaker is limited to a **two-minute** presentation.

Persons who have not registered to speak in advance should raise their hands at the time designated for public testimony and they will be given an opportunity to speak following oral testimonies of the registered speakers.

Any physically challenged person requiring special assistance should call (808) 768-6258 for details at least three days prior to the meeting date.

# **QUARTERLY MEETING REPORT**

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

January 22, 2015 (FINAL)

PMOC Contract Number: DTFT60-09-D-00012  
Task Order No. 12 / Work Order 5: Honolulu Rail Transit Project  
Project No: DC-27-5265  
OPs Referenced: OP 1 and 25

**Jacobs Engineering Group, Inc., 501 North Broadway, St. Louis, MO 63102**  
Tim Mantych, P.E., (314) 335-4454, [tim.mantych@jacobs.com](mailto:tim.mantych@jacobs.com)  
Length of Time Assigned: Five Years (November 18, 2009 through November 17, 2014)

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	<b>i</b>
<b>LIST OF APPENDICES</b> .....	<b>ii</b>
<b>1.0 INTRODUCTION</b> .....	<b>3</b>
<b>2.0 OPENING REMARKS</b> .....	<b>3</b>
2.1 Federal Transit Administration .....	3
2.2 Honolulu Authority for Rapid Transportation (HART).....	3
<b>3.0 SAFETY BRIEFING</b> .....	<b>4</b>
<b>4.0 HAWAII STATE SAFETY OVERSIGHT AGENCY (SSOA) UPDATE</b> .....	<b>4</b>
<b>5.0 TECHNICAL CAPACITY AND CAPABILITY</b> .....	<b>5</b>
<b>6.0 PROJECT SCOPE</b> .....	<b>5</b>
<b>7.0 ENGINEERING AND INTERFACE ACTIVITIES</b> .....	<b>5</b>
<b>8.0 PROJECT CONTROLS</b> .....	<b>6</b>
8.1 Scope.....	6
8.2 Budget and Cost.....	6
8.3 Schedule.....	6
<b>9.0 FINANCE PLAN UPDATE</b> .....	<b>7</b>
<b>10.0 PROCUREMENT UPDATE</b> .....	<b>7</b>
<b>11.0 PROJECT RISKS/MITIGATIONS</b> .....	<b>8</b>
<b>12.0 CONSTRUCTION UPDATE</b> .....	<b>8</b>
12.1 WOFH DB Contract .....	8
12.2 KHG DB Contract.....	8
12.3 MSF DB Contract .....	9
12.4 Core System Contractor (CSC) DBOM.....	9
<b>13.0 UTILITIES &amp; PERMITS</b> .....	<b>9</b>
<b>14.0 RIGHT-OF-WAY/REAL ESTATE ACQUISITION AND THIRD PARTY AGREEMENTS</b> .....	<b>11</b>
<b>15.0 NEPA UPDATE</b> .....	<b>15</b>
15.1 Mitigation Monitoring Plan .....	15
15.2 Post-ROD Changes .....	15

<b>16.0</b>	<b>GRANTS STATUS UPDATE.....</b>	<b>15</b>
<b>17.0</b>	<b>QUALITY UPDATE .....</b>	<b>15</b>
<b>18.0</b>	<b>PUBLIC OUTREACH .....</b>	<b>16</b>
<b>19.0</b>	<b>OTHER ITEMS .....</b>	<b>16</b>
19.1	DBE Participation .....	16
19.2	Legal Issues.....	16
<b>20.0</b>	<b>FUTURE PROJECTS .....</b>	<b>16</b>
<b>21.0</b>	<b>PMOC OBSERVATIONS.....</b>	<b>16</b>
<b>22.0</b>	<b>ACTION ITEMS.....</b>	<b>17</b>
<b>23.0</b>	<b>LOOK AHEAD SCHEDULE .....</b>	<b>19</b>
<b>24.0</b>	<b>NEXT MEETING .....</b>	<b>19</b>
<b>25.0</b>	<b>APPENDICES.....</b>	<b>20</b>

**LIST OF APPENDICES**

- Appendix A: Acronym List
- Appendix B: Agenda
- Appendix C: Attendance List

## **1.0 INTRODUCTION**

The purpose of the report is to provide the Federal Transit Administration (FTA) with summary discussions and activities from the Quarterly Meeting held on January 22, 2015 with the City and County of Honolulu/ Honolulu Authority for Rapid Transportation (HART) for the Honolulu Rail Transit Project (Project).

The meeting agenda is included as Appendix B, and the attendance list is included as Appendix C. A handout of the presentation was provided to each attendee by HART. The meeting handout materials are available upon request. The following report supplements the information contained in the handout materials and the HART Quarterly Report.

## **2.0 OPENING REMARKS**

### **2.1 Federal Transit Administration**

Leslie Rogers, FTA Region IX Administrator, welcomed everyone to the Quarterly Meeting in San Francisco and provided the following remarks:

- There have been some recent FTA appointments. Carolyn Flowers, former Chief Executive Officer of the Charlotte Area Transit System, is now the Senior Policy Advisor to the FTA Administrator. Dorval Carter is now the Acting FTA Chief of Staff, and Therese McMillan is still the acting FTA Administrator.
- The US DOT Secretary has tasked executives with three major initiatives:
  - Safety – MAP-21 requires a number of safety related rulemakings. In 2015 the FTA plans to issue separate NPRMs for a National Public Transportation Safety Program, the Public Transportation Safety Certification Training Program, a Public Transportation Agency Safety Plan, and Transit Asset Management.
  - Grow America Act – This legislation would close the physical gap in infrastructure funding and would invest billions in public transportation. The Act would build on MAP-21 priorities and strengthen the federal government’s commitment to safety, state-of-good-repair, efficiency, performance, and underserved populations.
  - Rides to Wellness – As part of the President’s Affordable Care Act, the plan will encourage the creation and growth of coordinated transportation networks that provide simplified access to health and wellness, jobs, and community services.
- The FTA will be performing a Triennial Review including three (3) Enhanced Review Modules (ADA, Technical Capacity, and Procurement) with HART/DTS in Honolulu. The purpose of the Triennial review is to provide a review and forward looking assessment of the grantee’s risk in the management and implementation of FTA grant programs.
- FTA anticipates the transition from TEAM to Transit Award Management System (TrAMS) to take place on or about April 1, 2015.

### **2.2 Honolulu Authority for Rapid Transportation (HART)**

Dan Grabauskas, HART Executive Director (ED) and Chief Executive Officer thanked the FTA, PMOC, and HDOT and provided the following remarks:

- HART has some significant challenges on the project but is working through them.
- HART has overcome some significant hurdles in the past, including legal challenges from the Supreme Court Ninth Circuit, and staffing issues, including hiring a Project Director..
- HART continues to focus on four core principles: safety, quality, schedule, and budget.

### **3.0 SAFETY BRIEFING**

HART provided an update on the status of safety and security:

- HART/HDOT/FTA/PMOC participated in an FTA huddle to discuss continuing HART safety and security concerns from the PMOC and FTA that required discussion and resolution and then the group visited the SFMTA Central Subway Project and the SFMTA provided a presentation of their Safety Certification Program (SCP) to provide suggestions and lessons learned to HART/HDOT.
- HART is in the process of updating Safety and Security Management Plan (SSMP), Safety and Security Certification Plan (SSCP), and Construction Safety Plan (CSP) to conform to the pending update of the PMP.
- HART has not finalized the Honolulu Police Department and Honolulu Fire Department MOU's and anticipates the Agreements to be in place prior to the Revenue Service Date (RSD).
- The PMOC recommended that HART should update the Roadmap since many of the deliverable dates have expired and an update is needed to track the critical items on its Master Program Schedule. HART agreed to update the Roadmap.
- HART Safety and Security Review Committee has not approved many Certifiable Elements Lists (CELs) or Certifiable Items Lists (CILs) for active projects. HART is in the process of approving CELs/CILs, and the PMOC will be tracking HART's progress monthly.
- Threat and Vulnerability Assessments (TVA) – HART is revising its Contract Packaging Plan; updates to the Airport, Navy and System-wide TVAs may subsequently be needed.
- Preliminary Hazard Analysis (PHA) – HART has not received PHAs from the CSC DBOM contractor. HART is in the process of obtaining the PHAs from the CSC and is tracking this item on their safety and security roadmap.
- Open Items List (OIL) – HART has not received OILs from the WOFH, MSF, and KHG DB contractors or any active design contracts. HART has been tracking OILs from the CSC DBOM contractor, and will incorporate OILs from WOFH, MSF and KHG when received.

### **4.0 HAWAII STATE SAFETY OVERSIGHT AGENCY (SSOA) UPDATE**

HDOT provided an update on the status of their safety and security oversight:

- FTA approved HDOT's State Safety and Security Program Standard.
- HDOT is monitoring MAP-21 requirements for safety and security.
- HDOT continues to meet with HART on a monthly and quarterly basis.
- HDOT continues to review HART submittals including Certifiable Elements List (CEL)/Certifiable Items Lists (CIL).

- FTA informed HDOT that an FTA scoping session is tentatively scheduled with HDOT for April 2015 in Honolulu. FTA anticipates the scoping session will overlap with the project monthly meeting or quarterly meeting. FTA will confirm dates with HDOT next month.
- HDOT is monitoring the launch of FTA's Safety Management System (SMS).

## **5.0 TECHNICAL CAPACITY AND CAPABILITY**

HART has improved recruitment and hiring of additional Project staff. HART provided the FTA with an overview of its current integrated organizational chart. HART currently has 139 Full Time Equivalents (FTEs) budgeted. There are 130 actual FTEs, which are broken down into 106 City staff and 24 Program Management Consultant staff.

Nicole Chapman, the interim Procurement Contract officer, was promoted to Director of Procurement & Contracts, and Corey Ellis, the Financial Analyst, was promoted to Deputy Project Controls Manager.

The acquisition of URS by AECOM resulted in a conflict of interest since AECOM is the designer for the Airport and City Center Guideway and URS is the CE&I for those segments. HART is reconsidering its packaging strategy for Airport/City Center contracts and analyzing how the packaging strategy will affect the conflict of interest. HART is developing a plan to remedy the conflict of interest and bring this issue to closure.

## **6.0 PROJECT SCOPE**

No specific issues with the project scope were discussed during this portion of the Quarterly Meeting.

## **7.0 ENGINEERING AND INTERFACE ACTIVITIES**

HART provided an update on ongoing engineering and interface activities. They include:

- HART Design and Construction is providing pre-bid assistance to HART Procurement and processing pending addendums on Farrington Highway Station Group (FHSG).
- Incorporating cost saving items in design for West Oahu Station Group (WOSG) and Kamehameha Highway Station Group (KHSG).
- Finalizing station footprints on the Dillingham and Kaka'ako Station Group.
- Separating H2R2 Ramp plans and specifications as a stand-alone contract on the Kamehameha Highway Station Group (KHSG).
- Managing the final design contracts to support repackaging of the east side contracts.
- Critical Issues:
  - Monitoring resolution of Middle Street AM Antenna and the proposed path forward (e.g. relocation of antenna or installation of shielding).
  - HDOT/FHWA approval of Interstate Access Modification Report (IAMR). It was recommended that HART confirm FHWA IAMR approval prior to issuance of the Invitation for Bids for the H2R2 Ramp Project.
  - HECO vertical and horizontal clearance.

- Stakeholder coordination/resolutions.

## **8.0 PROJECT CONTROLS**

### **8.1 Scope**

HART provided the FTA with a brief update of scope items for current and future projects. The cost of past delays has had significant cost impacts on the current Design Build (DB) contracts with escalation costs to be determined. HART has done a market and evaluation of recent bid results to assess cost impacts to the project. Due to market factors, cost estimates on all station construction and guideway construction on the eastern segments now vary from 30% to 70% above the FFGA budget allocated for those contract packages. HART's current Estimate at Complete (EAC) indicates that the Project will exceed the FFGA budget by \$594 million unless HART receives extremely favorable bids on the remaining contract packages and continues implementing valid cost mitigation measures successfully.

### **8.2 Budget and Cost**

HART provided an update on the budget and expenditures to date for the Project:

- The Project Budget is currently \$5.122 billion. However, HART acknowledged the Project may exceed the FFGA budget by \$594 million or more due to project delays, lawsuits, contingency erosion, and changing market conditions.
- HART's incurred cost to date total is \$1.305 billion.
- HART indicates a forecasted amount of \$303.3 million remaining in contingency. HART's Monthly Report shows \$524.1 million currently available in contingency. HART is in the process of revising its Monthly Report to include the forecasted contingency remaining as well as the current amount remaining. FTA noted that the PMOC will be more focused on drawdown and contingency amounts. FTA requested HART to have an updated budget based on its revised Contract Packaging Plan by the next FTA Quarterly Meeting. FTA also requested HART to develop a Decision Milestone Matrix. The PMOC will work with HART to develop a matrix during the February 2015 Progress Meeting.
- If the schedule extends beyond the FFGA Revenue Service Date, HART will have to contend with increases to costs for professional service contracts.

### **8.3 Schedule**

The Master Project Schedule will require revision as a result of the re-packaging of the remaining construction contracts. The MPS must be updated to assess the impacts of these changes on the Revenue Service Date (RSD). HART has indicated that the MPS will be completed before the next Quarterly Meeting. It is likely that the RSD is in jeopardy, depending on the contract delivery method used by HART for the remaining construction contract packages.

HART provided a brief progress update on the MPS to date for the Project:

- Core Systems Contract (CSC) – AHJV submitted revisions to its baseline schedule, which is pending HART approval. The AHJV schedule shows the Interim RSD as

October 2017 and full RSD as June 2019. HART anticipates having an approved re-baselined schedule by July/August 2015.

- MSF DB Contract – The Kiewit/Kobayashi Joint Venture (KKJV) Time Impact Analysis (TIA) matches the CSC schedule for vehicle delivery. Operation and Servicing Building (OSB) steel erection is ongoing, underground utilities are in progress, and preparations for west yard lead are underway.
- Guideway Sections 1 & 2 – Kiewit’s overall design plan for guideway sections 1 and 2 is near approval and supports functional test track availability in time for the CSC four-car schedule. WOFH contract bridge span construction is ongoing. KHG contract underground utilities are ongoing and method and test shafts are nearing completion. Kiewit intends to implement a third guideway erection truss for KHG to meet their production schedule.

HART is in the process of integrating the contractors’ schedules into the MPS. The next update of the MPS will incorporate AHJV’s schedule.

## **9.0 FINANCE PLAN UPDATE**

HART provided the following finance plan update:

- GET Surcharge Revenue – To date, GET revenue is under forecasted amounts by 4%, or \$41 million. The cumulative deficit as of the 3<sup>rd</sup> Quarter is the largest to date.
- Debt Financing Structure – HART will take advantage of low interest rates and an improved borrowing plan to save an estimated \$60-75 million in borrowing costs.
- Cost and Schedule Post WSSG bid opening – HART is repackaging the bid for the first 9 stations into three packages. HART is working to reduce project costs of future contracts, where possible, through Value Engineering.
- Operations and Maintenance (O&M) – HART is attempting to identify items that can be considered as O&M costs.
- HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. HART, and the City, will need to identify substitute funding and address this shortfall in the update of its Financial Plan. HART anticipates having an update of the Financial Plan before the next Quarterly Meeting.

## **10.0 PROCUREMENT UPDATE**

HART provided the following update:

- Art-In-Transit (Call for Artists) – Round One of the Qualifications process resulted in over 250 submissions; Round Two of the Qualifications process involved the Evaluation Committee evaluating the 250 submissions and creating a Pre-qualified Registry for the six Art Categories. All, but one, Art Categories have been evaluated, which resulted in a list of ranked artists for each of those Art Categories. HART will commence negotiating with each of the ranked artists for each station assignments and MSF for the five Art Categories.
- On-Call Construction Contractor – HART issued NTP on August 14, 2014.
- Farrington Highway Station Group Construction – Invitation for Bids (IFB) was issued in December 19, 2014. Bids are due on March 3, 2015.

- Pearl Highlands Parking Structure – HART has deferred this solicitation with the next solicitation action scheduled for July 2015.
- Airport and City Center Guideway and Utilities – HART is revising its procurement strategy and may now utilize Design-Build contract package(s).
- Airport Seven Piers – HART issued the NTP on September 18, 2014.

## **11.0 PROJECT RISKS/MITIGATIONS**

HART's Risk Manager provided a summary of the top risks associated with the project and provided a presentation on risk severity by contract. Highlights of this discussion included:

- Risks associated with the market, right of way, utilities, and third parties top the list of concerns.
- Kamehameha Highway Guideway production rates are behind schedule.
- Construction market escalation rates are exceeding forecast and FFGA budget.
- Subsurface risk is being reduced with geotechnical and foundation design validation.

FTA stated that strong controls must be implemented by HART immediately to avoid future rapid contingency reduction. HART should make immediate decisions on primary and secondary mitigation methods.

FTA emphasized that HART must continue to identify and effectively implement Cost Containment and Cost Reduction Measures. These measures are to be consolidated into a matrix that will be tracked on a monthly basis during the progress meetings with the PMOC. In addition, HART should prepare a Decision Milestone Matrix that will track key items that could affect the budget and schedule. This matrix should include both near term and long term critical issues. These items will also be tracked on a monthly basis and possibly more frequently as needed. The intent of both matrices is to contain the project cost to as close to the FFGA budget as possible.

## **12.0 CONSTRUCTION UPDATE**

### **12.1 WOFH DB Contract**

HART provided a construction update of the WOFH DB contract:

- Contract is approximately four months behind schedule. HART is working with contractor to mitigate this delay.
- Kiewit recently submitted a revised schedule that is currently under review by HART.
- Underground utility relocations continue.
- More than one mile of guideway has been erected.
- Installation of rail on guideway continues.

### **12.2 KHG DB Contract**

HART provided a summary of ongoing construction activity for the KHG DB contract:

- Utility relocations are slower than planned.
- Test shaft program is ongoing.

- KHG construction is currently tracking six months behind the planned Substantial Completion date.
- Kiewit recently submitted a revised schedule, which is currently under review by HART.

### **12.3 MSF DB Contract**

HART provided a summary of ongoing construction activity for the MSF DB contract:

- Retaining wall construction is ongoing.
- Utility installation is ongoing.
- Installation of building foundations is ongoing.
- Erections of structural steel with installation of tilt-up wall panels continue.
- In general, progress on the MSF DB Contract is meeting schedule expectations.

### **12.4 Core System Contractor (CSC) DBOM**

HART provided an update of the CSC:

- Final Design is ongoing.
- Traction Electrification Substation subsystem began verification testing.
- Automatic Train Control/SCADA & Communications started Factory Inspection Activities.
- Car shell assembly started fabrication in November 2014.
- Interim Design Review comment resolution is in progress.
- Key Issues:
  - Monitoring resolution of Middle Street AM Antenna and the proposed path forward (e.g. relocation of antenna or installation of shielding).
  - HECO Coordination – HART continues to work closely to resolve open issues.
  - Revised CSC access dates for Stations and Guideway – HART is evaluating overall impacts to the contractor.
  - Buy America Compliance – HART is scheduling an interim audit of the rail vehicles.
  - HART is working to close open change orders.

### **13.0 UTILITIES & PERMITS**

HART provided an update on its compliance with Buy America for utility work:

- AT&T Corporation – The construction contracts with AT&T Corporation have not yet been entered into. All new contracts for construction will include a requirement to complete and submit the Buy America certification.
- AT&T Government Solutions – Same status as AT&T Corporation.
- Oceanic/Time Warner – Oceanic Time Warner has completed and submitted its Buy America Compliance certification.
- Hawaiian Telcom – Hawaiian Telcom has completed and submitted its Buy America Compliance certification.
- HECO – HECO has completed and submitted its Buy America Compliance certification.
- The Gas Company – The Gas Company has completed and submitted a Buy America Compliance certification for construction is work moving forward. HART reported that The Gas Company had performed significant amount of work for the West Oahu

Farrington Highway (WOFH) work under a prior utility agreement at the time HART received clarification regarding Buy America requirements' application to third-party utility relocation work. The Buy America Compliance certification was submitted pursuant to and under HART's current contract with The Gas Company, which does not include WOFH.

- TW Telecom – HART has not yet entered into construction contracts with TW Telecom. However, all new contracts will include a requirement to complete and submit the Buy America Compliance certification.
- Chevron – HART does not anticipate entering into construction contracts with Chevron. However, if HART were to enter into a construction contract with Chevron, the Buy America Compliance and certification will be included.
- Hawaiian Independent Energy (formerly, Tesoro) – Hawaiian Independent Energy has completed and submitted its Buy America Compliance certification.

HART provided FTA with the following HECO update:

- Davis Bacon – HECO has requested a waiver at the state and federal level on a collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly. HECO is in the process of finalizing additional written information/documents requested by the US Department of Labor (DOL) and Hawaii Department of Labor and Industrial Relations (DLIR) to support its waiver request.
- Trial use of telescoping bucket truck – HART and HECO have agreed to a trial use of the telescoping bucket truck that is being considered for HECO to mitigate the 50-foot offset requirement between the guideway and power lines. Testing of the telescoping bucket truck continues, and HECO has indicated that initial results are favorable. HART is still working with HECO on the mechanism to acquire and pay for the truck. A HART letter to HECO dated December 15, 2014 states that HART has agreed to reimburse HECO for up to a three month rental period and that Buy America requirements are not applicable to HART's reimbursement.
- HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO is awaiting a report from their consultant that has reviewed the alignment to determine the extent of these locations. HART's forecast has some cost included for this work, but the cost was lumped together with other potential HECO cost increases including City Center relocations and additional service connection costs. A more detailed estimate will be prepared when the limits of any under-grounding are known.
- Additional cost of Substation near MSF – HART is working with HECO to determine if/when a substation near the MSF will be required. HART, HECO, and their consultants are completing more detailed consumption analyses. HART is also reviewing other potential options.
- Cost for new service activation – The cost for activation of the Traction Power Substations was not initially included in the project estimate. A change order will be required to address this cost, which is still being assessed.

#### **14.0 RIGHT-OF-WAY/REAL ESTATE ACQUISITION AND THIRD PARTY AGREEMENTS**

The following issues were discussed:

- There are 159 parcels remaining out of a total of 165 parcels for the City Center section still needed.
- HART is working to secure site access of all remaining parcels by June 2015.
- Survey work continues in the City Center segment.
- Easement agreement templates are in progress.
- HART Board approved the Real Estate Consultant (Paragon) contract amendment.

HART highlight some progress on important agreements including:

- Aloha Stadium construction right of entry is pending approval.
- Negotiations are underway between the University of Hawaii and Kiewit for a construction right of entry for the University of Hawaii Urban Gardens.

An update on the ROW Budget was provided:

- \$70.1 million was expended to acquire 34 properties. This is \$10.7 million under the budgeted amount of \$80.8 million for those properties
- Total expended to date in relocation expenses is \$4.1 million.

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

<b>Agreement</b>	<b>Status</b>	<b>Target</b>	<b>Section</b>	<b>Notes/Remarks</b>	<b>Purpose/Description</b>
University of Hawaii (UH) Master Agreement	Pending	March 2015	WOFH, KHG, City Center	Final negotiations are underway. Will secure Right of Construction as not to delay the project.	Needed for columns located on UH property; the master agreement will encompass all campuses that HART project interfaces with
UH -West O'ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH		Column construction for the WOFH D/B contract within the West Oahu campus. Sub-agreement will also include the UHWO park-and-ride
UH - West O'ahu (UHWO) Construction Right of Entry	Pending	April 2015	WOFH	In negotiations.	
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH		Column construction for the WOFH D/B contract within the LCC campus
Leeward Community College (LCC) Construction Right of Entry	Pending	February 2015	WOFH	In negotiations.	
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG		Column construction for the KHG D/B contract
UH Urban Garden Construction Right of Entry	Executed		KHG	Follow-up action required for contractor access	
DR Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed	Column construction for the WOFH D/B contract in the Ho`opili area
DR Horton Final Easement Agreement	Pending	June 2015	WOFH	Document in process with DR Horton	
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed	April 2014	City Center		Column construction for the City Center section
Honolulu Community College (HCC) Construction Right of Entry	Pending	June 2015	City Center	In negotiations.	
Department of Land and Natural Resources (DLNR) Right of Entry	Executed		WOFH	Right of entry is in place	Column construction for the WOFH D/B contract
Department of Land and Natural Resources (DLNR) Easement	Pending	April 2015	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	For site improvements related to the construction of the Guideway at Waipahu High School
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry	Pending	January 2015	KHG	Limited ROE granted for staging for Kiewit for KHG Contract	Column construction for the KHG D/B contract

<b>Agreement</b>	<b>Status</b>	<b>Target</b>	<b>Section</b>	<b>Notes/Remarks</b>	<b>Purpose/Description</b>
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	April 2015	KHG	Easement in process	Column construction for the KHG D/B contract and the construction of the park-and-ride lot
DHHL Master Agreement	Executed		WOFH, MSF		Column construction on the WOFH section and the construction of the Maintenance and Storage Facility
DHHL Consent to Construct	Executed		WOFH, MSF	Consent to construct in place.	
DHHL License	Executed		WOFH, MSF		
HDOT Master Agreement	Executed		WOFH		Joint Use & Occupancy for Farrington and Kamehameha Highways for the construction of the Guideway from Kapolei to Pearlridge
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH		
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center		Joint Use & Occupancy for Kamehameha and Nimitz Highways for the construction of the Guideway from Pearlridge to downtown Honolulu.
HDOT JU&O Sub-agreement	Executed		KHG Airport City Center		Joint Use & Occupancy for construction of the Guideway for the KHG D/B contract
HDOT SOA MOU	Executed		Program		Provides funding for HDOT personnel/support to implement the required State Safety Oversight Program
U.S. Navy / General Services Administration (GSA)	Pending	January 2015	Airport	Easements and fee taking are being processed by the Navy. Under new directive Navy will charge for all licenses and easements. Awaiting final documents from the Navy.	For column construction of the Airport section and the Pearl Harbor Station
U.S. Post Office Honolulu Processing Center	Pending	January 2015	Airport	Offer tendered to the Post Master General. HART awaiting response.	Easement needed for column construction of the Guideway in the Airport
OCCC/Hawaii Department of Public Safety Agreement Dillingham Blvd	Pending	January 2015	City Center	Finalizing requirements.	Required due to parking space reduction at OCCC for roadway widening.
HI Community Development Agreement (HCDA)	Completed	December 2014	City Center	HART presented to HCDA Board of Directors in November 2014.	Required for the column construction for City Center Guideway
HI Community Development Agreement (HCDA)	Pending	February 2015	City Center	Coordination is on-going	Required for the construction of Downtown; Civic Center and Kakaako Stations

<b>Agreement</b>	<b>Status</b>	<b>Target</b>	<b>Section</b>	<b>Notes/Remarks</b>	<b>Purpose/Description</b>
DAGS/HHFCD – Right of Entry	Pending	January 2015	City Center	Pending execution	Right of Entry for geotech borings
DAGS – Right of Entry	Pending	March 2015	City Center		Required for City Center Guideway construction
Federal Court House/GSA	Pending	March 2015	City Center	Draft agreement is under review and discussions on-going	Easement needed for column construction of the Guideway in the Airport
Pacific Guardian Center	Pending	December 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.	Required for the column construction for City Center Guideway and Downtown station
Howard Hughes Corporation	Pending	December 2015	City Center	Appraisal and negotiations underway	Required for the column construction for City Center Guideway and Kakaako station
Sam House Development LLC	Pending	December 2015	City Center	Appraisal and negotiations underway	Required for the column construction for City Center Guideway and Ala Moana Center station
GGP Ala Moana LLC	Pending	December 2015	City Center	Appraisal and negotiations underway	Required for the column construction for City Center Guideway and Ala Moana Center station

## **15.0 NEPA UPDATE**

### **15.1 Mitigation Monitoring Plan**

HART provided an update on the Mitigation Monitoring Plan:

- Quarterly reporting is being submitted to FTA on a regular basis.

HART is committed to implementing all mitigation measures specified by the Record of Decision (ROD) and all terms of the Project's Programmatic Agreement. HART provided an update on the status of Programmatic Agreement:

- Kako'o Meetings have been held on a monthly basis.
- Makalapa will be sent to the Historic Hawaii Review Board as part of the National Register/Historic Landmark activities.
- Chinatown projects have been awarded under the Historic Preservation Fund.

### **15.2 Post-ROD Changes**

HART provided an update on the status of Post-ROD changes:

- HART continues to assess how project refinements affect the Final EIS and ROD
- The following items are pending FTA approval:
  - Westside Park and Ride Locations
  - ROW Additional Property Takes at City Center section
- The following items are pending submittal by HART:
  - Middle Street

## **16.0 GRANTS STATUS UPDATE**

HART provided the FTA with a drawdown status. Drawdowns through January 30, 2015 are projected to be \$27 million. Drawdowns are less than initially planned due to the one-year suspension of construction activities and the corresponding delay in incurred costs to date.

HART provided the FTA with a cash balance status. The cumulative operating expenditures are below plan, principally due to lower than budgeted personnel and legal costs. Cumulative capital expenditures are below plan, which reflects the suspension of construction activities that resumed in September 2013. HART reported the General Excise Tax (GET) surcharge revenue is \$41 million less than plan for fiscal year 2014. The PMOC noted that the updated Financial Plan should be based on the updated MPS and costs. FTA replied that HART must revise its Financial Plan once the MPS and costs are updated.

## **17.0 QUALITY UPDATE**

HART provided an update on the status of quality management as noted in the presentation:

- The status of audits performed and schedule for upcoming audits by the HART Quality Management staff was provided.
- The following is a summary of Non-Conformance Reports that have been issued on the project:

Contract	Description	NCRs		
		Issued	Closed	Open
DB-120	West Oahu/Farrington Highway	268	182	86
DB-200	Maintenance and Storage Facility	21	18	3
DB-320	Kamehameha Highway Guideway	36	31	5
DBOM-920	Core Systems Contract	13	13	0

- In general, the Quality Manager stated that the quality of all activities on the project is good. The PMOC will discuss with the HART Quality Assurance Manager his review of constructability and design Quality Assurance on FHSG Contract package during the February 2015 Progress Meeting.

## 18.0 PUBLIC OUTREACH

HART provided an update on the status of key construction outreach issues as identified in the presentation. It was noted that there have been no significant issues regarding public involvement to report.

## 19.0 OTHER ITEMS

### 19.1 DBE Participation

HART provided an update on the status of Disadvantaged Business Enterprise (DBE) Participation:

- Total DBE participation was \$20,439,853
- FTA disbursements to December 31, 2014
  - \$316,312,417 DBE Goal is 13% or \$41,120,614
  - \$20,439,853 represents 6.46% of total FTA funds
- Total project FTA Funds are \$1.764 Billion
  - DBE project goal is 13% or \$229 Million
  - \$20,439,853 represents 1.16% of total Project FTA funds

Equal Employment Opportunity (EEO) program update is scheduled for June 2015. The City and County of Honolulu DTS sent a letter to FTA requesting concurrence that the EEO program for DTS and HART could be separated.

### 19.2 Legal Issues

No legal issues were discussed during the Quarterly Meeting.

## 20.0 FUTURE PROJECTS

There was no specific discussion related to future projects during the Quarterly Meeting.

## 21.0 PMOC OBSERVATIONS

No specific PMOC Observations were discussed during this portion of the Quarterly Meeting.

## 22.0 ACTION ITEMS

The following are the Action Items from the Quarterly Meeting.

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	Jan-15		On-going– Boom truck equipment was delivered in September 2014 and field testing began in October 2014. HECO evaluating site specific locations where truck may not fully address their requested clearance. HART provided a letter to HECO regarding the lease arrangement of the item.
2	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	Mar- 15		Open – on-going
3	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	Feb- 15		Open – HECO waiver is pending. HART provided MOU to PMOC.
3	<b>Updates resulting from Risk Refresh:</b>					
4a	Update the Contract Packaging Plan	HART	Aug-14	Feb-15		In progress. Draft circulating for internal HART review
4b	Re-baseline Financial Plan	HART	Apr-14	Mar-15		In progress
4c	Re-baseline budget	HART	Apr-14	Apr -15		In progress
4d	Re-baseline MPS	HART	Apr-14	Apr-15		In progress
4e	Risk Register Breakout Session	HART	Jul-14	Feb-15	2/10/15	Complete – Scheduled for February 2015
4f	PMOC to schedule a conference call with HART to discuss RCMP	PMOC	Oct-14	TBD		Open
4g	Update the RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	TBD		In progress
5	HART to provide plan to address conflict of interest with AECOM acquisition of URS	HART	Jul-14	Jan- 15		Open
6	HART QAM to review constructability and design QA of remaining bid packages	HART	Jul-14	Feb- 15		Open – In progress
7	HART to provide response letter to HDOT letter regarding safety and security CELs/CILs	HART	Oct-14	Dec-14	12/19/15	Closed
8	Provide updates on Buy America status with Utility contracts	HART	Nov-14	Jan-15		Closed

<b>Item No.</b>	<b>Item</b>	<b>Responsible Party</b>	<b>Date Identified</b>	<b>Date Due</b>	<b>Date Completed</b>	<b>Status</b>
9	HART to provide to PMOC letters regarding contract status	HART	Dec-14	Jan-15		Pending
10	Prepare a Decision Matrix to track key milestone events	HART	Jan- 15	Feb-15		In progress
11	Track Cost Containment measures each month at the Cost Containment workshops to evaluate/measure proposed cost containment measures	HART	Jan-15	On-Going		In progress
12	Prepare a Vehicle Status Chart to track the production status of all 80 rail transit vehicles	HART	Jan-15	Feb-15		In progress
13	Prior to bidding, provide confirmation of the status of the approval of the Interstate Access Management Report (activity includes HDOT/FHWA action)	HART	Jan- 15	Prior to Bid of applicable elements		

### 23.0 LOOK AHEAD SCHEDULE

The following is a 90-day look ahead for important activities associated with the Project:

Period: January 2015 – March 2015		
Activity	Responsibility	Date
Quarterly Meeting	FTA, HART and PMOC	January 22, 2015
Monthly Progress Meeting	FTA, HART and PMOC	February 11, 2015
Cost and Schedule Containment Meeting	FTA, HART and PMOC	February 11, 2015
Monthly Progress Meeting	FTA, HART and PMOC	March 11, 2015
Cost and Schedule Containment Meeting	FTA, HART and PMOC	March 11, 2015
Quarterly Meeting	FTA, HART and PMOC	April 22, 2015 (Honolulu)

### 24.0 NEXT MEETING

The next FTA Quarterly Meeting is tentatively scheduled for April 22, 2015 in Honolulu, HI.

## 25.0 APPENDICES

### Appendix A: Acronym List

AHJV	▪ <del>Analysis of Contract</del> Venture
AIS	▪ Archeological Inventory Survey
AIS	▪ Archeological Inventory Survey
BACM	▪ Buy America Compliance Matrix
CE&I	▪ <del>Construction</del> Engineering and Inspection
CEL	▪ Certifiable Elements List
CIL	▪ Certifiable Items Lists
CPM	▪ Critical Path Method
CPP	▪ Contract Packaging Plan
CSC	▪ Core Systems Contract
DAGS	▪ Department of Accounting and General Services
DB	▪ Design-Build
DBE	▪ Disadvantaged Business Enterprise
DBOM	▪ Design-Build-Operate-Maintain
DHHL	▪ Department of Hawaiian Homelands
DLNR	▪ Department of Land and Natural Resources
DTS	▪ Department of Transportation Services
ED	▪ <del>Executive Decision</del> Contract
EDD	▪ Executive Decision Document
FPGA	▪ Full Funding Grant Agreement
FTA	▪ Federal Transit Administration
FY	▪ Fiscal Year
GEC	▪ General Engineering Consultant
GET	▪ General Excise Tax
GSA	▪ General Services Administration
HART	▪ Honolulu Authority for Rapid Transportation
HCC	▪ Honolulu Community College
HCDA	▪ Hawaii Community Development Agreement
HDOT	▪ Hawaii Department of Transportation
HECO	▪ <del>Hawaii Electric</del> Utility Company
IFB	▪ Invitation to Bid
JU&O	▪ Joint Use & Occupancy
KHG	▪ Kamehameha Highway Guideway
KKJV	▪ Kiewit/Kobayashi Joint Venture
LCC	▪ Leeward Community College
MAP-21	▪ Moving Ahead for Progress in the 21 <sup>st</sup> Century ACT
MMP	▪ Mitigation Monitoring Program
MOU	▪ Memorandum of Understanding
MPS	▪ Master Program Schedule
MSF	▪ Maintenance and Storage Facility
NCR	▪ Nonconformance Report
NTP	▪ Notice to Proceed
PA	▪ Programmatic Agreement
PHA	▪ Preliminary Hazard Analysis
PMOC	▪ Project Management Oversight Contractor
PMP	▪ Project Management Plan
PMSC	▪ Project Management Support Consultant
PSG	▪ Platform Screen Gates
QMP	▪ Quality Management Plan
RAC	▪ Risk Assessment Committee
RCMP	▪ Risk and Contingency Management Plan

RFB	▪ Request for Bid
RFP	▪ Request for Proposal
ROD	▪ Record of Decision
ROW	▪ <del>Right of Way</del> Right of Way Contract
RSD	▪ Revenue Service Date
SOA	▪ State Oversight Agency
SSCP	▪ Safety and Security Certification Plan
SSMP	▪ Safety and Security Management Plan
SSOCP	▪ State Safety Oversight Certification Package
SSRC	▪ Safety and Security Review Committee
TIA	▪ Time Impact Analysis
TrAMS	▪ Transit Award Management System
TSO	▪ Transit Safety and Oversight
TVA	▪ Threat and Vulnerability Analysis
TVM	▪ Ticket Vending Machine
UCA	▪ Utilities Construction Agreement
UH	▪ University of Hawaii
UHWO	▪ University of Hawaii West Oahu
USDOT	▪ <del>United States Department</del> United States Department of Transportation
WOFH	▪ West Oahu/Farmington Highway
WSSG	▪ West Side Station Group

## Appendix B: Agenda

<b>AGENDA</b>			
1:00 pm PT	1.	Introductions	
	2.	Opening Remarks	
		a. FTA	L. Rogers
		b. HART	D. Grabauskas
	3.	Safety Briefing	H. Miranda
		a. System-wide Trends/Updates	
		b. Status of Safety and Security Management Deliverables	
		c. MOU's with HPD & HFD	
		d. HART Safety and Security Roadmap updates	
		e. Certifiable Elements and Items Lists	
		f. Threat & Vulnerability Assessments (TVAs)	
		g. Preliminary Hazard Analysis (PHA)	
		h. Design and Construction Conformance Checklists	
		i. Safety and Security Support Services Consultant	
		j. Testing and Start-up	
	4.	Hawaii State Safety Oversight Agency (SSOA) Update	B. Eshenour
	5.	Technical Capacity and Capability	S. Carnaggio
		a. Organizational Charts/Updates	
		b. Staffing & Succession Plan	
		c. Status of Unfilled Positions	
		d. Update of Management Plans	



12.	Construction Update a. WOFH DB Contract b. KHG DB Contract c. MSF DB Contract d. Airport Utilities and 7 Columns e. Elevators & Escalators f. CSC DBOM Contract ▪ Rail Vehicles Status	T. LeBeau    J. Moore J. Garrod
13.	Utilities & Permits a. Buy America b. HECO ▪ Requirements of Davis-Bacon ▪ Trial use of telescoping bucket truck ▪ Additional cost of Substation near West Loch ▪ Cost for activation of Traction Power Substations	D. Mar  L. Garrido
14.	Right-of-Way and 3 <sup>rd</sup> Party Agreements a. Status of Third Party Agreements (Attach. C) b. Status of City Center Properties c. Temporary Parking Facility (West Oahu) d. Real Estate Acquisition Schedule	M. Atta
15.	NEPA Update a. Mitigation Monitoring Plan b. Post-ROD Changes	L. Scanlon
16.	Grants Status update	K. Froemming
17.	Quality Update	A. Bonifacio
18.	Public Outreach	J. Belding
19.	Other Items a. Fare Collection/Fare Policy b. DBE Participation c. EEO Status d. Legal Issues	A. Cross C. Bayne  G. Takeuchi
20.	Future Projects	D. Grabauskas
21.	PMOC Observations	T. Mantych
22.	Action Item Review (Attach. A)	T. Mantych
Next Quarterly Meeting – April 22,2015 in Honolulu, HI		

## Appendix C: Attendance List

Name	Agency/Company
Leslie Rogers	FTA
Ed Carranza	FTA
Renee Marler	FTA
Joonsik Maing	FTA
Bernardo Bustamante	FTA
Ted Matley	FTA
Catherine Luu	FTA
Ray Sukys	FTA
Jeff Davis	FTA
Brandon Eshenour	HDOT
Mignon Allen	HDOT SSO Consultant
Fred Mead	HDOT SSO Consultant
Dan Grabauskas	HART
Brennon Morioka*	HART
Sam Carnaggio	HART
Elizabeth Scanlon	HART
Diane Arakaki*	HART
Nicole Chapman*	HART
Charles Bayne*	HART
Corey Ellis	HART
Kate Froemming	HART
In-Tae-Lee*	HART
Jill Odo	HART
Alex Cross	HART
Mike McGrane	HART
Lorenzo Garrido	PMSC
Justin Garrod*	PMSC
David Sagherian*	PMSC
Duane Sayers*	PMSC
Jeanne Belding*	PMSC
Henry Miranda	PMSC
Alberto Bonifacio*	PMSC
David Conover*	PMSC
Tom Lebeau*	PMSC
Brian Kelleher*	PMSC
Jay McRae*	GEC III
Jeff Mack	GEC III
Tim Mantych	PMOC
Bill Tsiforas	PMOC
Tim Morris*	PMOC
Charles Neathery*	PMOC
Keith Konradi*	PMOC
David Sillars*	PMOC
Arun Virginkar*	PMOC
Dorothy Shulz*	PMOC

\*Participated via teleconference.

## **PMOC MONTHLY REPORT**

### **Honolulu Rail Transit Project**

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

February 2015 (FINAL)

PMOC Contract Number: DTFT60-09-D-00012

Task Order No. 2: Honolulu Rail Transit Project

Project No: DC-27-5140

Work Order No. 1

OPs Referenced: OP 1 and 25

**Jacobs Engineering Group, Inc.**

**319 E. Warm Springs Road, Suite 200, Las Vegas, Nevada 89119**

William Tsiforas, (702) 938-5400, [william.tsiforas@jacobs.com](mailto:william.tsiforas@jacobs.com)

Length of Time Assigned: Five Years (November 18, 2009 through February 23, 2015)

## TABLE OF CONTENTS

<b>TABLE OF CONTENTS</b> .....	<b>i</b>
<b>LIST OF APPENDICES</b> .....	<b>i</b>
<b>1.0 EXECUTIVE SUMMARY</b> .....	<b>2</b>
1.1 Project Description.....	2
1.2 Project Status .....	2
1.3 PMOC Issues or Concerns .....	3
1.4 Core Accountability Items .....	6
<b>2.0 BODY OF REPORT</b> .....	<b>9</b>
2.1 Grantee’s Capabilities and Approach .....	9
2.1.1 Technical Capacity and Capability (TCC).....	9
2.1.2 Project Controls for Scope, Quality, Schedule, Cost, Risk, and Safety.....	9
2.1.3 Compliance with Applicable Statutes, Regulations, Guidance and FTA Agreements .....	11
2.2 Project Scope .....	11
2.2.1 Status of Design/Construction Documents .....	12
2.2.2 Status of Third-Party Agreements .....	13
2.2.3 Delivery Method .....	16
2.2.4 Core Systems and Vehicle Status .....	16
2.3 Project Management Plan and Sub-Plans .....	19
2.4 Project Schedule Status.....	19
2.5 Project Cost Status .....	20
2.5.1 Standard Cost Category (SCC).....	20
2.5.2 Contingency .....	23
2.5.3 Funding Sources.....	23
2.6 Project Risk.....	23
2.7 Action Items.....	25
<b>APPENDICES</b> .....	<b>27</b>

## LIST OF APPENDICES

- Appendix A: Acronym List
- Appendix B: Contract Status
- Appendix C: Bidding Schedule
- Appendix D: Project Overview and Map (Transmitted as a separate file)
- Appendix E: Safety and Security Checklist (Transmitted as a separate file)

## 1.0 EXECUTIVE SUMMARY

### 1.1 Project Description

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

### 1.2 Project Status

- Status of primary construction contracts:
  - West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract –
    - Contract is approximately 59% complete based on earned value. The planned earned value at this time is approximately 67%.
    - The contract is approximately four months behind schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised schedule. However, HART requested that the schedule be resubmitted via the Change Order process.
    - Approximately two-miles of guideway has been erected. Overall quality of the contract is good.
  - Kamehameha Highway Guideway (KHG) DB Contract –
    - Contract is approximately 34% complete based on earned value. The planned earned value at this time is approximately 62%.
    - The contract is approximately seven months behind schedule. HART has requested a recovery schedule demonstrating how KIWC would achieve the current substantial completion date of September 16, 2016. KIWC initially proposed a list of mitigation measures that would allow recovery, but has since notified HART that the substantial completion date is no longer achievable. HART received a revised schedule with a revised substantial completion date. However, HART requested that the schedule be resubmitted via the Change Order process.

- Casting of segments is scheduled to begin in April 2015, and guideway erection is scheduled to begin in August 2015.
    - KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.
  - Maintenance and Storage (MSF) DB Contract –
    - Contract is approximately 64% complete based on earned value. The planned earned value at this time is approximately 68%.
    - Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.
    - Building structures are moving along well with installation of tilt-up wall panels. Overall quality of the contract is good.
  - Core Systems Design-Build-Operate-Maintain (DBOM) Contract –
    - Contract is approximately 18% complete based on expenditures. The planned completion at this time is approximately 18%.
    - AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months after all interface milestones are finalized.
    - Limited construction work (MSF signal house) is anticipated beginning in May/June 2015; significant construction activity will not begin until fall 2015.
  - Airport Advanced Utilities Construction Contract –
    - Work is scheduled to begin in February 2015.
- Overall design of the project is approximately 82% complete as of January 2015. However, this percent complete may change as a result of utilizing DB procurement strategy for the Airport and City Center guideway and stations sections.
- Appendix B of this report provides the status of the current design and construction contracts.

### 1.3 PMOC Issues or Concerns

The following key issues or concerns have been identified:

- Project Controls:
  - Budget – HART’s current Estimate at Complete (EAC) indicates that the Project cost will most likely exceed the FFGA budget primarily due to the AIS and federal lawsuit delays and the subsequent impact of current market conditions. HART is reviewing all potential additional costs to the FFGA project budget and will update the EAC accordingly.
  - Contingency – HART indicates a forecasted amount of \$303 million remaining in contingency (\$11.5 million in unallocated and \$291.8 million in allocated). However, this does not fully reflect impacts of the Westside Stations bids, the

updated cost estimate for the Airport/City Center Guideway Contract, and several items that have been included in the EAC.

- Funding – HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. In addition, GET revenues are under forecasted amounts by approximately 4%, or \$41 million to date. HART, and the City, will need to identify substitute funding and address this shortfall in an update of its Financial Plan. The primary option that is being considered is an extension of the GET. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated \$60-75 million in borrowing costs.
- Cost Containment/Cost Reduction Measures – The PMOC has discussed the project cost on a monthly basis with HART in an effort to ensure that cost issues are proactively addressed. HART has recently implemented Cost Containment and Cost Reduction measures in an effort to mitigate the cost increase. These efforts include:
  - Significant revision of their contract packaging strategy
  - Development of a detailed cost reduction matrix that focuses on the remaining construction contracts (Value Engineering)
  - Review of interface milestones to help relieve schedule compression where possible
  - Review of various options relate to financing of the project
  - Identification of items that could be considered Operations & Maintenance costs
  - Development of a HART Decision Milestone Matrix.

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

- Schedule – Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS will be available in March 2015. This update will incorporate the current schedules for the ongoing construction contracts and proposed target dates for the eastside guideway and station DB contracts. A fully updated MPS will be available in April 2015 that incorporates more detail for the remaining DB contracts. HART is reviewing key interface milestones for the remaining contracts to determine whether mitigation measures can be implemented.
- Procurement –
  - Westside Stations Group – HART has repackaged these nine stations into three separate packages:
    - Farrington Highway Stations Group – Invitation for Bids (IFB) was issued in December 2014. Bids are due March 3, 2015.
    - West Oahu Stations Group – IFB will be issued in April 2015.

- Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.
  - Airport Guideway and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued April 2015. Part II will be issued in July 2015. NTP is anticipated for February 2016.
  - City Center and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016.
  - Design Contracts – HART has limited the designers’ activity for the Airport/City Center Guideway and Utilities Contract and Eastside Stations Group to supporting preparation of the eastside DB contracts.
  - Pearl Highlands Parking Structure DB Contract – HART has deferred this solicitation with the next solicitation action scheduled for July, 2015.
- HART intends to build an interim park-n-ride facility at the University of Hawaii West Oahu Station. This facility would be in use until the developer completes the structure over the Kaloi Channel that allows for access to the permanent location of the park-n-ride facility. HART is evaluating the issue of either using federal funds or local funds to build the interim facility. UH-West Oahu intends to use the interim facility for campus parking after HART no longer has need for the facility. However, it is not known how long the interim facility will be in use before the permanent facility can be constructed. Clarification is needed to determine the anticipated period that the facility would be utilized by HART if federal funds are to be used.
- Hawaiian Electric Companies (HECO)
  - HECO has a collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly, which does not satisfy Davis-Bacon. HECO has requested a waiver at the state and federal level on collective bargaining agreement that has different wage scales and allows payment to its labor forces biweekly. A decision by Department of Labor (DOL) is pending.
  - HART is working with HECO to determine if/when a substation near the MSF will be required. HART, HECO, and their consultants are completing more detailed consumption analyses. HART is also reviewing other potential options.
  - The cost for activation of the Traction Power Substations was not initially included in the project estimate. A change order will be required to address this cost, which is still being assessed. This issue has now partially captured in HART’s EAC.
  - 50-foot Offset Issue –
    - Testing of the telescoping bucket truck continues, and HECO has indicated that initial results are favorable. HART is still working with HECO on the mechanism to acquire the truck.
    - HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO is awaiting a report from their consultant that has reviewed the alignment to determine the extent of these locations. HART’s forecast has some cost included for this work, but the cost was included with other

potential HECO cost increases (e.g. City Center relocations and additional service connection costs).

- HECO is being acquired by Florida-based NextEra Energy. It is anticipated that the sale will be finalized in late 2015.

#### 1.4 Core Accountability Items

<b>Project Status: FFGA</b>		<b>Original at FFGA</b>	<b>Current Estimate</b>
<b>Cost</b>	Cost Estimate	\$5,122,000,000	\$5,122,000,000
<b>Contingency</b>	Unallocated Contingency	\$101,900,000	\$56,100,000
	Total Contingency (Allocated plus Unallocated)	\$643,600,000	\$303,000,000
<b>Schedule</b>	Revenue Service Date (RSD)	1/31/2020	1/31/2020
<b>Total Project Percent Complete</b>	Based on Expenditures	31.0% (December 2014)	
	Based on Earned Value*	31.0%	

\*Overall project progress is based on the weighted value progress of the individual construction and design contracts.

Major Issues	Status	Comments/Planned Action
Potential Cost & Schedule Delays	HART has experienced delays and has incurred costs as a result of both the state and federal lawsuits.	<ul style="list-style-type: none"> <li>• Budget – HART’s current Estimate at Complete (EAC) indicates that the Project cost will most likely exceed the FFGA budget primarily due to the AIS and federal lawsuit delays and the subsequent impact of current market conditions. HART is reviewing all potential additional costs to the FFGA project budget and will update the EAC accordingly.  The PMOC has discussed the project cost and schedule on a monthly basis with HART in an effort to ensure that cost and schedule issues are proactively addressed. HART has recently implemented Cost Containment and Cost Reduction measures in an effort to mitigate the cost increase.  The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART Decision Milestone Matrix. However, it is anticipated that the Project cost will most likely exceed the FFGA budget.</li> <li>• Schedule – Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS will be available in March 2015. This update will incorporate the current schedules for the ongoing construction contracts and proposed target dates for the eastside guideway and station DB contracts. A fully updated MPS will be available in April 2015 that incorporates more detail for the remaining DB contracts. HART is reviewing key interface milestones for the remaining contracts to determine whether mitigation measures can be implemented.</li> </ul>
Funding Shortfall	Section 5307 funds will not be made available and GET receipts continue to be an issue.	<ul style="list-style-type: none"> <li>• HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. In addition, GET revenues are under budget by approximately 4%, or \$41 million to date. HART will need to identify substitute funding and address this shortfall in an update of its Financial Plan. The primary option that is being considered is an extension of the GET. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated \$60-75 million in borrowing costs.</li> </ul>
Post-Rod Changes	HART is considering several proposed design changes that may require additional environmental review.	FTA and HART hold bi-weekly meetings to discuss the status of any potential changes. HART has submitted or will submit information on each proposed change for FTA to determine the level of documentation required to assess impacts and subsequent mitigation measures.

Major Issues	Status	Comments/Planned Action
Hawaii Electric Company (HECO)	50-foot offset requirement	<ul style="list-style-type: none"> <li>• 50-foot Offset Issue – Testing of the telescoping bucket truck continues, and HECO has indicated that initial results are favorable. HART is still working with HECO on the mechanism to acquire the truck.</li> <li>• HART has acknowledged that under-grounding of portions of the overhead power lines will likely be required along limited lengths of the guideway. HECO is awaiting a report from their consultant that has reviewed the alignment to determine the extent of these locations. HART’s forecast has some cost included for this work, but the cost was included with other potential HECO cost.</li> </ul>
<b>Date of Next Quarterly Meeting:</b>	April 22, 2015	

## **2.0 BODY OF REPORT**

### **2.1 Grantee's Capabilities and Approach**

#### **2.1.1 Technical Capacity and Capability (TCC)**

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

HART has identified additional Assistant Deputy Director positions since the FFGA. The PMOC has recommended that the project organization be streamlined to be more effective. At a minimum, HART must update its management plans to include these additional positions.

The acquisition of URS by AECOM was finalized October 17, 2014. This resulted in a conflict of interest since AECOM is the designer for the Airport and City Center Guideway and URS has been awarded the CE&I contract for those segments. HART issued a cure notice to URS on October 20, 2014. On January 20, 2015, HART provided FTA with alternative plans to mitigate the conflict of interest that resulted from the acquisition of URS by AECOM. FTA provided concurrence on February 2, 2015 that the proposed method will adequately mitigate the conflict.

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

##### Schedule

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

##### Cost

- There is concern that the current estimated contingency is not sufficient, which will impact the project budget. HART is currently assessing the remaining contract strategy including implementation of primary risk mitigations measures and value engineering to reduce project cost impacts. However, HART must review their Secondary Mitigation Measures and consider implementation of any valid measures to help reduce pressure on the project budget.
- HART's current Estimate at Complete (EAC) indicates that the Project may exceed the FFGA budget. The PMOC will continue to hold Cost Containment Workshops with HART on a monthly basis to review the Cost Reduction Measures Matrix and HART Decision Milestone Matrix. However, it is anticipated that the Project cost will most likely exceed the FFGA budget.

## Quality

- The contractor damaged (cracked) two precast segments during erection of the WOFH guideway structure. These segments were incorporated into a single span of the structure, but a review and analysis must be completed to determine whether repairs can be completed or if the segments must be replaced. HART indicated that KWIC will replace the two precast segments instead of repairing them. The effort to replace these segments began in February 2015.
- The PMOC and HART Quality Manager (QM) met to discuss activities associated with the Quality Audit of the FHSG contract documents. The primary issue was how the QM confirmed that HART general review comments and Constructability Review comments were addressed in the final IFB package. This was a concern when the initial Westside Stations Group contract package was prepared. The QM's response and presentation of documentation indicated that this was not an issue for the FHSG contract.
- Following is a summary of Non-Conformance Reports (NCR) that have been issued on the project:

Contract	Description	NCRs		
		Issued	Closed	Open
DB-120	West Oahu/Farrington Highway	283	205	78
DB-200	Maintenance and Storage Facility	22	20	2
DB-320	Kamehameha Highway Guideway	38	30	8
DBOM-920	Core Systems Contract	13	13	0

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

## System Safety and Security

- HART Design Conformance Checklists including CELs/CILs for active projects is going through the Safety and Security Review Committee (SSRC) for approval. However, Construction Conformance and Testing Verification is lagging.
- HART must update the Safety and Security Roadmap on a monthly basis and provide it to the PMOC a week prior to our Monthly Meeting.
- HART is in the process of updating Safety and Security Management Plan (SSMP), Safety and Security Certification Plan (SSCP) and Construction Safety Plan (CSP) to conform to pending update of the PMP.
- HART is revising their Contract Packaging Plan and will update the Airport, Navy and System-wide Threat and Vulnerability (TVA) to conform to pending update of the Contract Packaging Plan.
- HART Safety Open Concerns List is in the process of being updated to include any open items from the active contracts.
- HART will be receiving LRVs in the 1Q16. Prior to any dynamic testing, HART must provide HDOT with all design, construction and inspection verification and meet the requirements of their SOA Program Plan before HDOT will approve HART

- for interim testing.
- PMOC will coordinate with FTA to schedule a Bi-Monthly conference call between FTA/PMOC/HART/HDOT to discuss safety and security status.

### Real Estate

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

- The number of outstanding parcels remains significant:
  - HART has closed 72 of 279 properties needed.
  - HART has completed 89 of 279 appraisals.
- Sufficient legal support had been an issue. However, Corporation Counsel has now assigned appropriate staff to support HART with real estate activities.
- Acquisitions are improving but are still behind schedule. It appears that some parcels may require condemnation. HART proposed the use of irrevocable right of entry documents (Right of Entry, Possession and Use Agreement) to gain control of a parcel prior to condemnation. This approach is a modification of their procedures, and they update their RAMP that includes this approach. FTA provided concurrence on the use of a right of entry provides sufficient interest to justify the construction.
- HART has expressed concern with progress of the US Navy to execute agreements for acquisition of right-of-way parcels.

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

#### National Environmental Policy Act (NEPA)

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

## **2.2 Project Scope**

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

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

The alignment will average a total of 104,300 weekday boardings at the RSD in the year 2020 and 119,600 weekday boardings in the year 2030. The project is currently the subject of extensive Transit Oriented Development (TOD) planning corridor-wide. Key areas include Ala Moana, Kakaako, Chinatown/Downtown, Pearl City, Waipahu, and Kapolei. The initial fleet will include 80 “light metro” rail vehicles.

### **2.2.1 Status of Design/Construction Documents**

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

### 2.2.2 Status of Third-Party Agreements

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

Agreement	Status	Target	Section	Notes/Remarks	Purpose/Description
University of Hawaii (UH) Master Agreement	Pending	March 2015	WOFH, KHG, City Center	Final negotiations are underway. Will secure Right of Construction as not to delay the project.	Needed for columns located on UH property; the master agreement will encompass all campuses that HART project interfaces with
UH -West O'ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH		Column construction for the WOFH D/B contract within the West Oahu campus. Sub-agreement will also include the UHWO park-and-ride
UH - West O'ahu (UHWO) Construction Right of Entry	Pending	April 2015	WOFH	In negotiations.	
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH		Column construction for the WOFH D/B contract within the LCC campus
Leeward Community College (LCC) Construction Right of Entry	Pending	February 2015	WOFH	In negotiations.	
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG		Column construction for the KHG D/B contract
UH Urban Garden Construction Right of Entry	Executed		KHG	Follow-up action required for contractor access	
DR Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed	Column construction for the WOFH D/B contract in the Ho'opili area
DR Horton Final Easement Agreement	Pending	June 2015	WOFH	Document in process with DR Horton	
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed	April 2014	City Center		Column construction for the City Center section
Honolulu Community College (HCC) Construction Right of Entry	Pending	June 2015	City Center	In negotiations.	
Department of Land and Natural Resources (DLNR) Right of Entry	Executed		WOFH	Right of entry is in place	Column construction for the WOFH D/B contract
Department of Land and Natural Resources (DLNR) Easement	Pending	April 2015	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	For site improvements related to the construction of the Guideway at Waipahu High School
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry	Executed	January 2015	KHG	Limited ROE granted for staging for KIWC for KHG Contract	Column construction for the KHG D/B contract

<b>Agreement</b>	<b>Status</b>	<b>Target</b>	<b>Section</b>	<b>Notes/Remarks</b>	<b>Purpose/Description</b>
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement	Pending	April 2015	KHG	Easement in process	Column construction for the KHG D/B contract and the construction of the park-and-ride lot
DHHL Master Agreement	Executed		WOFH, MSF		Column construction on the WOFH section and the construction of the Maintenance and Storage Facility
DHHL Consent to Construct	Executed		WOFH, MSF	Consent to construct in place.	
DHHL License	Executed		WOFH, MSF		
HDOT Master Agreement	Executed		WOFH		Joint Use & Occupancy for Farrington and Kamehameha Highways for the construction of the Guideway from Kapolei to Pearlridge
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH		
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center		Joint Use & Occupancy for Kamehameha and Nimitz Highways for the construction of the Guideway from Pearlridge to downtown Honolulu.
HDOT JU&O Sub-agreement	Executed		KHG Airport City Center		Joint Use & Occupancy for construction of the Guideway for the KHG D/B contract
HDOT SOA MOU	Executed		Program		Provides funding for HDOT personnel/support to implement the required State Safety Oversight Program
OCCC/Hawaii Department of Public Safety Agreement Dillingham Blvd	Pending	January 2015	City Center	Finalizing requirements.	Required due to parking space reduction at OCCC for roadway widening.
HI Community Development Agreement (HCDA)	Executed	December 2014	City Center	Awaiting final design requirements for the guideway.	Required for the column construction for City Center Guideway
DAGS	Pending	March 2015	City Center	Awaiting final design requirements for the guideway.	
U.S. Navy / General Services Administration (GSA)	Pending	February 2015	Airport	Easements and fee taking are being processed by the Navy. Under new directive Navy will charge for all licenses and easements.	For column construction of the Airport section and the Pearl Harbor Station
U.S. Post Office Honolulu Processing Center	Pending	February 2015	Airport	In negotiations.	Easement needed for column construction of the Guideway in the Airport
Federal Court House/GSA	Pending	March 2015	City Center	Awaiting final design requirements for the guideway	Easement needed for column construction of the Guideway in the Airport

<b>Agreement</b>	<b>Status</b>	<b>Target</b>	<b>Section</b>	<b>Notes/Remarks</b>	<b>Purpose/Description</b>
Pacific Guardian Center	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Downtown station.	Required for the column construction for City Center Guideway and Downtown station
Howard Hughes Corporation – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Kakaako station.	Required for the column construction for City Center Guideway and Kakaako station
Sam House Development LLC – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana Center station.	Required for the column construction for City Center Guideway and Ala Moana Center station
GGP Ala Moana LLC – Joint Development Agreement	Pending	Dec 2015	City Center	Awaiting final design requirements for the guideway and Ala Moana station.	Required for the column construction for City Center Guideway and Ala Moana Center station

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

Pending Third Party Agreements are not currently having an effect on the MPS. However, the following agreements are becoming critical and will impact the project if not completed in the near term:

- Aloha Stadium Construction Right of Entry (CROE) – The CROE has been executed with the Stadium Authority. This clears the way for guideway construction to begin in the area.
- University of Hawaii Right of Entry – University required that HART’s contractor enter into a separate agreement to construct on University property. The university maintains that the current agreement with HART only addresses preliminary work and does not cover on-site construction. UH and KIWC have executed the Right of Entry for the UH-Urban Gardens, which will become the template for the remaining agreements with UH.
- U.S. Navy / General Services Administration – Easements are in progress, and HART is targeting February 2015.

### **2.2.3 Delivery Method**

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

- Westside Stations Group – HART has repackaged these nine stations into three separate packages:
  - Farrington Highway Stations Group – Invitation for Bids (IFB) was issued in December 2014. Bids are due March 3, 2015.
  - West Oahu Stations Group – IFB will be issued in April 2015.
  - Kamehameha Highway Station Stations Group – IFB will be issued in August 2015.
- Airport Guideway and Stations DB Contract – This contract will include a two-RFP. Part I will be issued April 2015. Part II will be issued in July 2015. NTP is anticipated for February 2016.
- City Center and Stations DB Contract – This contract will include a two-part RFP. Part I will be issued August 2015. Part II will be issued in October 2015. NTP is anticipated for June 2016.
- Design Contracts – HART has limited the designers’ activity for the Airport/City Center Guideway and Utilities Contract and Eastside Stations Group to supporting preparation of the eastside DB contracts.
- Pearl Highlands Parking Structure DB Contract – HART has deferred this solicitation with the next solicitation action scheduled for July, 2015.

### **2.2.4 Core Systems and Vehicle Status**

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

Core System Description	Status
<b>General</b>	
Staffing	AHJV has filled all open positions to date.
Schedule	AHJV revised baseline contract schedule has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months.
Design Status	<p>Following are the approximate levels of design completion:</p> <ul style="list-style-type: none"> <li>• LRVs – 79% (Interim Design), 4% (Final Design)</li> <li>• Train Control – 94% (Interim Design), 80% (Final Design)</li> <li>• Traction Power – 100% (Interim Design), 78% (Final Design)</li> <li>• Communications – 100% (Interim Design), 18% (Final Design)</li> <li>• Fire Detection – 100% (Interim Design), 42% (Final Design)</li> <li>• PSG, UPS, MPV – N/A (Interim Design), 20% (Final Design)</li> </ul>
NTP Delay Claim	AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. Resolution of this issue is in mediation.
Fare Collection System	HART is coordinating with DTS to establish a city-wide fare system. HART intends to utilize fare gates (closed transit system). HART anticipates issuing RFP in 1Q15 for the fare collection system. A detailed cost estimate will be available prior to issuance of the RFP.
System Performance Design	There are some concerns with AHJV’s method for calculating headways and round-trip times. HART received updated System Performance Documents and continues discussions with AHJV. Alignment changes from Airport and City Center Fixed Facility Contractors may affect system performance. A full analysis must still be completed.
<b>Hawaiian Electric Companies (HECO)</b>	
Estimated Traction Power Demand	HART is to provide HECO with AHJV simulations to estimate power demand based on actual operation scenarios. AHJV submitted revised simulations for fail over criteria and discussions with HECO are ongoing.
Activation Dates	HART and HECO are coordinating project schedule and HECO activation start dates for power. The cost for activation of the Traction Power Substations was not included in the project estimate. A change order will be required to address this cost, which is still being assessed. This issue has been partially captured in HART’s EAC.
Service Requests	AHJV has submitted HECO service requests for all system sites. Design coordination is progressing.
Additional HECO Substation	HECO may be required to add a substation near the MSF. HART is working with HECO to determine if/when a substation near the MSF will be required to support the project. HART, HECO and their consultants are completing more detailed consumption analyses. However, preliminary assessment indicates that the substation may not be required to support HART operations of the rail system. Any costs related to the additional substation have not been included in HART’s EAC.
<b>Vehicle Subsystem</b>	
Vehicle Schedule	HART is closely monitoring vehicle production in Italy and working with Ansaldo Breda to prepare for final assembly start-up in Pittsburgh, CA. HART met with AHJV in late January 2015 to discuss schedule and activities planned for early 2015.

<b>Core System Description</b>	<b>Status</b>
Car Production	Extrusion of car bodies began in November 2014. Final assembly of the first LRV in Pittsburg, CA is scheduled to begin in June 2015. Shipment of the first LRV to Honolulu is scheduled for January 2016.
4-car Trains	HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. It is anticipated that HART and AHJV will resolve the commercial terms for change to 4-car trains in May 2015.  HART will perform a Buy America Audit of the M (Middle) in February/March 2015.
Vehicle Status Checklist	HART is developing a Vehicle Status Chart to track the production of all 80 LRVs.
<b>Traction Electrification Subsystem</b>	
Uninterruptible Power Supply (UPS)	UPS loads are under discussion between HART and AHJV.
Middle Street AM Antenna	HART designers are investigating options for shielding of communications equipment from Electromagnetic Interference (EMI) due to proximity of AM radio tower near Middle Street. HART is evaluating alternatives to shielding including the potential to relocate the carrier that utilizes the antenna.
<b>O&amp;M Subsystem</b>	
MSF O&M	AHJV has provided preliminary MSF Operations Plans, but will resubmit to better follow HART's O&M Plan and FTA guidelines.
<b>Fire Detection Subsystems</b>	
Fire Detection	Fire Detection configuration is needed for the Operations Service Building (OSB).

It should be noted that Finmeccania, the parent company of Ansaldo Breda and Ansaldo STS, is considering offers for the sale of both companies. It is not anticipated that the sale will have a negative impact on the project. HART has not had discussions with AHJV regarding the pending sale.

### 2.3 Project Management Plan and Sub-Plans

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

Plan	Date for DRAFT Submittal (Target)	Note
Project Management Plan (PMP)	(March 2015)	
Contract Packaging Plan (CPP)	(February 2015)	
Risk and Contingency Management Plan (RCMP)	(February 2015)	
Financial Plan	(July 2015)	
Real Estate Acquisition and Management Plan (RAMP)	November 2014	DRAFT RAMP has been reviewed; FINAL RAMP will be available in March 2015

### 2.4 Project Schedule Status

The Master Project Schedule will require revision as a result of the re-packaging of the remaining contracts. A preliminary update of the MPS will be available in March 2015. This update will incorporate the current schedules for the ongoing construction contracts and proposed target dates for the eastside guideway and station DB contracts. A fully updated MPS will be available in April 2015 that incorporates more detail for the remaining DB contracts. HART is reviewing key interface milestones for the remaining contracts to determine whether mitigation measures can be implemented.

The PMOC has stressed the importance of validating all major interface logic connections between the individual contractor schedules in lieu of solely focusing on each schedule separately. The PMOC has recommended HART be more proactive with the schedule review process to ensure that the HART management team can effectively manage critical construction interface.

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

Following is the status of the individual contract schedules:

- West Oahu /Farrington Highway (WOFH) Design-Build (DB) Contract – The contract is approximately four months behind schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised schedule. However, they requested that the schedule be resubmitted via the Change Order process.

- Kamehameha Highway Guideway (KHG) DB Contract – The contract is approximately seven months behind schedule. HART has requested a recovery schedule demonstrating how KIWC would achieve the current substantial completion date of September 16, 2016. KIWC initially proposed a list of mitigation measures that would allow recovery, but has since notified HART that the substantial completion date is no longer achievable. HART received a revised schedule with a revised substantial completion date. However, they requested that the schedule be resubmitted via the Change Order process. KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.
- Maintenance and Storage (MSF) DB Contract – Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.
- Core Systems Design-Build-Operate-Maintain (DBOM) Contract – AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months after all interface milestones are finalized.

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

<b>Period: March 2015 – May 2015</b>		
<b>Activity</b>	<b>Responsibility</b>	<b>Date</b>
Monthly Progress Meeting	FTA, HART and PMOC	March 11, 2015
Quarterly Meeting	FTA, HART and PMOC	April 22, 2015
Monthly Progress Meeting	FTA, HART and PMOC	May 13, 2015

## 2.5 Project Cost Status

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

<b>Source</b>	<b>Amount</b>
Base Cost Estimate	\$4,305 billion
Total Contingency	\$0.644 billion
Finance Charges	\$0.173 billion
<b>Total Project Cost</b>	<b>\$5.122 billion</b>

**Total Expenditures to Date – \$1.341 billion (through December 2014)**

### 2.5.1 Standard Cost Category (SCC)

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

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
<b>10</b>	<b>GUIDEWAY &amp; TRACK ELEMENTS</b>	<b>1,275,328,962</b>	<b>1,114,305,144</b>	<b>161,023,818</b>	<b>126,185,455</b>
10.04	Guideway: Aerial structure	1,175,328,184	1,022,380,670	152,947,514	87,249,678
10.08	Guideway: Retained cut or fill	8,077,393	7,492,943	584,450	0
10.09	Track: Direct fixation	86,332,027	79,437,204	6,894,823	38,935,777
10.11	Track: Ballasted	3,550,634	3,293,724	256,910	0
10.12	Track: Special (switches, turnouts)	2,040,724	1,700,603	340,121	0
<b>20</b>	<b>STATIONS, STOPS, TERMINALS, INTERMODA</b>	<b>506,165,689</b>	<b>421,804,742</b>	<b>84,360,947</b>	<b>3,298,348</b>
20.01	At-grade station, stop, shelter, mall, terminal, platform	7,333,599	6,111,333	1,222,266	0
20.02	Aerial station, stop, shelter, mall, terminal, platform	353,476,148	294,563,457	58,912,691	0
20.06	Automobile parking multi-story structure	79,690,518	66,408,765	13,281,753	0
20.07	Elevators, escalators	65,665,424	54,721,187	10,944,237	3,298,348
<b>30</b>	<b>SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS</b>	<b>99,425,456</b>	<b>92,535,013</b>	<b>6,890,443</b>	<b>54,745,769</b>
30.02	Light Maintenance Facility	8,161,279	7,591,887	569,392	929,461
30.03	Heavy Maintenance Facility	40,906,889	38,099,138	2,807,751	15,554,303
30.04	Storage or Maintenance of Way Building	8,382,270	7,797,460	584,810	1,899,430
30.05	Yard and Yard Track	41,975,018	39,046,528	2,928,490	36,362,575
<b>40</b>	<b>SITWORK &amp; SPECIAL CONDITIONS</b>	<b>1,103,867,264</b>	<b>980,569,426</b>	<b>123,297,838</b>	<b>359,017,918</b>
40.01	Demolition, Clearing, Earthwork	34,695,802	29,980,157	4,715,645	241,537
40.02	Site Utilities, Utility Relocation	350,694,801	299,449,755	51,245,046	32,110,284
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	7,228,935	6,590,542	638,393	1,611,644
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	30,841,906	26,979,122	3,862,784	6,836,521
40.05	Site structures including retaining walls, sound walls	8,637,582	7,998,960	638,622	885,463
40.06	Pedestrian / bike access and accommodation, landscaping	48,262,816	41,073,897	7,188,919	50,000
40.07	Automobile, bus, van accessways including roads, parking lots	212,536,181	181,979,369	30,556,812	3,345,146
40.08	Temporary Facilities and other indirect costs during construction	410,969,241	386,517,624	24,451,617	313,937,323
<b>50</b>	<b>SYSTEMS</b>	<b>247,460,781</b>	<b>221,284,483</b>	<b>26,176,298</b>	<b>14,899,932</b>
50.01	Train control and signals	91,492,532	81,982,556	9,509,976	1,197,986
50.02	Traffic signals and crossing protection	12,524,011	10,458,227	2,065,784	0
50.03	Traction power supply: substations	32,873,934	29,500,927	3,373,007	342,747
50.04	Traction power distribution: catenary and third rail	36,426,286	32,878,150	3,548,136	8,018,935
50.05	Communications	59,889,234	53,691,339	6,197,895	6,472,065
50.06	Fare collection system and equipment	10,221,753	9,159,277	1,062,476	(1,131,801)
50.07	Central Control	4,033,031	3,614,007	419,024	0
<b>Construction Subtotal (10 - 50)</b>		<b>3,232,248,152</b>	<b>2,830,498,808</b>	<b>401,749,344</b>	<b>558,147,422</b>

SCC	SCC Description	FFGA Budget	Base Cost	Allocated Cont.	Incurred
<b>60</b>	<b>ROW, LAND, EXISTING IMPROVEMENTS</b>	<b>222,188,386</b>	<b>197,397,947</b>	<b>24,790,439</b>	<b>81,140,397</b>
60.01	Purchase or lease of real estate	201,658,907	179,360,664	22,298,243	75,009,632
60.02	Relocation of existing households and businesses	20,529,479	18,037,283	2,492,196	6,130,765
<b>70</b>	<b>VEHICLES</b>	<b>208,501,186</b>	<b>186,829,020</b>	<b>21,672,166</b>	<b>21,203,394</b>
70.02	Heavy Rail	186,061,066	166,721,385	19,339,681	14,473,908
70.06	Non-revenue vehicles	16,011,166	14,346,923	1,664,243	6,729,486
70.07	Spare parts	6,428,954	5,760,712	668,242	0
<b>80</b>	<b>PROFESSIONAL SERVICES</b>	<b>1,183,826,026</b>	<b>1,090,438,814</b>	<b>93,387,212</b>	<b>635,825,780</b>
80.01	Preliminary Engineering	95,120,484	94,055,262	1,065,222	101,098,184
80.02	Final Design	257,934,908	228,321,632	29,613,276	137,861,857
80.03	Project Management for Design and Construction	385,825,694	366,458,463	19,367,231	266,941,052
80.04	Construction Administration & Management	218,155,752	199,656,728	18,499,024	60,007,700
80.05	Professional Liability and other Non-Construction Insurance	52,138,030	46,549,724	5,588,306	19,048,878
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	76,135,125	67,641,006	8,494,119	15,945,100
80.07	Surveys, Testing, Investigation, Inspection	24,955,327	21,759,335	3,195,992	19,173,630
80.08	Start up	73,560,706	65,996,664	7,564,042	15,749,379
<b>90</b>	<b>Subtotal (10 - 80)</b>	<b>4,846,763,750</b>	<b>4,305,164,589</b>	<b>541,599,161</b>	<b>1,296,316,993</b>
	<b>UNALLOCATED CONTINGENCY</b>	101,871,170	0	101,871,170	0
<b>100</b>	<b>Subtotal (10 - 90)</b>	<b>4,948,634,920</b>	<b>4,305,164,589</b>	<b>643,470,331</b>	<b>1,296,316,993</b>
	<b>FINANCE CHARGES</b>	173,058,242			0
	<b>Total Project Cost (10 - 100)</b>	<b>5,121,693,162</b>	<b>4,305,164,589</b>	<b>643,470,331</b>	<b>1,296,316,993</b>
	<b>Provisional Request for Payment</b>				44,600,000
	<b>Total Project Cost (10 - 100)</b>	<b>5,121,693,162</b>	<b>4,305,164,589</b>	<b>643,470,331</b>	<b>1,340,916,993</b>

## 2.5.2 Contingency

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

## 2.5.3 Funding Sources

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

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

Following is the status of HART's GET receipts:

- HART has received approximately \$1.346 billion in GET funds since 2007.
- HART has received approximately \$968 million in GET funds since Preliminary Engineering, which began in October 2009.

HART has indicated that it will not have access to \$210 million in Section 5307 funds for the project. In addition, GET revenues are under budget by approximately 4%, or \$41 million to date. HART will need to identify substitute funding and address this shortfall in an update of its Financial Plan. The primary option that is being considered is an extension of the GET. HART also will take advantage of low interest rates and an improved borrowing plan to save an estimated \$60-75 million in borrowing costs.

## 2.6 Project Risk

A Risk Refresh Workshop was performed the week of April 11, 2012 to address the Preliminary PMOC findings from a scope, schedule, and cost review, Risk Register and Action Items, and Path Forward.

A second Risk Refresh Workshop was performed on April 15, 2014. FTA submitted the PMOC Risk Refresh Report to HART on August 14, 2014. HART's formal response to FTA/PMOC recommendations was provided on September 4, 2014. The PMOC report included the following conclusions and recommendations:

- HART's estimate falls short of the predicted FTA cost risk model outcome by \$265 million. HART should review its project estimate and determine how to reduce costs to close this gap. It should be noted that this gap was identified prior to bids being received for the WSSG contract. It is anticipated this gap will change but will not be known until updated estimates of the remaining contracts are available.
- The PMOC-recommended amount of secondary mitigation is \$195.5 million.

- Strong controls must be put in place immediately to avoid future rapid contingency reduction. The frequency and the levels of project management to which these statistics are reported should be improved and monitored monthly.
- The PMOC and HART should engage in a focused “cost containment workshop” on a monthly basis to monitor the efforts taken to avoid rapid contingency usage.
- The FFGA RSD of January 2020 can be achieved; however, HART must implement strong schedule and contract management throughout the remainder of the project.

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

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

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

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

The PMOC met with HART on February 11, 2015 to discuss the Top Ten Risks and the status of the mitigation plans that have been developed. Many of the mitigation measures indicated acceptance of the risks. The PMOC discussed the need to for HART to develop measures to limit their exposure of those risks. HART will update the Risk Register and mitigation measures accordingly.

## 2.7 Action Items

Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Provide information and resolution on HECO's 50-foot offset requirement	HART	Mar-14	Mar-15		On-going – Boom truck equipment was delivered in September 2014 and field testing began in October 2014. HECO evaluating site specific locations where truck may not fully address their requested clearance. HART provided a letter to HECO regarding the lease arrangement of the item.
2	Resolve issue with AHJV regarding cost savings associated with change to 4-car trains	HART	Mar-14	May-15		Open – on-going
3	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	Mar-15		Open – HECO waiver is pending. HART provided MOU to PMOC.
3	<b>Updates resulting from Risk Refresh:</b>					
4a	Update the Contract Packaging Plan	HART	Aug-14	Feb-15		In progress. Draft circulating for internal HART review
4b	Re-baseline Financial Plan	HART	Apr-14	Mar-15		In progress
4c	Re-baseline budget	HART	Apr-14	Apr-15		In progress
4d	Re-baseline MPS	HART	Apr-14	Apr-15		In progress
4e	Risk Register Breakout Session	HART	Jul-14	Feb-15	2/10/15	Complete – Scheduled for February 2015
4f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	Mar-15		In progress – Conference call to be scheduled following receipt of updated RCMP
5	HART to implement plan to address conflict of interest with AECOM acquisition of URS	HART	Jul-14	Mar- 15		Open
6	HART QAM to review constructability and design QA of remaining bid packages	HART	Jul-14	Feb- 15		Open – In progress
7	HART to provide to PMOC letters regarding contract status	HART	Dec-14	Mar-15		Pending
8	Prepare a Decision Matrix to track key milestone events	HART	Jan- 15	Feb-15		In progress – Matrix was discussed at Feb 2015 meeting
9	Track Cost Containment measures each month at the Cost Containment workshops to evaluate/measure proposed cost containment measures	HART	Jan-15	On-Going		In progress – Matrix was discussed at Feb 2015 meeting

<b>Item No.</b>	<b>Item</b>	<b>Responsible Party</b>	<b>Date Identified</b>	<b>Date Due</b>	<b>Date Completed</b>	<b>Status</b>
10	Prepare a Vehicle Status Chart to track the production status of all 80 rail transit vehicles	HART	Jan-15	Feb-15		In progress
11	Provide confirmation of the status of the approval of the Interstate Access Management Report (activity includes HDOT/FHWA action)	HART	Jan- 15	Prior to Bid of applicable elements		
12	MPS Workshop	HART/PMOC	Feb-15	Mar-15		To be scheduled when Preliminary Update of MPS is available.
13	Provide General Condition and Special Provisions prior to RFP issuance for Airport Guideway and Stations DB Contract	HART	Feb-15	Mar-15		

## APPENDICES

### Appendix A: Acronym List

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

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

## Appendix B: Contract Status

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

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
MM-901	Program Management Support Consultant (PMSC-2)	HDR/InfraConsult LLC	\$33,376,897			\$36,500,000	\$26,491,660	79.4%	0%	Mar 2012	Feb 2015
Notes/Issues:											
MM-910	General Engineering Consultant (GEC II)	Parsons Brinkerhoff	\$300,000,000				\$132,000,000		0%	Jun 2011	Pending
Notes/Issues:		Contract closeout is pending.									
MM-913	General Engineering Consultant (GEC III)	CH2M Hill	\$46,143,277			\$46,143,277	\$11,443,303	24.8%	1.42%	Dec 2013	Mar 2019
Notes/Issues:		▪ None at this time									
MM-290	Construction Engineering and Inspection (West)	PGH Wong Engineering, Inc	\$54,232,480			\$54,232,480	\$7,673,399	14.1%	0.92%	Jan 2014	Jan 2020
Notes/Issues:		▪ None at this time.									
MM-595	Construction Engineering and Inspection (East)	AECOM/URS Corporation	\$63,083,417			\$63,083,417	\$6,058,364	9.6%	0.87%	Jan 2014	Dec 2018
Notes/Issues:		▪ On January 20, 2015, HART provided FTA with a plan to mitigate the conflict of interest that resulted from the acquisition of URS by AECOM. FTA provided concurrence on February 2, 2015 that the proposed method will adequately mitigate the conflict.									
MM-962	Core System Contract Oversight Consultant	Lea + Elliott, Inc	\$43,988,989			\$43,988,989	\$5,435,665	12.4%	0.31%	Feb 2014	Aug 2019
Notes/Issues:		▪ None at this time.									
DB-120	West Oahu/Farrington Highway DB	KIWC	\$482,924,000	\$113,998,382	23.6%	\$619,400,447	\$350,060,580	56.8%	0.75%	Nov 2009	Jul 2016
Notes/Issues:		<ul style="list-style-type: none"> <li>▪ Agreement called for issuance of all four NTPs within 120 calendar days of December 1, 2009.</li> <li>▪ CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis.</li> <li>▪ Contract is approximately four months behind schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART received a revised schedule. However, they requested that the schedule be resubmitted via the Change Order process.</li> </ul>									
DB-200	Maintenance and Storage Facility DB	Kiewit/Kobayashi JV	\$195,258,000	\$70,600,008	36.1%	\$274,358,008	\$162,596,323	59.3%	0.08%	Jun 2011	Apr 2016

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
	Notes/Issues:	<ul style="list-style-type: none"> <li>CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis.</li> <li>Contract substantial completion date has slipped 10 calendar days due to weather that impacted construction operations. KKJV and HART are working to mitigate the impacts to the critical path, which are not significant.</li> </ul>									
DB-320	Kamehameha Highway Guideway DB	KIWC	\$372,150,000	\$11,515,363	3%	\$388,515,363	\$125,317,119	32.3%	0.08%	Jun 2011	Sep 2016
	Notes/Issues:	<ul style="list-style-type: none"> <li>CCO has been approved by HART Board to resolve compensation associated with NTP and AIS Delays. Resolution does not include some components of escalation, which will be settled on case-by-case basis.</li> <li>Contract is approximately seven months behind schedule. HART has requested a recovery schedule demonstrating how KIWC would achieve the current substantial completion date of September 16, 2016. KIWC initially proposed a list of mitigation measures that would allow recovery, but has since notified HART that the substantial completion date is no longer achievable. HART received a revised schedule with a revised substantial completion date. However, they requested that the schedule be resubmitted via the Change Order process.</li> <li>KIWC is mobilizing a third guideway erection truss to help mitigate the WOFH and KHG delays.</li> </ul>									
DBOM-920	Core Systems Contract	Ansaldo/Honolulu JV	\$573,782,793	\$29,198,490	5%	\$592,629,998	\$108,987,586	18.4%	0.025%	Nov 2011	Mar 2019
	Notes/Issues:	<ul style="list-style-type: none"> <li>AHJV has asserted that it has had a 9-month delay in starting work due to CSC protest. Resolution of this issue is in mediation.</li> <li>HART now plans to start revenue service with 4-car trains in place of the initial plan of 2-car trains based on FTA's acceptance in December 2013. It is anticipated that HART and AHJV will resolve the commercial terms for change to 4-car trains in May 2015.</li> <li>AHJV revised their baseline contract schedule, and it has been approved. However, re-procurement of Westside Stations Group and use of DB for the eastside guideway and stations will result in another revision to CSC schedule. The revised baseline schedule will be available in 3-4 months after all interface milestones are finalized.</li> </ul>									
MI-930	Elevators and Escalators Install & Maintain	Schindler Elevator Corporation	\$50,982,714	\$0	0%	\$50,982,714	\$3,298,348	18.5%	0%	May 2013	Jul 2018
	Notes/Issues:	<ul style="list-style-type: none"> <li>None at this time.</li> </ul>									
FD-140	West Oahu Station Group Construction FD	URS, Inc.	\$7,789,000	\$1,473,805	19%	\$9,560,305	\$7,925,105	82.9%	0%	Jun 2012	Dec 2016
	Notes/Issues:	<ul style="list-style-type: none"> <li>Westside Stations Group construction package includes Farrington Highway Station Group, West Oahu Station Group, and Kamehameha Station Group. Procurement was cancelled due to higher than anticipated bids. IFB in April 2015.</li> <li>Revised engineer's estimate exceeds the FFGA budget.</li> </ul>									
FD-240	Farrington Highway Station Group FD	HDR, Inc. / URS	\$9,300,696	\$2,907,349	31%	\$14,198,045	\$12,191,045	85.9%	4.7%	Jan 2011	Dec 2016
	Notes/Issues:	<ul style="list-style-type: none"> <li>See FD-140</li> </ul>									

Contract	Description	Contractor	Base Contract Value	Change Orders	Change Order %	Current Contract Value	Expended	% Exp.	DBE	Award Date	Compl. Date
FD-340	Kamehameha Highway Station Group Construction FD	Anil Verma, Inc.	\$8,702,592	\$0	0%	\$8,702,592	\$7,687,346	90%	35.76%	Nov 2012	Dec 2016
Notes/Issues:		<ul style="list-style-type: none"> <li>Westside Stations Group construction package includes Farrington Highway Station Group, West Oahu Station Group, and Kamehameha Station Group. Procurement was cancelled due to higher than anticipated bids. IFB in August 2015.</li> <li>Revised engineer's estimate exceeds the FFGA budget.</li> </ul>									
FD-430	Airport Section Guideway and Utilities FD	AECOM	\$38,840,960	\$3,711,172	9.5%	\$42,552,132	\$35,915,736	84.4%	0.42%	Dec 2011	Jun 2017
Notes/Issues:		<ul style="list-style-type: none"> <li>Airport Guideway will be combined with Airport Stations into a DB Contract. This contract will include a two-RFP. Part I will be issued April 2015. Part II will be issued in August 2015. NTP is anticipated for January 2016.</li> <li>Revised engineer's estimate exceeds the FFGA budget.</li> </ul>									
FD-440	Airport Station Group Construction FD	AECOM	\$10,177,365	\$0	0%	\$11,402,205	\$9,718,742	85.2%	2.31%	Nov 2012	Jul 2017
Notes/Issues:		<ul style="list-style-type: none"> <li>HART has limited the designers' activity to supporting preparation of the eastside DB contracts.</li> </ul>									
FD-530	City Center Section Guideway and Utilities FD	AECOM	\$43,948,220	\$1,282,803	2.9%	\$45,231,023	\$35,345,804	78.1%	0.44%	Jul 2012	May 2018
Notes/Issues:		<ul style="list-style-type: none"> <li>City Center Guideway will be combined with Dillingham/Kaka'ako Stations Group into a DB Contract. This contract will include a two-RFP. Part I will be issued June 2015. Part II will be issued in October 2015. NTP is anticipated for October 2016.</li> <li>Revised engineer's estimate exceeds the FFGA budget.</li> </ul>									
FD-550	Dillingham and Kaka'ako Station Group Construction FD	Perkins & Will	\$18,321,918	\$0	0%	\$18,974,447	\$8,702,316	48.5%b	0%	Jun 2013	Jul 2018
Notes/Issues:		<ul style="list-style-type: none"> <li>HART has limited the designers' activity to supporting preparation of the eastside DB contracts.</li> </ul>									
DBB-505	Airport Section Utilities Construction	Nan	\$28,413,973	\$0	0%	\$28,413,973	\$0.00	0%	0%	Jul 2014	Jun 2016
Notes/Issues:		<ul style="list-style-type: none"> <li>Construction activities ongoing.</li> </ul>									
DBB-525	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	\$3,973,000	\$0	0%	\$3,973,000	\$0.00	0%	0%	Sep 2014	Feb 2015
Notes/Issues:		<ul style="list-style-type: none"> <li>Construction activities ongoing.</li> </ul>									

## Appendix C: Procurement Schedule

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

## Appendix D: Project Overview and Map

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

### SCOPE

**Description** The proposed Project is an approximately 20-mile rail alignment extending from East Kapolei to Ala Moana Center.

**Guideway** The majority of the Project is to be built on aerial structure, but the Project also includes a short at-grade section (0.6 miles).

**Stations** 21 stations (20 aerial and 1 at-grade)

**Support Facility** Maintenance and Storage Facility (located near Leeward Community College)

**Vehicles** 80 light metro rail

**Ridership** 104,300 weekday boardings in 2019; 119,600 weekday boardings in 2030

### SCHEDULE

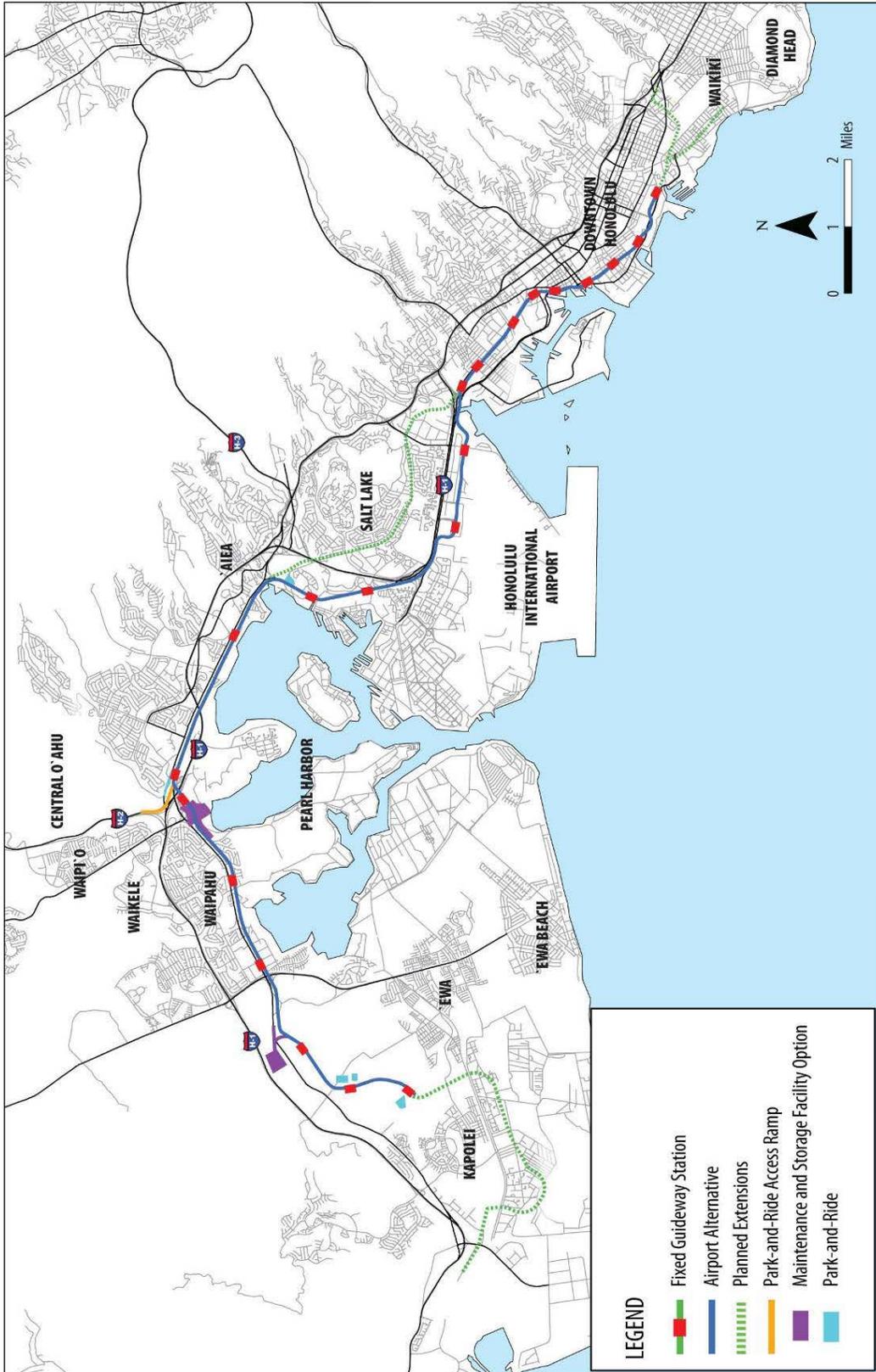
10/09 Approval Entry to PE	03/19 Estimated RSD at Entry to PE
12/11 Approval Entry to FD	03/19 Estimated RSD at Entry to FD
06/12 Request for FFGA	03/19 Estimated RSD at Request for FFGA
12/12 FFGA	01/20 RSD at FFGA

### COST

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

\$1.341B Amount of Expenditures at date of this report  
31.0% complete (Total Project Expenditures/Total Project Cost)

# Honolulu Rail Transit Project Map



## Appendix E: Safety and Security Checklist

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

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

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

**Honolulu Authority for Rapid Transportation**

**RESOLUTION NO. 2015-5**

REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF THE  
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON THE COUNTY  
TAX SURCHARGE PROCEEDS COLLECTED BY THE STATE OF HAWAII FOR  
THE HONOLULU RAIL TRANSIT PROJECT

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

WHEREAS, with the enactment of Act 247, Hawaii Session Laws 2005, the Hawaii State Legislature authorized the City and County of Honolulu to levy a surcharge of one-half percent on the state general excise and use taxes by ordinance to fund operating or capital costs of a locally preferred alternative (LPA) for a mass transit project, and expenses in complying with the Americans with Disabilities Act of 1990 with respect to such project; and

WHEREAS, on August 10, 2005, the Honolulu City Council passed Ordinance 05-027 which established the one-half percent county surcharge to be collected by the State beginning January 1, 2007 and expiring on December 31, 2022; and

WHEREAS, through the approval of Ordinance 07-001, the Honolulu City Council selected a fixed guideway system as the LPA for the Honolulu High-Capacity Transit Corridor Project (now known as the Honolulu Rail Transit Project or HRTP); and

WHEREAS, Ordinance 07-001 requires that the LPA be financed only by general excise and use tax surcharge revenues, interest earned on the revenues, and any federal, state, or private revenues; and

WHEREAS, during the Twenty-Eighth State Legislature (2015-2016), there have been various legislative measures introduced and discussed relating to the county surcharge on state general excise and use taxes; and

WHEREAS, two legislative measures, namely Senate Bill (SB) 19 and House Bill (HB) 134, as introduced would make the one-half percent county surcharge permanent; and

WHEREAS, following hearings in the Senate Transportation Committee and Public Safety, Intergovernmental and Military Affairs Committee, as well as the Senate Ways and Means Committee, an amended SB19 that would extend the county surcharge for five (5) years through December 31, 2027 passed the full Senate and has been transmitted to the House of Representatives for action; and

WHEREAS, following a recommendation of the House Finance Committee, an amended HB134 that would terminate the existing county surcharge on January 1, 2016 and authorize a new county surcharge, beginning January 1, 2017 for a period

to be specified in the final bill, at a reduced rate of .25%, passed the full House of Representatives and was transmitted to the Senate for action; and

WHEREAS, following a joint hearing on the amended HB134 the Senate Transportation and Public Safety, Intergovernmental and Military Affairs Committees voted to recommend further amendments to the bill to extend the existing county surcharge at the current rate through December 31, 2027, subject to up to two ten-year extensions at the current county surcharge rate of one-half percent for the purpose of funding two extensions of the LPA if approved by concurrent resolutions of the House of Representatives and Senate; and

WHEREAS, the Mayor of the City and County of Honolulu has submitted testimony to the State Legislature in support of extending the county surcharge and has advocated a twenty-five (25) year extension of the existing county surcharge beyond 2022; and

WHEREAS, the Chair of the Honolulu City Council has submitted testimony to the State Legislature in support of extending the county surcharge as it represents the most viable and equitable means to address the projected project deficit of the H RTP;

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

1. The HART Board of Directors favors and supports legislative measures which would allow for the county surcharge on State general excise and use taxes to be extended for twenty-five (25) years, as such an extension will enable HART to eliminate the projected H RTP deficit and to start immediate plans for extensions to the University of Hawaii at Manoa and downtown Kapolei, as components of the LPA.
2. This Resolution shall take effect immediately upon its adoption.

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

\_\_\_\_\_.

\_\_\_\_\_  
Board Chair

ATTEST:

\_\_\_\_\_  
Board Administrator