

# HONOLULU RAIL TRANSIT PROJECT



## August 2015 MONTHLY PROGRESS REPORT

# HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

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**REPORT FORMAT AND FOCUS**

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

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

**ON THE COVER:**

Left: West O'ahu Farrington Highway Guideway along Kualakai Parkway looking Diamond Head.

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

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

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LIST OF ACRONYMS

AB	AnsaldoBreda	DVT	Design Verification Test
ACS	Access Control System	ECP	Environmental Compliance Plan
AFE	Authorized for Expenditure	E/E	Elevator/Escalator
AGS	Airport Guideway and Stations	EMC	Electromagnetic Compatibility
AHJV	Ansaldo Honolulu Joint Venture	EMF	Electromagnetic Forces
AIS	Archaeological Inventory Survey	EMI	Electromagnetic Interference
APTA	American Public Transportation Association	EMP	Environmental Management Plan
ARRA	American Recovery and Reinvestment Act	EOR	Engineer of Record
ASG	Airport Station Group	EOS	Electrically Operated Switches
ASU	Airport Section Utilities	ESA	Engineering Services Agreement
ATC	Automated Train Control	FAA	Federal Aviation Administration
ATO	Automated Train Operation	FAI	First Article Inspections
AVA	Anil Verma Associates, Inc.	FAT	Factory Acceptance Tests
BA	Buy America	FD	Final Design
BAC	Buy America Compliance	FDC	Field Design Change
BACM	Buy America Compliance Matrix	FEIS	Final Environmental Impact Statement
BAFO	Best and Final Offer	FFC	Fixed Facility Contractors
BCS	Balanced Cantilever System	FFGA	Full Funding Grant Agreement
BFS	Budget and Fiscal Services	FHSG	Farrington Highway Station Group
BLS	Bureau of Labor Statistics	FLSWG	Fire Life Safety Working Group
BMP	Best Management Practice	FOCN	Fiber Optic Communication Network
BOD	Board of Directors	FTA	Federal Transit Administration
BUE	Bottom-Up Estimate	FTE	Full-Time Equivalent
CAM	Construction Access Milestone	FWS	Fish and Wildlife Service
CAR	Corrective Actions	GAT	Great Aleutian Tsunami
CCGS	City Center Guideway and Stations	GDR	Geotechnical Data Report
CCO	Contract Change Order	GEC	General Engineering Consultant
CCTV	Closed Circuit Television	GET	General Excise Tax
CE&I	Construction Engineering and Inspection	GIS	Geographic Information System
CEL	Certifiable Elements List	GSA	General Services Administration
CIL	Certifiable Items List	GT	General Terms
CM	Construction Manager	HA	Hazard Analysis
CMP	Corrugated Metal Pipe	HABS	Historic American Buildings Survey
CMS	Contract Management System	HAER	Historic American Engineering Record
CMU	Concrete Multiple Unit	HALS	Historic American Landscape Survey
CNMMP	Construction Noise Mitigation and Monitoring Plan	HART	Honolulu Authority for Rapid Transportation
COI	Conflict of Interest	HCC	Honolulu Community College
CONRAC	Consolidated Rental Car Facility	HCDCA	Hawai'i Community Development Authority
COR	Corporation Counsel	HCSDD	Hawai'i Capital Special District
CPM	Critical Path Method	HDOE	Hawai'i Department of Education
CPP	Contract Packaging Plan	HDOH	Hawai'i Department of Health
CSC	Core Systems Contract	HDOT	Hawai'i Department of Transportation
CSCC	Construction Specification Conformance Checklists	HDPE	High-density polyethylene
CSL	Cross Hole Sonic Logging	HECO	Hawaiian Electric Company
CSOC	Core Systems Oversight Consultant	HFD	Honolulu Fire Department
CSSP	Construction Safety & Security Plan	HHF	Historic Hawai'i Foundation
CTS	Communications Transmission System	HHPRB	Hawai'i Historic Places Review Board
CWRM	Commission on Water Resource Management	HIE	Hawaii Independent Energy
CZM	Coastal Zone Management	HP	Historic Preservation
DAGS	Department of Accounting & General Services	HPC	Historic Preservation Committee
DB	Design-Build	HPCA	Historic Preservation Certification Application
DBB	Design-Bid-Build	HPD	Honolulu Police Department
DBE	Disadvantaged Business Enterprise	HPF	Historic Preservation Fund
DBEDT	Department of Business, Economic Development and Tourism	HRHP	Hawai'i Register of Historic Places
DBOM	Design-Build-Operate-Maintain	HRTF	Honolulu Rail Transit Project
DCAB	Disability and Communication Access Board	HTI	Hawaiian Telcom
DCCC	Design Criteria Conformance Checklists	HTL	Hazard Tracking Log
DCN	Design Change Notice	I&T	Inspection & Testing
DDC	Department of Design and Construction	IAMR	Interstate Access Modification Report
DES	Department of Environmental Services	ICCS	Interface Communications Control System
DFIM	Design Furnish Install Maintain	ICD	Interface Control Documents
DHHL	Department of Hawaiian Homelands	ICE	Independent Cost Estimate
DHR	Department of Human Resources	ICM	Interface Control Manual
DIT	Department of Information Technology	IDS	Intrusion Detection System
DKSG	Dillingham and Kaka'ako Station Group	IJ	Insulation Joint
DLIR	Hawai'i Department of Labor and Industrial Relations	INMS	Integrated Network Management System
DLNR	Department of Land and Natural Resources	ITP	Inspection and Test Plan
DOE	Department of Education	ITS	Intelligent Transportation Systems
DOH	Department of Health	JTMS	Joint Traffic Management System
DOL	Department of Labor	JU&O	Joint Use & Occupancy
DPM	Deputy Project Managers	JUOA	Joint Use and Occupancy Agreement
DPP	Department of Planning and Permitting	KCDD	Kaka'ako Community Development District
DPR	Department of Parks and Recreation	KHG	Kamehameha Highway Guideway
DPS	Department of Public Safety	KHSG	Kamehameha Highway Station Group
DS	Downstream	KIWC	Kiewit Infrastructure West Company
DTS	Department of Transportation Services	KKJV	Kiewit/Kobayashi Joint Venture

LCC	Leeward Community College	ROC	Rail Operations Center
LEED	Leadership in Energy and Environmental Design	ROD	Record of Decision
LPR	License Plate Reader	ROE	Right of Entry
LRV	Light Rail Vehicle	ROW	Right-of-Way
MIM	Manufacture-Install-Maintain	RR	Risk Register
MMIS	Maintenance Management Information System	RSD	Revenue Service Date
MMP	Mitigation Monitoring Program	RTM	Requirements Traceability Matrix
MOT	Maintenance of Traffic	RTSA	Regional Transit Stabilization Agreement
MOU	Memorandum of Understanding	S1	Segment 1
MOW	Maintenance of Way	SAIS	Supplemental Archaeological Inventory Survey
MPS	Master Project Schedule	SCADA	Supervisory Control and Data Acquisition
MPSS	Master Project Schedule Summary	SCAP	Stream Channel Alteration Permit
MPV	Multiple Purpose Vehicle	SCC	Standard Cost Category
MS4	Municipal Separate Storm Sewer System	SHPD	State Historic Preservation Division
MSE	Mechanically Stabilized Earth	SIC	Sandwich Isle Communications
MSF	Maintenance and Storage Facility	SLAN	Station Local Area Network
MTM	Modern Track Machineries	SOG	Slab on Grade
NCE	Non-Conformance Evaluation	SOI	Secretary of the Interior
NCR	Non-Conformance Report	SOW	Scope of Work
NDC	Notice of Design Change	SP	Special Provisions
NEPA	National Environmental Policy Act	SQP	Supplemental Quality Plan
NHL	National Historic Landmark	SSC	Safety Security Certification
NOI	Notice of Intent	SSCP	Safety and Security Certification Plan
NPDES	National Pollutant Discharge Elimination System	SSCWG	Safety and Security Certification Working Group
NPS	National Park Service	SSI	Sensitive Security Information
NR	National Register	SSMP	Safety and Security Management Plan
NRHP	National Register of Historic Places	SSRC	Safety and Security Review Committee
NSM	Negotiation Strategy Memo	SSSP	Site Safety Security Plan
NTP	Notice to Proceed	STCC	Spec/Testing Conform Checklists
NTS	Network Time Server	SWPPP	Storm Water Pollution Prevention Plan
O&M	Operations and Maintenance	T&M	Time and Material
OCC	Operational Control Center	TCCR	Train Control and Communications Room
OCIP	Owner-Controlled Insurance Program	TCP	Traffic Control Plan
OIBC	O'ahu Island Burial Council	TES	Traction Electrification System
OIL	Open Items List	TIGER	Transportation Investment Generating Economic Recovery
OSB	Operations and Servicing Building	TOC	The Outdoor Circle
OSHA	Occupational Safety and Health Administration	TOD	Transit-Oriented Development
OTS	O'ahu Transit Services	TPO	Thermoplastic Olefin
OTW	Oceanic Time Warner	TPSS	Traction Power Sub-Station
OTWC	Oceanic Time Warner Cable	TSA	Transportation Security Administration
PA	Programmatic Agreement	TSI	Transportation Safety Institute
PAIS	Programmatic Agreement Implementation Schedule	TVA	Threat and Vulnerability Analysis
PARs	Preventative Actions	TVM	Ticket Vending Machine
PB	Parsons Brinckerhoff, Inc.	TWF	Train Wash Facility
PE	Preliminary Engineering	UCA	Utility Construction Agreement
PGC	Pacific Guardian Center	UFR CRA	Utility Facilities Relocation and Cost Reimbursement Agreement
PHA	Preliminary Hazard Analysis	UH	University of Hawai'i
PICM	Project Interface Control Manual	UHWO	University of Hawai'i West O'ahu
PIG	Permitted Interaction Group	UL	Underwriters Laboratories
PIM	Project Interface Manager	UPS	Uninterrupted Power Supply
PLA	Project Labor Agreement	USACE	U.S. Army Corps of Engineers
PM	Project Managers	USDOT	U.S. Department of Transportation
PMC	Project Management Consultant	VE	Value Engineering
PMIM	Project Management and Interface Management	WA	Work Area
PMOC	Project Management Oversight Contractor	WHS	Waipahu High School
PMSC	Program Management Support Consultant	WOFH	West O'ahu/Farrington Highway
PPE	Personal Protective Equipment	WOSG	West O'ahu Station Group
PSG	Platform Screen Gate	WSS	West Side Stations
PSGS	Platform Screen Gate System	WSSG	West Side Station Group
PV	Passenger Vehicle	WTB	Wheel Truing Building
QA	Quality Assurance	WYL	West Yard Lead
QAM	Quality Assurance Manager	YCB	Yard Control Bungalow
QAP	Quality Assurance Plan	YOE	Year of Expenditure
QC	Quality Control		
QMP	Quality Management Plan		
QMS	Quality Management System		
QTF	Quality Task Force		
RAC	Rail Activation Committee		
RAMP	Real Estate Acquisition and Relocation Management Plan		
RCMP	Risk and Contingency Management Plan		
RCP	Reinforced Concrete Pipe		
RE	Resident Engineer		
READ	Real Estate Acquisition Database		
RFC	Request for Change		
RFI	Requests for Information		
RFID	Requests for Interface Data		
RFMP	Rail Fleet Management Plan		
RFP	Request for Proposals		
RFQ	Request for Qualifications		

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**\*HIGHLIGHT OF THE MONTH: ALA MOANA CENTER STATION**  
 Serving the Ala Moana, Ala Moana Center, Kapiolani, Manoa, Waikiki and Outlying Residential Areas



- Station Features:**
- ADA Pedestrian Access
  - Bicycle Parking
  - Elevators, Escalators and Stairs
  - TheBus Transit Center:
    - Express and local services to UH/Manoa and Waikiki
    - Local services to Pauoa Valley, Makiki, Manoa, Kaimuki
  - TheHandi-Van Pick-up/Drop-off
  - Direct connection to shopping center
  - Platform Type: Center
  - Planned # of Entrances: 2

\*Each month a different station will be highlighted with architectural renderings and key information.

# 1 EXECUTIVE SUMMARY

## KEY ACTIVITIES THIS MONTH

### Project Overview

The Honolulu Authority for Rapid Transportation’s (HART) first and second rail cars have left Italy and are in transit to the final assembly plant in California.

While each rail car is currently an aluminum car shell with a floor, when it is in California, seats and hand rails will be installed in the car’s interior, along with the train’s braking and wiring systems. A fresh coat of paint will be added to the car’s exterior.

When completed next year, the cars will be shipped to Honolulu where it will undergo its initial testing at HART’s Maintenance and Storage Facility in Waipahu.



On O’ahu, significant progress on HART’s elevated rail guideway has been recorded. The first columns to be built along Kamehameha Highway now stand near the intersection of Acacia Road. In Waipahu, columns and guideway are being constructed in the median of Farrington Highway.



Don Horner

### HART Board

The members of the HART Board of Directors unanimously elected Don Horner chairman of the board and Damien Kim as vice chairman.

Horner and Kim have served on the Board since its inception in 2011.

Horner succeeds Ivan Lui-Kwan, who served two years as board chairman. Kim replaces Horner in the vice chair post.



Damien Kim

### HART CEO Selected for International Transit Board

HART Executive Director and CEO Daniel Grabauskas was selected to serve on the policy board of the International Association of Public Transport (UITP) as a representative of the American Public Transportation Association (APTA) for the 2015-2017 term. UITP is an international organization for public transportation authorities and operators, policy and decision makers, scientific institutes, businesses and suppliers. APTA has a long-standing partnership with the organization.

“Dan Grabauskas will be an outstanding representative of APTA and the public transit industry on this policy board,” said APTA President and CEO Michael Melaniphy. “This is an excellent opportunity to learn and share ideas with public transit peers around the world to advance public transportation.”

### Cost:

Project Costs Summary Through July 31, 2015		
	Current Budget (\$M)	Incurred To Date (\$M)
Project Budget	\$4,447.9	\$1,630
Project Contingency	\$500.7	\$0.5
Finance Charges*	\$173.1	\$0.0
<b>TOTAL</b>	<b>\$5,121.7</b>	<b>\$1,630.5</b>
* \$173.1 million represents the project debt financing costs that are federally eligible. The total estimated debt financing costs of the project is \$215 million, per the FFGA Financial Plan.		

### Schedule:

Project Progress* Through July 31, 2015				
	Actual		Early Plan	Late Plan
Overall Project Progress	37.5%		63.4%	54.6%
Overall Construction Progress	28.8%		56.2%	46.6%
Overall Design Progress	86.6%		98.9%	96.7%
Overall Utilities Progress	32.9%		73.0%	58.7%
*All progress charts reflect early program expectations regarding the type of contract, timing of award, design, and execution of the nine western stations, eastern guideway and stations, and utilities work. These contracts have been repackaged and rescheduled to later dates and once the overall schedule is rebaselined, the cost curves will be revised to reflect the contract approved dates at that time.				

**Overview:**Core Systems Contract (CSC)

The CSC contractor is continuing to progress through Final Design. Qualification and design verification tests are ongoing; completing On-board and Wayside ATC tests, Closed Circuit Television (CCTV), Access Control, Intrusion Detection, and Fiber Optic Communication Network (FOCN) tests. Construction interface with the MSF contractor, KKJV, is ongoing, with AHJV on site working on the Yard Control Bungalow (YCB) foundations after the completion of the YCB ground grid. In addition, AHJV has shipped the MSF Traction Power Substation (TPSS) and it has been lifted into place. The first and second passenger vehicle carshells have left the manufacturing facility in Italy and are in transit to the final assembly facility in Pittsburg, California. (See Section 4.1.A for details)

Elevators and Escalators Manufacture-Install-Maintain Contract

The Elevator/Escalator contract is waiting on the Station Contractor's schedule so that manufacturing of the required equipment can be released for the Farrington Highway Station Group contract and the West O'ahu Station Group contract. The FHSG contract and WOSG contract have been awarded, however the NTP has not yet been issued for the WOSG project. The NTP for FHSG has been issued and once the contractor has provided an acceptable schedule, the manufacturing of the FHSG equipment can be released. The elevators and escalators for these six stations will be released once the respective contractor's schedules have been submitted and approved. The KHSG contract was advertised in August, and elevators and escalators for these three stations will be released for manufacturing once the KHSG contract is awarded and an approved schedule is received. (See Section 4.1.B for details)

West O'ahu Farrington Highway (WOFH) Contract

HART and Kiewit Infrastructure West Company (KIWC) continue to work together to ensure that quality and safety are the highest priorities. HART continues to monitor KIWC production rates as it relates to potential schedule impacts. KIWC submitted a revised baseline schedule in December of 2014 for which production is measured against. The most recently submitted schedule, through June 2015, reflects a six month delay to the contractual substantial completion date specific to the LCC portables, parking lot and access structure operations. KIWC and HART continue to work together to mitigate the impacts to the critical path activities. The LCC Construction Right of Entry Agreement with the University of Hawai'i (UH) was issued and it is anticipated that the Contract Change Order required to update the substantial completion date and associated baseline acceptance will follow. In September 2015, the second Underslung Truss (Heading #2) is expected to advance towards the end of Span 1L, completing the erection of spans in the westward portion of the alignment. (See Section 4.2.A for details)

Maintenance and Storage Facility (MSF) Contract

HECO mobilized and installed service entrance equipment and cable in existing ductbanks in preparation to energize the MOW, OSB, TWF and WTB. Switchgear for OSB and MOW is being tested and inspected in preparation for permanent power. Interior and exterior painting is ongoing at the MOW, OSB and WTB. De-stressing of the storage and maintenance tracks continues. Platform walls, stem walls and foundation construction as well as underground utilities are ongoing for the Train Wash Facility. Cable trough installation for train control is complete; signal and train control conduit installation continues. Installation of rail is continuing, including contact rail and pre-curved rail. Roofing, siding, interior partitions, and utility service rough-in work are continuing for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations. (See Section 4.2.D for details)

Kamehameha Highway Guideway (KHG) Contract

Construction of columns has begun west of Acacia Road. Discussions with HECO are being held at an elevated level to coordinate the schedule of work to minimize project delays. ROE for utility relocations are nearing completion, with work anticipated to start once utility ROE has been received. HART and HDOT are working together to achieve concurrence on betterment costs and funding. Per KIWC's progress schedule, as submitted with the application for payment, the contract is seven months behind schedule. (See Section 4.3.A for details)

Airport Section Utilities Construction Contract

The Airport Section Utilities Construction contract is currently behind schedule, due to previous Navy right of entry issues. ITS system and various duct bank installations are current activities occurring in the field. Water and sewer line relocations are ongoing along Kamehameha Highway, but are being monitored for impacts with Navy ROE issues; HART recently was granted access to Navy ROE. (See Section 4.4.B for details)

**Board Meeting Q&A:**

Listed below is a question raised by a community member at the August 27 HART Board meeting:

- **Question:** Can HART please review the section of the HART Progress Report that deals with funding because, as it is now, it is unclear and appears to double count certain revenue.
- **Answer:** Thank you for your comment. Figure 7 in the HART Progress Report has been edited to more clearly address project revenue. Please see page 16 for the updated figure.

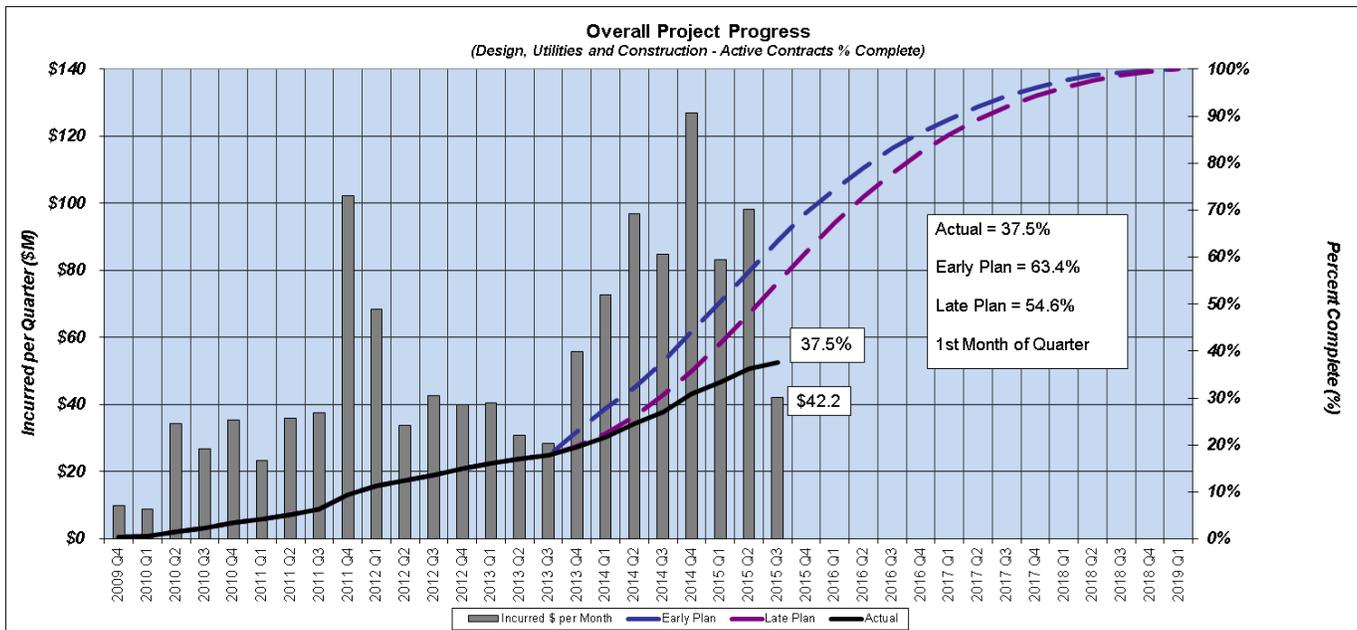
## 2 OVERALL PROJECT PROGRESS AND FINANCIALS

### 2.1 Project Progress (data as of July 31, 2015)

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

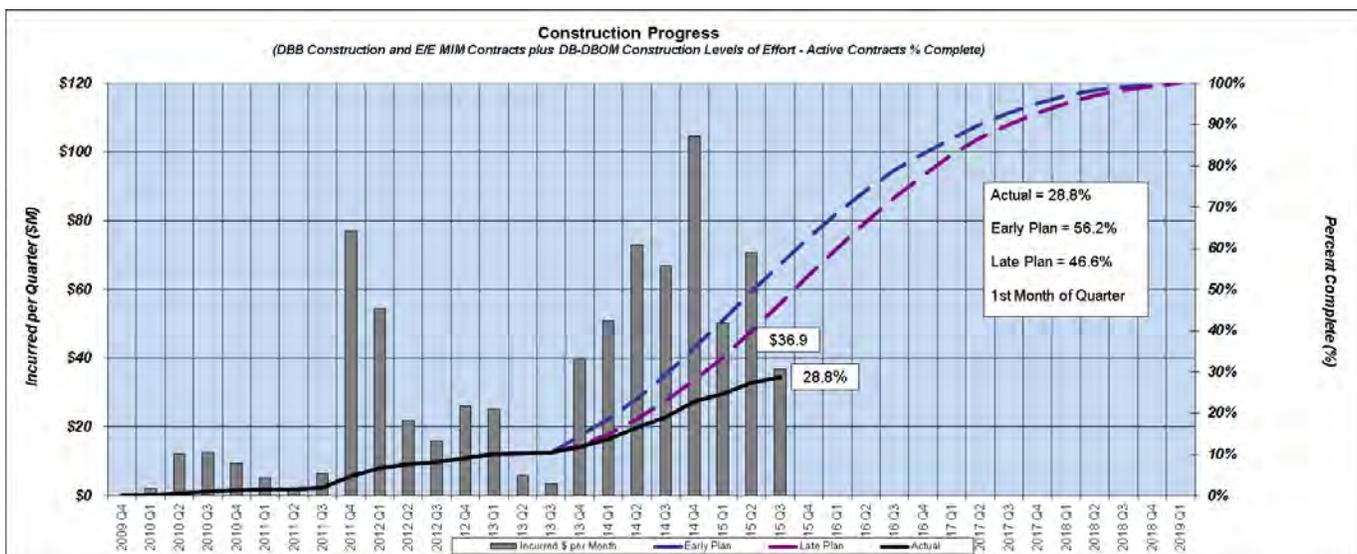
- Note:
- Actual = Actual cost of work performed, based on invoiced-to-date amount.
  - Early Plan = Earliest dates activities can begin and finish, based on logic and durations used in the schedule.
  - Late Plan = Latest dates activities can begin and finish and not have an impact on completion date,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

Figure 1. Overall Project Progress (% Complete)



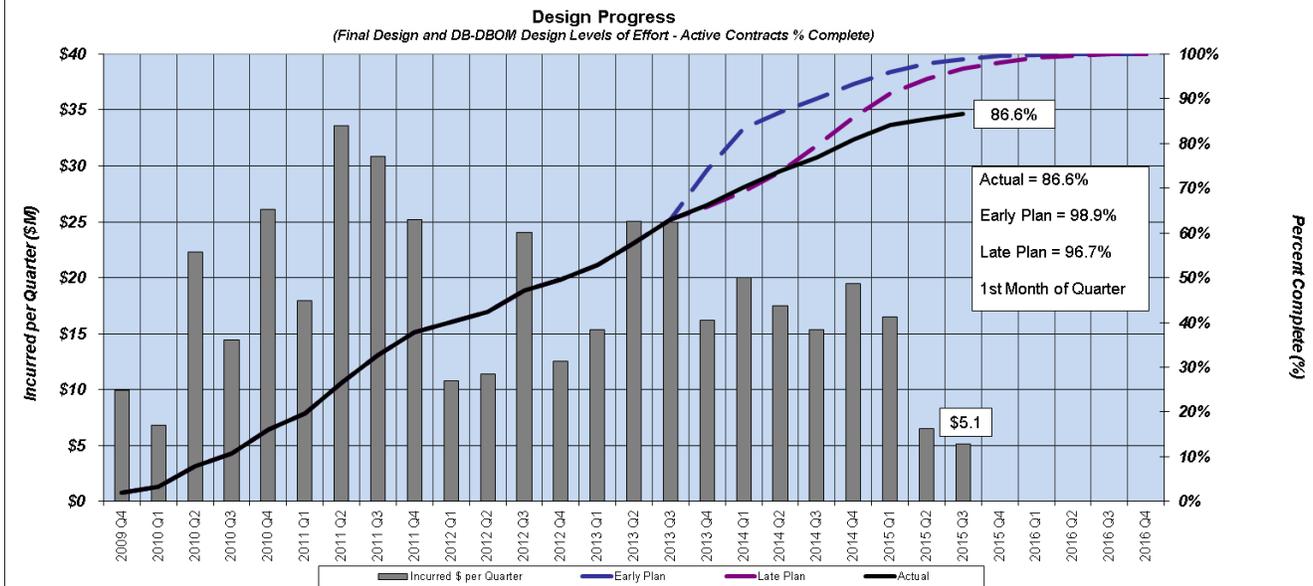
At present “overall” project progress is based on the weighted value progress of the individual construction and design contracts (Design-Build [DB], Design-Bid-Build [DBB], Design-Build-Operate-Maintain [DBOM], Elevator/Escalator Manufacture-Install-Test-Maintain [MIM], Final Design [FD] and DB-DBOM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

Figure 2. Construction Progress (% Complete)



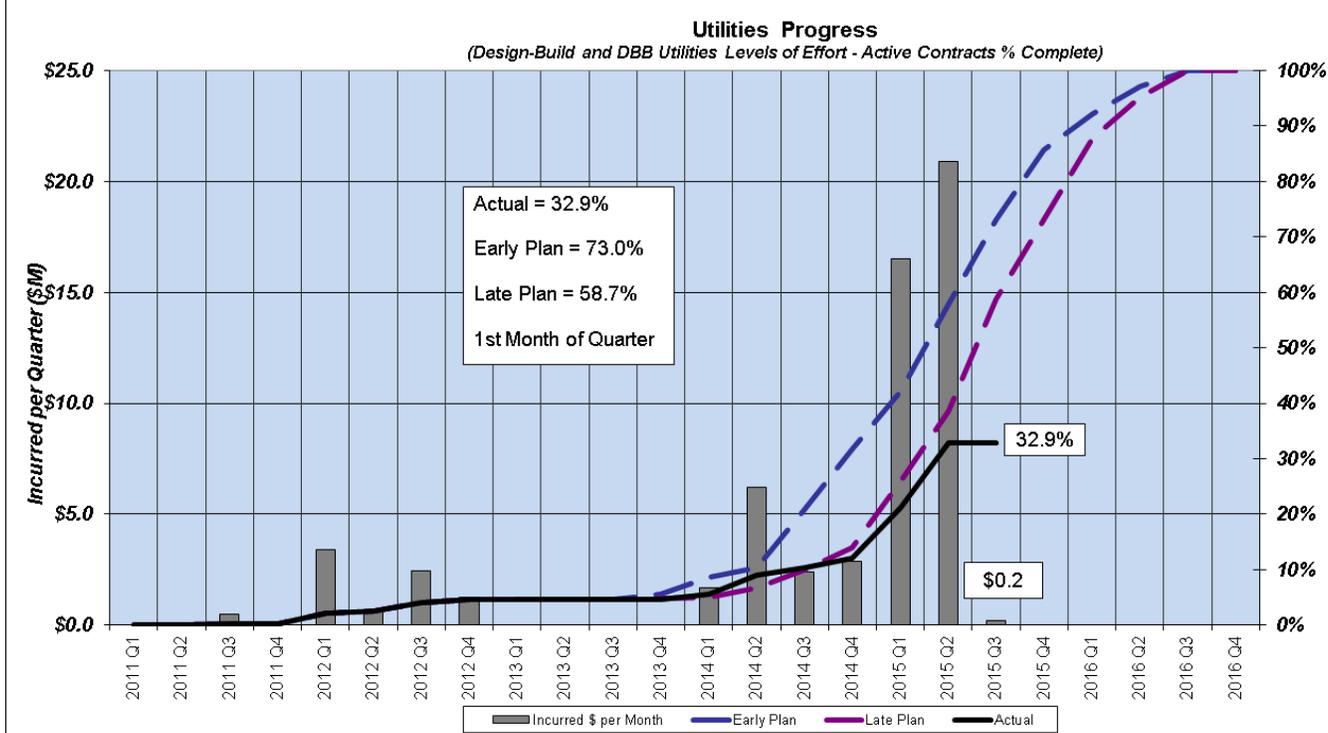
Overall construction progress is based on the weighted average progress of the individual DBB and E/E MIM construction contracts and the DB-DBOM construction levels of effort, not including consultant construction engineering and inspection (CE&I) services.

Figure 3. Design Progress (% Complete)



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

Figure 4. Utilities Progress (% Complete)



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

**2.2 Project Budget (data as of July 31, 2015)**

- FFGA Project Budget = **\$5,121.7M**
  - Current Project Budget - \$4,447.9M
  - Current Project Contingency - \$500.7M
  - Project Finance Charges - \$173.1M
  
- Total Incurred Cost = **\$1,630.5M** (38.1% of current project budget)
  - July 2015 Incurred Cost = \$49.4M

*Total Incurred Cost = \$1,630.5M  
(previous report = \$1,581.1M)*

**2.3 Project Contingency (data as of July 31, 2015)**

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

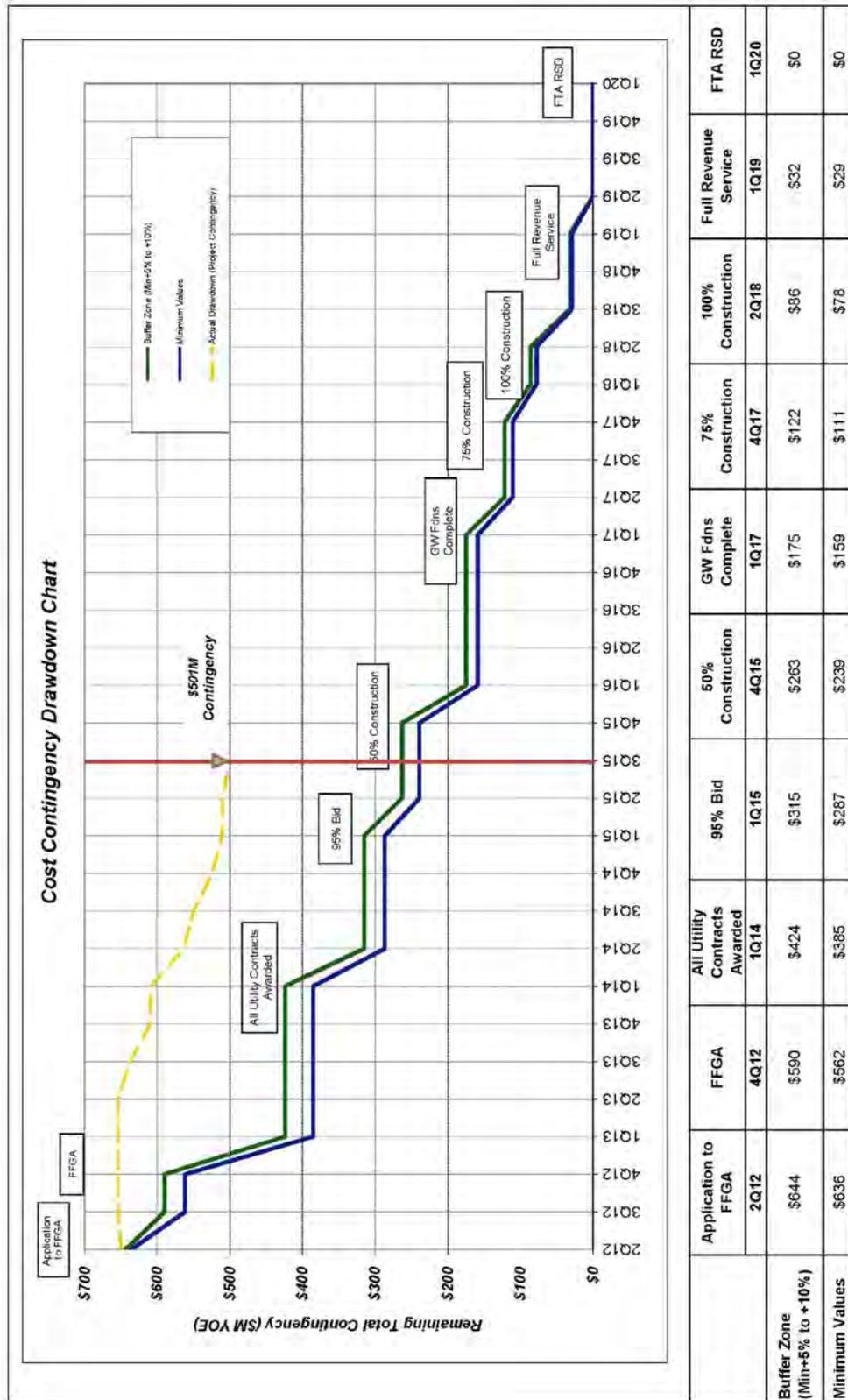
- Current Project Contingency Balance = **\$500.7M**
  - Contingency drawdown to date – \$142.9M (22.2% of baseline project contingency budget)
  - \$1.0M contingency drawdown during July 2015. Please see Appendix B for more details.
    - Pearl Highlands Parking Structure/Bus Transit Center budget transfer to Project contingency under review

*Current Contingency Balance = \$500.7M  
(previous report = \$501.7M)*

Figure 5. Project Contingency Budget

Project Contingency Budget		
Contingency	SCC Code	Budget (\$M)
Unallocated Contingency	90.01	\$101.9
Allocated Contingency	90.02	\$540.1
Allowances	90.03	\$1.6
<b>Baseline FFGA Project Contingency Budget</b>	<b>90.01 - 90.03</b>	<b>\$643.6</b>
Contingency drawdown through May 2015 Report	90.01 - 90.03	(\$133.2)
Contingency drawdown June 2015 Report	90.01 - 90.03	(\$.6)
Contingency drawdown July 2015 Report	90.01 - 90.03	(\$8.1)
Contingency drawdown August 2015 Report	90.01 - 90.03	(\$1.0)
Contingency drawdown to date	90.01 - 90.03	(\$142.9)
<b>Current FFGA Project Contingency</b>	<b>90.01 - 90.03</b>	<b>\$500.7</b>

Figure 6. Draft Cost Contingency Drawdown Chart



Data as of 7/31/15 - July '15 Reporting Period

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

2.4 Project Funding (data as of July 31, 2015)

Figure 7. Planned vs. Received Project Funding

Planned vs. Received Project Funding				
Funding Source	Pre-FFGA Project <sup>1</sup>	FFGA Project Period		Total Project
	2007 - 2009 Actuals Received	Planned <sup>2</sup> (\$YOE M)	2009 - Present Actuals Received	2007 - Present Actuals Received
	[A]		[B]	[C] = A + B
Beginning Project Cash Balance <sup>3</sup>	0	298	298	n/a
Interest Income on Cash Balance	7	3	2	9
FTA Section 5309 New Starts Revenue <sup>4</sup>	0	1,550	412	412
FTA Section 5307 Formula Funds	0	210	0	0
ARRA Funds	0	4	4	4
Net General Excise Tax (GET) Surcharge revenues FY2010-FY2023	378	3,291	1143	1,521
<b>Total</b>	<b>385</b>	<b>5,356</b>	<b>1,859</b>	<b>1,946</b>

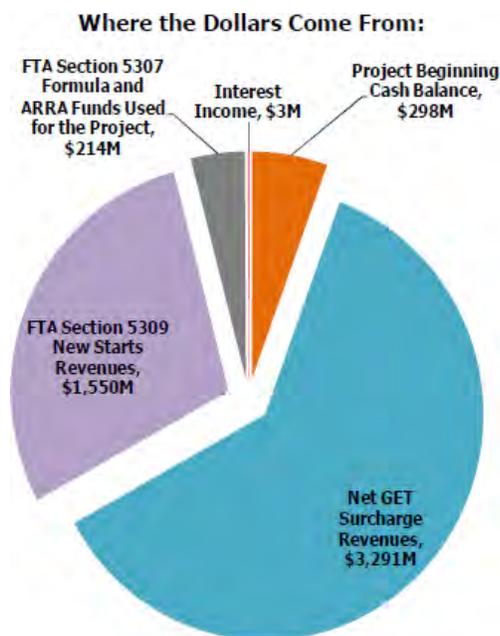
<sup>1</sup> GET and Interest Income received during Pre-Preliminary Engineering (pre-PE) phase prior to entry into PE

<sup>2</sup> FFGA Financial Plan, Table A-1 Capital Plan Cash Flows .

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

<sup>4</sup> New Starts Funds Obligated Through Federal Fiscal Year 2014 Totals \$806.3 Million

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



Source: FFGA Financial Plan, p. 2-1

- General Excise Tax (GET) Surcharge (data as of July 31, 2015)
  - \$1,143M = amount received since the Project’s entry into FTA’s Preliminary Engineering phase of project development.
    - \$1,182M = Projected Net GET Surcharge Revenue for FYs 2010-1Q 2016, as stated in FFGA Financial Plan (Table A-1 *Capital Plan Cash Flows*)
    - GET receipts are currently running 3% short of projections to date, or \$39M behind.
    - \$39M shortfall is approximately 1.2% of the total GET surcharge projections per the FFGA Financial Plan of \$3.291B.
  - \$52M = GET surcharge received in July 2015.
- Full Funding Grant Agreement (FFGA)
  - \$22.3M = New Starts drawdown processed in July 2015, but not received until Aug. 2, 2015.
- The \$5307 funds for the Project, per the Financial Plan, are \$210M.

*Total Cash Received Since PE = \$1,859M*  
*(previous report = \$1,807M)*

*GET Received Since PE = \$1,143M*  
*(previous report = \$1,091M)*

*GET Received Since 2007 = \$1,521M*  
*(previous report = \$1,469M)*

Figure 9. New Starts Drawdown by Federal Fiscal Year (data date as of July 31, 2015, per the FTA TEAM website)

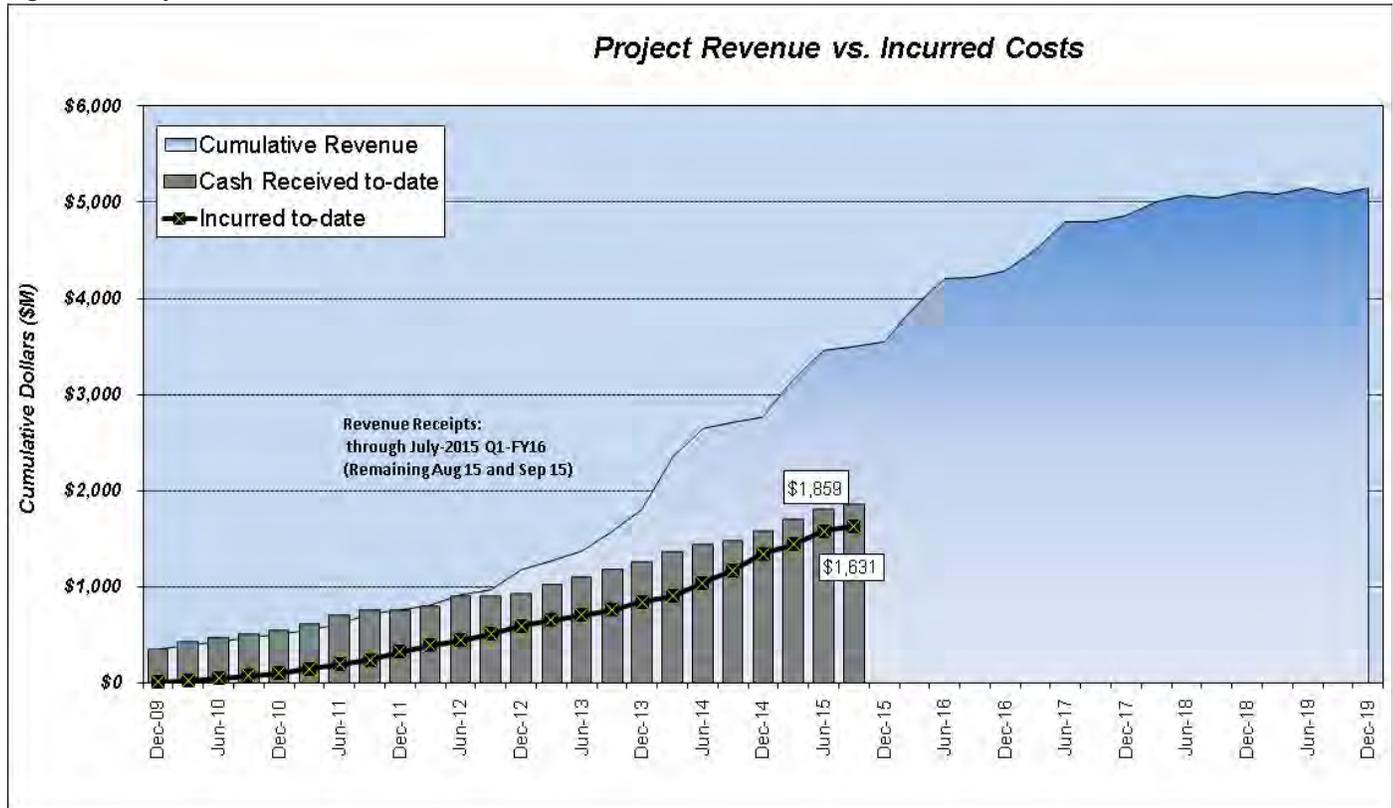
New Starts Grant Information by Federal Fiscal Year				
Federal Fiscal Year Allocation	Obligated Amounts	Actual Drawdown Amounts to Date	Available Balance	FFGA Base Case Cash flow
2008	\$15,190,000	\$15,190,000	\$0	
2009	\$19,800,000	\$19,800,000	\$0	
2010	\$30,000,000	\$30,000,000	\$0	
2011	\$55,000,000	\$55,000,000	\$0	\$20,607,242
2012	\$200,000,000	\$200,000,000	\$0	\$99,382,758
2013	\$236,277,358	\$91,516,631	\$144,760,727	\$258,280,277
2014	\$250,000,000	\$0	\$250,000,000	\$441,719,724
2015 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2016 (pending)	\$250,000,000	\$0	\$250,000,000	\$250,000,000
2017 (pending)	\$243,732,642	\$0	\$243,732,642	\$230,010,000
<b>Total</b>	<b>\$1,550,000,000</b>	<b>\$411,506,631</b>	<b>\$1,138,493,369</b>	<b>\$1,550,000,000</b>

2.5 Project Revenue and Costs

(data as of July 31, 2015)

*Ending Cash Balance 7/31/15 = \$283.7M*  
*(previous report = \$293.0M)*

Figure 10. Project Revenue versus Incurred Costs



Planned Funding levels as per the June 2012 FFGA Finance Plan  
Data date for Revenue & Incurred Cost = July 31, 2015

Figure 11. Cash Balance Summary

JULY 2015 CASH BALANCE SUMMARY		
	JULY	FY16 YTD Cumulative
<b>Beginning Cash Balance 07/01/15</b>	293,010,823	293,010,823
Expenditures:		
Operating Expenditures	(911,240)	(911,240)
Capital Expenditures	(60,740,617)	(60,740,617)
<b>Expenditures Total:</b>	<b>(61,651,857)</b>	<b>(61,651,857)</b>
Receipts:		
GET Surcharge	52,330,383	52,330,383
FTA Drawdown	0	0
Interest	15,097	15,097
Other (rental, refunds, copy fees, etc.)	13,931	13,931
<b>Receipts Total:</b>	<b>52,359,411</b>	<b>52,359,411</b>
<b>Ending Cash Balance 07/31/15</b>	<b>283,718,376</b>	<b>283,718,376</b>

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

### 3 SCHEDULE

(data as of July 31, 2015)

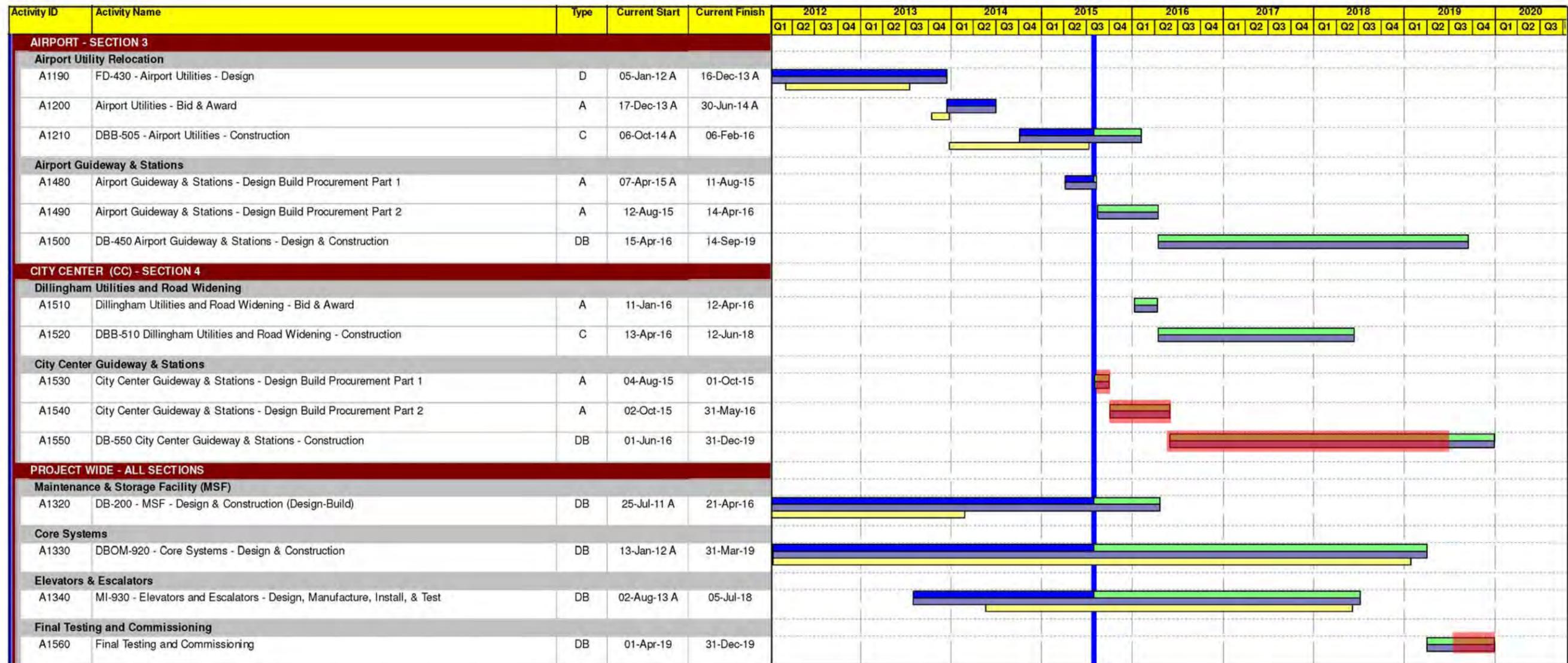
#### OVERVIEW

- H2R2 Ramp (DBB-385), WOSG (DBB-171) and FHSG (DBB-271) contractor schedules will be added to this report as soon as baseline schedules are accepted by HART. Until accepted contractor schedules become available, placeholder schedules spanning the contract dates are displayed in the contract sections of this report.
- HART continues to closely monitor, review and manage all active construction packages. Previously reported delays continue to be addressed by the project teams. See contract pages for further details.

#### KEY ISSUES

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





 Program Critical Path



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

Printed: 20-Aug-15 13:48  
**Honolulu Rail Transit Project**  
**July 2015 Update**  
 As of: 31-Jul-15

Page 2 of 2  
**MPS Summary**  
**Design & Construction Contracts**

## 4 CONTRACT STATUS

### Core Systems Contract (Section 4.1.A)

#### OVERVIEW

- Vehicle Aluminum Carshell Manufacturing is moving forward in Reggio Calabria, Italy – The first carshell is expected to arrive in Pittsburg, CA the first week of September. The second carshell left the manufacturing facility on Aug. 3 and is expected to arrive in Pittsburg, CA in early September.
- The MSF Traction Power Substation arrived in Honolulu, and was lifted into place at the MSF on Aug. 1, 2015.
- Progressing with sub-system testing and design verification activities.
- Yard Control Bungalow construction work is underway – the ground grid has been completed, work on the YCB foundations is underway and is expected to be completed by mid-September.

#### KEY ISSUES

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

### Fare Collection System (Section 4.1.C)

#### OVERVIEW

- Negotiations with the highest scored bidder for the Fare Systems Technical Consultant began on Aug.27, 2015.
- Fare Systems vender RFP was released on Aug. 11, 2015, with Pre-Bid occurring Aug. 26, 2015.

#### KEY ISSUES

- Drafting MOU for Operations and Maintenance (O&M) cost sharing between HART and the City.
- Ensuring Fare Systems Technical Consultant is on board to support Fare System vendor negotiations.

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

#### OVERVIEW

- Leeward Community College (LCC) Portables and Parking Lot Change Order – KIWC has developed plans which were submitted to the Honolulu Department of Planning and Permitting (DPP), LCC, and HART for review. HART has completed the review of the Access Structure. The design package is currently with DPP and LCC for review. LCC construction began on Aug. 31. The delivery of the portable buildings is scheduled to begin in October 2015.
- Balanced Cantilever System (BCS) Form Advancement – BCS construction is progressing. Pier tables and segments for Piers 253 through 256 are in various levels of completion. Segment casting and stressing is proceeding in both eastward and westward directions from Piers 253, 254 and 255. All segments for Pier Table 253 are approaching completion. Upstream and downstream segments between BCS 254 and 255 are being cast and Pier Table 256 has been completed.
- Span by Span Advancement – Work on the left side single track spans around East Kapolei Station is ongoing and will be completed in September 2015. Erection of the left side single spans will complete all the spans on the westward portion of the alignment. East-bound spans have been erected by West Loch Station and proceed towards Waipahu Station. A third heading (Heading #3) has been assembled in the area around the Pearl Highlands Station. Segments are being erected through the eastern end of the WOFH segment.

#### KEY ISSUES

- Drilled Shaft Quality (for additional detail, see 4.2.A Key Quality Issues)
- Noise and Light Complaints on Drilled Shaft Operations at Night (for additional detail, see 4.2.A Key Issues)
- Intersection Closure for Span by Span Operation (for additional detail, see 4.2.A Key Issues)
- Track Welding and Track Construction Operations (for additional detail, see 4.2.A Quality Management)

**Maintenance and Storage Facility (Section 4.2.D)**OVERVIEW

- HECO installed service entrance equipment including the step down transformer and feeder cables in existing ductbanks in preparation to energize the MOW, OSB, TWF and WTB. Contractor furnished switchgear for OSB and MOW is being tested and inspected in preparation for permanent power. Interior and exterior painting is ongoing at the MOW, OSB and WTB. De-stressing of the storage and maintenance tracks continues. Platform walls, stem walls and foundation construction as well as underground utilities are ongoing for the Train Wash Facility. Cable trough installation complete; signal and train control conduit installation continues. Installation of rail is continuing, including contact rail and pre-curved rail. Roofing, siding, interior partitions, and utility service rough-in work are continuing for the OSB, MOW and WTB, as well as mechanical, electrical and plumbing installations.

KEY ISSUES

- Coordination with the abutting WOFH main line contract for completion of site access in the east and west yards, including rail, vehicular access and utility interconnection.
- Preparation for the receipt of rail car delivery is underway including design of an unloading area on the maintenance track adjacent to the OSB.
- Orderly completion of traction power, train control and building services raceways for turnover to Core Systems Contractor.

**Kamehameha Highway Guideway (Section 4.3.A)**OVERVIEW

- Construction of Drilled Shafts – KIWC mobilized the LB-36 from the balanced cantilever area to drill. KIWC is currently working with HECO to resolve conflicts near Kuleana Road which will have to be accomplished prior to KIWC installing the shaft access in that area. Drilled shafts are being constructed at an accelerated rate.
- Relocation of Utility Poles – Relocation of the utility poles at Poles 50 (Waimalu Park Apartments) and 51 (Burger King) are pending finalization of the ROE with the property owners and utility companies.
- HDOT betterments – KIWC has been issued RFCRs to incorporate HDOTs betterments into the design and construction. HART has received the cost proposal for RFCR 30 (Replace CMP with RCP), has finalized the ICE, received HDOT concurrence and is waiting for NSM approval for negotiation. HART has received the cost proposal for RFCR 32 (Traffic Signals), and is finalizing the ICE. The remainder of the betterment RFCR are still pending receipt of cost proposals from KIWC.
- Balanced Cantilever System (BCS) – KIWC has completed drilling shafts to the immediate west of the BCS, and has started drilling shafts to the east. KIWC anticipates superstructure construction to begin in February 2016.

KEY ISSUES

- Curb/Gutter and Sidewalk construction – HART continues to monitor the installation of curb/gutters and sidewalks for conformance. Several sections have required removal and replacement.
- Drilled Shaft CSL Results – KHG continues to have CSL results that exceed the 10% velocity reduction, but to date most have been resolved without any repairs required.
- Environmental Complaints – HART continues to work with KIWC to respond to, and mitigate, noise complaints along the alignment. Noise monitoring stations have been installed to assist in the monitoring of the construction activities and work hours have been adjusted accordingly. Dust complaints were received in the BCS area, but were determined to have been caused by the HDCC project. KIWC will monitor this area to ensure compliance.

**Airport Utilities (Section 4.4.B)**OVERVIEW

- Utility relocations along Kamehameha Highway continue for DBB-505 with the installation of the sewer, water, and telecom lines along Kamehameha Highway. License Plate Reader (LPR) camera installations are nearing completion. Conduit installation for lighting relocation has been completed at Keehi Lagoon Park.
- HART received the Right of Entry from the Navy on June 22, 2015, and is currently working on obtaining rapid gate passes.

KEY ISSUES

- Noise variance permit for night work is pending DOH approval.

**Contracts in Procurement**OVERVIEW

- Recent Award of Contract:
  - HART entered into a contract with Hawaiian Dredging Construction Company, Inc. on June 22, 2015 for the Farrington Highway Stations Group (FHSG) construction contract in the amount of \$78,999,000.
  - HART entered into a contract with Nan, Inc. for the West O'ahu Stations Group (WOSG) construction contract on July 20, 2015, in the amount of \$56,088,470.
- Active Procurements:
  - Proposals for the Fare Collection Technical Support Request for Qualifications solicitation were received and are being evaluated. The contract is expected to be awarded upon completion of negotiations on or around mid-September 2015.
  - Proposals for the Construction Engineering and Inspection (CE&I) "II" Request for Qualifications were received and evaluated. Negotiations were concluded with the first ranked offeror. A contract was awarded to Stantec Consulting Services Inc. Unsuccessful offerors were provided notification of the award and the opportunity to request a debriefing.
  - RFP Part 1 proposals for the Airport Guideway and Stations were due on Aug. 11, 2015. HART received a competitive number of proposals. The proposals are currently under evaluation.
  - A Request for Proposal was issued for a Section 106 Programmatic Agreement Project Manager (Kāko'o "II") on June 26, 2015. Proposals were due on July 31, 2015.
  - Part of the Request for Proposals for the City Center Guideway and Stations (CCGS) Design-Build Contract was advertised on Aug. 4, 2015.
  - The Kamehameha Highway Stations Group (KHSG) Construction Contract (Design-Bid-Build) Request for Bids was advertised on Aug. 18, 2015. The bids are due Nov. 3, 2015.
  - The Fare Systems Contract Request for Proposals was advertised on Aug. 11, 2015.
- Upcoming Procurements:
  - The Dillingham Utilities and Road Widening Design-Bid-Build Contract is anticipated to be advertised early 2016.

KEY ISSUES

- Key Issues and Updates:
  - In the past month, HART (i) received a competitive number of proposals in response to Request for Proposals Part 1 for the Airport Guideway and Stations Design-Build Contract, (ii) advertised the Request for Proposals Part 1 for the City Center Guideway and Stations Design-Build Contract, (iii) advertised the Request for Bids for the Kamehameha Highway Stations Group Design-Bid-Build construction contract, (iv) advertised the Request for Proposals for the Fare Systems, and (v) awarded the Construction Engineering and Inspection Services (CE&I) "II" Contract.
  - The sale of one of the members of Ansaldo Honolulu Joint Venture is currently pending.

4.1 System-wide

A. Core Systems Contract (CSC)

Contract No.: DBOM-920

DBOM Contractor: Ansaldo Honolulu Joint Venture (AHJV)

Contract Start Date: January 2012

Contract Substantial Completion: March 2019

Projected Substantial Completion: December 2019

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



**Project Overview:** The CSC contractor is continuing to progress through Final Design. Qualification and design verification tests are ongoing; completing On-board and Wayside ATC tests, Closed Circuit Television (CCTV), Access Control, Intrusion Detection, and Fiber Optic Communication Network (FOCN) tests. Construction interface with the MSF contractor, KKJV, is ongoing, with AHJV on site working on the Yard Control Bungalow (YCB) foundations after the completion of the YCB ground grid. In addition, AHJV has shipped the MSF Traction Power Substation (TPSS) and it has been lifted into place. The first and second passenger vehicle carshells have left the manufacturing facility in Italy and are in transit to the final assembly facility in Pittsburg, California.

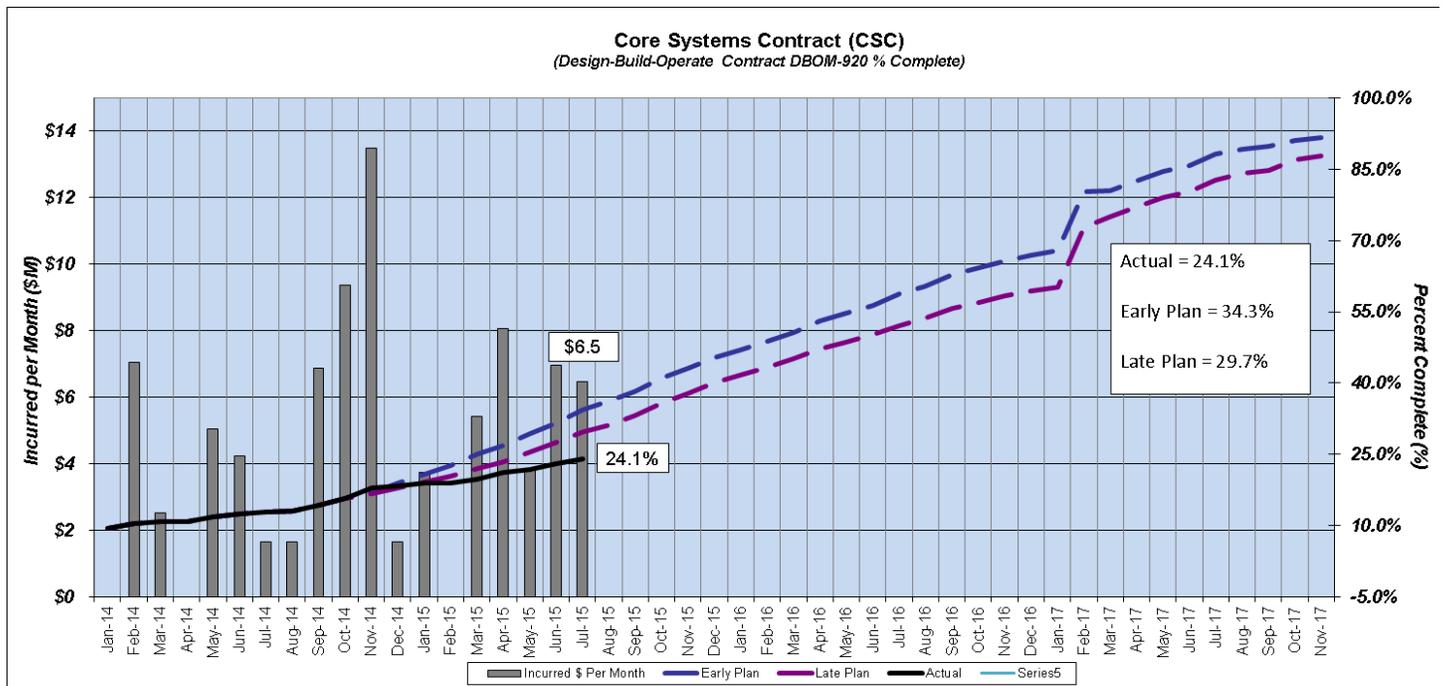
**COST INFORMATION:**

Original Contract:	\$573,782,793	Incurred-to-Date:	\$143,512,483
Current Contract Value <sup>1</sup> :	\$595,063,687	Incurred in July:	\$6,481,064

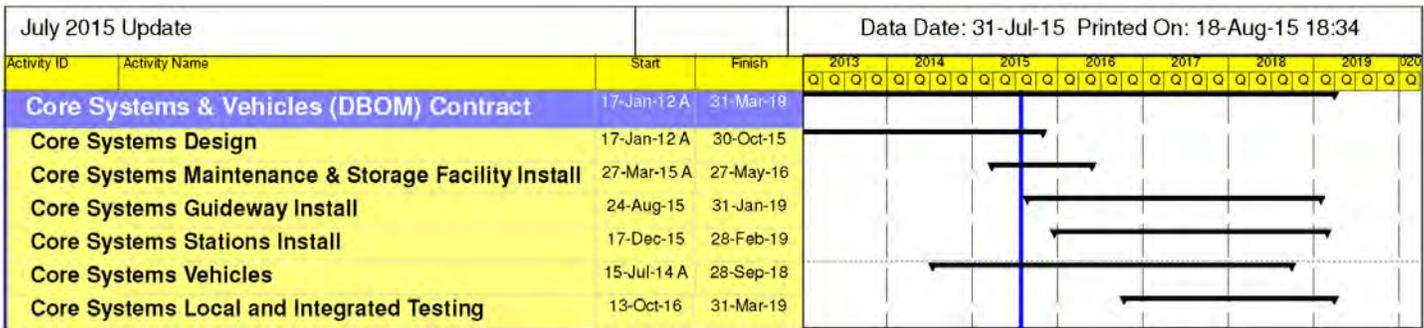
<sup>1</sup>Current Contract Value = Original contract value (excluding contingency and \$823.6M O&M budget) + executed Change Orders

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

July Change Orders		
Change No.	Description	Amount (\$)
#0017	Voltage Flicker Study	\$37,850
<b>Cumulative to Date</b>		<b>\$21,280,894</b>



**SCHEDULE:**



	Interim Design Submitted Documents	Final Design Submitted Documents	Target Completion Date
Passenger Vehicles	94%	55%	4 <sup>th</sup> Q 2015
Communications	100%	37%	4 <sup>th</sup> Q 2015
ATC/SCADA	88%	94%	4 <sup>th</sup> Q 2015
TES	100%	97%	4 <sup>th</sup> Q 2015
Fire Detection	100%	55%	4 <sup>th</sup> Q 2015
PSG, UPS, MPV	N/A	80%	4 <sup>th</sup> Q 2015

**CRITICAL PATH SUMMARY:**

- Continue to oversee construction activities with the MSF contractor, CSC installer and On-Call Contractor.
- Passenger Vehicle crews finalized the first and second carshells. Progress is ongoing with the other carshells.
- Due to the modified CAM dates, the equipment installation at Pearl Highlands and Pearlridge Stations are now driving the critical path.

**WORK PROGRESS:**

Activities this Month:

- Project-Wide Percent Complete: 24%
- Passenger Vehicle Percent Complete: 27%

**Design:**

- ATC/SCADA – Documents Received: 18, Documents Returned: 18.
- Communications – Documents Received: 4, Documents Returned: 17.
- Traction Power – Documents Received: 3, Documents Returned: 4.
- Fire Detection – Documents Received: 2, Documents Returned: 2.
- Platform Screen Gates – Documents Received: 0, Returned: 4.
- Passenger Vehicles – Documents Received: 13, Documents Returned: 6.  
Completion of the Vehicle Carshell Interim Design.

**Manufacturing:**

- Performed manufacturing oversight work at the AnsaldoBreda factory in Reggio Calabria, Italy. Work completed this month: Final assemblies of the third and fourth carshells. Floor and roofing of carshells five and six.  
(For additional details, please see the Vehicle Carshell Progress Tracker in Appendix E.)

Look Ahead:

**Design:**

- Completion of ATC/SCADA Final Design for Segment 1 (Q3 2015).
- Completion of TES Final Design for Segment 1 (Q3 2015).
- Approval of the Yard Control Bungalow design documents (Q3 2015) – work is ongoing.

**Manufacturing:**

- Passenger Vehicle Manufacturing – Continue carshell assembly for the first eight carshells (first two trains).
- Arrival of the second carshell to the Final Assembly Plant in Pittsburg, CA.

**Testing:**

- Communication Design Verification OSB System – Italy (October 2015).
- Pre-Shipping Inspection Test for Passenger Information System – Plano, TX (October 2015).

Activities this Month (continued):

- Conducted a production progress inspection for truck and bolster components.

**Testing:**

- Completed qualification tests for the automatic coupler and drawbar assemblies.
- Conducted Pre Shipment Inspection of the FOCN subsystem equipment.
- Completed the On board ATC (Car#1 and Car#2) regression tests, waiting for final report.
- Started MSF SCADA Rack FAI and Factory Acceptance Tests (completed).
- MSF ATC Wayside equipment testing in progress.
- Participated in the Pre-Shipment Inspection and Test of the ACS/IDS and CCTV subsystems in Aiea, HI.
- Pre-Shipping Inspection Test for ATS/SCADA software – Pittsburg, PA (ongoing).

**MSF:**

- Ongoing coordinating work with KKJV, and coordinating follow up work by AHJV and On-Call Contractor.
- Yard conduit installation: On-Call Contractor installation of yard conduit extensions is ongoing.
- OSB conduit installation: On-Call Contractor finalizing Public Announcement and Access Control System/Intrusion Detection System (ACS/IDS) conduit at the OSB and the MOW building. Installation of in shop areas to be finalized once access and work is coordinated with KKJV.
- AHJV is on site – Finished the cable pits into the Yard Control Bungalow; pouring of the foundation is expected by mid-September.
- AHJV continues walk through activities with KKJV for Share Access for the Wheel Truing Building (WTB) and Operations and Servicing Building (OSB).
- MSF Traction Power Substation was delivered, and lifted into place.

Look Ahead (continued):

- Pre-Shipping Inspection Test for LCC Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for Waipahu Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for West Loch Station SCADA Hardware – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for MSF TCCR Equipment – Batesburg, SC (September 2015).
- Pre-Shipping Inspection Test for LCC Station TCCR Equipment – Batesburg, SC (October 2015).
- Design Verifications for Platform Screen Gates – Farmington, CT (November 2015).
- Design Verification for Platform Screen Gates Maintainability – Farmington, CT (November 2015).
- Platform Screen Gates Electric and Platform Screen Gates Dynamic load tests (November 2015).
- Design Verification for Platform Screen Gates – Farmington, CT (November 2015).
- Platform Screen Gates Kinetic Energy Tests – Farmington, CT (November 2015).
- Platform Screen Gates Static Load Tests – Farmington, CT (November 2015).
- Platform Screen Gates Portable Test Unit Tests – Farmington, CT (November 2015).
- Uninterruptible Power Supply (UPS) First Production Units Test – China, Sept. 28, 2015.

**MSF:**

- AHJV to start traction power wire pulling activities at the yard.

**KEY ISSUES:**

- Revised station and guideway Construction Access Milestone (CAM) dates to the CSC might affect substantial completion of the Core Systems Contractor’s work. HART and the CSC will evaluate the full extent of potential impact once we have clarity in the expected CAM dates. This issue is being addressed in RFCR # 18.
- Vehicle Production and Testing is an ongoing monitored risk. Carshell production experienced some challenges and delays in the initial assembly of key components that affected the completion and shipment of the first carshell. Final Assembly of the first vehicle may have similar challenges. HART and CSC will continue to work together to plan and respond to the issues as they arise.
- 4-Car Train: Negotiations took place on June 26, 2015. The proposed settlement was presented to the HART Board of Directors in July, and the credit was approved.
- Nine (9) Month Delay Claim: Negotiations took place on June 26, 2015. The proposed settlement was presented to the HART Board in July. Approval of the settlement has been deferred, pending the submittal of additional information to the Board.

**QUALITY MANAGEMENT:**

- Overall quality of the contract is good.
- Testing and Oversight Activities:

Design Verifications & System Testing		
Subsystem	Test Completed	Date Completed
Passenger Vehicles	Qualification testing for automatic coupler and drawbar	July 2015
Communications	Pre-Shipment and Inspection Test for the Fiber Optic Communications Network	July 2015
ATC/SCADA	Vehicle On-board ATC testing activities completed	July 2015
ATC/SCADA	Factory Acceptance test of MSF Wayside equipment	Ongoing

Passenger Vehicle - Oversight		
Facility	Activity	Date Completed
Reggio Calabria, Italy	On-site inspector in place to oversee and report on AnsaldoBreda PV Carshell manufacturing activities	Ongoing
Pittsburg, CA	On-site inspector in place to oversee and report on Ansaldo Breda Final Assembly activities. First and second carshells in transit	Ongoing

CSC NCR Log			
	TOTAL	CLOSED	OPEN
AHJV & Subs	21	16	5
AB	193	161	32
<b>TOTAL</b>	<b>214</b>	<b>177</b>	<b>37</b>

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

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

**Contract No.:** MI-930

**Contractor:** Schindler Elevator Corporation

**Contract Start Date:** August 2013

**Contract Substantial Completion:** May 2018

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



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

**Project Overview:** Elevator and Escalator equipment design was completed in January 2015. The release to begin manufacturing of the FHS equipment will be scheduled once an approved construction schedule with the successful contractor has been completed. The West O’ahu Station Group contract has also been awarded and the WOSG equipment will be scheduled once an approved construction schedule has been completed. The Notice to Proceed for FHS was issued in August. The Kamehameha Highway Station Group was advertised in August 2015.

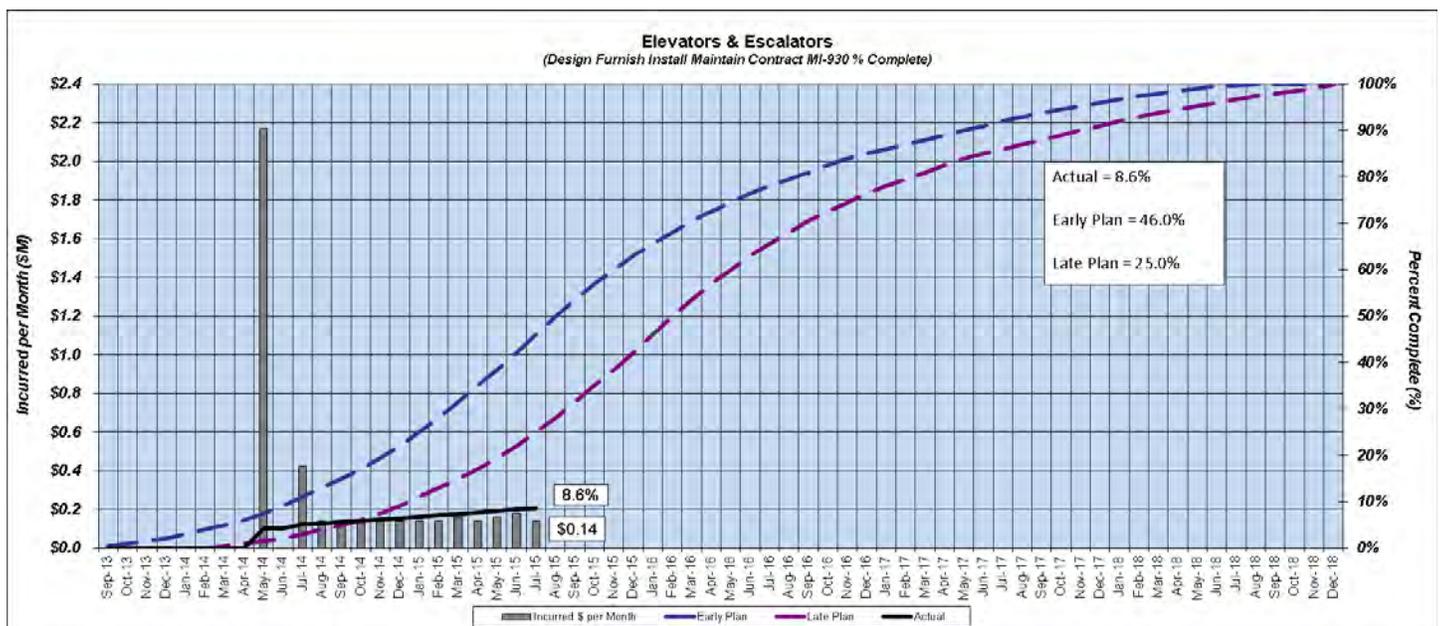
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$50,982,714</u>	<u>Incurred-to-Date:</u>	<u>\$4,362,333</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$50,982,714</u>	<u>Incurred in July:</u>	<u>\$140,825</u>

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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



**C. Fare Collection System****Contract No.:** TBD**Contractor:** TBD**Contract Start Date:** TBD**Contract Substantial Completion:** TBD**Projected Substantial Completion:** TBD

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

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

**Project Overview:** The Fare Systems RFP was released on Aug. 11, 2015. Best and Final Offer (BAFO) is anticipated in mid-October with award in November 2015. In the interim, an additional MOU covering the cost sharing arrangement for the Fare Systems O&M needs to be executed prior to award. The technical specification for the project is complete and the remaining RFP package is 100% complete. A Fare Systems technical consultant to support design review, testing and installation is anticipated to start beginning of September 2015. The selected DBOM contractor is anticipated to start design in winter 2015 through summer 2016.

**COST INFORMATION:** TBD**SCHEDULE:**

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

**CRITICAL PATH ISSUES:**

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

**WORK PROGRESS:**Activities this Month:

- Releasing RFP.
- Confirming budget and scope of work (SOW) for Technical Consultant.

Look Ahead:

- Respond to any RFP questions.
- Begin drafting MOU for cost sharing operations with DTS and BFS.
- Brief new Permitted Interaction Group (PIG) on Fare Policy Issues.

**KEY ISSUES:**

- Drafting MOU for O&M cost sharing between HART and the City.
- Ensuring Fare Systems Technical Consultant is on board to support Fare System Vendor negotiations.

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

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

Contract No.: DB-120

DB Contractor: Kiewit Infrastructure West Company (KIWC)

Contract Start Date: December 2009

Contract Substantial Completion: July 2016

Projected Substantial Completion: January 2017



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

**Project Overview:** For the August 2015 Report, progress for utilities, shaft, column, segment casting, and span stressing have been updated. The Left side Single Track Guideway is being erected and work is proceeding in the vicinity of East Kapolei Station towards the end of the westward portion of the alignment. Span by Span operations are heading eastward by West Loch Station and proceed towards Waipahu Transit Center Station. Maintenance of Traffic action items are being addressed for intersection closures. The Project’s Key Quality Issues continue to focus on drilled shafts and segment repairs, in addition to the repairs of Span 17 and Span 105.

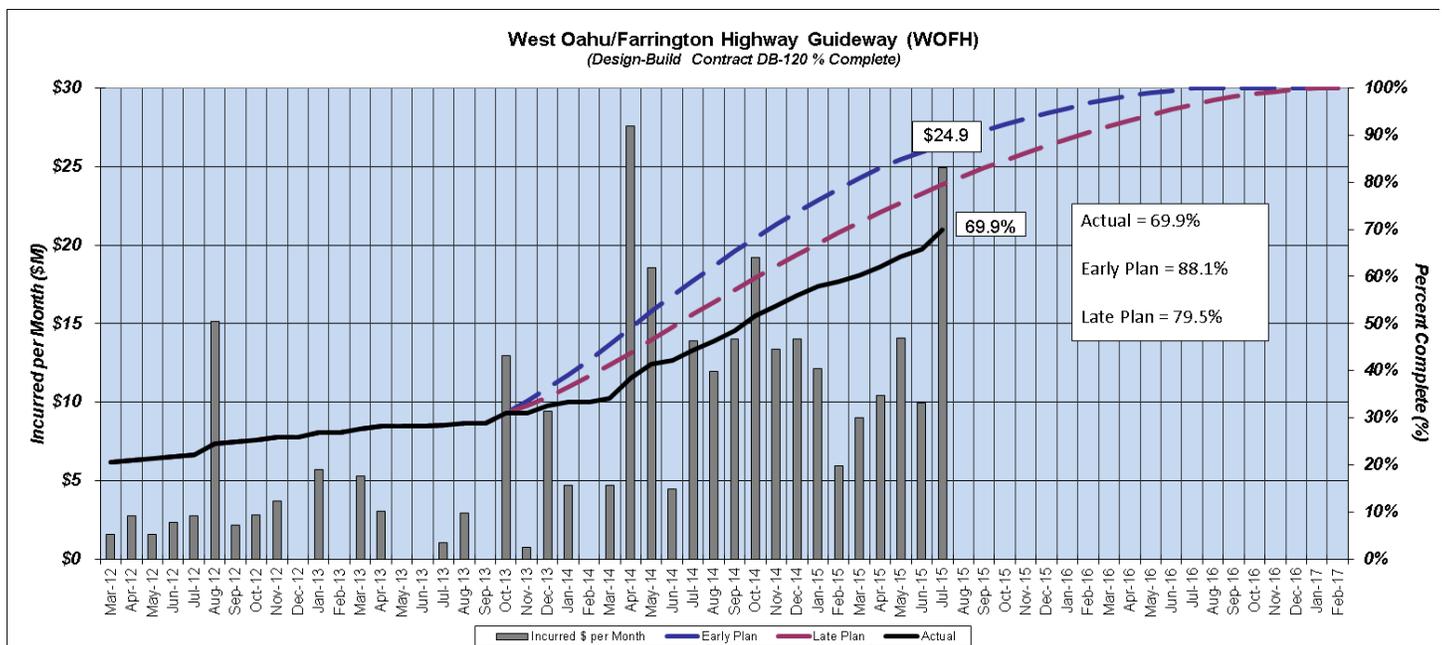
**COST INFORMATION:**

Original Contract:	\$482,924,000	Incurred-to-Date:	\$436,572,684
Current Contract Value <sup>1</sup> :	\$624,977,939	Incurred in July:	\$24,892,618

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

DBE Participation	
Actual DBE Participation:	\$5,339,330
DBE % Attained:	1.11%

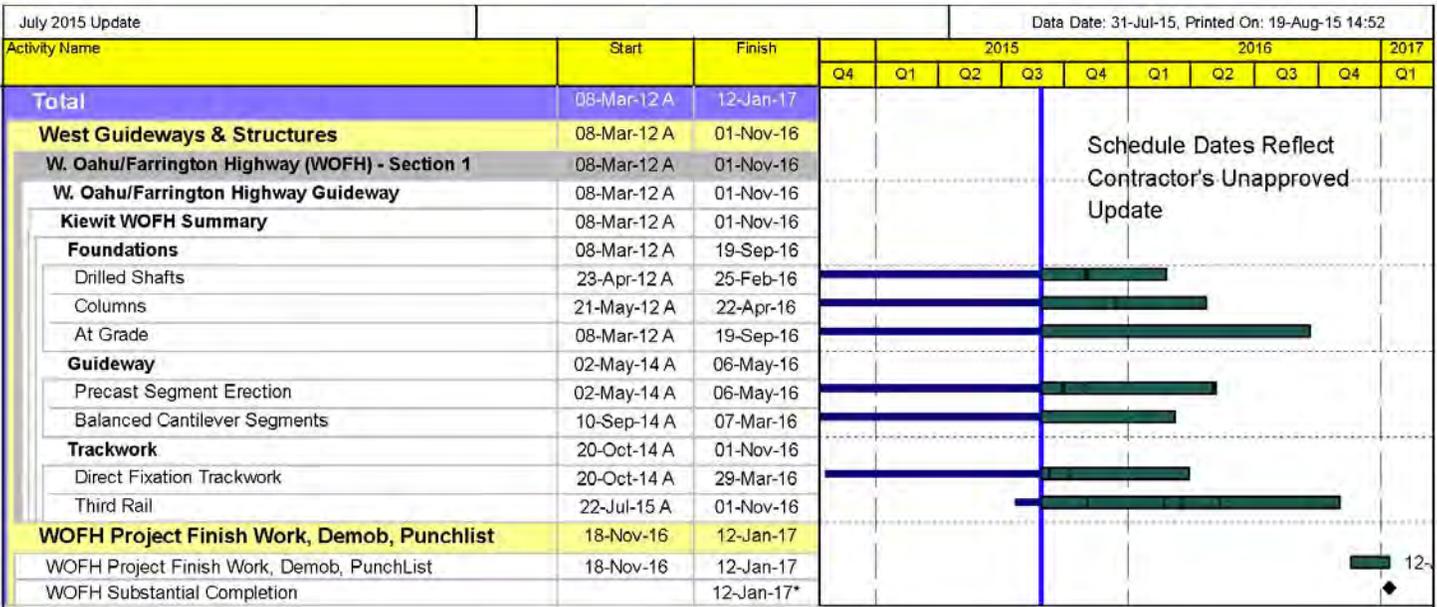
July Change Orders		
Change No.	Description	Amount (\$)
#0065	Reloc of LCC Portables/Park Lot	\$490,979
#0066	Revise Offset LT Lane at Kahualī’i	\$755,983
#0067	Revised West Yard Lead	\$124,505
<b>Cumulative to Date</b>		<b>\$142,053,939</b>



In August, KIWC submitted Pay Application #68 for Escalation due to Schedule Impacts between 9/16/14 to 12/13/14; the payment is being reviewed by HART. KIWC also submitted Pay Application #69 for July 2015 and the payment is in review. HART maintains that retention will continue to be withheld until such time that progress is satisfactory.

**SCHEDULE:**

- Progress is lagging from the approved planned schedule. HART and KIWC have been working to mitigate impacts to critical path activities. HART reviewed a revised schedule and requested a resubmittal via the Change Order process.



**CRITICAL PATH ISSUES:**

- A change order for the procurement and delivery of portables at LCC was executed. The lead time for these modular buildings will have an impact to the overall schedule. KIWC has notified HART that a 6 month time extension beyond substantial completion is needed to complete work at LCC. HART is currently reviewing this situation and is working with the contractor to mitigate a potential delay by extending the time needed to complete LCC work, which does not affect guideway completion for functional track.
- Production rates for span erection continue to reside at or near critical path.
- Work in the Balanced Cantilever System area has slipped from the October 2014 schedule and is at or nearing critical path with minimal total float days available.

**WORK PROGRESS:**

WOFH Status as of 8/18/15

Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date		Total Qty	% Complete	
						Accepted Schedule *	Revised Schedule **			
Water Line	8,528	9,348	91.2%	Shafts	243	266	227	266	91.4%	
Sewer Line	550	570	96.5%	Columns	192	266	174	266	72.2%	
Fuel Line	340	340	100%	Segment Casting	3,034	3,163	3,163	3,163	95.9%	
Gas line	1,498	1,591	94.2%	Spans Stressed	150	197	148	266	56.4%	
Drainage Line	3,325	5,166	64.4%	* Accepted Schedule was submitted in 2013.						
Elec/Telecom	15,399	21,374	72.0%	** Revised Unaccepted Schedule was submitted in 2014. Revised schedule reflects a 6 month delay to completion.						
Street Lights	6,335	8,357	75.8 %							
Traffic Sig/ITS Duct bank	8,209	10,802	76.0%							
System Sites	-	7,046	0%							
ITS Systems Devices	821	4,121	19.9%							

Activities this Month:

**Earned Value: 71.7%** [(Total Achieved to July 2015 (\$436 million) + Projected August 2015 Period (\$12 million))/Total Contract Including Executed Change Orders (\$623 million)]. Planned Value: 81.3%

**Shaft/Column**

- Performed drilled shaft construction, drilling, and placing of concrete for a total of 14 drill shafts. Set rebar and placed concrete for 7 columns.

Look Ahead:

**Design Progress**

- HART and KIWC are working together to complete final design. Additional submittals are expected to be issued for construction pending coordination with other parties and contracts.

**Shaft/Column**

- Continue with drilled shaft and column production along Farrington between Work Area 2 Phase 4 (Pupukahi Street) continuing towards Waipahu Transit Station. Drilled shaft production has been completed at the Pearl Highlands Station area and column production is proceeding at the Pearl Highlands Station.

Activities this Month (continued):

**Guideway Segment Erection**

- Eastbound heading #1 segments were erected from Span 152 through Span 160. Westbound heading #2 segments were erected from Span 12L through 4L. The third truss heading has been assembled and segments are being erected from Span 257.

**Utility Relocation**

- KIWC continues to relocate third party utilities and is staying out in front of drilled shaft productions.

**Balanced Cantilever Structure**

- Cast 3 new segments downstream at Pier 253 and cast 2 segments upstream at Pier 254. Cast 4 segments, 2 upstream and 2 downstream, at Pier 255. The top deck and post tensioning for Pier Table 256 was completed. Assembly of the third truss was completed at Pier 257.

**Track Construction**

- Track setting and concrete placing for plinths was completed at the double crossovers for the UH West O’ahu and East Kapolei Stations. Continue to lay track and set to final elevation between UH West O’ahu and Ho’opili Station.

**Precast Yard**

- Precast Yard performed daily segment and sound wall casting at a reduced pace, averaging 3 segments per day or 12-15 segments per week. This reduced pace is to accommodate the available storage at the yard.

**KIWC/Third-Party Coordination**

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

**Civil Structures**

- The MSE Block Wall by Pier 251 continues to progress. Retaining Wall A has been completed and work continues on Walls B, C and D.

Look Ahead (continued):

**Guideway Segment Erection**

- Segment span erection will continue from Span 4L westbound to the end of the westbound alignment and from Span 160 eastbound along Farrington Highway towards Waipahu Transit Center Station. The third truss will continue segment erection from Span 257 to Span 265.

**Utility Relocation**

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

**Balanced Cantilever Structure**

- KIWC will continue to cast upstream segments for the balanced cantilever at Pier 253 and downstream segments for Pier 254. Cast segments upstream and downstream for Piers 255. Work to assemble truss at Pier Table 256.

**Track Construction**

- Align and Final set of the rail will be performed between UH West O’ahu Station and Ho’opili Station. Welding operations will return in October 2015, east of West Loch Station.

**Precast Yard**

- Production of segment casting and sound walls will continue for the WOFH segments and is targeting a completion date of November 2015.

**KIWC/Third-Party Coordination**

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

**Civil Structures**

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

**KEY ISSUES:**

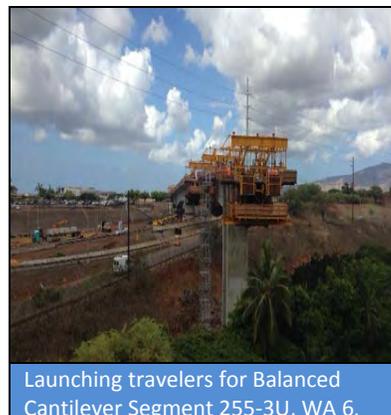
- **Design Completion Schedule** – The Project’s design schedule continues to be tracked by HART. Design completion is not impacting construction and the Design-Builder is managing the completion of all design milestones. Comment Disposition and Over-the-Shoulder Meetings also continue to occur. As of mid-August, 119 of 134 design submittals have been submitted. HART will continue to facilitate the third-party review process and will track against KIWC’s design schedule.
- **Leeward Community College (LCC) Portables and Parking Lot Change Order** – A grading permit is needed in order for KIWC to begin work at the LCC Station area. KIWC has developed plans which were submitted to the Honolulu Department of Planning and Permitting (DPP), LCC and HART for review. HART has completed the review of the Access Structure and LCC construction began on Aug. 31. The delivery of the portable buildings is scheduled to begin in October 2015.
- **Construction Production/Baseline Schedule** – Meeting the project’s schedule will continue to be a challenge. A re-sequenced October 2014 baseline schedule was submitted to HART in December 2014, showing more realistic construction durations. The schedule is being used to track progress against schedule of milestones. HART and KIWC continue to meet to discuss further refinements to durations and activities within the schedule.
- **HDOT Traffic Signal Betterments** – HDOT has requested and has recognized various betterments beyond KIWC’s base scope of work. KIWC has presented a list of contract work versus betterments. HART, KIWC and HDOT have reviewed these items and agreed to the final scope of work. In August, both HART and KIWC refined pricing and quantities for the agreed scope of work for traffic signal betterments. HART and KIWC will proceed with negotiations for the traffic signal betterments.
- **Noise and Light Complaints** – KIWC has received multiple noise, light, and equipment complaints regarding construction work occurring at night along the project alignment. HART and KIWC will continue to meet to discuss the allowed operations and appropriate responses. HART and KIWC continue to monitor the construction operations and meet to discuss the appropriate responses to Noise Complaints.
- **Span by Span Operations** – Span erection and stressing operations are proceeding eastward on Heading #1 towards Waipahu Transit Center Station at a steady pace. Erection and post tensioning operations on Heading #2, in the westbound direction towards the beginning of the alignment, is ongoing. Completion of single span erection and post tensioning in the westbound direction is anticipated to be complete by mid-September. KIWC has completed the assembly of a third truss, Heading #3 by Pier 257, and segments have been erected in Span 257 advancing eastwards towards the end of the WOFH segment.
- **Intersection Closure for Span by Span** – KIWC successfully completed the temporary intersection closure at Leoku Street for the span erection and post tensioning operations in August. Leoku is the first major intersection closure for the project. The next intersection closure for span by span operations will be by the Leokane intersection by the end of September. KIWC and HART will continue to evaluate opportunities for minimizing full closures at intersections during span by span operations over intersections along Farrington Highway.

**QUALITY MANAGEMENT:**

- **Quality Processes and Audits** – KIWC continues to follow an established quality process. There have not been any significant findings through quality audits.
- **Span 17 Damage and Repair** – During the erection process of Span 17, segments 17-1, 17-2, 17-11, and 17-12 were damaged due to unbalanced support from the temporary bearings. NCR 00314 was opened to address this issue. This issue has been technically resolved and a recommendation to proceed with the repair has been issued. Repair at Span 17 is not on the critical path and KIWC continues to proceed with span by span operations westbound.
- **Drilled Shaft Quality** – HART received 13 additional drill shaft Crosshole Sonic Logging (CSL) Reports in August 2015. Of the 13 reports received, six drilled shafts were found to have velocity reductions outside of the acceptable design criteria limits. The drilled shaft activity continues to progress towards completion and the quality of the shafts have improved substantially.
- **Drill Shaft Repairs** – In August, 5 new CSL related NCRs have been opened and submitted to HART. HART will not close an NCR until KIWC completes another CSL test and demonstrates soundness of the concrete shaft as well as when all HART comments are responded to. The repair procedure for Drilled Shaft Pier 235 is approved and KIWC will proceed with the repair.
- **Pre-Cast Segment Progress/Quality** – The Casting Yard has scaled back in production to allow time for span erection efforts to catch up. Production is now averaging 7-10 segments per week and is currently about 96% complete with segment production for the overall project. Although 128 of the total 430 NCRs (29.8%) have been related to segmental issues like damaged shear keys, concrete voids, and spalls, proper correction procedures have already been developed and are being implemented.
- **Closing Out NCRs** – NCRs are being promptly corrected, validated, and closed out during this period. Both KIWC and HART have been working together to complete all the needed processes for timely validation and closeout of NCRs. A total of 28 NCRs have been closed since last month. Of the 28, ten were related to pre-cast segment issues, nine were related to drilled shaft issues, four Balanced Cantilever System (BCS) cracking/tensioning issues, one out of tolerance rebar issue, two column concrete finish issues, one shaft base grout issue and one span misalignment issue.
- **Track Welding and Track Construction Operations** – KIWC has completed the concrete plinth trackwork for double crossovers Span 15 and 16 east of East Kapolei Station (the second of five crossovers for the project). HART and KIWC continue to have discussions on Direct Fixation Shim Tolerances, and KIWC has opted to proceed with installations of direct fixation trackwork.
- **Balanced Cantilever System (BCS) Form Advancement** – KIWC continues to make great strides in the BCS construction with minimal quality issues. In August, two NCRs related to Balanced Cantilever Segments were created. On average, three Balanced Cantilever segments are cast and stressed per week. As of mid-August, 37 of 84 BCS segments have been stressed (44.0%).

WOFH NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
430	372	58

**PROJECT PICTURES:**



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

**Contract No.:** FD-140

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

**Contract Start Date:** June 2012

**Construction Docs Bid-Ready:** April 2015 (awarded July 2015)

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



**Project Overview:** The WOSG construction contract was awarded to Nan, Inc. on July 1, 2015. HART will be evaluating the Project schedule and anticipates issuing the Notice to Proceed shortly.

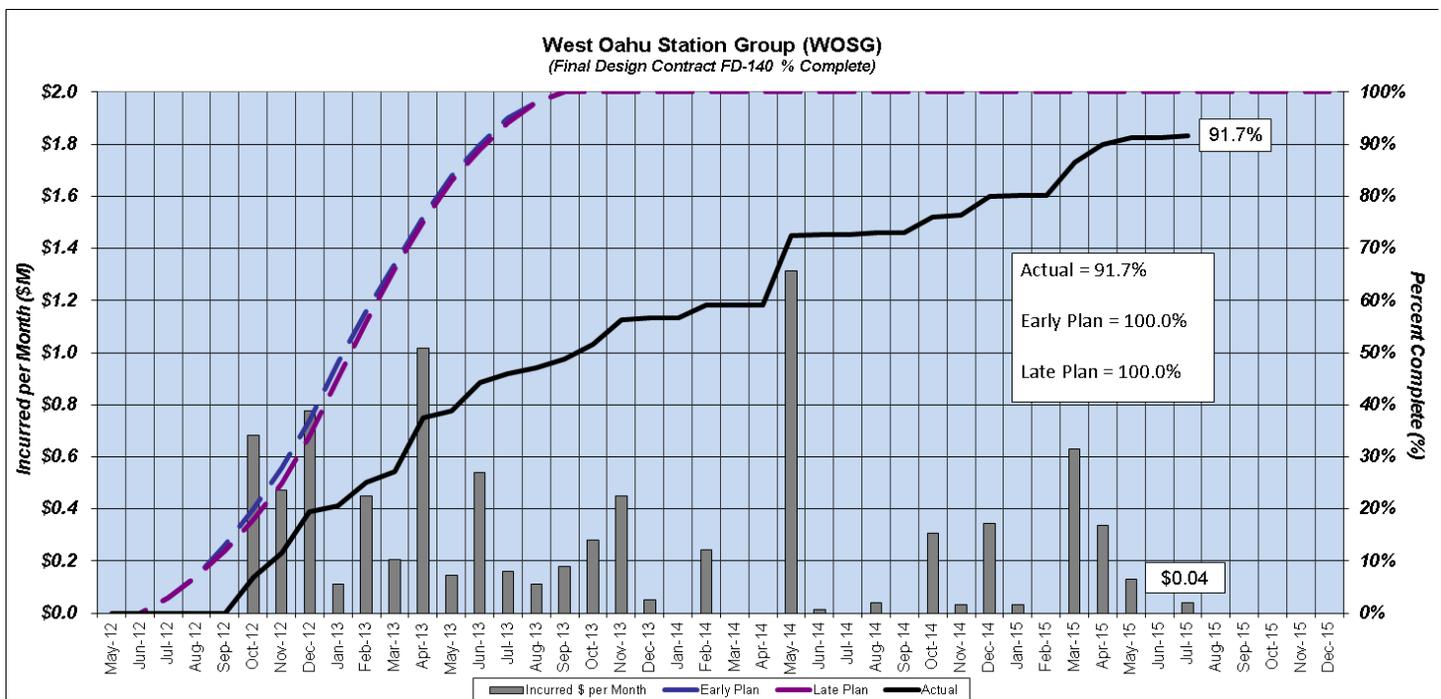
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$7,789,000</u>	<u>Incurred-to-Date:</u>	<u>\$9,094,145</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$10,014,305</u>	<u>Incurred in July:</u>	<u>\$41,195</u>

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

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

July Change Orders/Amendment		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$2,777,305</b>



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

The design phase of the WOSG contract is essentially complete. The role of the design consultant is transitioning to engineering support services during construction.

**SCHEDULE:**

July 2015 Update				Data Date: 31-Jul-15, Printed On: 20-Aug-15													
Activity ID	Activity Name	Start	Finish	2015				2016				2017					
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>W. Oahu/Farrington Highway (WOFH) - Section 1</b>		28-May-13 A	05-Sep-17														
<b>W. Oahu Station Group</b>		28-May-13 A	05-Sep-17														
	Design - W. Oahu Station Group	28-May-13 A	05-Sep-17														
	Design - Bid Support	28-May-13 A	20-Jul-15 A														
	Design - Construction Support	31-Jul-15	05-Sep-17														
	Construction - W. Oahu Station Group	31-Jul-15	05-Sep-17														
	East Kapolei Station	18-Dec-15	05-Sep-17														
	UH West Oahu Station	03-Sep-15	03-Jul-17														
	Ho'opili Station	31-Jul-15	17-Mar-17														

**CRITICAL PATH ISSUES:**

- HART is overseeing the final resolution of minor interface items outstanding between WOSG and the CSC, WOFH and EE contracts.
- The design consultant is completing designs of power service connections for UH West O’ahu and Ho’opili Stations.
- HART has sent a response to HDOT for concurrence concerning comments they have made regarding pedestrian and bicycle circulation studies. HDOT is also requesting a letter from HART regarding future adjustments as may be necessary for the widening of Kualakai’i Parkway as it relates to the UHWO pedestrian bridge column in the median.

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 93%.
- Interfaced design with CSC, WOFH and EE contracts.
- Coordinated with private developer, utility companies and third party agencies to establish utility services for UH West O’ahu and Ho’opili Stations.

Look Ahead:

- Document design interface agreements with CSC, WOFH and EE contracts.
- Finalize third-party agreements and approvals.

**KEY ISSUES:**

- Coordinating with HDOT to resolve policy level design review comments. HDOT comments must be resolved before DPP will sign-off and issue grading permits.
- Holding tanks in lieu of sewer connections at UH West O’ahu and Ho’opili Stations need to be resolved with DOH.

**C. Farrington Highway Station Group (FHSG)**

**Contract No.:** FD-240

**Contractors:**

**URS Corporation**

Start Date: Sept. 27, 2013

End Date: June 2017

**HDR Engineering, Inc.**

Start Date: Jan. 12, 2011

End Date: April 5, 2013

**Construction Docs Bid-Ready:** December 2014 (awarded June 2015)



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

**Project Overview:** Design for this contract is complete. The associated construction contract was awarded to Hawaiian Dredging on June 9, 2015. Notice to Proceed was issued to Hawaiian Dredging on August 17. From the September 2015 Monthly Report and on, a contract page for the Construction contract will be included in the Monthly Report. The role of the design consultant has transitioned from design to engineering support services during construction. As such, the FHSG FD contract page will be removed from the Monthly Report, and any updates related to design will be covered in the FHSG construction contract page.

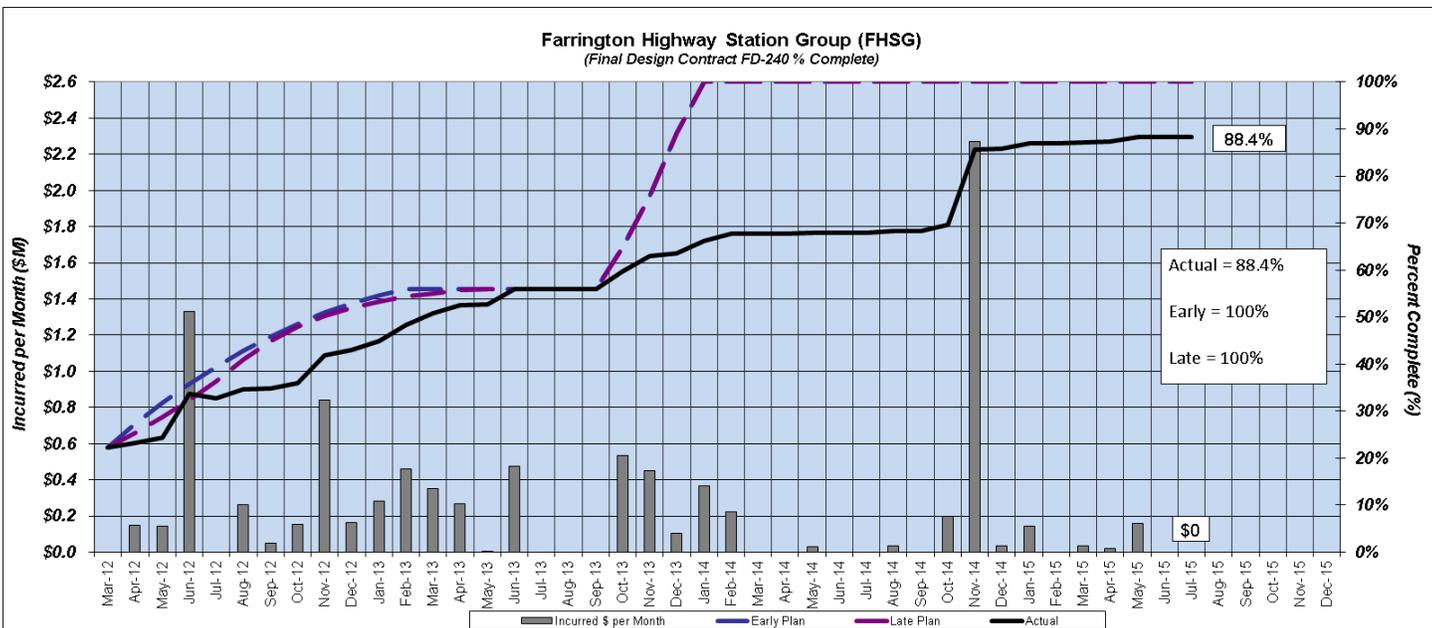
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$9,300,696</u>	<u>Incurred-to-Date:</u>	<u>\$12,546,293</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$14,198,045</u>	<u>Incurred in July:</u>	<u>\$0</u>

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

DBE Participation	
Actual DBE Participation:	\$258,611
DBE % Attained:	4.7%

July Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$5,017,093</b>



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

The design phase of the FHSG contract is complete. The role of the design consultant has transitioned from design to engineering support services during construction.

**SCHEDULE:**

July 2015 Update		Data Date: 31-Jul-15, Printed On: 06-Aug-15												
Activity Name	Start	Finish	2015				2016				2017			
			1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>W. Oahu/Farrington Highway (WOFH) - Section 1</b>	28-Jan-13 A	15-Aug-17												
<b>Farrington Highway Station Group</b>	28-Jan-13 A	15-Aug-17												
Design - Farrington Highway Station Group	28-Jan-13 A	15-Aug-17												
Design - Bid Support	28-Jan-13 A	14-Aug-15	█											
Design - Construction Support	17-Aug-15	15-Aug-17												
Construction - Farrington Highway Station Group	17-Aug-15	15-Aug-17												
West Loch Station	17-Aug-15	12-May-17												
Waipahu Transit Station	17-Aug-15	15-Aug-17												
Leeward Community College Station	01-Dec-15	30-Jun-17												

**CRITICAL PATH ISSUES:**

- HART is facilitating the finalization of interface agreements between the FHSG, CSC and WOFH contracts.
- HART is coordinating and forecasting construction access milestones between interfacing contracts.
- HART has sent a response to HDOT for concurrence concerning comments they have made regarding pedestrian and bicycle circulation studies.

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 84%. This value appears low relative to other station groups due to the proportionally larger value of its construction services budget. However, the design scope of this contract is complete.
- Finalizing approvals from third parties.

Look Ahead:

- Document design interface agreements.

**KEY ISSUES:**

- Tracking completion of other designs that interface with FHSG prior to construction.
- Tracking construction access handoff dates with WOFH contractor.

**D. Maintenance and Storage Facility (MSF)**

**Contract No.:** DB-200

**Contractor:** Kiewit/Kobayashi Joint Venture (KKJV)

**Contract Start Date:** July 2011

**Contract Substantial Completion:** April 2016

**Projected Substantial Completion:** April 2016



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

**Project Overview:** MSF substantial completion is April 21, 2016.

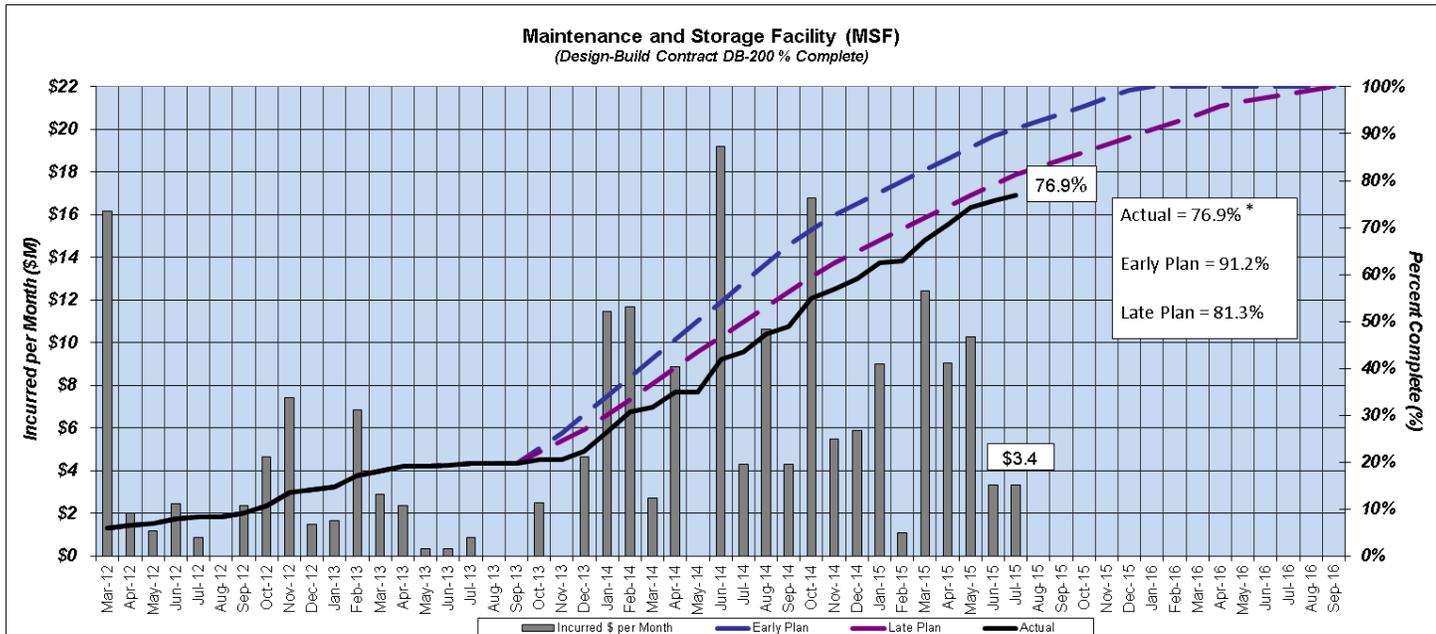
**COST INFORMATION:**

<u>Original Contract:</u>	\$195,258,000	<u>Incurred-to-Date:</u>	\$211,194,348
<u>Current Contract Value<sup>1</sup>:</u>	\$274,834,593	<u>Incurred in July<sup>2</sup>:</u>	-\$1,388,561

<sup>1</sup>Current Contract Value = Original contract value (not including contingency) + executed Change Orders  
<sup>2</sup>Actual amount adjusted due to final value of pay request #46 and #47

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$79,576,593</b>



\*Actual percentage adjusted due to final value of pay request #46 and #47.

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 10-Aug-15									
Activity Name	Start	Finish	2015				2016				Q1	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>Total</b>	29-Aug-11 A	19-Apr-16										
<b>Maintenance &amp; Storage Facility (MSF)</b>	29-Aug-11 A	19-Apr-16										
<b>Design</b>	29-Aug-11 A	27-Jan-15 A										
Design & Engineering	29-Aug-11 A	27-Jan-15 A										
<b>Construction</b>	26-Jul-12 A	19-Apr-16										
Site Civil/Utilities	26-Jul-12 A	22-Feb-16									22-Feb-16	
Operations & Servicing Building	27-Nov-13 A	10-Feb-16									10-Feb-16	
Maintenance of Way Building	12-May-14 A	03-Feb-16									03-Feb-16	
Wheel Truing Building	18-Jul-14 A	17-Dec-15									17-Dec-15	
Yard Trackwork	17-Feb-15 A	08-Feb-16									08-Feb-16	
Train Wash Facility	23-Mar-15 A	03-Mar-16									03-Mar-16	
Third Rail	10-Jul-15 A	08-Feb-16									08-Feb-16	
Project Facility Commissioning, Closeout & Turnover	15-Oct-15	19-Apr-16									19-Apr-16	

**CRITICAL PATH ISSUES:**

- Scheduling work related to test track and functional track to support program opening dates.
- Coordination with abutting WOFH main line contract for completion of track work in west yard, and utilities and site access in the east yard.

MSF Construction Status 77% Complete Overall as of 8/31/15	
Element	% Complete
OSB	80%
MOW Building	82%
WTB	88%
TWF	35%
Rail Procurement	98%

**WORK PROGRESS:**

Activities this Month:

**Earned Value: 79%** [(Total Achieved to July 2015 (\$206 million) + Projected August 2015 Period (\$13.9 million))/Total Contract Including Executed Change Orders (\$275 million)]. Planned Value: 85%

**Yard/Utilities**

- Testing and checking switchgear in preparation for energizing MOW, OSB, WTB and TWF.
- Installing fencing around HECO facilities.
- Installing conduit for systems, communications, train control, traction power, site electrical and exterior lighting.
- Construction of storm water outfall is ongoing.
- Completed installation of electrical troughs.

**Operations and Servicing Building (OSB)**

- Installing rail on pillars for the M-6 and M-7 tracks.
- Installing handrail and placing concrete for the car access platforms.
- Installing mechanical/electrical/plumbing.
- Installing service and emergency lighting.
- Installing drywall and interior and exterior building finishes.
- Installing framing for fixed ceilings.
- Completed interior siding installation.
- Installing exterior metal siding and ventilation louvers.
- Installation of turntables and hydraulic lifts.

**Maintenance of Way (MOW)**

- Installing roll up doors for warehouses and shops.
- Installing drywall and interior and exterior building finishes.

Look Ahead:

**Yard/Utilities**

- Continue storage and maintenance and ready track work.
- Continue contact rail installation.
- Continue installation of exterior yard and perimeter lighting.
- Complete Signal and Control Raceway.
- Continue construction of storm water outfall.

**OSB**

- Continue installation of turntables and hydraulic lifts.
- Complete interior partitions.
- Building close in, metal wall panels, glazing, doors.
- Interior finishes/HVAC.
- Install elevator.
- Install interior glazing.
- Rollup and personnel door installation.

**MOW**

- Complete power distribution.
- Interior and exterior finishes.
- Continue electrical, mechanical and plumbing.

Activities this Month (continued):

- Completed roof drain system for membrane and standing seam metal roofing.
- Installing mechanical/electrical/plumbing systems.
- Installing power distribution cabinets.

**Wheel Truing Building (WTB)**

- Installing interior and exterior finishes.
- Installing mechanical/electrical/plumbing.
- Installed roll up doors.
- Installing power distribution.

**Train Wash Facility (TWF)**

- Concrete stem wall construction.
- Embedded track foundation and grade beam construction.
- Electrical rough in.
- Trench drain system installation.

**Rail Procurement and Installation**

- Installation of contact rail is ongoing.
- Installing IJ's for storage tracks S1-7.
- Receiving materials and installing turnouts is ongoing.
- Distributing rail materials to WOFH is ongoing.
- Installation of pre-curved rail is ongoing.
- Preparing subgrade for ready tracks RL1 – 3 and W1
- Formed and poured Hosteler pad.

**Administration**

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

Look Ahead (continued):

- Complete sprinkler system.

**WTB**

- Mandors, interior partitions, and interior finishes.
- Release Building Systems raceway to CSC.
- Install crane.
- Install wheel truing lathe.

**Train Wash Facility**

- Complete below grade utilities for the TWF.
- Complete platform walls.
- Complete backfill.

**KEY ISSUES:**

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

**QUALITY MANAGEMENT:**

- Overall quality of the contract is good.
- NCR 27 concerns additional reinforcing required around HVAC opening cut in CMU wall.
- NCR 28 concerns application of fire stops and seals in rated walls.

MSF NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
28	26	2

**PROJECT PICTURES:**



Testing of MOW switchgear.



OSB metal panel installation.



Grading OSB hydraulic pits and turntables.



Rebar placement for Hosteler pad wall along M track.



WTB HVAC installation.



TWF track slab preparation.

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

#### A. Kamehameha Highway Guideway (KHG)

**Contract No.:** DB-320

**Contractor:** Kiewit Infrastructure West Company (KIWC)

**Contract Start Date:** June 2011

**Contract Substantial Completion:** September 2016

**Projected Substantial Completion:** April 2017

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



**Project Overview:** Construction of the drilled shafts has moved to the balanced cantilever area in order to maintain progress while HECO clearance issues are resolved. Discussions with HECO are being held at an elevated level to resolve concerns about horizontal/vertical clearances and schedule certainty. Permanent and temporary ITS work continues to be installed along with traffic signals. Utility relocations along the alignment continue to progress, but may be impacted by third-party schedules, primarily HECO. Column construction started Aug. 5, 2015.

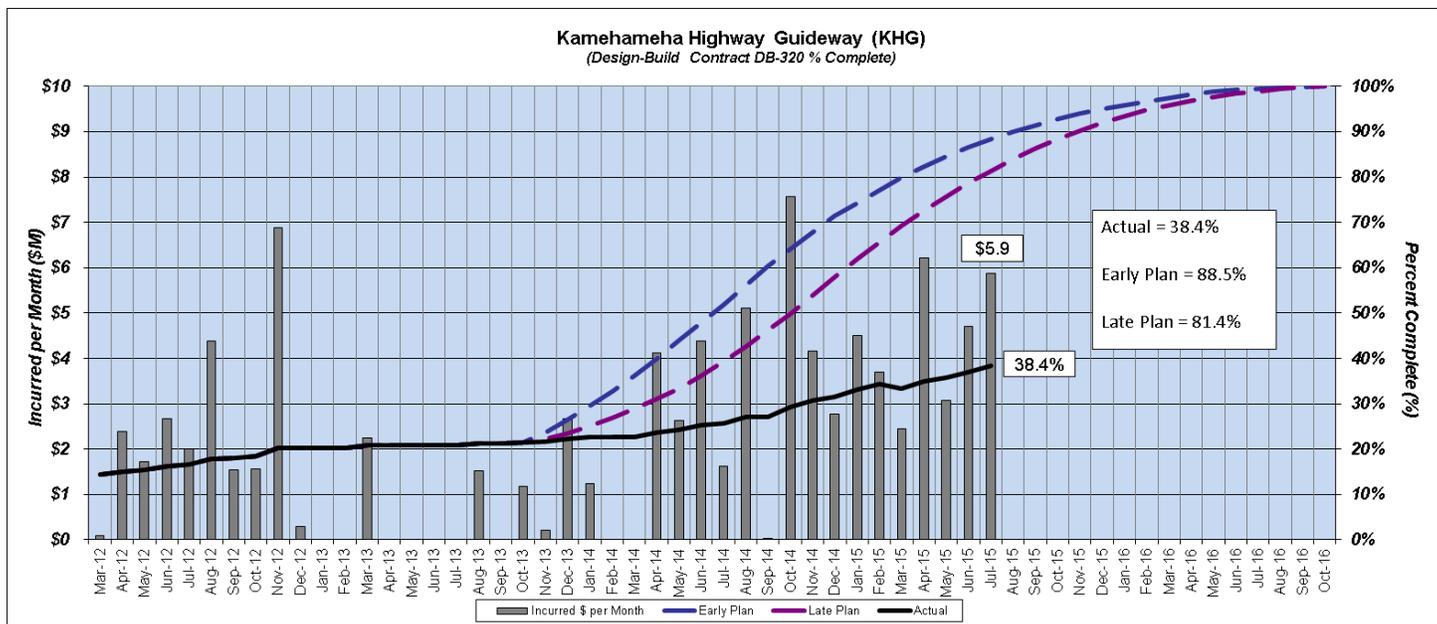
#### COST INFORMATION:

<u>Original Contract:</u>	<u>\$372,150,000</u>	<u>Incurred-to-Date:</u>	<u>\$152,782,191</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$388,636,363</u>	<u>Incurred in July:</u>	<u>\$5,883,028</u>

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$16,486,363</b>



Progress payment 47 (June 2015) has been processed.

**SCHEDULE:**

- The approved re-baselined schedule was dated Oct. 28, 2013, and KIWC submitted a schedule revision on Dec. 5, 2014 with a data date of October 2014. This schedule showed a revised Substantial Completion date of April 4, 2017. HART has requested re-submittal via the change order process.
- Schedule has continued to slip due to third-party construction of utility relocation work. HART has noted that KIWC's lack of coordination with third-parties contributed to the schedule slip.

July 2015 Update		Data Date: 31-Jul-15, Printed On: 19-Aug-15 15:57										
Activity Name	Start	Finish	2016				2017					
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Total</b>	03-Nov-14 A	26-Jul-17										
<b>West Guideways &amp; Structures</b>	03-Nov-14 A	26-Jul-17										
<b>Kamehameha Highway (KH) - Section 2</b>	03-Nov-14 A	26-Jul-17										
<b>Kamehameha Highway Guideway</b>	03-Nov-14 A	26-Jul-17										
<b>Kiewit KHG Summary</b>	03-Nov-14 A	26-Jul-17										
<b>Foundations</b>	03-Nov-14 A	24-Nov-16										
Drilled Shafts	03-Nov-14 A	26-Sep-16										
Columns	01-Jul-15 A	24-Nov-16										
<b>Guideway</b>	10-Aug-15 A	08-Jan-17										
Precast Segment Erection	10-Aug-15 A	08-Jan-17										
Cast BC Segments	05-Nov-15	07-Nov-16										
<b>Trackwork</b>	18-Dec-15	26-Jul-17										
Direct Fixation Trackwork	18-Dec-15	15-Mar-17										
Third Rail	12-Jan-16	30-Mar-17										
KHG Project Finish Work, Demob, Punchlist	28-Apr-17	26-Jul-17										
KHG Project Finish Work, Demob, Punchlist	28-Apr-17	26-Jul-17										
KHG Substantial Completion		28-Apr-17										

Schedule Dates Reflect Contractor's Unapproved Update

**CRITICAL PATH ISSUES:**

- Start of column work at Phase 1 had been delayed by over 8 months from the October 2014 schedule, which resulted in float for columns going from 69 days to -112 days in the most recent update.
- HECO forecasts at 11-920-M1 and 8-860-M1 has resulted in further delays to the project. The delays have been partially mitigated through resequencing of the road widening work.
- No progress schedule has been submitted since July 6 (for June 2015 progress update 47). In the most recent schedule submitted, the longest path increased to -223 days of total float from -215 in May.

**WORK PROGRESS:**

**KHG Construction Status as of 8/14/15**

Utility Status	Qty to Date	Final Qty	% Complete	Structure Element	Total to Date	Planned to Date		Total Qty	% Complete
						Accepted Schedule*	Revised Schedule**		
Water Line	4,130	4,362	95%	Shafts	54	81	44	186	29%
Gas Line	11,639	12,641	92%	Columns	5	74	17	168	3%
Sewer Line	429	492	87%	Segment Casting	178	465	465	2,075	8%
Drainage	586	2,081	28%	Segment Erection	0	52	0	2,075	0%
Elec/Telecom	14,432	19,455	74%	Spans Stressed	0	---	0	156	0%
Signals/ITS/Lights	13,247	18,486	72%	* Accepted Schedule was submitted in 2013. ** Revised Unaccepted Schedule was submitted in 2014. Revised schedule shows a 7 month delay in completion.					

Activities this Month:

**Earned Value: 39.6%** [(Total achieved to June 2015 (\$139.8 million) + July and August projection (\$14.3 million))/Total contract including executed Change Orders (\$389 million)]. Planned Value: 84%

Look Ahead:

**Design Progress**

- HART and KIWC are working together to complete final design. To date, 38 of 49 drawing packages have been issued for construction.

Activities this Month (continued):

**Shaft/Column/Segments**

- 54 of 186 shafts have been installed.
- 5 of 168 columns have been constructed.
- 178 of 2,075 segments have been cast.

**Utility Relocation Progress**

- Wall 8 fiber optic bypass and drainage continue.
- Fuel line tie-ins in Phases 6, 7 and 12.
- The relocation of HECO electrical lines and Hawaiian Telcom, Oceanic Time Warner and Intelligent Transportation Systems (ITS) duct banks is occurring in various phases along the alignment.
- Pile driving for streetlights at Ka’ahumanu intersection to begin.
- Continued construction of footings for “C” piers at shafts 277, 278 and 279.
- Fuel Line C & R relocation and tie-in completed.
- Installation of Waimaulu drain line in Phase 5.

**Balanced Cantilever Structure (BCS)**

- KIWC completed the shafts west of the H-1 and began excavating for the footing at shaft 306.
- KIWC began installing shafts east of the H-1.

**Precast Yard**

- KIWC has cast 178 of the 2,075 segments.
- Precast was shut down for form maintenance for 3 days.

**Traffic Signals**

- Traffic signal installation is ongoing at the Pu’u Momi intersection.

**Roadway Widening**

- Roadway widening is ongoing in Phase 9.

Look Ahead (continued):

**Shaft/Column/Segments**

- Construction of shafts will continue for the balanced cantilever on the east side of H-1 moving eastbound.
- Column construction will stop on KHG while crews remobilize to WOFH.
- Shaft construction will begin in front of Pearl Kai Shopping Center.

**Utility Relocation**

- Acquisition of ROE for utility relocations is being pursued by HART and KIWC jointly, and meetings with property owners will continue. Negotiations with property owners have been favorable, and agreements are being drafted for signature.
- Pile driving for streetlights to begin at various intersections
- Fuel line “O” tie-in in front of Pearl Kai Shopping Center.
- Fuel line “D” tie-in.

**Balanced Cantilever Structure (BCS)**

- KIWC will continue drilling shafts at the BCS east of the H-1.

**Precast Yard**

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

**Roadway Widening**

- Roadway widening will continue throughout the alignment.
- HART has issued RFCRs to the contractor for identified HDOT betterments. Work is anticipated to begin after issuance of a change order.

**KEY ISSUES:**

- **Community Noise Complaints** – Mitigation measures for noise, dust and traffic impacts continue to be explored. HART will continue to work with the community.
- **HDOT Betterments** – HART has issued eight RFCRs to date for HDOT betterments. Negotiations with KIWC, concurrence from HDOT, and source of funding all need to be finalized.
- **HECO Clearance and Schedule Issues** – HART and KIWC are working together to resolve the HECO clearance issue. This issue, along with the lack of HECO schedule certainty, may impact the project schedule.

**QUALITY MANAGEMENT:**

- **Quality Process** – KIWC continues to follow an established quality process. There have not been any significant findings through quality audits.
- **Latest Construction Plans** – Current shaft construction is proceeding with only minor quality issues.
- **Drilled Shaft Quality** – KIWC currently has 15 open NCRs due to velocity reduction exceeding 10%. KIWC has been reviewing their means and methods for placing concrete to reduce the issue with velocity reduction.
- **Survey Audit** – A joint survey audit for WOFH, KHG and MSF occurred on Aug. 20, 2015.

KHG NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
78	52	26

PROJECT PICTURES:



First column, Phase 1.



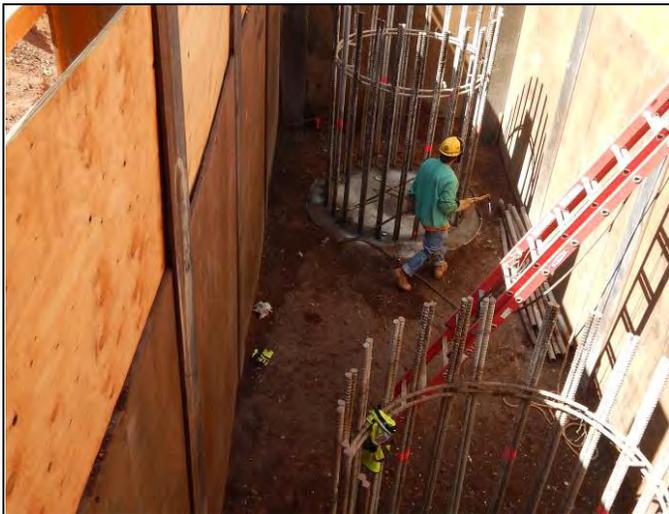
Drilling Shaft 288, Phase 2.



Casting segments.



Fuel line tie-in, Phase 5.



C-Pier foundation, Phase 1.



Gas line R tie-in, Phase 13.

**B. Ramp H2R2**

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



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

**Project Overview:** Royal Contracting was awarded this project on May 4, 2015, and issued NTP on May 18, 2015. Construction duration is anticipated to be 13 months.

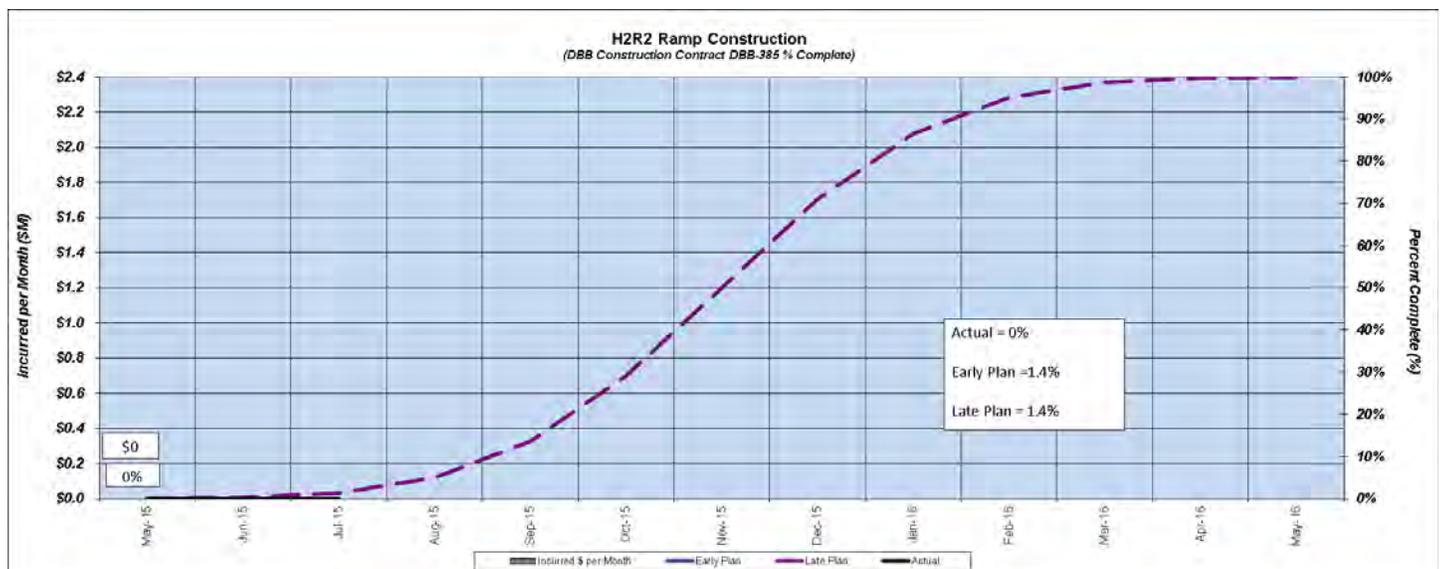
**COST INFORMATION:**

Original Contract:	\$5,703,646	Incurred-to-Date:	\$0
Current Contract Value <sup>1</sup> :	\$5,203,646	Incurred in July:	\$0

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

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

July Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 19-Aug-15																	
Activity Name	Start	Finish	2015				2016				2017				2018				2019	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
H2R2 Ramp Summary for Monthly Report																				
Kamehameha Highway (KH) - Section 2	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		
H2R2 Ramp Construction	18-May-15 A	17-Jun-16																		
Substantial Completion	17-Jun-16																			

**CRITICAL PATH ISSUES:**

- DPP final review and sign-off on Final Design documents.
- A Contractor Schedule and Organization Chart were submitted and returned with revisions required.
- Contractor to submit for permits.

**WORK PROGRESS:**

Activities this Month:

**Earned Value: 0%; Planned Value: 0%**

- Contractor to comply with requirements of the General Conditions.
- Required Forms, Reports and Certifications continue to be submitted.
- Review of revised baseline schedule.

Look Ahead:

- Complete required submittals.
- Site mobilization planned for September 2015.

**KEY ISSUES:**

- Contractor to obtain National Pollutant Discharge Elimination System (NPDES) permit.

**C. Kamehameha Highway Station Group (KHSG)**

**Contract No.:** FD-340

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

**Contract Start Date:** November 2012

**Construction Docs Bid-Ready:**

H2R2 Highway Ramp: January 2015 (in construction)

Kamehameha Highway Stations: August 2015



**Project Description:** The Kamehameha Highway Stations Group FD Contract (KHSG) consists of architectural and engineering services for the design of three (3) transit stations serving the Kamehameha Highway Guideway. The three (3) stations comprising the KHSG contract are the Pearl Highlands Station, the Pearlridge Station, and the Aloha Stadium Station. The Pearl Highlands Station also includes two highway ramps.

**Project Overview:** The KHSG design has incorporated value engineering changes and was advertised in a construction solicitation on Aug. 18, 2015. In addition, the H2R2 Ramp was broken out and expedited under a separate Design-Bid-Build contract that was awarded in May 2015.

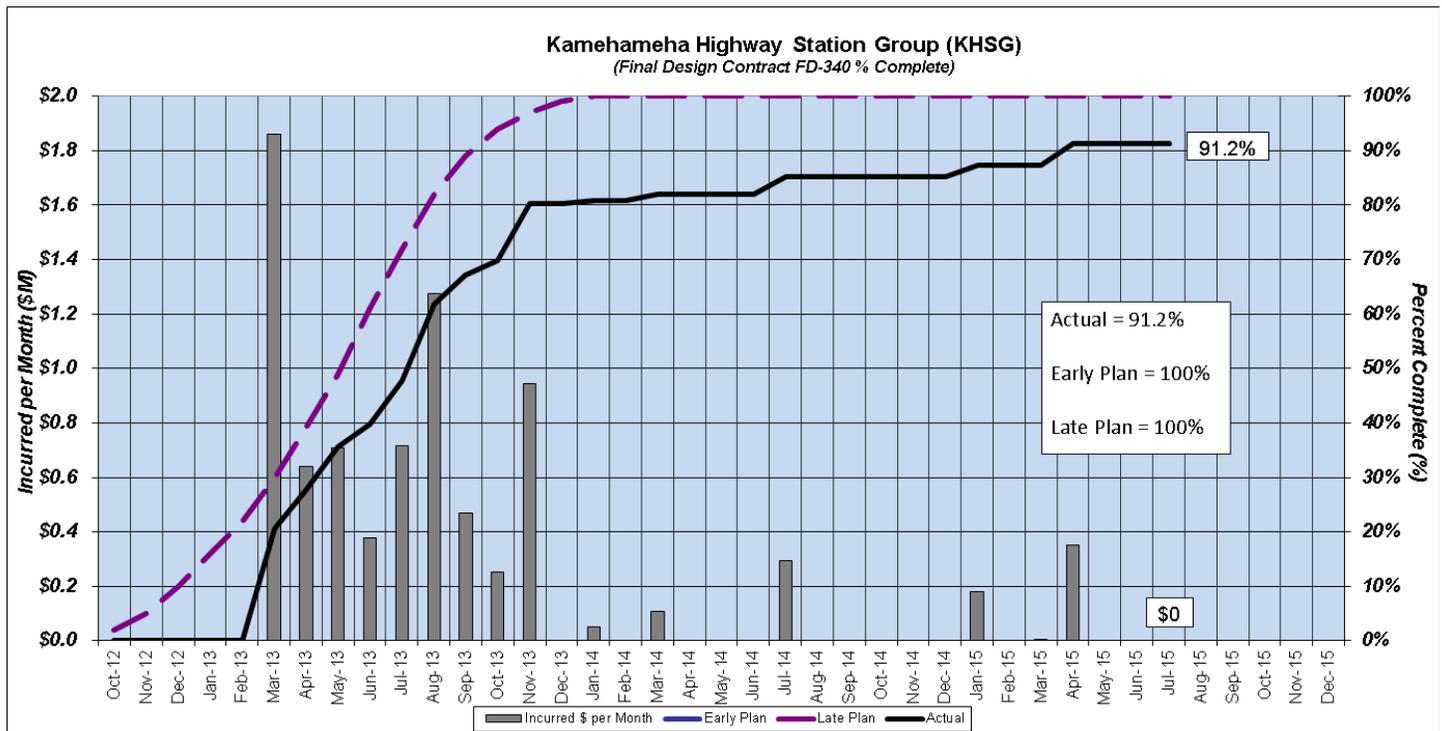
**COST INFORMATION:**

Original Contract:	\$8,702,592	Incurred-to-Date:	\$8,219,319
Current Contract Value <sup>1</sup> :	\$9,011,768	Incurred in July:	\$0

<sup>1</sup>Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed

DBE Participation	
Actual DBE Participation:	\$3,503,139
DBE % Attained:	40.25%

July Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$352,176</b>



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

The design phase of this contract is substantially complete.

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 04-Aug-15															
Activity Name	Start	Finish	2015				2016				2017				2018			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Kamehameha Highway (KH) - Section 2</b>	16-May-14 A	29-Jun-18																
<b>Kamehameha Highway Station Group</b>	16-May-14 A	29-Jun-18																
Design - Kamehameha Highway Station Group	16-May-14 A	29-Jun-18																
Design - Bid Support	16-May-14 A	18-Aug-15																
Design - Construction Support	19-Aug-15	29-Jun-18																
Construction - Kamehameha Highway Station Group	01-Dec-15	29-Jun-18																
Pearl Highlands - Station	04-Apr-16	29-Jun-18																
Pearl Ridge Station	01-Jul-16	29-Jun-18																
Aloha Stadium Station	01-Dec-15	29-Sep-17																

**CRITICAL PATH ISSUES:**

- HART is overseeing the finalization of design interface agreements between the final design consultant and the WOFH, CSC and EE contracts.
- HART is overseeing the KHSG final design consultant’s resolution of comments received from third parties.

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 99%.
- Finalized interface design sign-offs with the CSC, WOFH, KHG and EE contracts.
- Technical peer and third party comments incorporated into final design documents.
- Advertised for construction.

Look Ahead:

- Obtain third-party final approvals on remaining construction documents.
- Design services during construction.

**KEY ISSUES:**

- Responding to procurement Requests for Information.

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

#### A. Airport Section Guideway and Utilities

Contract No.: FD-430

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

Contract Start Date: January 2012

Construction Docs Bid-Ready:

- Guideway, Stations and Utilities (DB)
  - RFP Part 1 for DB (Qualifications): Issued April 2015; Received Aug. 11, 2015
  - RFP Part 2 for DB (Proposals): To be issued Sept. 1, 2015

Currently in Construction:

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

Construction Completed:

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



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

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

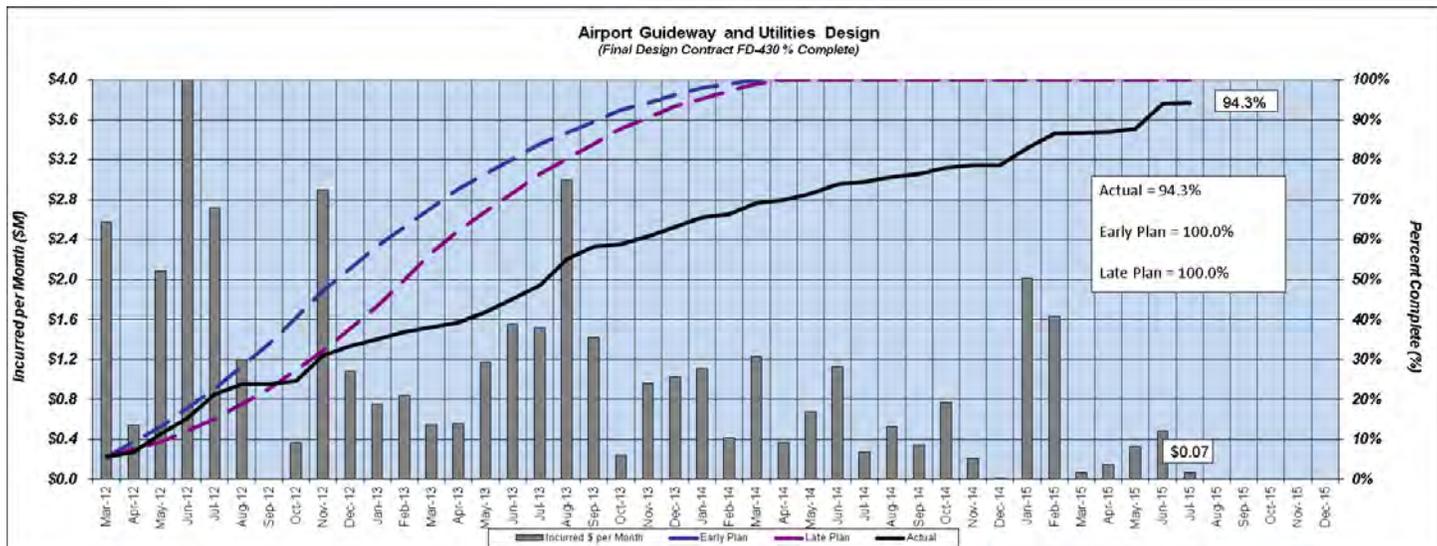
**COST INFORMATION:**

Original Contract: \$38,840,960	Incurred-to-Date: \$40,655,979
Current Contract Value <sup>1</sup> : \$43,134,472	Incurred in July: \$67,980

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

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

July Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$4,293,512</b>



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

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

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 11-Aug-15																				
Activity Name	Start	Finish	2015				2016				2017				2018				2019				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Airport Section Guideway and Utilities Design	09-Nov-11 A	19-Jul-19																					
Airport Programmatic	01-May-12 A	14-Feb-14 A																					
Airport Permits	09-Nov-11 A	09-May-16																					
Design - Airport Guideway & Utilities	05-Jan-12 A	31-Jul-15																					
Construction - Airport Guideway	04-Apr-16	19-Jul-19																					

**CRITICAL PATH ISSUES:**

- The procurement schedule for this contract has shifted slightly since the issuance of RFP Part 1. Procurement must maintain schedule to meet overall program goals.

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 97.5%.
- Expediting right-of-way acquisitions.

Look Ahead:

- Issuance of RFP Part 2 (Documents for Technical and Price) proposals scheduled for Sept. 1, 2015.

**KEY ISSUES:**

- Finalize all right-of-way acquisitions.

**B. Airport Section Utilities Construction**

**Contract No.:** DBB-505

**Contractor:** Nan, Inc.

**Contract Start Date:** July 2014

**Contract Substantial Completion:** February 2016

**Projected Substantial Completion:** April 2016

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



**Project Overview:** Nan, Inc. continues with utility relocation work along Kamehameha Highway. ITS installation work along Kamehameha and Nimitz Highways is ongoing and should be online within a months’ time. Utility work was impacted due to lack of Navy ROE, however ongoing coordination with the Navy has allowed them to grant access. Details are still being finalized at this time. Meanwhile, Nan, Inc. continues to develop and submit outstanding submittals.

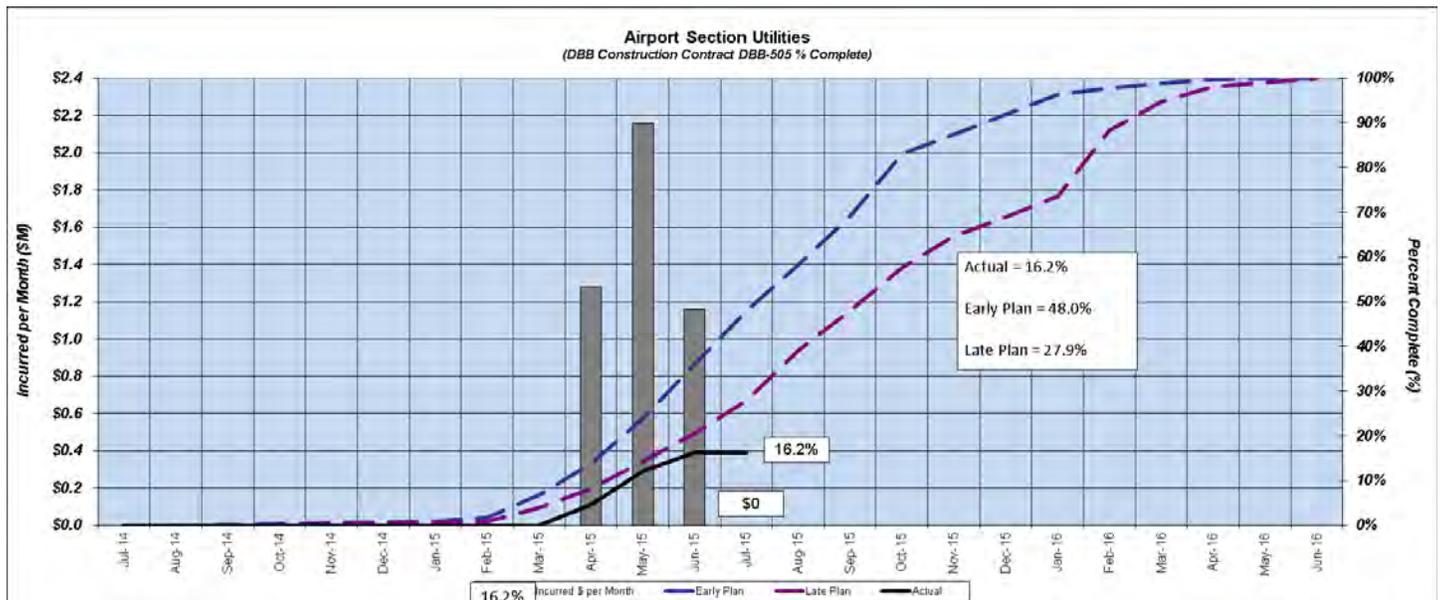
**COST INFORMATION:**

Original Contract:	\$28,413,974	Incurred-to-Date:	\$4,595,193
Current Contract Value <sup>1</sup> :	\$28,413,974	Incurred in July:	\$0

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 20-Aug-15									
Activity Name	Start	Finish	2015				2016					
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>Airport Section Utilities</b>	30-Jun-14 A	17-Feb-16										
<b>Airport - Section 3</b>	30-Jun-14 A	17-Feb-16										
<b>Airport Utility Relocation</b>	30-Jun-14 A	17-Feb-16										
Construction - Airport Utilities Relocation	30-Jun-14 A	17-Feb-16										
Construction - Airport Utilities Relocation	30-Jun-14 A	12-Feb-16										
Airport Utilities Relocation - Execute Contract	30-Jun-14 A	30-Jun-14 A										
Permits for Airport Utilities Construction	22-Jan-15 A	16-Mar-15 A										
Airport Utilities Construction	16-Mar-15 A	06-Feb-16										
Airport Utility Relocation - Substantially Complete		12-Feb-16										
<b>Utility Relocation Inspection</b>	29-Jan-16	17-Feb-16										
Inspect and Accept Airport Section Utilities Relocations	29-Jan-16	17-Feb-16										

Schedule Dates Reflect Contractor's Unapproved Update

**CRITICAL PATH ISSUES:**

- Noise variance (see key issues for details).

**WORK PROGRESS:**

Activities this Month:

Earned Value: 15.7%; Planned Value: 16.78%

- Nan, Inc. has received approved permits to work in DOT-Airport property. (Revocable staging permit still pending.)
- Nan, Inc. is finalizing coordinating to bring LPR's online.
- Nan, Inc. has submitted a baseline construction schedule, which has been approved. They are working on a revised baseline schedule based on deductive RFCRs that have been issued.
- Inspection and Testing Plan (ITP) has been submitted by Nan and returned by HART with comments.

Look Ahead:

- Ongoing utility work on Kamehameha Highway (24-inch waterline and connection, telecom duct line and gas line).
- Summarizing descope items to be added to the guideway contract.

**KEY ISSUES:**

- Nan has submitted a construction delay claim due to the delay in access to Navy right of entry to perform work.
- Nan, Inc. is presently 7 months behind schedule; due to the delay in access to Navy facilities.
- Noise variance to perform night work is pending DOH approval.

**QUALITY MANAGEMENT:**

- HART performed a Combined QA and Buy America Compliance Audit of Nan, Inc. on Aug. 13, 2015.
- Lane Closures Beyond Allowed Time (NCR #6)** – concrete pour ran late and lanes were opened 2 hours and 40 minutes late.
- Lane Closures Beyond Allowed Time #2 (NCR #8)** – paving ran late and lanes were opened 1 hour and 20 minutes late.

Airport Utilities NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
15	6	9

**C. Airport Section Guideway Seven Pier Construction**

**Contract No.:** DBB-525

**Contractor:** HDCC/CJA JV

**Contract Start Date:** September 2014

**Contract Substantial Completion:** April 24, 2015

**Declared Substantial Completion:** April 22, 2015

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



**Project Overview:** HDCC/CJA JV substantially completed the project on April 22, 2015. The site, along with maintenance of existing BMPs and traffic control measures were turned over to the HDOT-A. Generated punch list items were completed and accepted as of May 2, 2015, by HDOT-A.

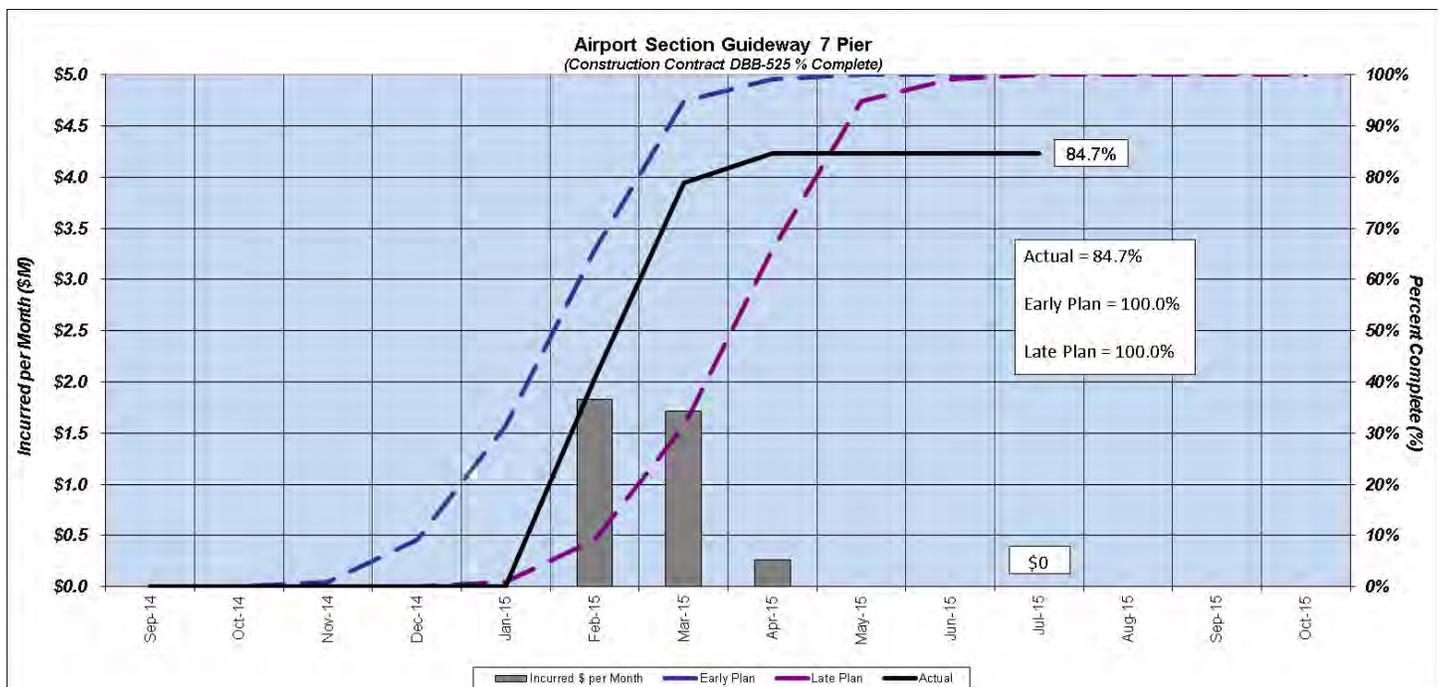
**COST INFORMATION:**

Original Contract:	\$3,973,000	Incurred-to-Date:	\$3,796,241
Current Contract Value <sup>1</sup> :	\$4,481,241	Incurred in July:	\$0

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$17,378</b>



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

**CRITICAL PATH ISSUES:**

- None - All work has been complete; currently in the process of closing the contract out.
- 

**WORK PROGRESS:**Activities this Month:

**Earned Value: 100%**; Planned Value: 84.7%

- As-builts are currently being finalized.

Look Ahead:

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

**KEY ISSUES:**

- None.

**D. Airport Station Group (ASG)**

**Contract No.:** FD-440

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

**Contract Start Date:** November 2012

**Construction Docs Bid-Ready:**

- Airport Guideway and Stations DB
  - RFP Part 1 for DB (Qualifications): Issued April 2015
  - RFP Part 2 for DB (Proposals): September 2015



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

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

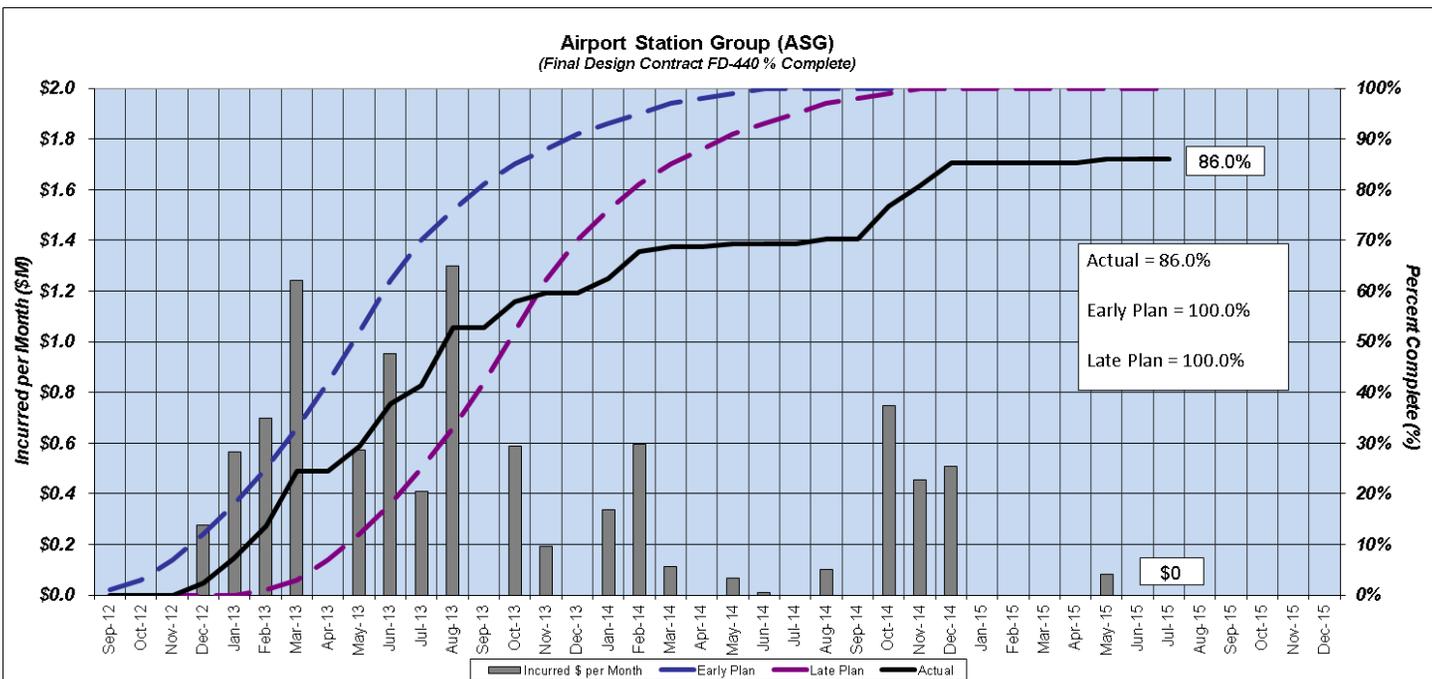
**COST INFORMATION:**

<u>Original Contract:</u> \$10,177,365	<u>Incurred-to-Date:</u> \$9,801,978
<u>Current Contract Value<sup>1</sup>:</u> \$11,402,205	<u>Incurred in July:</u> \$0

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$1,244,840</b>



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

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

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 11-Aug-15																
Activity Name	Start	Finish	2015				2016				2017				2018				2019
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
<b>Airport - Section 3</b>	02-May-11 A	17-Apr-18																	
<b>Airport Station Group</b>	02-May-11 A	17-Apr-18																	
Design - Airport Station Group	02-May-11 A	14-Jul-17																	
Construction - Airport Station Group	02-Mar-16	17-Apr-18																	
Pearl Harbor Station	02-Mar-16	05-Jan-18																	
HNI Airport Station	31-May-16	06-Apr-18																	
Lagoon Drive Station	18-Apr-16	23-Feb-18																	
Middle Street Station	15-Jul-16	17-Apr-18																	

**CRITICAL PATH ISSUES:**

- HART is pursuing access to a small number of remaining properties.
- HART is coordinating with project stakeholders to monitor the location of an AM radio tower currently located near Middle Street Station.

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 88%.
- Finalizing bid documents for second phase of design-build solicitation.

Look Ahead:

- Issue RFP Part 2 package for technical and price proposals.
- Monitor relocation of AM antenna.

**KEY ISSUES:**

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

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

#### A. City Center Section Guideway and Utilities

**Contract No.:** FD-530

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

**Contract Start Date:** July 2012

**Construction Docs Bid-Ready:**

- Guideway, Stations and Utilities (DB)
  - RFP Part 1 for DB (Qualifications): Issued Aug. 4, 2015; Due Nov. 18, 2015
  - RFP Part 2 for DB (Proposals): To be issued Dec. 17, 2015
- Potential Expedited Utilities Package (DBB): TBD



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

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

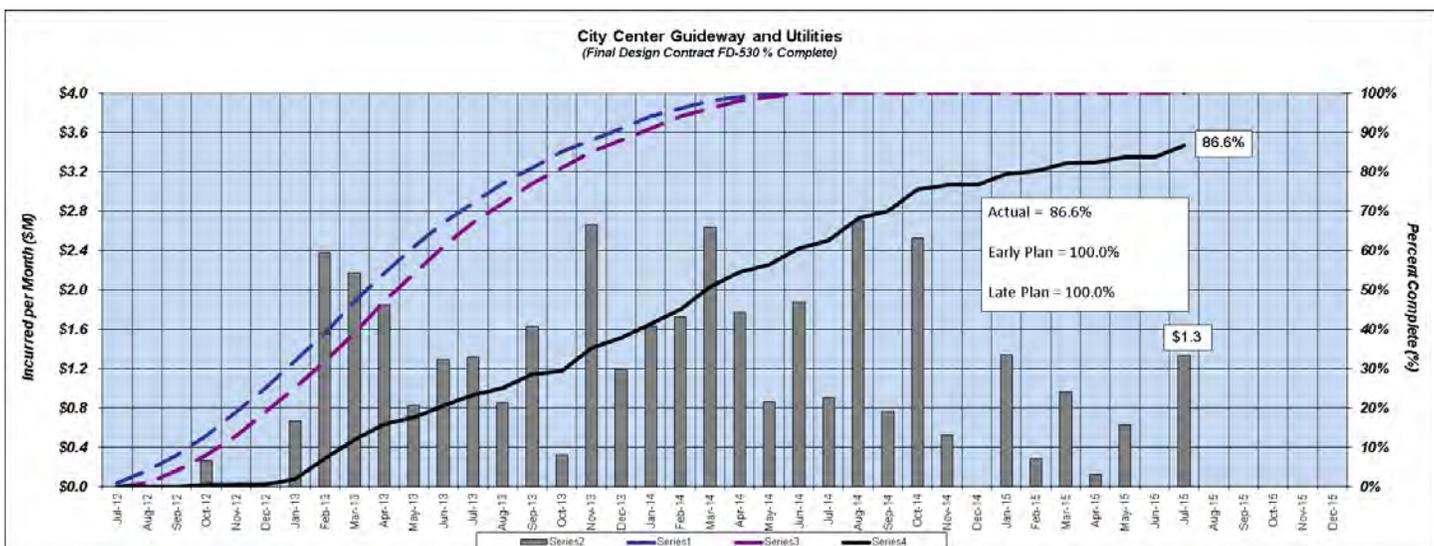
#### COST INFORMATION:

<u>Original Contract:</u> \$43,948,220	<u>Incurred-to-Date:</u> \$40,014,026
<u>Current Contract Value<sup>1</sup>:</u> \$46,183,523	<u>Incurred in July:</u> \$1,328,778

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

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

July Change Orders/Amendments		
Change No./Amend	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$1,282,803</b>



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

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

**SCHEDULE:**

July 2015 Update			Data Date: 31-Jul-15, Printed On: 11-Aug-15																												
Activity Name	Start	Finish	2014				2015				2016				2017				2018				2019				20				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1				
<b>City Center Section Guideway and Utilities Design</b>	19-Aug-11 A	31-Dec-19																													
City Center Programmatic	01-Nov-11 A	05-Oct-15																													
City Center Permits	19-Aug-11 A	08-Dec-16																													
Design - City Center Guideway & Utilities	01-Jul-12A	31-Jul-15																													
Construction - City Center Guideway and Utilities	01-Jun-16	31-Dec-19																													

**CRITICAL PATH ISSUES:**

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

**WORK PROGRESS:**

Activities this Month:

- Current earned value is approximately 93%.
- Coordinating with HDOT, HECO and other stakeholders.
- Pursuing rights-of-way and rights of entry.
- Demolition of various properties (On-Call Contractor).

Look Ahead:

- Obtain third-party approvals of design concepts.
- Determine appropriate scope to include in expedited utilities package.
- Finalize requirements for DB bid package.

**KEY ISSUES:**

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

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

**Contract No.:** FD-550

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

**Contract Start Date:** August 2013

**Construction Docs Bid-Ready:**

- Guideway, Stations and Utilities
  - RFP Part 1 for DB (Qualifications): Issued August 2015
  - RFP Part 2 for DB (Proposals): December 2015



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

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

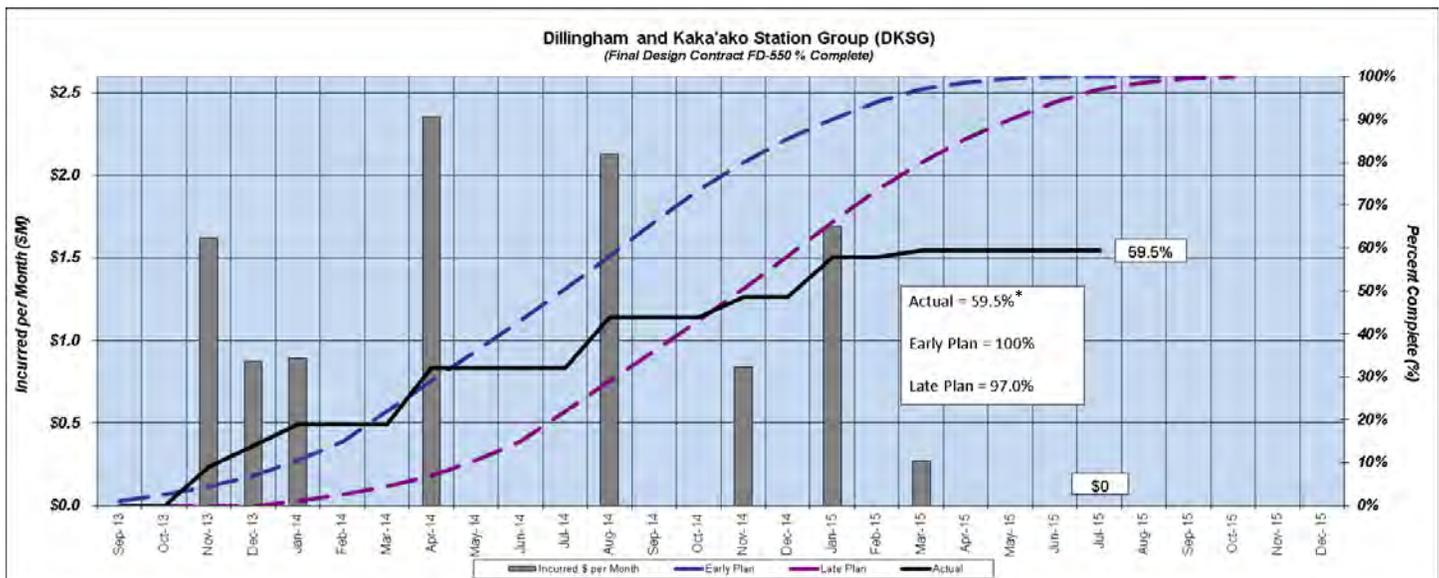
**COST INFORMATION:**

Original Contract: \$18,321,918	Incurred-to-Date: \$10,667,500
Current Contract Value <sup>1</sup> : \$19,308,042	Incurred in July <sup>2</sup> : <span style="color: red;">-\$739,557</span>

<sup>1</sup>Current Contract Value = Original contract value (not including contingency) with Design Allowance + executed Change Orders  
<sup>2</sup>Actual amount adjusted due to incorrect value of pay request #08

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

July Change Orders		
Change No.	Description	Amount (\$)
#0005	Schedule Extension – All Stations	\$333,595
<b>Cumulative to Date</b>		<b>\$1,046,743</b>



\*Actual percentage adjusted due to incorrect value of pay request #08.

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

HART has closed final design consultant activities. Incurred cost is based on reconciliation of Project Management and Interface Management (PMIM) from October 2014 when the contract expired. Ongoing and forecasted efforts are summarized below.



### 4.6 Project-Wide

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

Contract No.: MM-901

Contractor: InfraConsult LLC

Contract Start Date: March 8, 2012

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

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

#### COST INFORMATION:

Original Contract:	\$33,376,897	Incurred-to-Date:	\$33,216,423
Current Contract Value <sup>1</sup> :	\$40,993,274	Incurred in July:	\$826,139

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$7,616,377</b>



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

#### KEY ISSUES:

- No Issues.

**B. General Engineering Consultant III (GEC-3)**

**Contract No.:** MM-913

**Contractor:** CH2M HILL

**Contract Start Date:** December 2013

**Contract Completion:** April 5, 2019, with option to extend for up to three (3) additional years

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

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

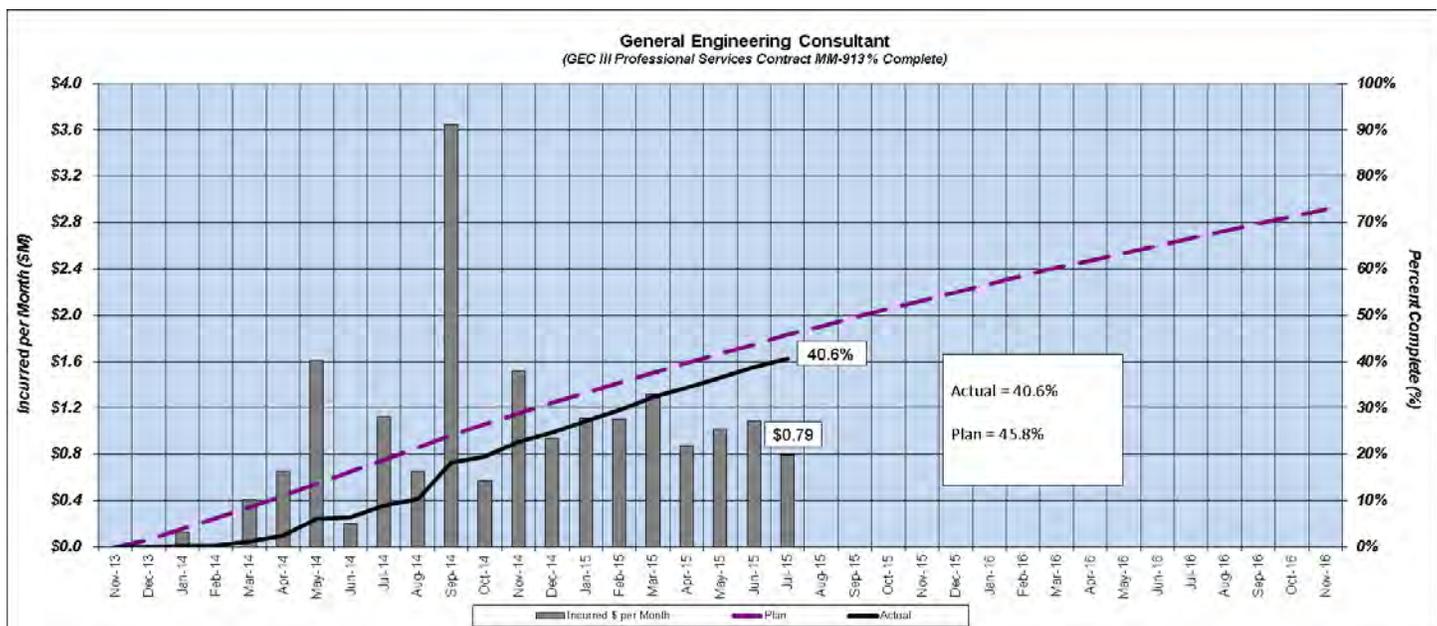
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$46,143,277</u>	<u>Incurred-to-Date:</u>	<u>\$18,746,500</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$46,143,277</u>	<u>Incurred in July:</u>	<u>\$792,970</u>

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

DBE Participation	
Actual DBE Participation:	\$1,329,631
DBE % Attained:	2.88%

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**KEY ISSUES:**

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

**C. Construction Engineering & Inspection West Side Sections**

**Contract No.:** MM-290

**Contractor:** PGH Wong Engineering, Inc.

**Contract Start Date:** January 2014

**Contract Completion:** January 2020

**Projected Substantial Completion:** December 2018

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

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

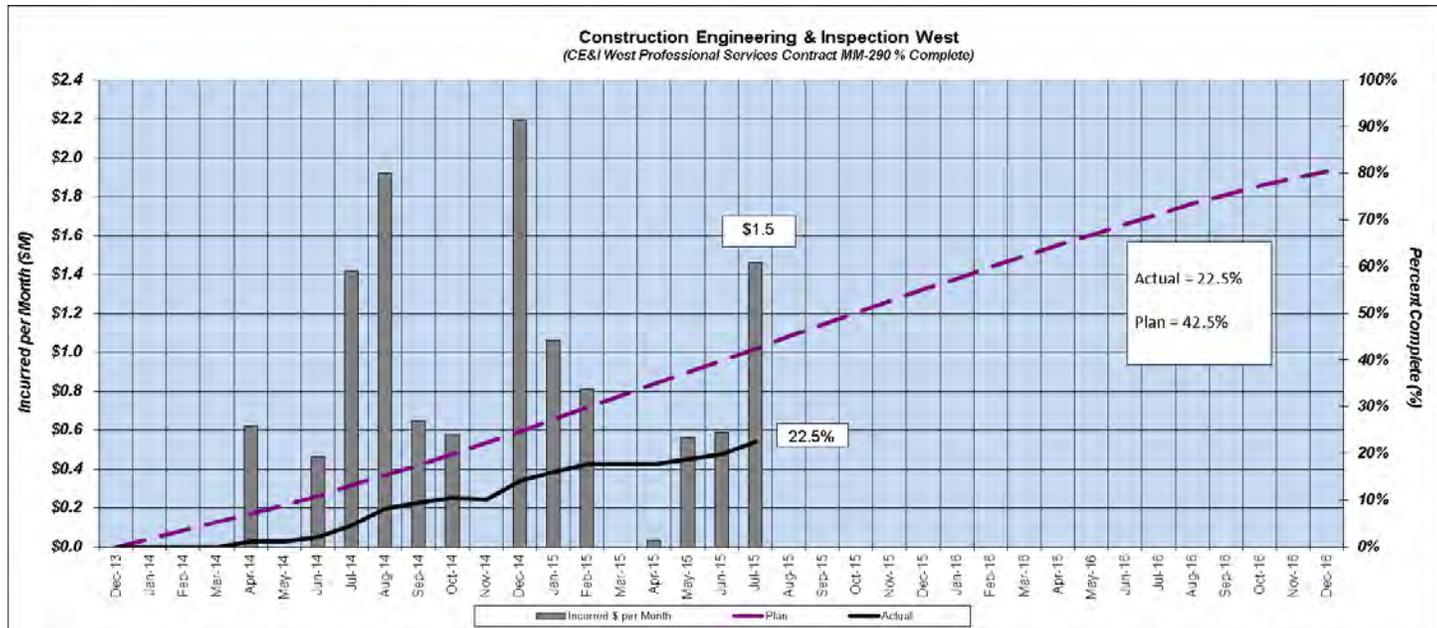
**COST INFORMATION:**

Original Contract:	\$54,232,480	Incurred-to-Date:	\$12,190,712
Current Contract Value <sup>1</sup> :	\$54,232,480	Incurred in July:	\$1,460,325

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**KEY ISSUES:**

- In the process of procuring a combined field office space to support the staffing requirements for the west section station group’s multiple procurement contracts. A contract amendment will be required to increase the other direct cost reimbursement allowance.
- Recent schedule discussions on guideway contracts need to also be aligned with anticipated West CE&I staffing durations.
- The Independent Cost Estimate (ICE) has been submitted for the Kamehameha Highway Station Group (KHSG) DBB contract, which includes the cost estimate summary, detailed cost estimate, and indirect cost details for the subject station design package.

**D. Construction Engineering & Inspection East Side Sections**

**Contract No.:** MM-595

**Contractor:** URS Corporation

**Contract Start Date:** January 2014

**Contract Completion:** December 2018 (anticipated October 2015, due to conflict of interest)

**Projected Substantial Completion:** August 2018

**Project Description:** The URS team is providing Construction Engineering and Inspection Services (CE&I) for the east section of the Honolulu Rail Transit Project (HRT) for the Honolulu Authority for Rapid Transportation (HART). The HRT will construct a 20-mile passenger rail system connecting East Kapolei in west O’ahu to Ala Moana Center in Honolulu’s dense urban core.

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

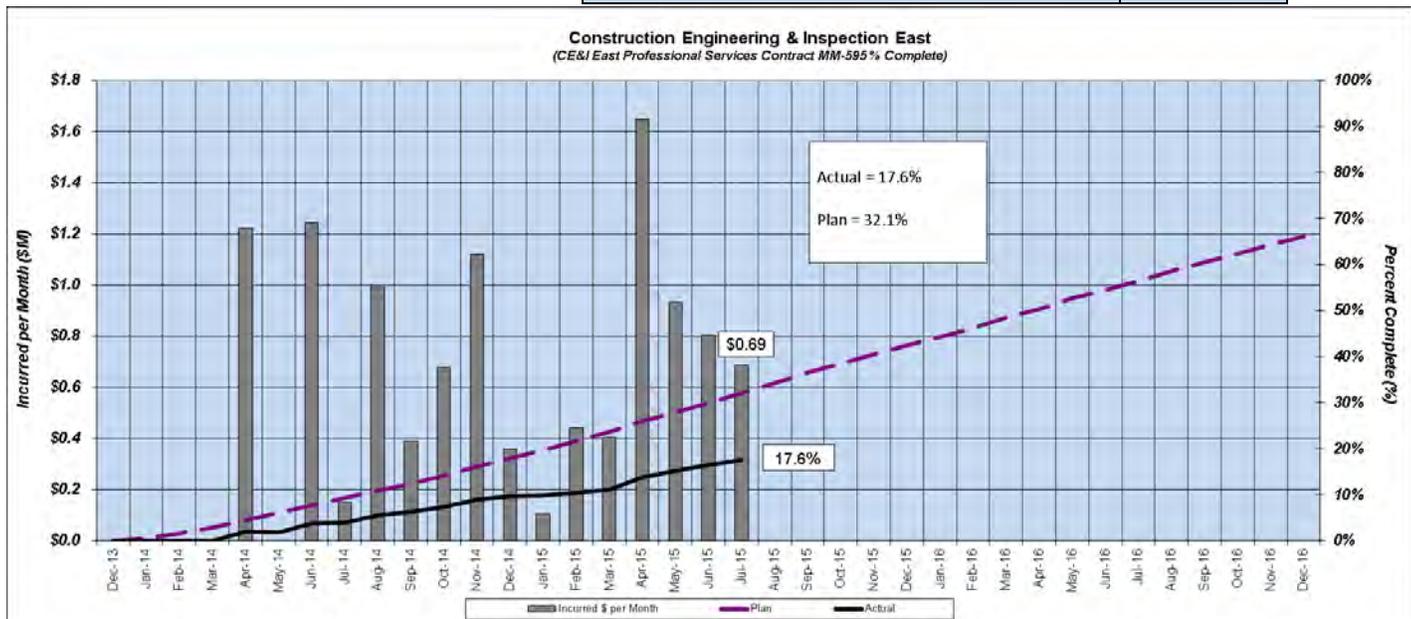
**COST INFORMATION:**

Original Contract:	\$63,083,417	Incurred-to-Date:	\$11,076,454
Current Contract Value <sup>1</sup> :	\$63,083,417	Incurred in July:	\$685,084

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

DBE Participation	
Actual DBE Participation:	\$1,042,624
DBE % Attained:	1.65%

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**KEY ISSUES:**

- Construction continues on ASU with the primary focus being the installation of the water and sewer lines along Navy property. Nan has submitted a delay claim as a result of the Navy ROE issue which is under review by HART.
- Final project closeout of the A7 Shafts project is expected to be completed soon, and will include completing the final safety and security reviews and approvals, along with the processing of the last change order submitted by Hawaiian Dredging.
- HART is moving forward with advanced construction packages for roadway and utility work within the City Center section of the project to help with the overall program schedule.
- The selection for the new CE&I consultant for the East Section is currently in procurement with a scheduled NTP in September. The URS team is prepared to immediately begin a transition to occur from NTP through Sept. 30, 2015. The URS project closeout is expected to be complete 30 days after the completion of the transition.

**E. Core Systems Contract Oversight Consultant**

**Contract No.:** MM-962

**Contractor:** Lea+Elliott, Inc.

**Contract Start Date:** February 2014

**Contract Completion:** August 2019

**Projected Substantial Completion:** N/A

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

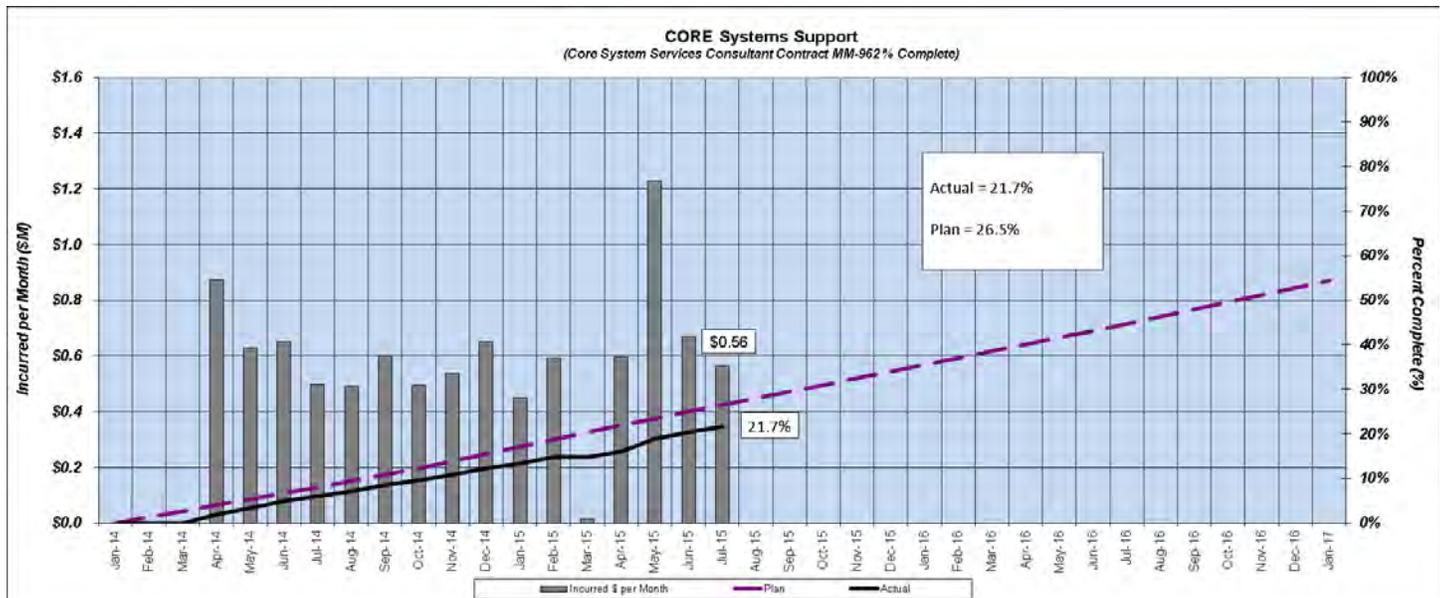
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$43,988,989</u>	<u>Incurred-to-Date:</u>	<u>\$9,543,654</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$43,988,989</u>	<u>Incurred in July:</u>	<u>\$564,595</u>

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

DBE Participation	
Actual DBE Participation:	\$234,511
DBE % Attained:	0.53%

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>\$0</b>



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

**KEY ISSUES:**

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

**F. On-Call Construction Contractor**

**Contract No.:** MM-945

**Contractor:** Royal Contracting Co. Ltd.

**Contract Start Date:** August 2014

**Contract Completion:** July 2019

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

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

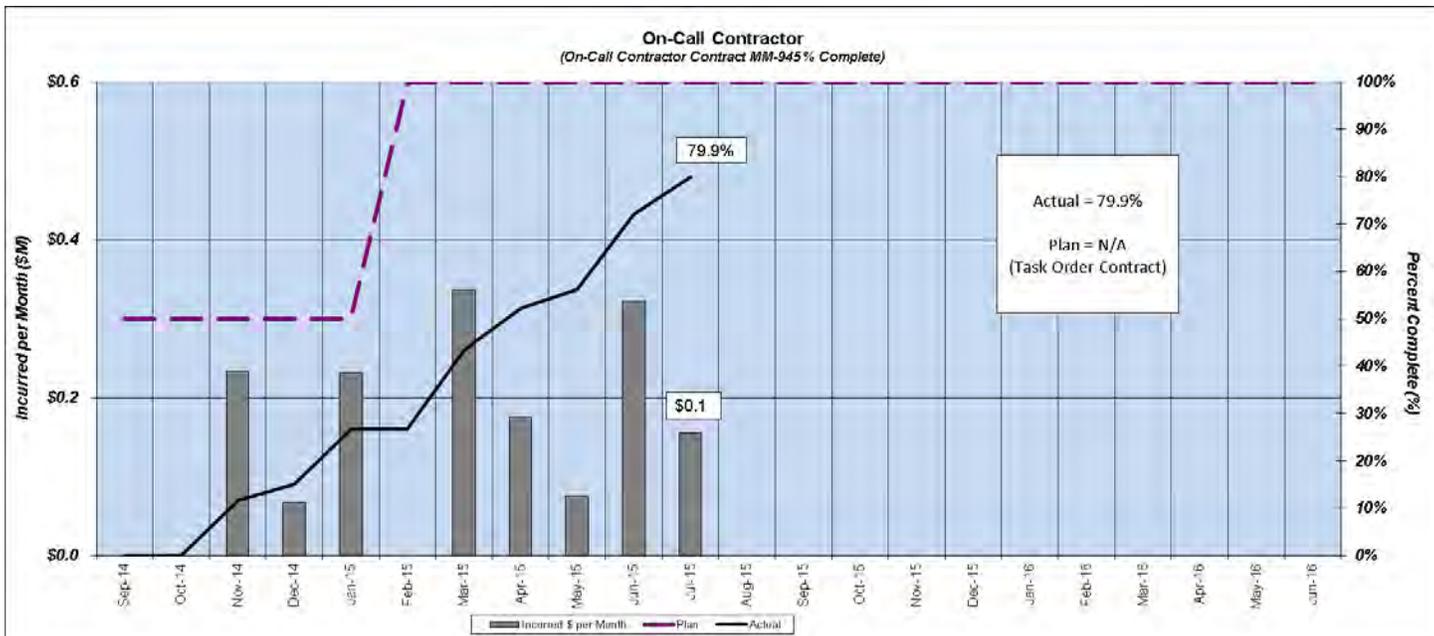
**COST INFORMATION:**

<u>Original Contract:</u>	<u>\$1,000,000</u>	<u>Incurred-to-Date:</u>	<u>\$1,598,058</u>
<u>Current Contract Value<sup>1</sup>:</u>	<u>\$1,999,951</u>	<u>Incurred in July:</u>	<u>\$155,179</u>

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

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

July Change Orders		
Change No.	Description	Amount (\$)
None	---	---
<b>Cumulative to Date</b>		<b>(\$49)</b>



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

**KEY ISSUES:**

- The On-Call Contractor has successfully:
  - demolished twenty-four buildings located in the WOFH, KHG and City Center right-of-way
  - relocated/removed more than 70 trees in the Airport right-of-way. Twenty trees located at the Pearl Harbor Interchange will be relocated on Sept. 9. An additional 80 trees will be relocated in September
  - repaired/protected multiple facilities owned by HART
- The On-Call Contractor is in the process of working with HART’s right-of-way group and owners in providing cost to cure solutions to properties which will need modification in achieving cleared right-of-way in the Airport and City Center sections of the guideway.
- Demolition of HART owned facilities in the Airport and City Center sections of the right-of-way have been resolved and demolition activities have resumed. Twenty-five (25) of the 28 buildings targeted for demolition were completed by the end of August. Two remaining structures are scheduled for demolition in January 2016, as the current tenant has not yet relocated from the building.

## 5 OVERALL PROJECT-WIDE ACTIVITIES

### Permits (Section 5.1)

#### OVERVIEW

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

#### KEY ISSUES

- HART continues to work with Hawai'i Department of Health (HDOH) regarding ongoing community noise issues in the WOFH and KHG sections, and is still awaiting issuance of the Airport Community Noise Variance.
- HART is working with the Navy and HDOH on monitoring and mitigation of known contaminated sites along project construction areas.

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

#### OVERVIEW

- Ongoing coordination for ITS, MOT and final operational expectations.

#### KEY ISSUES

- Discussions begin with HDOT to include project funding for betterments being requested by HDOT.

### Utility Agreements (Section 5.3)

#### OVERVIEW

- Draft City Center Construction Agreements have been issued to HTI, TW telecom, and Oceanic for review and comment.

#### KEY ISSUES

- HART continues to address multiple issues with HECO that may affect the design and construction of planned work. HART is continuing to meet with HECO on a weekly basis to resolve the issues. Executive meetings are now being conducted to include HART's Executive Director and CEO, and HECO's President.

### Right-of-Way (Section 5.4)

(Data as of Aug. 11, 2015)

#### OVERVIEW

- Currently, there are no ROW actions impeding construction work, although the ROW team continues to seek site access or full acquisition to ensure construction is not delayed. The process has started for parcels that may require eminent domain proceedings although HART is simultaneously continuing negotiations with owners to obtain access.
- UH LCC consent has been obtained for HART to construct on their property and facilities.

#### KEY ISSUES

- Working to resolve third-party agreements with UH West O'ahu and UH Honolulu Community College (HCC) in order to allow construction to proceed without delay.
- Working to obtain right of entry from Aloha Stadium for station park-and-ride construction.
- HART proposed the use of irrevocable right of entry documents (Right-of-Entry, Possession and Use Agreement) to gain control of a parcel prior to eminent domain. However, the use of the irrevocable right of entry has been delayed due to concerns expressed by owners regarding liability arising from third parties. This approach is a modification of the current procedures, and HART has updated the Real Estate Acquisition and Relocation Management Plan (RAMP) to include this approach. HART is also working towards addressing the owners' concerns.
- Eminent Domain:
  - Five cases were forwarded by staff to the HART Board of Directors on May 21, 2015, to support the schedule for the Airport Guideway and Stations DB contract. Although the HART Board approved the resolutions and the Honolulu City Council had no objections, the HART staff is striving to reach an agreement with each owner.
  - Twenty (20) cases were forwarded to the HART Board on June 25, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. The HART Board approved the resolutions, which allowed staff to forward the matter to the Honolulu City Council for consideration. HART anticipates bringing these cases back for the HART Board meeting on Aug. 27, 2015.
  - Four cases were presented to the HART Board on July 30, 2015, primarily to support the City Center Guideway and Stations DB contract. HART anticipates bringing these cases back to the HART Board for their September 2015 meeting.
  - Seven cases will be presented to the HART Board on Aug. 27, 2015, primarily to support the schedule for the City Center Guideway and Stations DB contract. HART anticipates bringing these cases back to the HART Board for their October meeting.
  - HART continues to negotiate with each property owner in an attempt to reach mutual agreement. However, several more parcels may be proposed to the HART Board of Directors for eminent domain to support east DB contracts.

## 5.1 Permits

### • Permits Submitted and In-Progress

- HART is conducting an over-the-shoulder review for the West O'ahu Station Group (WOSG) National Pollutant Discharge Elimination System (NPDES) construction permit.
- HART is reviewing the Airport Section Utilities (ASU) Construction Noise Mitigation and Monitoring Plan (CNMMP) for the ASU Noise Variance permit.
- HART is preparing a Notice of Non-Compliance submittal to the Hawai'i Department of Health Clean Water Branch for a waterline break that occurred on Aug. 11, 2015, along Kamehameha Highway in Halawa.

### • Permits and Approvals Granted

- No activity in August.

### • Look Ahead

- Upcoming significant permit activity:
  - HART will submit a letter requesting determination of permit required to the US Army Corps of Engineers (USACE) for Nuuanu Stream.
  - HART will submit the extension for the KHG Noise Variance permit, which expires in December 2015.

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

### • Activities this month

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

### • Look Ahead

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

**5.3 Utility Agreements**

Figure 13. Utility Agreements Status

Utility Agreements Status Matrix									
Utility Owner	Status	WOFH		KHG		Airport		City Center	
		ESA	UCA	ESA	UCA	UCA	COMBINED ESA	UCA	
AT&T	Executed	5/11/11	12/20/11			Draft sent back to AT&T for review (will include KHG & City Center)	Agreement Executed		
	NTP	5/12/11	12/21/11	5/18/12					
Chevron	Executed	12/4/09		11/4/11					
	NTP	12/22/09		11/15/11					
Hawaiian Telcom	Executed	5/20/10	11/17/14	5/10/12	Executed 12/31/14	5/28/15	HTI agreement executed 9/27/13	Draft sent to HTI	
	NTP	6/14/10							
HECO	Executed	By Agreement with PB	4/20/12 (to be vacated once Design and Construction Services Agreements Executed)	7/12/12 (Agreement to be vacated once Design and Construction Services Agreements are Executed)			Airport Bridging Agreement (superseded by Design Services Agreement) City Center Bridging Agreement (superseded by Design Services Agreement)		
	NTP								
		Pre-Construction		Pre-Construction		Pre-Construction			
	Executed	10/30/13		10/4/13		n/a			
	Expired	11/29/13		11/29/13		n/a			
		Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services	Design Services	Construction Services
	Executed	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
	NTP	11/20/13	11/29/13	11/20/13	11/29/13	11/20/13		11/25/13	
Oceanic Time Warner Cable	Executed	12/8/09	12/21/11	1/9/12	6/2/14	Executed 12/19/14	4/4/2013		Draft sent to Oceanic
	NTP	12/22/09							
Pacific Lightnet/Wavecom	Executed	4/28/10	3/12/12	2/15/12					
	NTP	4/29/10	3/13/12	2/16/12					
Sandwich Isle Communications	Executed	5/20/10		4/20/12			Submitted draft to SIC		
	NTP	6/8/10							
Hawai'iGAS	Executed	12/18/09	6/30/11	6/1/12	4/14/14	8/20/14	9/27/13		5/8/15
	NTP	12/22/09	7/12/11						
TW telecom	Executed	12/2/09		2/14/12	No Scope – Oceanic to relocate for TW telecom for KHG		10/11/12		Draft sent to TW telecom
	NTP	12/22/09		2/16/12					
Tesoro	Executed			2/15/12	Agreement executed 9/12/13		Agreement executed 9/3/13		
	NTP			2/16/12					

**Legend:**  = Action this month  
 = Not applicable

COR = Corporation Counsel  
 ESA = Engineering Services Agreement

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

WOFH

- All WOFH agreements have been executed.

KHG

- All KHG agreements have been executed.

AIRPORT

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

CITY CENTER

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

HECO

- **Davis-Bacon requirements** – HECO has established a collective bargaining agreement – which does not align with Davis-Bacon requirements – for which HART on behalf of HECO has requested a waiver from the Department of Labor. HART is coordinating to resolve this with HECO.
- **HECO 46kV Substation near MSF area** – HECO indicates a need in the 2018-2019 timeframe for a new 46kV substation to feed the MSF area due to requirements in HECO Rule 13. Initial planning indicates that a currently unused location on the MSF property may be suitable for this facility. HECO is investigating a ‘system’ substation, which would also feed the area surrounding the MSF.
- **Additional Clearances** – HECO indicates the need for additional horizontal working clearances from overhead pole alignments and additional buffer radial clearances from the actual overhead high-voltage lines.
  - **Horizontal Working Clearances Analysis** – HECO is reviewing the current overhead pole and line locations to identify areas where accessibility for HECO maintenance is a concern. HART is currently reviewing the results of HECO’s analysis. Additional HECO re-evaluation is ongoing for pole locations with sub-optimal clearance. HART will also be setting up meetings to further discuss and resolve this with HECO.
  - **Bronto Bucket Truck Rental/Testing** – To allow for increased accessibility for HECO maintenance personnel when considering horizontal working clearances, HECO identified a bucket truck with a telescoping boom (versus a knuckle) and with extendable outrigger supports (versus swinging outrigger supports). The truck allows for greater accessibility and less required setup space than the current larger HECO bucket trucks. HART has agreed to reimburse HECO for 3 months of rental for an un-insulated model of the proposed Bronto Bucket Truck. HART is currently reviewing the HECO Horizontal Working Clearance study. HART will also be setting up meetings to further discuss and resolve this with HECO.
- **New Service Connections** – HECO service requests are required for new electrical services for the MSF, Passenger Stations and Systems Sites (traction power facilities). The Passenger Station designers are providing the service request for the stations and the Core Systems Contractor is providing the service request for the systems sites.
  - **MSF** – Service request approved via receipt of HECO Final Cost Letter and HECO design drawings. Coordination with HECO for installation is progressing.
  - **Passenger Stations and Systems Sites** – HECO service request reviews are in progress and approvals are anticipated for the west side stations and systems sites. HECO is working to finalize its designs and cost estimates.

5.4 Right-of-Way (data as of Aug. 11, 2015)

**BUDGET**

	Baseline Budget (\$M)	Expended (\$M)	Remaining Budget Balance (\$M)	Estimate to Completion (\$M)	Forecast Variance (\$M)
Acquisition	\$ 201.7	\$ 75.2	\$ 126.5	\$ 112.3	\$ 14.2
Relocation	\$ 20.5	\$ 7.9	\$ 12.6	\$ 17.2	\$ (4.6)
<b>Total (Million)</b>	<b>\$ 222.2</b>	<b>\$ 83.1</b>	<b>\$ 139.1</b>	<b>\$ 129.5</b>	<b>\$ 9.6</b>

Note:

- Administrative overhead costs aggregated with the Acquisition and Relocation numbers
- Estimate to complete based on offers, appraisals, or assessed values

**ACQUISITIONS**

Figure 14. Right-of-Way Status for the Parcels [data provided by Real Estate Acquisition database (READ)]

	Current No. of Parcels Needed	Appraisals In Process	Appraisals Completed or N/A	Letters of Offer Sent or N/A	Offers Accepted or N/A	Possession Granted For Condemnation	Agreements Completed	Site Control Obtained	Relocations Completed	Properties Available for Contractor	Acquisitions Completed
<b>Full Acquisition</b>											
W.Oahu/Farrington	16		16	14	13	1	2	16	10	16	15
Kamehameha	3		3	3	3			3	1	3	3
Airport	5		5	5	5			4	3	4	4
City Center	20		20	18	16			16	14	13	16
<b>TOTAL</b>	<b>44</b>		<b>44</b>	<b>40</b>	<b>37</b>	<b>1</b>	<b>2</b>	<b>39</b>	<b>28</b>	<b>36</b>	<b>38</b>
<b>Partial Acquisition</b>											
W.Oahu/Farrington	3		3	2	2			3		2	2
Kamehameha	4		3	3	2	1		3		3	1
Airport	11		11	5	1		1	6		4	1
City Center	77	5	71	54	11			6		2	1
<b>TOTAL</b>	<b>95</b>	<b>5</b>	<b>88</b>	<b>64</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>18</b>		<b>11</b>	<b>5</b>
<b>Easement</b>											
W.Oahu/Farrington	17		17	1	1		6	12		10	6
Kamehameha	6		6				1	6		6	1
Airport	27		27	7	1		2	21		20	2
City Center	33	1	31	9			1	1		1	1
<b>TOTAL</b>	<b>83</b>	<b>1</b>	<b>81</b>	<b>17</b>	<b>2</b>		<b>10</b>	<b>40</b>		<b>37</b>	<b>10</b>
<b>GRAND TOTAL</b>	<b>222</b>	<b>6</b>	<b>213</b>	<b>121</b>	<b>55</b>	<b>2</b>	<b>13</b>	<b>97</b>	<b>28</b>	<b>84</b>	<b>53</b>

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

**WEST O'AHU/FARRINGTON**

- Issues:
  - Obtained site control for nearly all needed property for the WOFH section, for both the guideway and the stations.
  - Negotiating with UH West O'ahu to secure construction right of entry for the WOFH guideway.

KAMEHAMEHA

- Issue:
  - Completed site access for all private property for Kamehameha except for relocation of utility easements.
  - HART is continuing to work with Aloha Stadium Authority to obtain right of entry for the construction of the station park and ride. HART has obtained the right of entry to construct the guideway.
  - In order to support the relocation of utility easements in the Kamehameha section, eminent domain proceedings have been initiated. Negotiations are continuing with the private property owner in the Kamehameha Section in an attempt to reach mutual agreement.
    - This case will be forwarded to the HART Board of Directors on Aug. 27, 2015, for eminent domain. HART anticipates bringing the matter back to the HART board in October.

AIRPORT

- Issues:
  - Post Office offer has been reviewed and negotiations are continuing.
  - Airport Station mapping process must be monitored and finalized.
  - In order to support the upcoming procurement for the Airport Guideway and Station Design-Build contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the Airport Section in an attempt to reach mutual agreement.
    - The HART Board approved five cases in May and the Honolulu City Council had no objections. HART staff is continuing with eminent domain proceedings while simultaneously striving to reach an agreement with each owner.
    - The HART Board approved one case in June and the resolution, which allows staff to forward the matter to the Honolulu City Council for consideration, was forwarded to the City Council. HART anticipates bringing the matter back to the HART Board on Aug. 27.
    - The HART Board approved one case in July and the resolutions, which allow staff to forward the matter to the Honolulu City Council for consideration, were forwarded to the City Council. HART anticipates bringing the matter back to the HART Board in September.
    - One case will be forwarded to the HART Board of Directors on Aug. 27, 2015, for eminent domain. HART anticipates bringing the matter back to the HART Board in October.
- Look Ahead:
  - Work towards completing Post Office acquisition and Airport agreements.

CITY CENTER

- Issues:
  - Continuing to place priority on acquiring parcels in the Dillingham section and resolving remaining full acquisitions.
  - In order to support the upcoming procurement for the City Center Guideway and Station Design-Build contract, eminent domain proceedings have been initiated. Negotiations are continuing with all private property owners in the City Center Section in an attempt to reach mutual agreement.
    - The HART Board approved eighteen cases in June and the resolutions, which allow staff to forward the matter to the Honolulu City Council for consideration, were forwarded to the City Council. HART anticipates bringing the matter on the eighteen cases back to the HART Board on Aug. 27.
    - The HART Board approved three cases in July and the resolutions, which allow staff to forward the matter to the Honolulu City Council for consideration, were forwarded to the City Council. HART anticipates bringing the matter on the three cases back to the HART Board in September.
    - Five cases will be forwarded to the HART Board of Directors on Aug. 27, 2015, for eminent domain. HART anticipates bringing the matter back to the HART Board in October.
    - Other parcels may be presented to the HART Board for eminent domain in the coming months, to ensure that the construction schedule is maintained. HART continues to negotiate with each property owner in an attempt to reach mutual agreement.
- Look Ahead
  - Evaluate and address the necessity for advancing additional recommendations for eminent domain in order to achieve the Project's schedule.
  - Closely monitor the acquisitions in relation to construction schedules for City Center.

**RELOCATIONS**

Figure 15. Relocation Status for the Occupants (data provided by READ)

Section	Residential Relocations (a)	Business Relocations (b)	Not-For-Profit Relocations (c)	Total Relocations (a+b+c)	Relocation Assessment Completed	90-Day Notice Sent	30-Day Notice Sent	Relocations Completed for Occupants
W.Oahu\Farrington	18	6	1	25	12	12	8	25
Kamehameha		4		4	4	3	3	4
Airport		13		13	5	9		7
City Center	16	66		82	31	46	23	49
<b>Grand Total:</b>	<b>34</b>	<b>89</b>	<b>1</b>	<b>124</b>	<b>52</b>	<b>70</b>	<b>34</b>	<b>85</b>

WEST O’AHU/FARRINGTON

- Look Ahead:
  - The Phase II ESA report has been received for TMK 9-6-004-006. Preliminary information on the remediation process is anticipated soon and HART continues to oversee the process.

AIRPORT

- Look Ahead:
  - Planning several relocations by October.

CITY CENTER

- Look Ahead:
  - Planning and monitoring completion of relocations for remaining TMKs.

**THIRD-PARTY AGREEMENTS**

Figure 16. Third-Party Agreement Status

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
University of Hawai’i (UH) Master Agreement	Pending	September 2015	WOFH, KHG, City Center	Final negotiations are ongoing. Will secure Right of Construction as not to delay the project.
UH -West O’ahu (UHWO) Pre-Construction Right of Entry	Executed		WOFH	
UH - West O’ahu (UHWO) Construction Right of Entry for Station	Pending	September 2015	WOFH	In negotiations. Concerted effort is being made to finalize.
Leeward Community College (LCC) Pre-Construction Right of Entry	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry for Guideway	Executed		WOFH	
Leeward Community College (LCC) Construction Right of Entry for Station	Executed		WOFH	
UH Urban Garden Pre-Construction Right of Entry	Executed		KHG	
UH Urban Garden Construction Right of Entry	Executed		KHG	Consent to construct in place.
UH Urban Garden Kiewit Construction Right of Entry	Executed		KHG	
D.R. Horton Agreement for Construction	Executed		WOFH	Allows for construction to proceed.
D.R. Horton Final Easement Agreement	Pending	December 2015	WOFH	Document in process.
Honolulu Community College (HCC) Pre-Construction Right of Entry	Executed		City Center	
Honolulu Community College (HCC) Construction Right of Entry for Station	Pending	October 2015	City Center	In negotiations. Concerted effort is being made to finalize.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Department of Land and Natural Resources (DLNR) Right of Entry (Kapolei)	Executed		WOFH	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Easement (Kapolei)	Pending	October 2015	WOFH	Easement documents in process.
City Dept. of Parks & Recreation (DPP) (MSF drainage)	Executed		WOFH	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Right of Entry	Executed		Airport	Consent to construct in place.
Department of Land and Natural Resources (DLNR) Keehi Lagoon Easement	Pending	October 2015	Airport	Process Easement Agreement.
Department of Education Master Agreement and Consent to Construct (Waipahu H.S.)	Executed		WOFH	Consent to construct in place. Jurisdictional Transfer in process.
Aloha Stadium / Department of Accounting & General Services (DAGS) MOU for guideway & station	Executed		KHG	
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway	Executed		KHG	Limited ROE granted for staging for Kiewit for KHG Contract.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for guideway	Executed		KHG	Construction ROE in place.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway	Pending	October 2015	KHG	Easement in process.
Aloha Stadium / Department of Accounting & General Services (DAGS) Right of Entry for station park and ride	Pending	October 2015	KHG	In negotiations.
Aloha Stadium / Department of Accounting & General Services (DAGS) Easement for guideway	Pending	October 2015	KHG	Process Easement Agreement.
DHHL Master Agreement	Executed		WOFH, MSF	
DHHL License	Executed		WOFH, MSF	Consent to construct in place.
HDOT Master Agreement	Executed		WOFH	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		WOFH	Consent to construct in place.
HDOT Master Agreement for KHG, Airport and City Center	Executed		KHG, Airport, City Center	
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Executed		KHG	Consent to construct in place.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport Division parcels	Executed		Airport	Consent to construct in place.
HDOT Easement Agreement for Airport Division parcels	Pending	December 2015	Airport	Process Easement Agreement.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement for Airport leased/revenue parcels	Pending	October 2015	Airport	Sub-agreement in process.
HDOT Joint Use & Occupancy (JU&O) Sub-agreement	Pending	October 2015	City Center	Sub-agreement in process.
HDOT SOA MOU	Executed		Program	
OCCC/Hawai'i Department of Public Safety Agreement Dillingham Blvd.	Pending	October 2015	City Center	Finalizing requirements.
HI Community Development Agreement (HCDA)	Pending	October 2015	City Center	Coordination is ongoing.
Department of Accounting & General Services (DAGS)/HHFDC Right of Entry	Pending	October 2015	City Center	Processing.

Third-Party Agreements				
Agreement	Status	Target	Section	Notes/Remarks
Department of Accounting & General Services (DAGS)/HHFDC Easement	Pending	October 2015	City Center	Process Easement Agreement.
City Dept. of Transportation Services (DTS) (Middle St.)	Pending	November 2015	Airport	Joint Use MOU in process. Pending design.
U.S. Navy Licenses	Executed		WOFH, KHG, Airport	Consent to construct received. Formal notification is expected in weeks, however, immediate access is granted.
U.S. Navy	Pending	December 2015	WOFH, KHG, Airport	Land court documents processed and awaiting recordation and filing.
U.S. Navy Pearl Harbor Station	Adopted		Airport	Congressional approval received and immediate access is granted.
U.S. Post Office Honolulu Processing Center acquisition	Pending	December 2015	Airport	In negotiations.
City Dept. of Transportation Services (DTS) (Middle St./Kamehameha Hwy)	Pending	November 2015	Airport	Joint Use MOU in process.
City Dept. of Facility Maintenance (DFM) (Kamehameha Hwy/Makalapa Manor)	Executed		Airport	
City Dept. of Facility Maintenance (DFM) (N. Nimitz & Awa St.)	Pending	November 2015	City Center	Joint Use MOU in process.
City Dept. of Facility Maintenance (DFM) (Kohou St.)	Pending	November 2015	City Center	Joint Use MOU in process.
Federal Court House/GSA	Pending	October 2015	City Center	Draft agreement is under review and discussions are ongoing.

## 6 MANAGEMENT AND ADMINISTRATIVE UPDATES

### Safety and Security (Section 6.1)

#### OVERVIEW

- **S&S Certification Program**
  - **Certification documents: (See status chart)**
  - **Design Criteria Conformance Checklists (DCCC) development and verification: (See status chart)**
    - Past “TBD” identified DCCCs are all now in draft form and under PM review for SSRC approval.
  - **Civil - Construction Spec Conform Checklist (CSCC) development/verification: (See status chart)**
  - **Core Systems - Spec/Testing Conform Checklists (STCC) development/verification: (See status chart)**
    - Five draft base TES STCC checklists developed for: 1) General Requirements – Project Wide, 2) MSF, 3) Functional Track, 4) WOFH/KHG Guideways, and 5) Airport/City Center Guideways.
  - **Operational Certifiable Items List (CIL):** Under HART/CSC review.
  - **PHAs and Core Systems SSHAs/O&SHAs:** (See document status chart)
  - **TVA:** No changes – on hold.
  - **Open Items List (OIL):** Ongoing close-out meetings are scheduled.
  - **Hazard Tracking Log (HTL):** HTL is updated and being processed thru PMs, supporting ongoing meetings, and the SSCWG for final resolutions.
  - **Interim Certification Requirements:** No changes.
  - **Key S&S Certification related meetings held in August 2015:**
    - Safety and Security Certification Working Group (SSCWG) meetings, Aug. 4 , 2015
    - Fire Life Safety Working Group (FLSWG) meeting, Aug. 11, 2015
    - FTA/PMOC Quarterly Meeting, San Francisco CA, Aug. 17-19, 2015
    - FTA audit SSO/HART Safety and Security, San Francisco CA, Aug. 17-19, 2015
    - Safety and Security Review Committee (SSRC) meeting, Aug. 26, 2015
    - Bi-weekly and/or monthly project coordination meetings with Core Systems, MSF, WOFH, and KHG
    - HART Safety and Security weekly meeting with HDOT
  - The SSRC reviewed and approved on 8/26/2015 the following certification documents:
    - DBB-525 Airport Section 7-Piers Contract and corresponding System Certification Certificates
    - DB-120 WOFH LCC Access Structure DCCC (Design verification)
    - DB-120 WOFH System Sites 1, 5, 8, and 9 DCCC (Design verification)
    - FD-240 FHSG Waipahu Station DCCC (Design verification)
    - MI-930 Elevators/Escalators Base DCCC and CSCC
    - DBB-505 Airport Utilities Relocation base CSCC
    - CSC - Wayside ATC Operations and Support Hazards Analysis (O&SHA)
    - CSC - Central ATC O&SHA
    - Final DRAFT Hazard Tracking Log Procedure and Close-Out Form
- **Construction Safety and Security:** See status chart.

#### KEY ISSUES

- At the recent FTA Quarterly Meeting, FTA noted:
  - a. that HART needs to ensure that HART Safety and Security needed to be integrated into the review and approval process for deviations and design/construction change orders. HART is accomplishing that now.
  - b. that the construction submittal review and approval process needs to be consistent across contracts to facilitate HART Safety and Security Certification verification.
- The nature of Design-Build contracts could potentially make DCCC and CSCC lag behind DBB certification activities. HART is taking steps to pro-actively mitigate these concerns.

**Quality Management (Section 6.2)**OVERVIEW

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less and less Nonconformance Reports (NCR) are reported or encountered.
- There are two (2) major NCRs left on the DB Guideway Contracts (WOFH and KHG) that need to be addressed and corrected to prevent recurrence and mitigate impact on the overall progress of the project. These NCRs are discussed in more detail in the Key Issues of Section 6.2.
- Performed a Combined QA and Buy America (BA) audit of Nan, Inc. on Airport Section Utility on Aug. 13, 2015.
- Performed QA audit of KIWC and KKJV on WOFH, KHG and MSF on Survey Work on Aug. 20, 2015.
- Held the 4<sup>th</sup> Annual Halawai Ko (Quality Powwow) on Aug. 12, 2015. The theme this year is “Quality Economics.” Twenty-seven (27) quality management staff from HART, CE&I and contractors attended the Powwow.
- Closed Buy America Audit of KKJV (MSF).

KEY ISSUES

- QA review of procurement document package for the Airport Guideway and Stations DB RFP.
- Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 remediation, and Drilled Shafts [Crosshole Sonic Logging Reports] quality and repairs.
- Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
- Installation and welding of rails and turnouts on top of the WOFH Guideway.
- Construction of WOFH Balanced Cantilever Segmental Span.
- Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy.
- Pre-shipment, I&T and First Article Inspections (FAI) of wayside core system and passenger vehicles materials, parts and components.
- Close-out of A-7 contract to include review of “Lifetime” Quality Records including NCRs, if any, and As-built Drawings.

**Buy America Compliance (Section 6.3)**OVERVIEW and KEY ISSUES

- On Aug. 4, 2015, all Buy America “observation” findings made previously by HART were closed.

**Disadvantaged Business Enterprise (Section 6.4)**OVERVIEW

- \$26,098,870 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 8/31/15.

**Planning and Environment (Section 6.5)**OVERVIEW

- HART’s Planning and Environmental team has coordinated extensively in August with the FTA and Programmatic Agreement (PA) Signatory and Consulting Parties to anticipate and resolve issues with the near-term and future implementation of PA stipulations.

KEY ISSUES

- HART is completing final review of environmental documentation and requirements for the upcoming Airport Stations and Guideway bid package.

**Risk Management (Section 6.6)**OVERVIEW

- There are a total of 149 risks in the August 2015 risk register. There were 7 risks deleted and 2 new risks added for the month. Reviews were conducted for Kamehameha Highway Guideway, West O’ahu Farrington Highway Guideway, and Elevator/Escalator contracts as well as programmatic reviews of procurement, change administration, environmental planning and permits, and utilities.
  - Airport Station Group right-of-way, permits and third party issues with the Navy risks have significantly been mitigated.

- Significant interface issues with the Kamehameha Guideway and Stations have been worked out as well as property requirements for utility easements.

#### KEY ISSUES

- Risks associated with the market, right-of-way, utilities and third parties remain at the top of the list of concerns.
- The construction market represents a particularly challenging situation for HART. The GET extension to cover capital cost overruns due to court and procurement protest delays has made it through the Legislature and Governor's approvals. All that remains is City Council approval to once again fund the capital construction and provide replacement funding for the 5307 bus monies.
  - Construction escalation is expected to continue to be high for 2015 and 2016, as growth in island permitted work continues at a faster rate than completion of construction work.
  - HART construction contracts are a major contributor of the construction market and may contribute as much as 25% of the total construction volume (private and public) in 2015 and 2016.
- Third party actions are taking longer than expected to resolve, exposing HART's contractors to potential delay in the performance of their work unless there are work around alternatives available to minimize risk impacts to cost or schedule.
  - HECO and University of Hawai'i issues remain critical as well as various required permits for noise and in water work.

### **Community Outreach (Section 6.7)**

#### OVERVIEW

- HART's business outreach program included a media launch of HART's Shop & Dine on the Line program, designed to help businesses in the project's construction areas in attracting customers. HART Executive Director and CEO Dan Grabauskas was joined by local business owners and managers, the mayor and members of the City Council during a news conference to urge the public to support local businesses during the construction process. The Shop & Dine on the Line program offers customers special discounts when they visit shops, restaurants and businesses along the rail route during construction.
- HART's outreach team held two Business Alliance meetings this month. The Alliance meetings, held in Waipahu and in Aiea, are in addition to more than a dozen tailored meetings with businesses from the various shopping centers and plazas along the route.

#### KEY ISSUES

- Traffic and traffic management continue to be key issues surrounding construction work in the project's corridor. HART's public outreach team responded to more than 130 public inquiries, the majority of those inquiries were related to traffic, the impact of roadwork, and general construction questions or concerns.
- With school now back in session, meetings with schools along the alignment continue to ensure project information and related traffic changes are communicated effectively by the contractors, and in a timely fashion to allow parents and school officials to make any necessary adjustments.

### **Staffing (Section 6.8)**

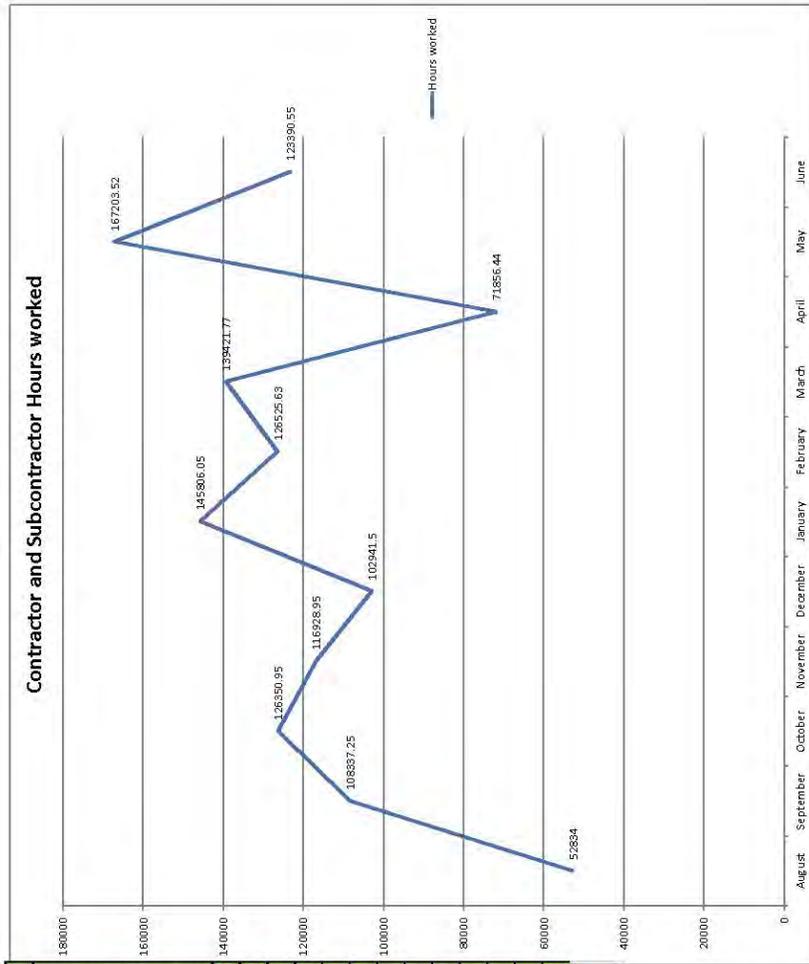
#### OVERVIEW

- The Planner VI (Permits/Hazmat) position has been filled with a City employee. Start date was Aug. 3, 2015.
- The Secretary III position in Budget & Finance has been filled with a City employee. Start date was Aug. 3, 2015.
- The Senior Clerk position in Document Controls has been filled with a City employee. Start date was Aug. 10, 2015.
- There are currently two new employees scheduled to start in September: The Deputy Director of Procurement and Contracts and an Accountant II in Budget and Finance.
- The Director of Operations and Maintenance left the program in August. Recruitment for this position is currently underway.
- HART prioritizes filling all vacancies with City employees and supplements the City staff with consultants when required and appropriate.

#### KEY ISSUES

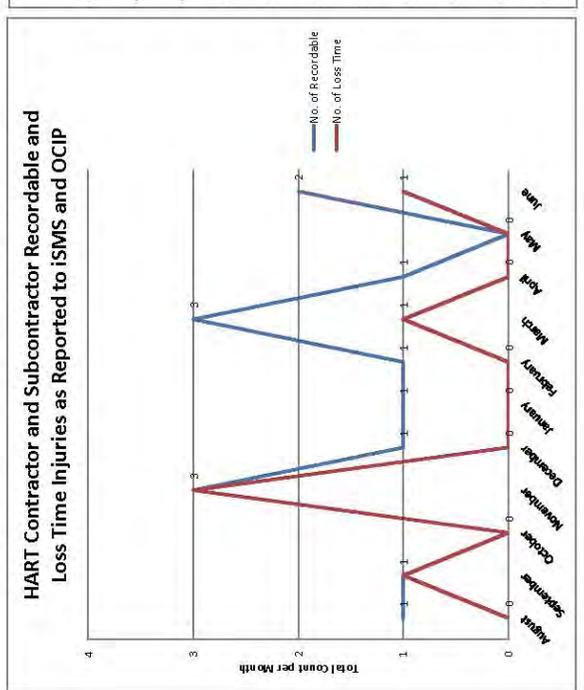
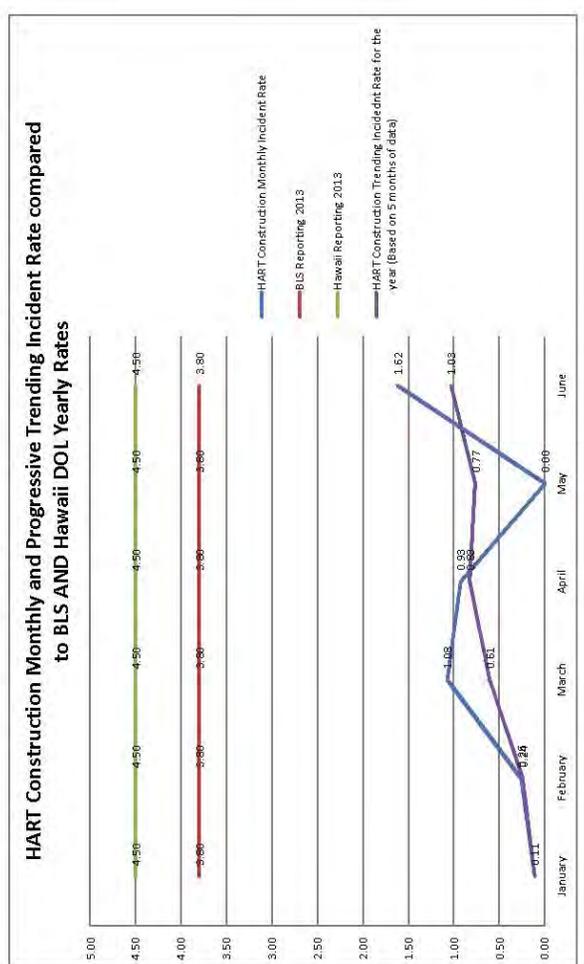
- A revised organization chart was submitted at the Project Quarterly Meeting, and a new organization chart is included with this report.

6.1 Safety and Security



	2014		2015	
	Hours worked	No. of Recordable	Hours worked	No. of Recordable
January			145806.05	1
February			126525.63	1
March			139421.77	3
April			71856.44	1
May			167203.52	0
June			123,390.55	2
July				
August	52834	1		
September	108337.25	1		
October	126350.95	0		
November	116928.95	3		
December	102941.5	1		
Total	507392.65	6	774203.96	8

Work Hours for WOFH, KHG, MSF, Air Port, CORE System as reported to OCIP and certified.



Project-Wide Incident Activity					
Event Type	Total Number of Events since 1/1/2007	Total Number of Events for August 2015	Loss Type	Date	Event Description
Environment	14	1	No Loss	8/25/2015	Airport - While potholing along Aolele St., workers smelled fuel oil coming from excavation.
Loss or Damage	20	0			
*Reportable Occupational Injury/Illness	0	0			
Security	53	2	Vandalization Theft	a) 8/6/2015 b) 8/17/2015	a) Airport - The "s" fence was removed two nights in a row between H-1 and Nimitz off ramp. b) MSF - Subcontractor company vehicles (3) and lock boxes broken into. Various small tools, vehicle batteries stolen and vehicle damage. Water pump on KKJV water buffalo stolen. KKJV carpenter tools and Honolulu Fire Protection bag with tools and lanyard stolen from inside the OSB.
**Loss Time Occupational Injury/Illness	6	0			
Road/Vehicle - Driving	78	4	Minor Damage Minor Damage Minor Damage Minor Damage	a) 8/11/2015 b) 8/11/2015 c) 8/12/2015 d) 8/12/2015	a) WOFH - Employee backed a forklift into a light pole and knocked over the light pole and damaged the forklift. b) WOFH - Employee driving a forklift lowered load, off a flat bed trailer to the ground, and the fork hit and popped the flat bed trailer tire. c) KHG - An outside rent truck driver dumped his load in Aloha Stadium and forgot to lower his bed and hit an overhead sign bridge. d) WOFH - Approximately 150'-200' of cable spooled out of the strand pack, from the Cantilever, and on to the on ramp below. The strand was hanging in the shoulder lane of the on ramp as cars below were coming down the ramp. The cable struck a passing car and caused damage to the vehicle.
Service Strike	60	5	Minor Damage Minor Damage Minor Damage Minor Damage Minor Damage	a) 8/7/2015 b) 8/12/2015 c) 8/13/2015 d) 8/14/2015 e) 8/14/2015	a) Airport - While excavating for new utility conduit, an unidentified/unmarked 4" pipe was struck. b) Airport - Excavating along 12" irrigation line, bucket struck street light electrical conduit and cracked coupling. c) Airport - Excavating around irrigation line and valve, pressure put on 2" irrigation line and it pulled out from threaded valve connection. d) Airport - Designated access driveway - rock/gravel placement. Moisture noticed in the dirt and rock; investigation showed damaged/crushed irrigation line. e) Airport - Excavating for new irrigation line, street light conduit pulled out when root system of surrounding trees was being removed.
*Reportable incidents: Requires OSHA to be notified within 8 hours, and includes the death of an employee or hospitalization of three or more employees.					
**Loss Time Injury: Time away from work due to injury.					

Key HART S&S Certification Documents Status			
Documents	Revision #	Date Approved	Comments
Safety and Security Management Plan (SSMP)	Rev 5	02/25/2015	Pending PMP update/approval
Safety and Security Certification Plan (SSCP)	Rev 4	02/25/2015	Pending PMP update/approval
WOFH SSCP	Rev 0	10/22/2014	No future updates: HART SSCP in affect
Construction Safety & Security Plan (CSSP)	Rev 2	10/22/2014	Pending signatures
Security Sensitive Information (SSI) Plan	Rev 0	7/22/2015	Pending signatures
Project Preliminary Hazard Analysis (PHAs)	Rev 1	6/6/2014	Rev 2 - Finalizing PHAs is on-going
- MSF – Yard and Shop	Rev 2	-	3/30/2015 A – Presented to SSRC as IFO 8/26/2015
- Alignment	Rev 2	-	3/30/2015 A – Update completed – under internal review
- Tracks	Rev 2	-	3/30/2015 A – Update completed – under internal review
- Stations	Rev 2	-	6/22/2015 A – Update completed – under internal review
- Traction Power	On hold	-	Pending approval of TES SSHA and O&SHA
- Train Control	On hold	-	Pending approval of all ATC related SSHA and O&SHA
- Vehicles	On hold	-	Pending approval of all PV related SSHA and O&SHA
- Communications	On hold	-	Pending approval of Comms SSHA and O&SHA
Core Systems Contract (CSC) PHAs (DBOM)	Rev C	-	12/15/14 – CSC R&R
- Central ATC O&SHA	Rev C	-	Accepted 4/22/2015 - Pending September SSRC Approval
- Wayside ATC SSHA	Rev B	-	11/14/2014 – CSC Revise & Re-submit (R&R)
- Wayside ATC O&SHA	Rev D	-	Accepted 7/8/2015 - Pending September SSRC Approval
- Wayside/ATC SHA	Rev C	-	1/6/2015 – CSC R&R
- SCADA O&SHA	Rev D	-	7/14/2015 – CSC R&R
- SCADA SSHA	Rev C	-	3/10/2015 – CSC R&R
- Vehicle Fire Hazard Analysis (FHA)	Rev B	-	5/1/2015 – CSC R&R
- Vehicle SSHA	Rev A	-	8/10/2015 – under review
- Vehicle O&SHA	Rev A	-	Under development – high priority - vehicle under production
- Vehicle/ATC SSHA	Rev D	-	7/16/2015 – CSC R&R
- Vehicle/ATC O&SHA	Rev D	-	6/9/2015 – CSC R&R
- TES SSHA	Rev A	-	11/17/2014 – CSC R&R
- TES O&SHA	Rev A	-	5/22/2015 – CSC R&R
- PSGS PHAs	Rev A	-	Under development
- PSGS O&SHA	Rev A	-	12/8/2014 – CSC R&R
- PSGS SSHA	Rev A	-	02/2/2015 – CSC R&R
- UPS O&SHA	Rev B	-	8/19/2015 – CSC R&R
- Communications SSHA	Rev A	-	8/14/2015 – CSC R&R
- Communications O&SHA	Rev A	-	8/14/2015 – CSC R&R
- FDAS SSHA	Rev A	-	7/28/2015 – under review
- FDAS O&SHA	Rev A	-	8/17/2015 – CSC R&R
- MOW Support Vehicles O&SHA	Rev A	-	Under development
Threat & Vulnerability Assessments (TVAs)			
- Project TVA	Rev 1	1/16/2015	On hold pending contract restructure & re-design

S & S Design Criteria Conformance Checklist (DCCC)						
Verification Status						
Design Phase				Construction / Installation /Testing		
Contracts: FD, DB, DBOM	% Verified	+ / - % Change	Comments: Design SSRC Approval Date	% Verified	+ / - % Change	Comments: C/I/T SSRC Approval Date
<b>Contracts Under Construction/Procurement/Production</b>						
FD-430, 7 – Shafts	100%	N/A	6/17/2015	100%	+ 1%	8/26/2015
FD-430, Airport Utilities	100%	N/A	6/25/2014			
DB-200, MSF	99%	-	1/28/2015			
DB-120, WOFH Guideway 38 total – Sub CEL/CIL Packages	99%	-	34 Sub - CELs/CILs SSRC approved			
DB-320, KHG Guideway 39 total – Sub CEL/CIL Packages	97%	-	32 - Sub CELs/CILs, SSRC approved			
FD H2R2 Ramps	96%	-	5/27/2015			
FD-240, Farrington Hwy Station Group	94%	-	1- station- 6/17/2015			
DBOM-920, Core Systems						
- Passenger Vehicles	-	-	Verification underway			
- Traction Electrification System	-	-	Designer input underway			
- Yard System Bungalow	64%	-	Base DCCC – 5/27/2015			
<b>Under Design or in Pre-bidding Status</b>						
FD-140, West Oahu Station Group	46%	-	Waiting for update			
FD-340, Kamehameha Highway Station Grp	99%	+1%	3 Stations – 8/26/2015			
DBOM-920, Core Systems						
- Traction Power Generator Back-up System	-	-	Base DCCC under review			
- Communication System	-	-	Designer input underway			
- Fire Detection Alarm System	-	-	Designer input underway			
- Train Control	-	-	Designer input underway			
- SCADA	-	-	Designer input underway			
- Platform Screen Gate System	-	-	Designer input underway			
- MOW Vehicles	-	-	Base DCCC under review			
DB-xxx, Airport Guideway & Stations Grp	38%	-	On hold – re-designing			
DB-xxx, City Center Guideway & Stations Grp	-	-	On hold – re-designing			
FD-530, City Center Utilities	-	-	On hold – re-designing			
MI-930, Elevators & Escalators	-	-	Base DCCC 8/26/15			
Transit ART Program	-	-	Base DCCC under review			
DB-275, Pearl Highlands PS/BTC	-	-	Base DCCC under review			
FD-600, West O’ahu Park & Ride	-	-	Base DCCC under review			

Civil Contracts			
S & S Construction Specification Conformance Checklists (CSCC)			
Construction - Installation - Testing Verification Status			
Contracts	% Verified	+ / - % Change	Comments
<b>Civil Contracts Under Construction</b>			
DBB-525, Airport Section, 7 - Drilled Shafts	98%	-	1-remaining open item – As-Built Drawings
DB-200, MSF	31%	+4%	Verification underway
DB-120, WOFH Guideway	37%	+2%	Verification underway
DB-320, KHG Guideway	4%	-	Verification underway
DBB-505, Airport Utilities	23%	+16%	Base CSCC approved 8/26/2015 – verification underway
DBB-385, H2R2 Ramps	-	-	Base CSCC approved, 5-27-2015
DBB-271, Farrington Hwy Station Group	-	-	Base CSCC approved 7/22/2015
<b>Civil Contracts Still under Design or in Bidding - Pre-bidding Phases</b>			
DBB-171, West O’ahu Station Group	-	-	Draft Base CSCC updated 8/6/2015 under PM review
DBB-371, Kamehameha Hwy Stations Grp	-	-	Draft Base CSCC Updated 8/20/2015 under PM review
DB-xxx, Airport Guideway & Stations Grp	-	-	Draft Base CSCC in hand – on hold pending re-design
DBB-xxx, City Center Utilities	-	-	Draft Base CSCC in hand – on hold pending re-design
DB-xxx, City Center Guideway & D&K Stations Grp	-	-	Draft Base CSCC in hand – on hold pending re-design
MI-930, Elevators & Escalators	-	-	Base CSCC SSRC approved 8/26/2015
DB-275, Pearl Highlands PS/ Bus Transit Center	-	-	TBD
DBB-600, West O’ahu Park & Ride	-	-	TBD
Transit Art Program	-	-	Draft Base CSCC under review
<b>Operational Requirements</b>			
- Operational CEL/CILs	-	-	Draft Base Operational CIL under review

Core Systems - Contracts			
S & S Specification/Testing Conformance Checklists (STCC)			
Manufacture - Installation - Testing Verification Status			
Contracts	% Verified	+ / - % Change	Comments
<b>DBOM-920 Core System Contracts under Production - Manufacture - Installation - STCC</b>			
Passenger Vehicles/Cars	-	-	3 – Draft Base STCCs under review with CSC
- General Requirements – Applies to all Vehicles	-	-	Draft Base STCC under review, pending Sept SSRC approval
- Vehicle - Interim Cert – for Dynamic Testing	-	-	Draft Base STCC under review, pending Sept SSRC approval
- Train/4-Vehicles Cert for Pre-revenue Service	-	-	Base STCC under development
Traction Electrification System (TES)	-	-	Draft Base STCC under review
- General Requirements – Project Wide	-	-	Draft Base STCC under review
- MSF	-	-	Draft Base STCC under review
- Functional Track – WOFH Guideway	-	-	Draft Base STCC under review
- WOFH and KHG Guideways	-	-	Draft Base STCC under review
- Airport and City Center Guideways	-	-	Draft Base STCC under review
Yard Control Bungalow (YCB)	-	-	Draft Base STCC under review
<b>DBOM-920 Core Systems Contracts still Under Design- STCC</b>			
- System Integration Testing (SIT)	-	-	Draft Base STCC under review
- Traction Power Generators Back-up System	-	-	Draft Base STCC under review
- Communication Systems	-	-	TBD
- Fire Detection Alarm System (FDAS)	-	-	TBD
- Train Control System (TCS)	-	-	TBD
- Supervisory Control & Data Acquisition (SCADA)	-	-	TBD
- Platform Screen Gate System (PSGS)	-	-	TBD
- MOW Vehicles	-	-	Draft Base STCC under review

## 6.2 Quality Management

- Overview**

- The HART QMP and HART-approved QAPs of contractors, consultants and suppliers have been assimilated by their respective employees and are being implemented as standard operating procedures. Therefore, less and less Nonconformance Reports (NCR) are reported or encountered.
- Review and approve contractors, consultants and suppliers new and updated QAPs including Inspection and Test Plans (ITP).
- Conducted biweekly Quality Task Force (QTF) meetings with CE&I, contractors and consultants QA teams to discuss the status of: design and construction activities; procurement activities; inspection and testing; NCRs; Corrective Actions (CARs) and Preventative Actions (PARs); quality compliance; various process improvements; quality economics, and Buy America compliance.
- Participated in Pre-Activity Meeting for scheduled construction activities: MSF (Otis Elevators and Wheel Truing Machine); KHG (Grouting of Shaft below Tuff, Pile Foundation and Balanced Cantilever construction); ASU (Traffic Signal Relocation); and CSC (Pre-Shipment and testing and FAI of ATSSW and HW).
- Perform Management System Audits (QA, Environmental and Buy America); 2015 Combined Management System Audit Schedule as shown below:



HONOLULU AUTHORITY for RAPID TRANSPORTATION

### COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 9

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
CCH-100	Honolulu Authority for Rapid Transportation (HART)	HART	15-009 QA	12/01 - 12/08		
	Honolulu Authority for Rapid Transportation (HART) -Security & Safety Only		15-009 SS	12/01 - 12/08		
CT-HRT-10HO137	West Oahu/Farrington Highway Guideway Design-Build (WOFH)	KIWC - HI	15-001 QA	2/17 - 2/19	2/17 - 2/18	4/17/15
CT-HRT-11HO195	Kamehameha Highway Guideway Design-Build (KHG)		15-001 BA	2/17 - 2/19	2/17 - 2/18	4/17/15
CH-HRT-10HO449	Maintenance and Storage Facility Design-Build (MSF)	KKJV - HI	15-003 QA	2/25 - 2/26	2/25 - 2/26	4/14/15
			15-003 BA	2/25 - 2/26	2/25 - 2/26	8/4/15
CT-HRT-10HO137	WOFH & KHG Casting Facility	KIWC - HI	15-011	7/15 - 7/16	7/15 - 7/16	
CT-HRT-11HO195						
CH-HRT-10HO449	WOFH Surveying, KHG and MSF Audit and Alignments	KIWC/KKJV - HI	15-013	8/20 - 8/21	8/20	
CT-HRT-11HO195						
CT-HRT-10HO137						
CT-HRT-1200106	Core Systems Contract (CSC) & AB Design-Build-Operate-Maintain	ASTS Italy	TBD	TBD		
		AB Italy	TBD	TBD		
		AB USA	TBD	TBD		
CT-HRT-1200106	Core Systems Contract (CSC)	AHJV - HI	15-010	7/06 - 7/07	7/6	7/14/15
SC-HRT-1200116	West Oahu Station Group Final Design (WOSG)	AECOM - HI	15-005	3/18 - 3/19	3/18 - 3/19	5/18/15



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## COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 9

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
SC-HRT-1200111	Kamehameha Highway Station Group Final Design (KHSG) PH, PR, AS	AVA - HI	15-002	6/3 - 6/04	6/3	6/8/15
		AVA - CA				
SC-HRT-1200111	H2R2 Final Design	AVA - HI	15-004	1/28	1/28	2/3/15
		AVA - CA				
SC-HRT-1400049	CSC Support Services	L + E	15-016	11/23 - 11/24		
DB	Pearl Highlands Parking Structure/Bus Transit Center Construction	TBD	TBD	TBD		
CR-HRT-1500309	H2R2 Ramp Construction	Royal Contracting	TBD	TBD		
CR-HRT-1500503	West Oahu Station Group Construction	NAN, Inc	TBD	TBD		
CT-HRT-1500236	Farrington Hi-way Station Group Construction FHSG	Hawaiian Dredging	TBD	TBD		
DB	Kamehameha Hi-way Station Group Construction	TBD	TBD	TBD		
SC-HRT-14000323	Airport Section Utilities Construction	NAN, Inc	15-012	8/13 - 8/14	8/13 - 8/14	
CT-HTR-1500080	Airport Section Guideway Seven Pier Construction	HDCC/CJA JV	15-006 QA	3/11	3/11 - 3/24	3/31/15
			15-006 BA	3/11	3/11 - 3/24	3/31/15
DB-	Airport Section Guideway and Stations	TBD	TBD	TBD		



HONOLULU AUTHORITY for RAPID TRANSPORTATION

## COMBINED MANAGEMENT SYSTEM AUDIT SCHEDULE

YEAR: **2015** Rev 9

KEY	Local Audit	Remote Audit	Continental U.S. Audit	International Audit		
CONTRACT PACKAGE NUMBER	DESCRIPTION	CONTRACTOR / CONSULTANT / SUPPLIER	AUDIT NUMBER	DATE SCHEDULED	DATE PERFORMED	DATE CLOSED
DB-	City Center Section Guideway and Stations	TBD	TBD	TBD		
DB	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes Construction	TBD	TBD	TBD		
CT-HRT-1300318	Elevator and Escalator - Manufacture, Install and Maintain	US Schindler - HI	15-015	9/9 - 9/10		
		US Schindler - NJ				
SC-HRT-1400050	West Side Station Group CE&I	PGH Wong - HI	TBD	TBD		
	West Oahu Farrington Highway and Kamehameha Highway Guideways CE&I		15-014	9/29 - 9/30		
	Pearl Highlands Parking Structure/Bus Transit Center CE&I		TBD	TBD		
	UH West O'ahu Park-and-Ride and Ho'opili Station Finishes CE&I		TBD	TBD		
SC-HRT	Airport Section Guideway & Stations CE&I	TBD	TBD	TBD		
	City Center Section Guideway & Stations CE&I		TBD	TBD		
SC-HRT-1400027	General Engineering Consultant Final Design and Construction (GEC 3)	CH2M Hill	15-007	5/20 - 5/21	5/20 - 5/21	7/14/15

• Key Issues

HART NCR Log		
Total NCRs Issued To Date	CLOSED	OPEN
<b>33 (Audits)</b>	<b>32</b>	<b>1</b>
<b>1 (Construction)</b>	<b>1</b>	<b>0</b>

- Updating, reviewing and approval of appropriate HART Project Baseline Plans and Procedures due to new policies, re-organization, process improvement and lessons learned from the internal audits. Upon approval of revised plans and procedures, training of HART employees must be performed in order to assure competency and proficiency.
- Resolution of two (2) major NCRs on the DB Contracts (WOFH and KHG) that need to be addressed and corrected to prevent recurrence and to mitigate impact on the overall progress of the project. The following are the major NCRs identified on the DB Contracts:

- **Drilled Shafts:** To date, there are 13 Open NCRs (closed five) on WOFH and 15 NCRs (no changes) on KHG, which are related to CSL Reports. The contract requires that deep foundation elements (drilled shafts) integrity must be tested in accordance with ASTM D6760-14 Standard Test Method for Integrity Testing of Deep Foundations by Ultrasonic Crosshole Testing, and HART will determine the final acceptance of each shaft based on the Crosshole Sonic Log (CSL) report, which includes: test result, drilled shaft installation information, and analysis for the tested shaft. The evaluation of testing results will be based on the percentage decrease in velocity as correlated to the Concrete Condition Rating Criteria detailed in specification Section 31 63 30 G. If the test results do not meet the allowable requirements, a minimum 2-3-inch diameter cores per shaft will be performed by KIWC to intercept the suspected or defective zones. The disposition and corrective actions will be agreed with KIWC EOR and HART. Closing of NCRs related to the drilled shafts is a prerequisite for the construction of transition zones and the columns. Therefore, it is a QA Hold Point. To date, there are 288 and 58 drilled shafts completed on WOFH and KHG, respectively.
- **Span 17 – NCR 00314:** The procedure for lowering a heavier and wider span was not followed during the setting of the span to the columns. The result of the error was cracked segments 17-1, 17-2, 17-11 and 17-12. KIWC has evaluated the damages, disposition and the proposed corrective actions. KIWC has submitted a Remediation Plan to HART, which was approved by HART (CE&I, Design and Construction Department, and GEC-3). Therefore, the disposition on the NCR is Repair. KIWC is currently preparing for the Pre-Activity meeting on the repair of the cracked segments.
  - o Timely closeout of contractors, consultants and suppliers open NCRs.
  - o Combined QA and BA Audit of Schindler Elevators and Escalators for the Stations contract.
  - o QA Audit of PGH Wong (CE&I West).
  - o QA review of procurement document package for the Airport Guideway and Stations DB RFP.
  - o Resolution of two (2) major NCRs: cracked segments 1, 2, 11 and 12 of Span 17 repair, and Drilled Shafts [Crosshole Sonic Logging Reports] quality and repairs.
  - o Construction of MSF Yard Ballasted Track: Alignment, Profile, Geometry, Sub-ballast, Drainage, Ballast, Grade Crossings, Welding, Stress Relieving, Concrete Ties, etc.
  - o Installation and welding of rails and turnouts on top of the WOFH Guideway.
  - o Construction of WOFH and KHG Balanced Cantilever Segmental Spans.
  - o Manufacturing of Carbody(s) at AnsaldoBreda and its subcontractor manufacturing facilities in Italy.
  - o Final Assembly of Passenger Vehicles in Ansaldo Breda, Inc. facilities in Pittsburg, CA.
  - o Pre-shipment, I&T and FAI of wayside core system and passenger vehicles materials, parts and components.
  - o Close-out of A-7 contract to include review of “Lifetime” Quality Records including NCRs, if any, and As-built Drawings.

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

- **Look Ahead**
  - o Will provide updates on any new construction agreements HART enters into with a utility company.
  - o Cargo Preference: Will provide updates and written assurances from AHJV that it will satisfy the Cargo Preference requirements set forth in the contract; AHJV will use privately-owned United States Flag commercial vessels to ship equipment, material or commodities for the Project.

**6.4 Disadvantaged Business Enterprise (DBE)**

- **Activities this month**
  - o \$26,098,870 = total dollar participation for all DBEs on all HART contracts from 9/24/07 to 8/31/15
    - 5.96% = DBE utilization on total disbursed FTA funds received to date (\$26,098,870 divided by \$437,900,341)
    - 1.48% = DBE utilization to date on total Project FTA funds (\$26,098,870 divided by \$1,763,903,901)

*Total DBE Participation = \$26.1M  
(previous report = \$25.3M)*

Figure 17. DBE Participation this Month

DBE Participation in August		
DBE Firm	Contract Number	Participation
Lawson & Associates	SC-HRT-1400061 MM-964	\$57,522
ADS System Safety Consulting	SC-HRT-1400061 MM-964	\$88,600
LKG-CMC	SC-HRT-1400049 MM-962	\$12,111
Anil Verma Associates, Inc.	SC-HRT-1200111 FD-340	\$199,361
AMR Estimating Services	SC-HRT-1400027 MM-913	\$105,603
The Solis Group	SC-HRT-1400027 MM-913	\$85,198
PSC Consultants	SC-HRT-1400050 MM-290	\$88,880
Element Environmental	SC-HRT-1400050 MM-290	\$61,774
Dovetail Consulting	MOU-11-901 MM-930	\$73,838
<b>TOTAL FOR THE MONTH</b>		<b>\$772,887</b>

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

## 6.5 Planning and Environment

### • Activities this month

- Programmatic Agreement Activities:
  - HART’s Programmatic Agreement (PA) team met with SHPD on Aug. 4, 2015, as part of ongoing consultation with the division.
  - The Request for Proposal period for the Kāko’o Programmatic Agreement Manager II contract closed on July 31, 2015 at 2 p.m. A selection team is currently reviewing submittals from the RFP to award the new contract.
- Planning, Environmental, and Cultural Activities:
  - HART is awaiting FTA review of the Project’s voluntary Cultural Monitoring Plan.
  - HART has submitted the Middle Street Post-ROD to FTA for formal approval.
  - HART has submitted an email to FTA on the Maintenance and Storage Facility (MSF)/Rail Operations Center (ROC) Sewer Connection for administrative recordation.
  - HART met with SHPD to discuss the proposed sites for the Airport and City Center Casting Yards, on Aug. 14, 2015.
  - HART continues to assist the Oahu Metropolitan Planning Organization (OMPO) in updating the regional long-range travel demand forecasting model.

### • Looking Ahead

- Ongoing coordination with DTS to ensure consistent planning of seamless bus and rail services focusing on rail’s interim opening date.
- HART’s next consultation meeting with recognized cultural descendants is scheduled for Wednesday, Sept. 2, 2015.
- HART’s next consultation with the O’ahu Island Burial Council (OIBC) is scheduled for Wednesday, Sept. 9, 2015.
- Conduct regular monthly HART/SHPD consultation meetings.
- Attend monthly scheduled Kāko’o Meetings with Programmatic Agreement Signatory and Consulting Parties.

- Continue resolution of Post-ROD documentation, including submittals for Hōlau Market and the related Ai-Goto Building.
- Continue coordination with DPP and HCDA regarding transit-oriented development.

## 6.6 Risk Management

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

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

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

### NOTES OF SIGNIFICANCE

- Corrective actions to improve cost estimates and forecasting methods as well as cost containment measures are paying dividends. Bids have been received within a reasonable range of the Engineer’s Estimate.
- Industry outreach efforts last winter appear to be paying off as there are more bidders per solicitation than there was prior. This is an indication that HART has responded to industry feedback about the quality of contract documents and incremental improvements in the procurement process.
- Additional focus is being placed on Hawaiian Electric Co. coordination and issue resolution.

### ADDITIONAL BACKGROUND

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

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

Mitigation Plan:

- Refine list of primary and secondary mitigation measures.
  - ***Finalize recommendations for primary and secondary mitigation measures and submit to Project Director for Action based on an approved Revised Financial Plan.***

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

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

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

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

Mitigation Plan:

- West property transactions have been elevated.
- East Side – there are a number of third-party agreements needed on the Airport Section and private parcels on the City Center Section. The revised Delivery and Procurement Plan takes into account the Right-of-Way Acquisition Plan. Cost to Cure property contacts will take time to work through with owners and tenants for the 16-22 parcels. **Action:**
  - *Implement property acquisition plan. Develop risk mitigation plan should there be parcels that are not likely to be secured by August 2015 with information available to other Departments in advance.*

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

Figure 18. Risk Matrix

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

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

Figure 19. Top Project Risks

Top Risks August 2015								
Current Risk ID	Contract Package	Risk Description	Probability	Prob. Rating	Cost Impact	Time Impact	Aug '15 Risk Rating	Jul '15 Risk Rating
111.05	Airport Guideway	Estimates for remaining guideway contracts may be low compared to current market conditions.	90%	5	5	4	22.5	22.5
111.06	City Center Guideway	Cost estimates for remaining guideway contracts may be low due to adjustments using pricing from WOFH Bid.	90%	5	5	4	22.5	22.0
6.06	City Center Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule. (Dillingham bottleneck)	75%	4	4	5	18	18
34.06	City Center Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties.	75%	4	5	4	18	18
36.06	City Center Guideway	Cost exposure from unexpected utility replacements and/or relocations.	75%	4	5	4	18	18
65.06	City Center Guideway	The relocation of the 138 kv overhead power lines may require new lines erected to provide redundancy during the 'outage.' (Temporary diversion of the 138kV line may be required if grid capacity is insufficient.)	75%	4	5	4	18	18
110.06	City Center Guideway	Real Estate market could rebound before purchase of all needed properties, greatly increasing cost of property and delaying construction if legal actions are pursued.	75%	4	5	4	18	18
6.04	Kamehameha Highway Guideway	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	5	4	18	18
68.14	Dillingham Kaka'ako Stations	Downtown Station planned to be integrated into Pacific Guardian Center; agreement with owner yet to be proposed. PGC demands could extend negotiations and delay construction or increase construction costs.	75%	4	5	3	16	16
37.06	City Center Guideway	Additional utility easements may be required for private utility companies.	50%	3	5	5	15	15
6.13	Airport Station Group	Insufficient utility company resources available to meet the design, approvals, and/or construction schedule.	75%	4	3	4	14	5
34.04	Kamehameha Highway Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties and elected officials.	75%	4	4	3	14	7.5
34.05	Airport Guideway	Traffic disruptions may result in revised constraints imposed by City or HDOT due to pressure from Third Parties and elected officials.	75%	4	4	3	14	7.5
83.06	City Center Guideway	Delay of utility easement identification for City Center Guideway may result in a delay of ROW acquisition and ultimately the start of construction.	75%	4	4	3	14	14
16.03	West Oahu/Farrington Highway Guideway	Permits and approvals by other agencies may not be provided in a timely manner and delay the project.	75%	4	4	3	14	14

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

Figure 20. Risks Added

Risks Added in August 2015							
Risk ID	Contract Package	Risk Description	Probability	Prob Rating	Cost Impact	Time Impact	Risk Rating
186.17	Elevator Escalator	Increase/decrease in escalator requirements.	50%	3	4	4	12
187.11	WOSG	Interface risk assessment exposure.	25%	2	3	3	6

Figure 21. Risks Deleted

Risks Deleted in August 2015					
Current Risk ID	Contract Package	Risk Description	Comments	Risk Rating	
				Aug. '15	Jul. '15
37.04	Kamehameha Highway Guideway	Utilities - Additional utility easements may be required for Military or private utility companies.	Guideway design and utility relocation designs have progressed with needs fully identified.	0	0.5
106.13	Airport Station Group	Right-of-way (ROW) - ROW acquisition at Pearl Harbor may take longer due to Navy NEPA/Section 106 process requirements.	Navy property has been secured.	0	1
115.04	Kamehameha Highway Guideway	Interface - Change in station designs may affect guideway and result in additional construction costs.	Station designs are complete with FHSG and WOSG contracts awarded. KHSG solicitation for bidders is advertised.	0	2.5
125.13	Airport Station Group	Interface - Construction conflicts between Guideway and CSC Contractor result in impacts to budget and schedule (i.e. access, shear key connections and other interface points).	Design interface has progressed.	0	7.5
140.13	Airport Station Group	Permit - Difficult erection of station platforms at Middle Street in restricted area between roadways and above Kalihi Stream could require special equipment and regulatory approval.	In water work is not likely and therefore, exempt for permit. Contractors will price erection in their bid accordingly.	0	7.5
141.13	Airport Station Group	Third Parties - Potential delays from third parties due to impacts to traffic and safety/security. Navy for Pearl Harbor Station. HDOT for HIA and a private party for Middle Street. Kalihi Stream Middle Street.	Design coordination with Third Parties will result in sign off or has already been signed off.	0	7.5
145.16	Pearl Highlands Garage	Procurement - Delays associated with procurement process may impact schedule and/or price.	Procurement has been cancelled and delayed indefinitely pending re-evaluation of procurement methodology. This risk has been realized.	0	4

## 6.7 Community Outreach

### • Activities this month

- HART’s Executive Director and CEO along with elected leaders and business owners held a news conference this month to urge the community to support local businesses that have seen a decline in customers related to the project’s construction work. HART’s Shop & Dine on the Line program, which provides customers with discounts and special offers when they visit businesses along the rail line, is one of several resources available for businesses. The program’s official media launch included offers from nearly 60 businesses, with additional businesses continuing to sign up.

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

- 1,859 presentations and events
- 1,008 Neighborhood Board meetings

**Construction Outreach**

- HART canvassed key commercial areas and held numerous meetings with business owners and managers this month to collect feedback and to encourage them to sign up for the agency’s business outreach programs. More than 400 businesses are now participating in HART’s Business Alliance, which provides detailed email updates on work and traffic tailored specifically for businesses along the rail corridor; information regarding HART’s business outreach programs; free workshops offered by some of HART’s partners that provide resources including marketing and business plan development; and information about small-business loan programs.
- HART held two Business Alliance meetings, in addition to smaller group meetings with business managers and owners to discuss upcoming construction work, traffic issues and programs available to businesses through HART’s Business Outreach program. HART’s public outreach team continues its work with businesses along the alignment and has had more than a dozen meetings with businesses in the Waipahu, Pearl City and Aiea areas this month.
- HART has also been proactively meeting with businesses in the urban core to discuss future construction work, as well as traffic impacts. In addition to meeting with individual business owners and business groups in the Dillingham and Kaka’ako areas, HART will hold another business and community meeting in urban Honolulu later this fall as part of its business outreach program.

Figure 22. HART partnered with local businesses at a news conference to urge the community to support businesses during the construction process.



HART Executive Director and CEO Dan Grabauskas asks the public to support local businesses during construction at a news conference this month to launch Shop & Dine on the Line, a discount offer program created in partnership with businesses in the Waipahu, Aiea and Pearl City areas. The program will continue to grow and will be open to businesses in the urban Honolulu area as well.

**Community Input**

- HART’s public information team responded to more than 130 inquiries and requests in August that came in via the agency’s website, email and 24-hour hotline. Inquiries this month primarily focused on construction activities, particularly traffic impacts and other construction-related questions or concerns.

**Look Ahead**

Coming in September:

- HART provides an update regarding construction of its Rail Operations Center.
- HART continues its Business Outreach program, and expands its Shop & Dine on the Line program to assist businesses along the rail route during construction.

**6.8 Staffing**

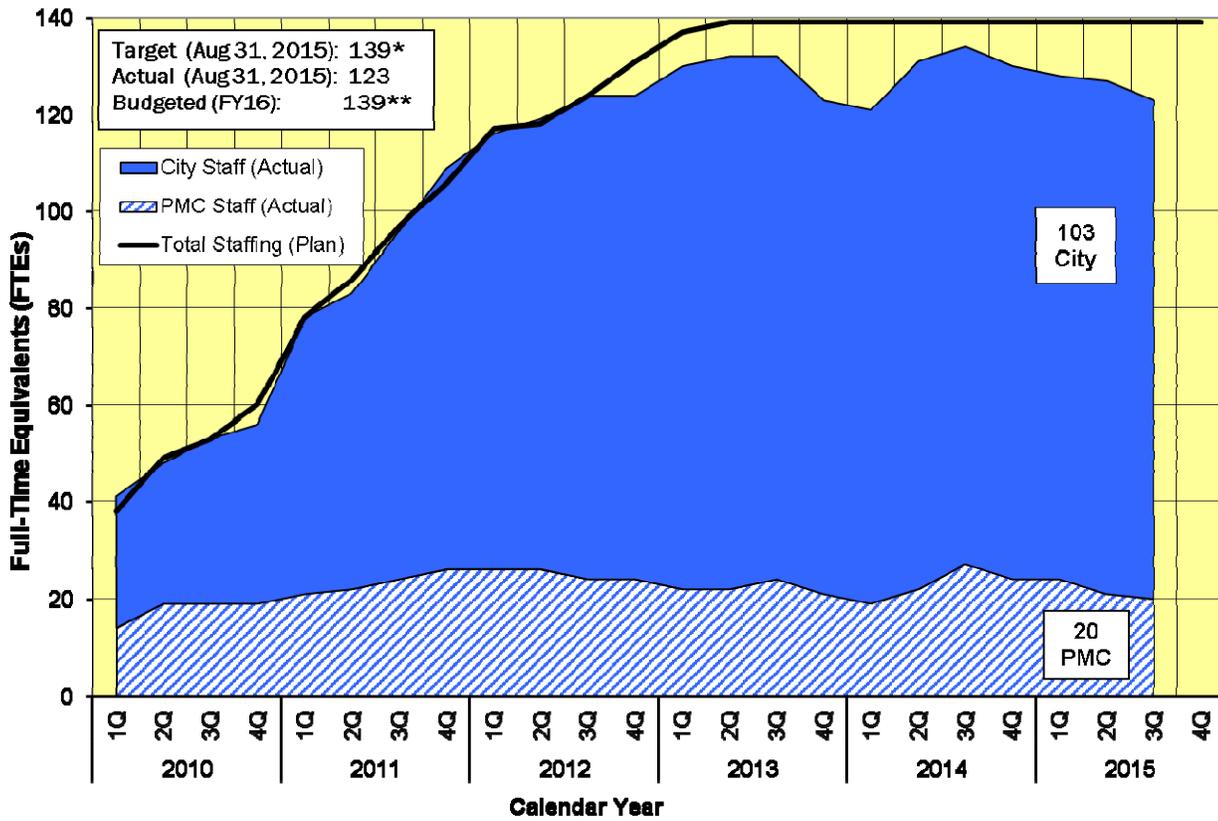
Figure 23. Staffing Activities

Staffing Activities				
Title	Group	New/Existing HART position (City or PMC)	Position Status	Start Month
<b>Executive Management</b>				
Senior Clerk (Receptionist)	Executive Management	Existing (City)	Filled	Aug
<b>System Safety &amp; Security</b>				
Safety Certification Manager	System Safety & Security	Existing (PMC)	Recruiting/Interviewing	
<b>Design and Construction</b>				
West Area Construction Manager	Construction	New (City)	Creating Position	
Project Manager (KHSR/H2R2 Ramp)	Construction	New (City)	Creating Position	
Project Manager (City Center DB)	Construction	New (City)	Creating Position	
Assistant Project Manager (City Center DB)	Construction	New (City)	Creating Position	
Secretary I	Construction	New (City)	Filled	Aug
Traffic Engineer	Utilities & Traffic Engineering	New (City)	Recruiting	
Lead Utilities Engineer	Utilities & Traffic Engineering	Existing (City)	Recruiting	
Electrical Engineer	Core Systems	Existing (City)	Recruiting	
<b>Budget and Finance</b>				
Accountant II	Budget and Finance	Existing (City)	Selected/Processing	Sep
Secretary III	Budget and Finance	Existing (City)	Filled	Aug
<b>Procurement</b>				
Deputy Director of Procurement & Contracts	Procurement & Contracts	Existing (City)	Filled	Sep
<b>Planning, Permits &amp; Right-of-Way</b>				
Planner III* (Environmental)	Planning	Existing (City)	Recruiting	
Planner VI (Permits /Hazmat)	Planning	Existing (City)	Filled	Aug
<b>Operations and Maintenance</b>				
Director of Operations & Maintenance	Operations & Maintenance	Existing (PMC)	Recruiting	
<b>Quality Assurance</b>				
Quality Assurance Engineer * (Civil)	Quality Assurance	Existing (City)	Recruiting	
<b>Administrative Services</b>				
Personnel Clerk	Administrative Services	New (City)	Recruiting via Civil Service	
<b>Public Information</b>				
Information Specialist II	Public Information	Existing (City)	Recruiting/Interviewing	
<b>Project Controls</b>				
Senior Clerk	Project Controls	Existing (City)	Filled	Aug
Lead Scheduler	Project Controls	Existing (City)	Recruiting	

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

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

Figure 24. Project Staffing (Actual vs. Planned)



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

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

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

# APPENDICES

## Appendix A. Action Items

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

Action Items						
Item No.	Item	Responsible Party	Date Identified	Date Due	Date Completed	Status
1	Resolve HECO issue with Davis-Bacon requirements	HART/FTA	Mar-14	On-going		Open – HECO waiver is pending. HART provided MOU to PMOC.
2	<b>Updates resulting from Risk Refresh:</b>					
2a	Update the Contract Packaging Plan	HART	Aug-14	Dec-15		In progress – Draft provided to PMOC, but changes may be incorporated on updated estimate and schedule.
2b	Re-baseline Financial Plan	HART	Apr-14	TBD		Pending final update of budget and schedule.
2c	Re-baseline budget	HART	Apr-14	Dec-15		In progress. (EAC will be available in July, but an approved re-baseline budget will not occur until late 2015.)
2d	Re-baseline MPS	HART	Apr-14	TBD		In progress – PMOC is reviewing draft update; will be discussed at September Progress Meeting.
2f	Update RCMP (including Hold Points and Secondary Mitigation Measures)	HART	Sept-13	TBD		In progress – PMOC provided review comments on early draft, but updated draft will be prepared to reflect revised budget and schedule.
3	MPS Workshop	HART/PMOC	Feb-15	Sep-15		Will be held during week of September Progress Meeting.
4	Provide OP 54 (Readiness for Revenue Operations) checklist/roadmap	FTA/PMOC	Apr-15	Sep-15		OP 54 provided to HART; PMOC to provide sample report.
5	Hold conference call to discuss use of P3 for Pearl Highlands Parking Structure	FTA/HART	Aug-15	Sep-15		
6	Provide list of HART procedures that are to be updated	HART	Aug-15	Sep-15		
7	Provide EAC in SCC format	HART	Aug-15	Sep-15		

## Appendix B. Project Contingency Management General Background and Clarifications

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

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

*Current Contingency Balance = \$500.7M*

*Current Known Changes Contingency = \$0M*

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

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

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

### Changes Identified and Project Performance

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

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

### Known Changes Contingency

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

# HART Project Contingency Drawdown with Details

Data as of 08/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (F+)	Contingency Code
<b>July '12 (Bottoms-Up Estimate)</b>					
1)	FD-240	Farrington Highway Stations Group FD	Budget Transfer at Bottoms-Up Estimate from Project Scope to Contingency (contract allowance)	\$58,443	90.03 - Contract Allowance
2)	FD-430	Airport Section Guideway Utilities FD	Budget Transfer for Contract Award less than the ASGU FD contract budget	\$2,054,106	90.02 - Allocated Contingency
3)	MM-975	LEED Commissioning Services	Budget Transfer for Contract Award above the LEED Comm. Services contract budget	(\$35,623)	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer for Contract Award above the KHHS DB contract budget	(\$270,883)	90.02 - Allocated Contingency
5)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer for Ins. Covg per executed CO No. 004	\$3,995,230	90.02 - Allocated Contingency
			July '12 Contingency Drawdown	\$5,881,273	
			<b>July '12 - Ending Contingency Balance</b>	<b>\$649.4</b>	
<b>August '12</b>					
1)	FD-140	West Oahu Stations Group FD	Budget Transfer for Contract Awarded under WOSS FD contract budget	\$1,806,200	90.02 - Allocated Contingency
2)	FD-530	City Center Guideway Utilities FD	Budget Transfer for Contract Awarded under CCSU FD contract budget	\$5,917,945	90.02 - Allocated Contingency
3)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 17 - Procure and install Portable Buildings	(\$2,600,000)	90.02 - Allocated Contingency
			August '12 Contingency Drawdown	\$5,086,745	
			<b>August '12 - Ending Contingency Balance</b>	<b>\$654.5</b>	
<b>September '12</b>					
	N/A	N/A	No Contingency Drawdown	\$0	
			September '12 Contingency Drawdown	\$0	
			<b>September '12 - Ending Contingency Balance</b>	<b>\$654.5</b>	
<b>October '12</b>					
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 21 - Builders Risk Insurance Coverage	(\$56,869)	90.02 - Allocated Contingency
			October '12 Contingency Drawdown	(\$56,869)	
			<b>October '12 - Ending Contingency Balance</b>	<b>\$654.4</b>	
<b>November '12</b>					
1)	FD-440	Airport Stations Group FD	Budget Transfer for Contract Award under ASG FD the contract budget	\$227,784	90.03 - Contract Allowance
2)	FD-340	Kamehameha Highway Stations Group FD	Budget Transfer for Contract Award under KHSG FD the contract budget	\$202,468	90.03 - Contract Allowance
3)	MM-905	General Engineering, Consultant	Budget Transfer to align contract budget with Committed value	(\$120,630)	90.02 - Allocated Contingency
			November '12 Contingency Drawdown	\$309,623	
			<b>November '12 - Ending Contingency Balance</b>	<b>\$654.7</b>	
<b>December '12</b>					
1)	FD-430	Airport Section Guideway Utilities FD	Executed Contract Amendment No. 01 - Design & Engineering Cost Estimates	(\$245,000)	90.02 - Allocated Contingency
			December '12 Contingency Drawdown	(\$245,000)	
			<b>December '12 - Ending Contingency Balance</b>	<b>\$654.4</b>	
<b>January '13</b>					
1)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 01 - Acacia Rd alternative analysis	(\$15,981)	90.02 - Allocated Contingency
			January '13 Contingency Drawdown	(\$15,981)	
			<b>January '13 - Ending Contingency Balance</b>	<b>\$654.4</b>	
<b>February '13</b>					
1)	DB-120	West Oahu Farrington Highway Guideway DB	Executed Change Order No. 26 - Ins. Covg Requirement/Additional BQSV at Ft. Weaver Rd	(\$1,870,178)	90.02 - Allocated Contingency
			February '13 Contingency Drawdown	(\$1,870,178)	
			<b>February '13 - Ending Contingency Balance</b>	<b>\$652.8</b>	
<b>March '13</b>					
1)	FD-240	Farrington Highway Stations Group FD	Executed Contract Amendment No. 09 - Waipahu Station sewer	(\$3,885)	90.03 - Contract Allowance
2)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 08 - Ins. Covg Requirement/Dbl Crossovers Insulated Joints	(\$484,878)	90.02 - Allocated Contingency
			March '13 Contingency Drawdown	(\$488,763)	
			<b>March '13 - Ending Balance</b>	<b>\$652.3</b>	
<b>April '13</b>					
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 01 - Second elevator provision	(\$81,013)	90.03 - Contract Allowance
2)	DB-120	West Oahu Farrington Highway Guideway DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 26	\$1,870,178	90.02 - Allocated Contingency
3)	DB-200	Maintenance & Storage Facility DB	Budget Transfer to offset Ins. Covg Requirement for Change Order No. 08	\$434,000	90.02 - Allocated Contingency
4)	DB-320	Kamehameha Highway Guideway DB	Budget Transfer to Align current budget to contract Schedule of Milestones	\$800	90.02 - Allocated Contingency
			April '13 Contingency Drawdown	\$2,023,765	
			<b>April '13 - Ending Contingency Balance</b>	<b>\$654.3</b>	
<b>May '13</b>					
	N/A	N/A	No Contingency Drawdown	\$0	
			May '13 Contingency Drawdown	\$0	
			<b>May '13 - Ending Contingency Balance</b>	<b>\$654.3</b>	
<b>June '13</b>					
	N/A	N/A	No Contingency Drawdown	\$0	
			June '13 Contingency Drawdown	\$0	
			<b>June '13 - Ending Contingency Balance</b>	<b>\$654.3</b>	

# HART Project Contingency Drawdown with Details

Data as of 08/27/15

Proj. No.	Project Description	Budget Transfer/Change Description	Contingency Drawdown (F+)	Contingency Code
<b>July '13</b>				
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 04 - Antenna Engineering Design Services	\$654.3	90.02 - Allocated Contingency
2)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 07 - Archeological Inventory Survey (AIS) Provisional Sum Part 2		90.02 - Allocated Contingency
3)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 08 - Maintenance & Storage Facility Yard Switch Machines		90.02 - Allocated Contingency
4)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 09 - Yard Layout Revisions		90.02 - Allocated Contingency
5)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 10 - Train Configuration		90.02 - Allocated Contingency
6)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 11 - Preliminary Design & Supplemental Project Mgt		90.02 - Allocated Contingency
		<b>July '13 Contingency Drawdown</b>	<b>(\$5,254,106)</b>	
<b>August '13</b>				
		<b>July '13 - Ending Contingency Balance</b>	<b>\$649.1</b>	
1)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 30 - Archeological Inventory Survey (AIS) Provisional Part 2		90.02 - Allocated Contingency
2)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 32 - Kala Channel Station Mtd Consent		90.02 - Allocated Contingency
3)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 34 - Traditional Cultural Property Construction Partial Suspension		90.02 - Allocated Contingency
4)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 36 - Hoopii Station Relocation Design		90.02 - Allocated Contingency
5)	DE-320 Kaneohe Bay Highway Guideway DB	Executed Change Order No. 06 - Archeological Inventory Survey (AIS) Provisional Part 2		90.02 - Allocated Contingency
6)	FD-140 West Oahu Stations Group FD	Executed Contract Amendment No. 02 - Canopy Redesign		90.03 - Contract Allowance
7)	MI-320 Elevator & Escalator Install/Maint	Budget Transfer for Contract Awarded under E&E /IM contract budget		90.02 - Allocated Contingency
		<b>August '13 Contingency Drawdown</b>	<b>(\$5,824,004)</b>	
		<b>August '13 - Ending Contingency Balance</b>	<b>\$643.2</b>	
<b>September '13</b>				
		<b>August '13 - Ending Contingency Balance</b>	<b>\$643.2</b>	
1)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 33 - Provisional Sum HDOF Joint Use and Occupancy		90.02 - Allocated Contingency
2)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 35 - Aesthetic Column Design Conflict		90.02 - Allocated Contingency
3)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 12 - HNTB Design Escalator		90.02 - Allocated Contingency
4)	FD-240 Farrington Highway Stations Group FD	Executed Contract Amendment No. 10 - NTP 2 Delay/Design Delay from Core Systems Contract & West Oahu Farrington Highway DB Contract		90.02 - Allocated Contingency
		<b>September '13 Contingency Drawdown</b>	<b>(\$5,116,297)</b>	
		<b>September '13 - Ending Contingency Balance</b>	<b>\$637.1</b>	
<b>October '13</b>				
		<b>September '13 - Ending Contingency Balance</b>	<b>\$637.1</b>	
1)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 13 - Ins. Covg Requirements/ Foot Access Modification		90.02 - Allocated Contingency
2)	DB-200 Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 13 for Ins. Covg Requirements		90.02 - Allocated Contingency
3)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 37 - Ala He Street Moor Work at DR Horton & Farrington HWY		90.02 - Allocated Contingency
4)	DB-04, 520 Core Systems Design Build O&M	Executed Change Order No. 05 - Platform Screen Gates Systems		90.02 - Allocated Contingency
5)	FD-520 Chingmin and Halea and Stations Group FD	Budget Transfer for Contract awarded under DBSG-FD contract budget		90.01 - Unallocated Contingency
		<b>October '13 Contingency Drawdown</b>	<b>(\$22,194,371)</b>	
		<b>October '13 - Ending Contingency Balance</b>	<b>\$615.0</b>	
<b>November '13</b>				
		<b>October '13 - Ending Contingency Balance</b>	<b>\$615.0</b>	
1)	DE-120 West Oahu Farrington Highway Guideway DB	Executed Change Order No. 38 - Insurance Coverage Requirement 04/2013		90.02 - Allocated Contingency
2)	DB-200 Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 038 for Ins. Covg. Requirements		90.02 - Allocated Contingency
3)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 014 - Preliminary Design & Supplemental Project Management 2		90.02 - Allocated Contingency
4)	DB-200 Maintenance & Storage Facility DB	Executed Change Order No. 015 - Yard Layout Revisions/RFP Structural Steel Modification		90.02 - Allocated Contingency
5)	DB-200 Maintenance & Storage Facility DB	Budget Transfer for Change Order No. 016 for Ins. Covg. Requirements		90.02 - Allocated Contingency
6)	FD-530 City Center Guideway Utilities FD	Executed Contract Amendment No. 01 - Archeological Inventory Survey (AIS) Suspension		90.02 - Allocated Contingency
7)	FD-240 Farrington Highway Station Group FD	Budget Transfer for Contract Award for FHS6 FD II		90.01 - Unallocated Contingency
		<b>November '13 Contingency Drawdown</b>	<b>(\$4,947,557)</b>	
		<b>November '13 - Ending Contingency Balance</b>	<b>\$610.0</b>	
<b>December '13</b>				
		<b>November '13 - Ending Contingency Balance</b>	<b>\$610.0</b>	
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 05 - Uluna St. release scope impact		90.02 - Allocated Contingency
2)	FD-130 West Oahu Station Group FD	Executed Contract Amendment No. 03 - Design Refinement of HECO 48kv and fiber optic lines		90.02 - Allocated Contingency
		<b>December '13 Contingency Drawdown</b>	<b>(\$72,896)</b>	
		<b>December '13 - Ending Contingency Balance</b>	<b>\$609.8</b>	
<b>January '14</b>				
		<b>December '13 - Ending Contingency Balance</b>	<b>\$609.8</b>	
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 06 - Archeological Inventory Survey (AIS) Suspension		90.02 - Allocated Contingency
2)	FD-530 City Center Guideway Utilities FD	Executed Contract Amendment No. 02 - Soil Resistance Test and Max. Sag Calculation		90.02 - Allocated Contingency
3)	MM-280 Construction Engineering & Inspection West	Budget Transfer for Contract Award less than CE&I West contract budget		90.02 - Allocated Contingency
4)	MM-295 Construction Engineering & Inspection East	Budget Transfer for Contract Award less than CE&I East contract budget		90.02 - Allocated Contingency
		<b>January '14 Contingency Drawdown</b>	<b>(\$1,426,718)</b>	
		<b>January '14 - Ending Contingency Balance</b>	<b>\$608.3</b>	
<b>February '14</b>				
		<b>January '14 - Ending Contingency Balance</b>	<b>\$608.3</b>	
1)	FD-430 Airport Section Guideway Utilities FD	Executed Contract Amendment No. 07 - Resist. & Sag Geotech Investigation		90.02 - Allocated Contingency
2)	HRT-201 HART ODC	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract		90.02 - Allocated Contingency
3)	MM-910 BEC II	Budget Transfer for Contract Award - Archeological & Cultural Monitoring & Core Systems Support contracts		90.02 - Allocated Contingency
4)	MM-960 Archeological & Cultural Monitoring	Budget Transfer for Contract Award - Archeological & Cultural Monitoring contract		90.02 - Allocated Contingency
5)	MM-962 Core Systems Support	Budget Transfer for Contract Award - Core Systems Support contract		90.02 - Allocated Contingency
		<b>February '14 Contingency Drawdown</b>	<b>(\$132,800)</b>	
		<b>February '14 - Ending Contingency Balance</b>	<b>\$608.2</b>	

HART Project Contingency Drawdown with Details

DLB as of 08/27/15

Project #	Project Desc	Budget Transfers/Change Description	Contingency Drawdown P/L	Contingency Code
<b>March '14</b>				
MA	MA	No Contingency Drawdown	\$0	
<b>March '14 - Ending Contingency Drawdown</b>				
<b>Beg. Balance:</b>			\$608.2	
<b>March '14 Contingency Drawdown</b>			\$0	
<b>March '14 - Ending Contingency Balance</b>			\$608.2	
<b>April '14</b>				
17	West Oahu Stations Group FD	Executed Contract Amendment No. 04 - East Kapiolani Station Fire-Final Submittal	\$103,140	89.13 - Contract Allowance
27	West Oahu Stations Group FD	Executed Contract Amendment No. 05 - Maui-Submittal-22-Professional Sum for Design Support during Bid	\$1,004,000	89.13 - Contract Allowance
37	West Oahu Stations Group FD	Change Order No. 00 - Final Submittals	\$1,020,000	89.12 - Allocate Contingency
47	Maintenance & Storage Facility DE	Change Order No. 01 - Final Submittal Support/Allocated Test Operation Design	\$1,020,000	89.12 - Allocate Contingency
57	Maintenance & Storage Facility DE	Change Order No. 01 - Final Submittal Support/Allocated Test Operation Design	\$1,020,000	89.12 - Allocate Contingency
67	Maintenance & Storage Facility DE	Change Order No. 01 - Final Submittal Support/Allocated Test Operation Design	\$1,020,000	89.12 - Allocate Contingency
77	West Oahu - Arrivon Highway/Guideway DE	Change Order No. 04 - Phase 2 Work Activities Stop	\$1,400,000	89.12 - Allocate Contingency
87	West Oahu - Arrivon Highway/Guideway DE	Change Order No. 04 - Phase 2 Work Activities Stop	\$1,400,000	89.12 - Allocate Contingency
97	West Oahu - Arrivon Highway/Guideway DE	Change Order No. 04 - Phase 2 Work Activities Stop	\$1,400,000	89.12 - Allocate Contingency
107	Kahehaha Highway/Guideway DE	Change Order No. 00 - Phase 2 Work Activities Stop	\$1,788,420	89.12 - Allocate Contingency
117	Kahehaha Highway/Guideway DE	Change Order No. 00 - Phase 2 Work Activities Stop	\$1,788,420	89.12 - Allocate Contingency
<b>April '14 Contingency Drawdown</b>			\$17,490,753	
<b>April '14 - Ending Contingency Balance</b>			\$590.7	
<b>May '14</b>				
11	PD-40	Budget Transfer for Executed Contract Amendment No. 06 - Final Des for Relocated Hospital Station	\$200,173	89.12 - Allocate Contingency
21	PD-40	Executed Change Order No. 009 - APCC work restrictions on individual jobs removal	\$505,970	89.12 - Allocate Contingency
31	Kahehaha Highway/Guideway DE	Executed Change Order No. 008 - Emergency work/insurance drug Requirements 2013	\$663,000	89.12 - Allocate Contingency
41	Core Systems Contract Design E&M CM	Executed Change Order No. 007 - relocate TPSS to system site #3	\$867,154	89.12 - Allocate Contingency
51	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
61	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
71	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
81	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
91	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
101	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
111	MM-3015	Budget Transfer for Executed Contract Amendment No. 002 - Increase T&M contract value	\$287,231	89.12 - Allocate Contingency
<b>May '14 Contingency Drawdown</b>			\$22,370,183	
<b>May '14 - Ending Contingency Balance</b>			\$568.4	
<b>June '14</b>				
11	DB-200	Board Approved RF-C-0010 - Amendment 1 Non-Fall Escalator	\$5,000,000	89.12 - Allocate Contingency
<b>June '14 Contingency Drawdown</b>			\$5,000,000	
<b>June '14 - Ending Contingency Balance</b>			\$563.4	
<b>July '14</b>				
11	DB-200	Executed Change Order No. 008 - Refactor Scaevola Station	\$893,144	89.12 - Allocate Contingency
21	DB-200	Budget Transfer for Contract Award Above the Real Estate Plan & Survey Budget	\$1,344,870	89.12 - Allocate Contingency
31	DB-200	Budget Transfer for Contract Award Above the Real Estate Plan & Survey Budget	\$1,344,870	89.12 - Allocate Contingency
41	DB-200	Budget Transfer for Contract Award Above the Real Estate Plan & Survey Budget	\$1,344,870	89.12 - Allocate Contingency
51	DB-200	Budget Transfer for Contract Award Above the Real Estate Plan & Survey Budget	\$1,344,870	89.12 - Allocate Contingency
<b>July '14 Contingency Drawdown</b>			\$3,821,161	
<b>July '14 - Ending Contingency Balance</b>			\$563.7	
<b>August '14</b>				
11	DB-200	Executed Change Order No. 010 - Policy in Insurance of Malcom - Project 2 & 3	\$1,093,600	89.12 - Allocate Contingency
21	DB-200	Executed Change Order No. 006 - Fessenden Street Access	\$693,120	89.12 - Allocate Contingency
31	DB-200	Budget Transfer for Contract Award Above the Construction Budget	\$1,755,330	89.12 - Allocate Contingency
41	MM-3015	Budget Transfer for Contract Award Above the Construction Budget	\$2,701,820	89.12 - Allocate Contingency
51	MM-3015	Budget Transfer for Contract Award Above the Construction Budget	\$1,193,415	89.12 - Allocate Contingency
<b>August '14 Contingency Drawdown</b>			\$4,333,165	
<b>August '14 - Ending Contingency Balance</b>			\$559.4	
<b>September '14</b>				
11	MM-3015	Budget Transfer for Contract Award Above the Construction Budget	\$789,000	89.12 - Allocate Contingency
21	DB-200	Executed Change Order No. 021 - Traditional Culture Program (TCP) Submittal	\$1,117,000	89.12 - Allocate Contingency
31	DB-200	Executed Change Order No. 020 - Insurance Coverage Requirements 2014	\$2,250,000	89.12 - Allocate Contingency
41	DB-200	Executed Change Order No. 012 - Insurance Coverage Requirements 2014 - Security Plan	\$1,480,000	89.12 - Allocate Contingency
51	DB-200	Executed Change Order No. 012 - Insurance Coverage Requirements 2014 - Security Plan	\$1,480,000	89.12 - Allocate Contingency
61	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
71	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
81	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
91	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
101	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
111	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
121	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
131	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
141	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
151	DB-200	Executed Change Order No. 040 - Insurance Coverage Requirements 2014	\$1,400,000	89.12 - Allocate Contingency
<b>September '14 Contingency Drawdown</b>			\$4,333,165	
<b>September '14 - Ending Contingency Balance</b>			\$550.1	
<b>October '14</b>				
11	DB-200	Executed Change Order No. 009 - WCF-H Guideway Alignment for CSC	\$1,060,000	89.12 - Allocate Contingency
21	DB-200	Executed Change Order No. 029 - Escalator due to Schedule Impacts	\$1,000,000	89.12 - Unallocated Contingency

# HART Project Contingency Drawdown with Details

Data as of 08/27/15

Project No.	Project Desc	Subject Matter - Change Description	Contingency Drawdown (1/15)	Contingency Code
3)	DB-230	Kamehameha Highway Guesseway EB	11,353,000	89.02 - Allocated Contingency
4)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
5)	FD-400	Airport Stations Group FD	3,188,000	89.02 - Allocated Contingency
6)	FD-400	Airport Stations Group FD	3,544,000	89.02 - Allocated Contingency
7)	FD-240	Farmington Highway Stations Group-2 FD	3,953,000	89.03 - Contract Allowance
8)	FD-240	Farmington Highway Stations Group-2 FD	3,424,000	89.01 - Unallocated Contingency
9)	FD-240	Farmington Highway Stations Group-2 FD	3,424,000	89.01 - Unallocated Contingency
10)	FD-240	Farmington Highway Stations Group-2 FD	3,188,000	89.01 - Unallocated Contingency
11)	FD-400	West Oahu Stations Group FD	3,188,000	89.03 - Contract Allowance
12)	FD-400	West Oahu Stations Group FD	3,424,000	89.02 - Allocated Contingency
<b>October '14 Contingency Drawdown</b>			<b>18,193,000</b>	
<b>November '14</b>			<b>\$531.8</b>	
Executed Change Order No. 012 - Station DASH & Configuration M/05			<b>Reg. Balance</b>	
1)	DBM-620	Core Systems Contract Design Build CM	\$10,350,000	89.02 - Allocated Contingency
2)	FO-550	Lu'uluhan Reservation Stations Group FD	\$395,635	89.02 - Allocated Contingency
November '14 Contingency Drawdown			<b>\$10,735,635</b>	
<b>December '14</b>			<b>\$542.5</b>	
Executed Change Order No. 010 - HPT Train Access Signaling Delivery			<b>Reg. Balance</b>	
1)	DBM-620	Core Systems Contract Design Build CM	1,063,475	89.02 - Allocated Contingency
2)	DBM-620	Core Systems Contract Design Build CM	1,163,000	89.02 - Allocated Contingency
3)	DBM-620	Core Systems Contract Design Build CM	1,500,000	89.02 - Allocated Contingency
4)	DBM-620	Core Systems Contract Design Build CM	1,500,000	89.02 - Allocated Contingency
5)	DBM-620	Core Systems Contract Design Build CM	1,500,000	89.02 - Allocated Contingency
December '14 Contingency Drawdown			<b>16,126,475</b>	
<b>January '15</b>			<b>\$523.8</b>	
Executed Change Order No. 011 - Estimate Station Manager Eoints			<b>Reg. Balance</b>	
1)	DBM-620	Core Systems Contract Design Build CM	\$310,000	89.02 - Allocated Contingency
2)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
3)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
4)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
5)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
6)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
7)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
8)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
9)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
10)	DBM-620	Core Systems Contract Design Build CM	\$55,000	89.02 - Allocated Contingency
11)	FD-400	Airport Stations Group FD	\$20,000	89.02 - Allocated Contingency
12)	FD-550	Lu'uluhan Reservation Stations Group FD	\$20,000	89.02 - Allocated Contingency
13)	FD-550	Lu'uluhan Reservation Stations Group FD	\$20,000	89.02 - Allocated Contingency
14)	FD-240	Farmington Highway Stations Group-2 FD	\$20,000	89.02 - Allocated Contingency
15)	FD-240	Farmington Highway Stations Group-2 FD	\$20,000	89.02 - Allocated Contingency
16)	FD-240	Farmington Highway Stations Group-2 FD	\$20,000	89.02 - Allocated Contingency
January '15 Contingency Drawdown			<b>16,988,400</b>	
<b>February '15</b>			<b>\$518.8</b>	
Executed Change Order No. 012 - Station DASH & Configuration M/05			<b>Reg. Balance</b>	
1)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
2)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
3)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
4)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
5)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
6)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
7)	DB-120	West Oahu Farmington Highway Guesseway DE	4,400,000	89.01 - Unallocated Contingency
February '15 Contingency Drawdown			<b>14,188,800</b>	
<b>March '15</b>			<b>\$515.6</b>	
Executed Change Amendment No. 015 - Test and Storage Track Changes at MSR			<b>Reg. Balance</b>	
1)	DBM-620	Core Systems Contract Design Build CM	1,063,475	89.02 - Allocated Contingency
2)	FD-400	Airport Stations Group FD	3,188,000	89.02 - Allocated Contingency
3)	FD-400	Airport Stations Group FD	3,544,000	89.02 - Allocated Contingency
4)	DB-580	Owleber Guesseway Jct at HD	3,822,000	89.02 - Allocated Contingency
5)	DBE-525	Airport Station Guesseway Pier Construction	3,409,650	89.02 - Allocated Contingency
6)	FD-340	Kamehameha Highway Stations Group FD	3,308,175	89.02 - Allocated Contingency
7)	FD-340	Kamehameha Highway Stations Group FD	3,424,000	89.03 - Contract Allowance
March '15 Contingency Drawdown			<b>14,188,800</b>	
<b>April '15</b>			<b>\$510.7</b>	
Executed Change Order No. 014 - Redesign of East Labeled Escalator			<b>Reg. Balance</b>	
1)	FD-400	West Oahu Stations Group FD	3,188,000	89.02 - Allocated Contingency
2)	FD-400	West Oahu Stations Group FD	3,544,000	89.02 - Allocated Contingency
3)	DB-525	Airport Station Guesseway Pier Construction	3,174,250	89.02 - Allocated Contingency
4)	DB-120	West Oahu Farmington Highway Guesseway DE	1,314,000	89.02 - Allocated Contingency
April '15 Contingency Drawdown			<b>11,200,250</b>	

# HART Project Contingency Drawdown with Details

Data as of 08/27/15

#	Project No.	Project Desc.	Budget Transfer/Change Description	Contingency Drawdown (Ft)	Contingency Code
<b>April '15 Contingency Drawdown</b>					
				<b>(\$265,562)</b>	
<b>April '15 - Ending Contingency Balance</b>					
				<b>\$510.4</b>	
<b>May '15</b>					
1)	FD-140	West Oahu Stations Group FD	Executed Contract Amendment No. 018 - PS/Rev to Canopy Design/Power to Hoopili/Star/Scour Countermeasures	(\$192,000)	90.03 - Contract Allowance
2)	FD-240	Farmington Highway Stations Group-2 FD	Executed Contract Amendment No. 019 - West Loch Generator	(\$7,000)	90.03 - Contract Allowance
3)	FD-440	Airport Stations Group FD	Executed Contract Amendment No. 019 - HRA Construction Investigation	(\$20,000)	90.03 - Contract Allowance
4)	DB-320	Kamehameha Highway Guideway DB	Executed Change Order No. 018 - Delay to M etmod Shift B	(\$121,000)	90.02 - Allocated Contingency
5)	DBOM-920	Core Systems Contract Design Build OIM	Executed Change Order No. 018 - Delete Passenger Counters Chsd. Time -Mif Provisions on Veh	\$114,161	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Change Order No. 030 - OSB 1st Fl Bldg Int Ext System Design Rev	(\$450,000)	90.02 - Allocated Contingency
				<b>(\$616,839)</b>	
<b>May '15 - Ending Contingency Balance</b>					
				<b>\$509.77</b>	
<b>Jun '15</b>					
1)	MM-923	HDOJ Coordination Consult City Center	Budget Transfer from Inactive CPP - HDOJ Airport consultant took on City Center scope	\$1,094,782	90.01 - Unallocated Contingency
2)	MM-980	Archaeological & Cultural Monitoring	Budget Transfer to Provide funding for FY2015	(\$55,182)	90.01 - Unallocated Contingency
3)	MM-923	HDOJ cord	Executed Contract Amendment No. 019 - Airport Design Build Package	(\$523,840)	90.02 - Allocated Contingency
4)	MM-901	Program Management Support Consult(PM,SC2)	Budget Transfer for exercised option for one year extension of services	(\$7,616,377)	90.01 - Unallocated Contingency
5)	DBOM-920	Core Systems Contract Design Build OIM	Budget Transfer for On Call Contractor performing CSC related scope at the ROC	(\$500,000)	90.02 - Allocated Contingency
				<b>(\$810,657)</b>	
<b>June '15 Contingency Drawdown</b>					
				<b>(\$810,657)</b>	
<b>Jun '15 - Ending Contingency Balance</b>					
				<b>\$501.67</b>	
<b>Jul '15</b>					
1)	CCCH-100	City and County of Honolulu	Inactive CPP - (DTS costs), reduces budget to incurred costs	\$410,856	90.01 - Unallocated Contingency
2)	DB-120	West Oahu Farmington Highway Guideway DB	Executed Contract Change Order No. 00065 - Reloc of LCC Prohibites/Park Lot	(\$460,978)	90.01 - Unallocated Contingency
3)	DB-120	West Oahu Farmington Highway Guideway DB	Executed Contract Change Order No. 00066 - Revise Offset LT Lane at Kahuaui	(\$755,993)	90.01 - Unallocated Contingency
4)	DB-120	West Oahu Farmington Highway Guideway DB	Executed Contract Change Order No. 00067 - Revised West Yard Lead	(\$124,502)	90.01 - Unallocated Contingency
5)	DB-200	Maintenance & Storage Facility DB	Executed Contract Change Order No. 00031 - MOW Interior Bldg. Systems Devices	(\$100,000)	90.02 - Allocated Contingency
6)	DB-200	Maintenance & Storage Facility DB	Executed Contract Change Order No. 00032 - Deletion of Vegetative Foot Request	\$153,413	90.02 - Allocated Contingency
				<b>(\$967,460)</b>	
<b>Jul '15 Contingency Drawdown</b>					
				<b>\$500.68</b>	
<b>*July '15 - Board Approved Changes Only - Pending execution</b>					
1)	DBOM-920	Core Systems Contract Design Build OIM	RF-CR-00018 - Four Car Consists	\$5,200,000	90.02 - Allocated Contingency
<b>*August '15 - Board Approved Changes Only - Pending execution</b>					
2)	DB-120	West Oahu Farmington Highway Guideway DB	RF-CR-00071 - Delay at NTP 2,3 & 4. CHC Escalator	(\$8,198,415)	90.01 - Unallocated Contingency
				<b>(\$1,028,445)</b>	
<b>Subtotal Board Approved Contingency Drawdown</b>					
				<b>\$499.7</b>	
<b>August '15 - Ending Contingency Balance (Pending Execution)</b>					

**Appendix C. Project Cost Reports** (data as of July 31, 2015)

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

**Project Costs by Contract**



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

CPP No	Title	T&M	A		B		C-A+B		D		E		F	
			Original	Changes	COMMITTED	Current*	AFE**	AFE**	INURRED	Inurred To Date	PERCENT	PERCENT		
ART	Project Wide ART		0	0	0	0	0	0	0	0	0	0	0	0%
CH-100	Inactive HART/CH		15,348,443	0	0	15,348,443	0	0	0	0	14,325,228	0	0	37%
CH-101	HART/CH Dept of BFS		105,082	0	0	105,082	0	0	0	0	0	0	0	0%
CH-102	HART/CH DDC Land Division		256,201	0	0	256,201	0	0	0	0	173,182	0	0	68%
CH-107	HART/CH Corporation Counsel (COR)		1,662,330	0	0	1,662,330	0	0	0	0	146,078	0	0	9%
CH-108	Board of Water Supply (BWS)		328,325	0	0	328,325	0	0	0	0	328,325	0	0	100%
DB-120	West Oahu/Farrington Hwy Guideway	SOM	482,924,000	142,053,939	624,977,939	624,977,939	0	0	624,977,939	0	486,572,684	0	0	70%
DB-200	Maintenance & Storage Facility DB	SOM	195,258,000	79,576,593	274,834,593	274,834,593	0	0	207,865,227	0	211,184,348	0	0	77%
DB-320	Kamehameha Hwy Guideway DB	SOM	372,150,000	16,486,363	388,636,363	388,636,363	0	0	388,636,363	0	152,782,191	0	0	39%
DB-450	Airport Section Guideway and Sta. DB	SOV	100,000	0	0	100,000	0	0	0	0	52,461	0	0	52%
DBB-171	West Oahu Station Group DBB	SOV	56,088,470	0	0	56,088,470	0	0	0	0	0	0	0	0%
DBB-185	SPCD - West Side SG Construction	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-271	Farrington Highway Station Group DBB	SOV	78,999,000	0	0	78,999,000	0	0	0	0	0	0	0	0%
DBB-275	SPCD-Pearl Highlands Pkg. Str. Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-385	H2B2 Ramp	SOV	5,203,646	0	0	5,203,646	0	0	5,203,646	0	0	0	0	0%
DBB-450	SPCD-Airport Section Utility Reloc.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-460	SPCD-Airport Guideway/Util. Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-470	SPCD-Airport Station Group Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-505	Airport Section Utilities Constr.	SOV	28,413,974	0	0	28,413,974	0	0	28,413,974	0	4,585,193	0	0	16%
DBB-510	City Center Section Utilities Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-520	SPCD-Airport-City Center Guideway Cnstr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-525	Airport Section Guideway 7 Pier Cnstr	SOV	9,973,000	508,241	10,481,241	4,481,241	0	0	4,481,241	0	3,796,241	0	0	85%
DBB-550	SPCD-City Segment Util Relocations	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-560	SPCD-City Center Guideway/Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-570	SPCD-Dillingham Stat. Group Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-572	SPCD-City Center Station Constr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-580	SPCD-Dillingham/Kakaako S.D. Cnstr.	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBB-600	Park-and-Ride Lots Construction	SOV	0	0	0	0	0	0	0	0	0	0	0	0%
DBO/M-920	Core Systems Design Build O/M	SOM	573,762,793	21,280,894	595,043,687	595,043,687	0	0	579,146,675	0	143,512,463	0	0	24%
FD-140	West Oahu Station Group FD	SOM	7,789,000	2,225,305	10,014,305	10,014,305	0	0	9,745,311	0	9,094,145	0	0	91%
FD-240	Farrington Highway Station Group FD	SOM	9,300,696	4,897,349	14,198,045	14,198,045	0	0	13,836,643	0	12,546,293	0	0	88%
FD-245	SPCD-Pearl Highlands Pkg. Str. FD	SOM	0	0	0	0	0	0	0	0	0	0	0	0%
FD-840	Kamehameha Hwy Station Group FD	SOM	8,702,932	309,176	9,012,108	9,012,108	0	0	8,880,494	0	8,219,319	0	0	91%

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



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

CPP No	Title	A Original	B COMMITTED Changes	C=A+B Current *	D AFE AFE**	E INCURRED Incurred To Date	F PERCENT %
FD-430	Airport Sect. Guideway/Utilities FD	38,840,960	4,293,512	43,134,472	43,134,472	40,655,979	94%
FD-440	Airport Station Group FD	10,177,365	1,224,840	11,402,205	10,464,146	9,301,978	86%
FD-530	City Center Guideway/Utilities FD	43,948,220	2,233,303	46,183,523	43,567,202	40,014,026	87%
FD-542	SPCD-City Center Stations (3), FD	0	0	0	0	0	0%
FD-550	Dillingham and Kaka'ako 8G FD	18,321,318	986,124	19,308,042	15,732,737	10,667,500	55%
FD-600	Park-and-Ride Lots Final Design	0	0	0	0	0	0%
HRT-200	HART Labor	40,951,942	0	40,951,942	0	40,574,732	99%
HRT-201	HART O&C Contracts	15,759,154	0	15,759,154	0	16,179,301	103%
MM-900	Project Wide Fare Collection DFI	0	0	0	0	0	0%
MM-930	Elevators & Escalators Install/Maint	50,982,714	0	50,982,714	5,442,108	4,362,333	9%
MM-180	SPCD-West Dahu/Fannington Stat CEI	0	0	0	0	0	0%
MM-280	SPCD-WO/FH/KHSS CEI (REPA/CKA BED)	0	0	0	0	0	0%
MM-290	Construction Engrg & Inspection West	54,232,480	0	54,232,480	18,650,000	12,190,712	22%
MM-385	SPCD-Pearl Highlands Garage Ramps CEI	0	0	0	0	0	0%
MM-480	SPCD-Airport Guideway/Utilities CEI	0	0	0	0	0	0%
MM-500	SPCD-By MM959 CEI East	0	0	0	0	0	0%
MM-525	SPCD-By MM859 CEI East	0	0	0	0	0	0%
MM-580	SPCD-City Center Guideway/Util CEI	0	0	0	0	0	0%
MM-590	SPCD-By MM359 CEI East	0	0	0	0	0	0%
MM-595	Construction Engrg & Inspection East	63,083,417	0	63,083,417	15,257,000	11,076,454	18%
MM-600	SPCD-UHWO Pkg-Hoopili 3tn Fresh CEI	0	0	0	0	0	0%
MM-900	Program Mgt Support Const (PM S-C-1)	36,727,162	0	36,727,162	20,700,000	0	0%
MM-901	Program Mgt Support Const (PM S-C-2)	33,976,897	7,616,377	40,993,274	34,297,167	33,216,423	81%
MM-905	MM-905 Gen Engrg Const EIS/PE	0	78,564,942	78,564,942	78,564,942	74,157,322	94%
MM-910	MM-910 Gen Engrg Const FD-Construct	150,000,000	0	150,000,000	150,000,000	149,447,024	100%
MM-913	MM-913 Gen Engrg Reconnect	46,143,277	0	46,143,277	13,078,208	18,746,500	41%
MM-915	HOOT Traffic Mgmt. Consult	1,600,000	1,400,000	3,000,000	4,000,000	2,525,653	84%
MM-920	HOOT Coordination Const WOFH	3,000,000	7,500,000	10,500,000	10,000,000	6,316,880	60%
MM-921	HOOT Coordination Const KHSS	10,000,000	-1,400,000	8,600,000	5,000,000	3,558,004	41%
MM-922	HOOT Coord. Const Airport	12,000,000	-5,600,000	6,400,000	3,000,000	2,162,202	34%
MM-923	HOOT Coordination Const City Center	0	0	0	0	0	0%
MM-925	HOOT Labor - Highway Group	550,000	1,265,633	1,815,633	3,081,266	1,488,452	83%
MM-926	HOOT Labor - Airport Group	0	0	0	0	0	0%

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



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

CPP No	Title	A	B		C=A+B	D	E	F
			Original	Changes				
MM-930	HDOT State SDA Manager & Consultant	T&M	1,272,400	583,142	1,855,542	843,167	783,335	42%
MM-935	Real Estate Consultant	T&M/CI	3,000,000	3,327,665	6,327,665	4,817,665	4,782,880	76%
MM-937	Real Estate Consultant - Maps/Surv.	CPFF	2,388,000	0	2,388,000	1,500,000	508,128	17%
MM-940	Kako'o Consultant	T&M/CI	1,000,000	0	1,000,000	500,000	501,710	50%
MM-945	On-Call Contractor	T&M/CI	1,000,000	389,951	1,389,951	1,799,951	1,598,058	80%
MM-946	On-Call Hazmat Removal Contractor	T&M/CI	3,075,000	0	3,075,000	1,000,000	1,974,962	64%
MM-947	On-Call Contractor 2	T&M/CI	7,500,000	0	7,500,000	1,000,000	218,001	3%
MM-950	O&P Consultant	FFF	1,250,000	0	1,250,000	1,250,000	885,781	71%
MM-951	Owner-Controlled Insurance Program	FFF	41,000,000	0	41,000,000	0	19,584,117	48%
MM-960	Archeological & Cultural Monitoring	T&M	1,010,609	0	1,010,609	459,517	458,231	45%
MM-962	Core Systems Support	CPFF	43,988,989	0	43,988,989	3,600,000	9,543,654	22%
MM-964	Safety and Security Consultant	FFF	4,639,573	112,751	4,812,324	2,612,751	2,149,438	45%
MM-975	LEED Commissioning Services for MSF	T&M	278,630	9,910	288,540	288,540	79,835	28%
OTHER	Project Wide		0	0	0	0	0	0%
PA-101	Programmatic Agreement - Humanities	PA	0	0	0	0	0	0%
PA-102	Programmatic Agreement - HF C	T&M/CI	400,000	0	400,000	200,000	139,434	35%
PA-103	Programmatic Agreement - HP C Park Impr	PA	0	0	0	0	0	0%
RDW	Real Estate / Right-of-Way		89,885,511	0	89,885,511	121,892	80,391,186	90%
UTIL	Utilities by Utility Companies	T&M	31,526,631	17,142,123	108,668,755	88,016,065	31,083,647	29%
<b>Total Project:</b>			<b>2,764,566,411</b>	<b>387,600,132</b>	<b>3,152,166,543</b>	<b>2,461,268,507</b>	<b>1,630,572,651</b>	

\* Current Committed = Original Contract + CCO/Amendment

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

Project Costs by SCC – Summary

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

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	Current	Current	Current*	AFE**	Changes ID'd***	Est. At Completion***	Variance	Incurred To Date								
<b>1. Subtotal 10 - 80 SCC Costs</b>																			
10.	Guideway & Track Elements	1,114,215,147	39,780,655	1,153,995,202	544,763,648	30,950,087	6,228,445	1,153,995,202	0	208,108,727									
20.	Stations, Stops, Terminals, Intermodal	421,804,740	(91,547,237)	330,257,503	186,070,184	0	0	330,257,503	0	4,362,333									
30.	Support Facilities: Yards, Shops, Admin	32,535,015	21,963,175	114,498,190	114,498,190	18,154,526	44,179	114,498,190	0	73,402,649									
40.	Site work & Special Conditions	983,178,121	(43,721,797)	939,456,384	733,995,094	171,149,081	(265,756)	939,456,384	0	480,562,379									
50.	Systems	221,284,301	26,236,231	247,580,532	232,420,319	27,038,099	0	247,580,532	0	30,769,005									
60.	ROW, Land, Existing Improvements	197,397,947	528,621	197,926,568	93,215,331	329,820	5,000,000	197,926,568	0	85,609,306									
70.	Vehicles	186,829,020	4,645,501	191,474,521	191,474,521	1,446,224	0	191,474,521	0	28,540,009									
80.	Professional Services	1,087,830,119	11,416,604	1,099,246,723	1,048,523,741	138,853,668	(13,421,048)	1,099,246,723	0	717,639,284									
<b>Subtotal:</b>		4,305,074,410	(30,638,787)	4,274,435,624	3,144,961,028	387,921,485	(2,414,180)	4,274,435,624	0	1,630,048,891									
<b>2. NTP</b>																			
	NTP Authorized For Expenditure	0	0	0	0	2,039,349,733	0	0	0	0									
<b>Subtotal:</b>		0	0	0	0	2,039,349,733	0	0	0	0									
<b>3. Contingency</b>																			
	CNTR Allocated Contingency	541,689,343	(127,934,756)	413,754,587	7,205,515	3,997,289	280,636,435	413,754,587	0	463,760									
	PRJ Unallocated Contingency	101,871,170	158,573,543	260,444,713	0	0	0	260,444,713	0	0									
<b>Subtotal:</b>		643,560,513	30,638,787	674,199,300	7,205,515	3,997,289	280,636,435	674,199,300	0	463,760									
<b>4. Finance Charges - Eligible</b>																			
	DTH Finance Charges	173,058,243	0	173,058,243	0	0	0	173,058,243	0	0									
<b>Subtotal:</b>		173,058,243	0	173,058,243	0	0	0	173,058,243	0	0									
<b>FTA TOTAL PROJECT COSTS 5,124,497,166</b>																			
<b>4. Finance Charges - Ineligible Costs</b>																			
	FINC Finance Charges	42,000,000	0	42,000,000	0	0	0	42,000,000	0	0									
<b>Subtotal:</b>		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0									
<b>INELIGIBLE COSTS</b>																			
		42,000,000	0	42,000,000	0	0	0	42,000,000	0	0									
<b>Total Project:</b>		5,163,693,166	(0)	5,163,693,166	3,152,166,543	2,451,268,507	278,222,255	5,163,693,166	0	1,630,512,651									

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

Project Costs by SCC – Level 2

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

Page: 1 of 3

SCC	Title	A		B		C=4+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	BUDGET	Current	COMMITTED	AFE**	Changes ID'd***	ESTIMATE AT COMPLETION	Variance	Incurred To Date		
<b>1. Subtotal 10 - 80 SCC Costs</b>													
10.0	Guideway & Track Elements	1,114,245,147	38,780,055	-1,153,995,202	544,763,648	30,990,987	6,228,445	1,153,995,202	0	206,109,797	0	206,109,797	
10.02	Guideway: At-grade semi-exclusive	0	17,378	17,378	17,378	17,378	0	17,378	0	17,378	0	17,378	
10.04	Guideway: Aerial Structure	1,022,380,871	36,786,516	1,059,167,187	489,443,433	21,270,882	6,228,445	1,059,167,187	0	161,310,964	0	161,310,964	
10.08	Guideway: Retained Cut or Fill	7,492,944	(1,056,688)	6,436,256	6,436,256	0	0	6,436,256	0	0	0	0	
10.09	Track: Direct Fixation	79,347,205	3,097,822	82,445,027	74,637,831	9,630,851	0	82,445,027	0	47,775,365	0	47,775,365	
10.11	Track: Ballasted	3,293,724	(1,933,949)	2,697,875	2,697,875	0	0	2,697,875	0	0	0	0	
10.12	Track: Special (Switches, turnouts)	1,700,803	1,530,876	3,231,479	1,530,876	30,876	0	3,231,479	0	0	0	0	
20.0	Stations, Stops, Terminals, Intermodal	421,804,740	(81,607,231)	330,237,509	186,070,184	0	0	330,237,509	0	4,362,393	0	4,362,393	
20.01	At-grade station, stop, shelter...	6,111,332	0	6,111,332	0	0	0	6,111,332	0	0	0	0	
20.02	Aerial station, stop, shelter, mall	294,563,457	(21,400,000)	273,163,457	185,087,470	0	0	273,163,457	0	0	0	0	
20.06	Automobile parking multi-story str	86,408,765	(66,406,765)	0	0	0	0	0	0	0	0	0	
20.07	Elevators, Escalators	54,721,186	(3,739,472)	50,982,714	50,982,714	0	0	50,982,714	0	4,362,393	0	4,362,393	
30.0	Support Facilities: Yards, Shops, Admin	92,636,015	21,963,175	114,499,190	114,499,190	18,454,326	44,179	114,499,190	0	73,402,849	0	73,402,849	
30.02	Light Maintenance Facility	7,591,888	(3,095)	7,588,793	7,588,793	0	0	7,588,793	0	1,575,472	0	1,575,472	
30.03	Heavy Maintenance Facility	38,089,138	4,978,668	43,077,806	43,077,806	5,220,776	0	43,077,806	0	23,297,845	0	23,297,845	
30.04	Storage or Maintenance of Way Buil	7,797,480	773,770	8,571,230	8,571,230	835,320	0	8,571,230	0	5,105,444	0	5,105,444	
30.05	Yard and Yard Track	39,046,529	16,215,832	55,262,361	55,262,361	12,098,430	44,179	55,262,361	0	43,424,088	0	43,424,088	
40.0	Sitework & Special Conditions	383,478,121	(5,241,871)	388,719,992	733,965,094	171,149,051	(6,609,941)	388,719,992	0	490,562,379	0	490,562,379	
40.01	Demolition, Clearing, Earthwork	29,980,158	(7,241,059)	22,739,099	8,589,496	8,92,302	0	22,739,099	0	2,441,405	0	2,441,405	
40.02	Site Utilities, Utility Relocation	289,449,756	6,819,520	306,063,276	210,973,636	23,596,792	119,100	306,063,276	0	87,128,329	0	87,128,329	
40.03	Haz. mat'l, contami'd soil removal	8,199,237	(5,900,634)	3,898,603	3,212,085	137,085	(391,304)	3,898,603	0	2,112,047	0	2,112,047	
40.04	Environmental Mitigation	26,979,122	4,976,801	31,955,923	16,543,437	2,889	6,448	31,955,923	0	9,674,761	0	9,674,761	
40.05	Site structures, retaining walls,	7,998,960	6,540,840	14,539,800	14,381,274	274,780	0	14,539,800	0	3,417,879	0	3,417,879	
40.06	Pedestrian/moble access/landscaping	41,073,897	(9,682,560)	31,181,337	4,991,866	(4,586)	0	31,181,337	0	50,000	0	50,000	
40.07	Auto, bus, van accessways	181,979,367	(91,682,256)	90,096,111	36,321,054	1,552,538	0	90,096,111	0	4,535,519	0	4,535,519	
40.08	Temporary Facilities/Indirect Cost	386,517,624	52,464,611	438,982,235	438,982,235	144,837,440	0	438,982,235	0	371,202,439	0	371,202,439	
50.0	Systems	221,284,301	26,296,231	247,580,532	232,420,315	27,039,099	0	247,580,532	0	30,788,000	0	30,788,000	
50.01	Train control and signals	81,362,556	24,391,140	105,363,696	105,363,696	23,861,050	0	105,363,696	0	2,250,972	0	2,250,972	
50.02	Traffic signals and crossing prot.	10,458,226	(206,980)	10,251,336	0	0	0	10,251,336	0	0	0	0	
50.03	Traction power supply: substation	29,500,926	1,379,880	30,880,806	30,880,806	(87,484)	0	30,880,806	0	2,649,029	0	2,649,029	
50.04	Traction power distribution: cat	32,878,150	5,089,838	37,937,988	37,937,988	7,941,115	0	37,937,988	0	16,769,209	0	16,769,209	

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\* Current Committed = Original Contract + CCO/Amendment

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

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

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



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

SCC	Title	A		B		C=A+B		D	E	F	G	H=C-G	I
		Baseline	Transfers	Current	COMMITTED	Current*	AFF**	Changes ID'd***	ESTIMATE AT COMPLETION	Variance	Incurred To Date		
<b>1. Subtotal 10 - 80 SCC Costs</b>													
50. Systems		221,284,301	26,296,231	247,580,532	232,420,315	27,038,099	0	247,580,532	0	247,580,532	0	30,789,005	
50.05 Communications		53,691,339	6,133,477	59,824,816	59,824,816	5,573,419	0	59,824,816	0	59,824,816	0	10,231,696	
50.06 Fare collection system and equiome		9,159,277	(10,291,178)	(1,131,901)	(1,131,901)	(10,350,000)	0	(1,131,901)	0	(1,131,901)	0	(1,131,901)	
50.07 Central Control		3,613,827	(160,036)	3,453,791	3,453,791	0	0	3,453,791	0	3,453,791	0	0	
80. ROW, Land, Existing Improvements		197,397,947	328,621	197,926,568	99,215,331	329,820	5,000,000	197,926,568	0	197,926,568	0	85,609,306	
80.01 Purchase or lease of real estate		179,960,664	250,821	179,611,485	86,269,854	32,020	5,000,000	179,611,485	0	179,611,485	0	76,078,884	
80.02 Relocation of existing households		18,037,283	277,800	18,315,083	6,945,477	277,800	0	18,315,083	0	18,315,083	0	9,530,422	
70. Vehicles		186,829,020	4,645,501	191,474,521	191,474,521	1,446,224	0	191,474,521	0	191,474,521	0	28,540,009	
70.01 Light Rail		166,721,386	5,647,191	172,568,577	172,568,577	1,446,224	0	172,568,577	0	172,568,577	0	20,747,548	
70.06 Non-revenue vehicles		14,346,323	(1,320,375)	13,026,548	13,026,548	0	0	13,026,548	0	13,026,548	0	7,792,461	
70.07 Spare parts		5,760,711	118,685	5,879,396	5,879,396	0	0	5,879,396	0	5,879,396	0	0	
80. Professional Services		1,087,830,113	11,416,604	1,099,246,723	1,049,529,741	138,833,688	(15,467,068)	1,099,246,723	0	1,099,246,723	0	717,699,284	
80.01 Preliminary Engineering		94,055,262	24,644,185	118,699,447	109,567,127	20,905,682	0	118,699,447	0	118,699,447	0	102,690,269	
80.02 Final Design		228,321,632	(20,045,273)	208,276,359	208,345,293	33,430,867	(4,081,338)	208,276,359	0	208,276,359	0	162,191,050	
80.03 Project Management Design & Cons		363,349,768	(29,389,713)	335,466,055	375,547,518	73,563,102	(17,323,901)	335,466,055	0	335,466,055	0	292,889,591	
80.04 Constr. Admin. & Management		199,556,728	(35,981,200)	163,575,528	156,491,068	40,46,436	60,000	163,575,528	0	163,575,528	0	71,301,910	
80.05 Professional Liability & other li		46,549,724	28,791,938	75,341,662	43,174,657	7,003,500	0	75,341,662	0	75,341,662	0	21,429,198	
80.06 Legal; Permits Review Fees e.t.,		67,641,005	(3,206,464)	64,434,541	36,799,603	3,782,053	0	64,434,541	0	64,434,541	0	19,496,762	
80.07 Surveys, Testing, Investigation, I		21,759,396	45,815,815	67,575,151	67,789,497	1,463,121	0	67,575,151	0	67,575,151	0	26,204,341	
80.08 Start up		65,966,664	(230,685)	65,735,979	48,869,977	961,909	7,924,191	65,735,979	0	65,735,979	0	21,496,193	
<b>Subtotal:</b>		<b>4,305,074,410</b>	<b>(80,636,787)</b>	<b>4,224,437,623</b>	<b>3,144,961,028</b>	<b>387,921,466</b>	<b>(2,414,180)</b>	<b>4,224,437,623</b>	<b>0</b>	<b>4,224,437,623</b>	<b>0</b>	<b>1,630,048,891</b>	
<b>2. NTP</b>													
NTP Authorized For Expenditure		0	0	0	0	2,059,849,733	0	0	0	0	0	0	
NTP Notice To Proceed		0	0	0	0	2,059,849,733	0	0	0	0	0	0	
<b>Subtotal:</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,059,849,733</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>3. Contingency</b>													
ENR Allocated Contingency		543,089,345	(137,894,756)	405,194,589	7,205,515	3,997,299	280,636,435	413,754,587	0	413,754,587	0	463,780	
90.02 Allocated Contract Contingency		540,101,329	(130,215,236)	409,886,094	3,997,289	3,937,293	275,183,633	409,886,094	0	409,886,094	0	463,780	
90.03 Allowances		1,588,014	2,280,479	3,868,493	3,208,226	0	5,462,902	3,868,493	0	3,868,493	0	0	
90.07 Known Change Contingency		0	0	0	0	0	0	0	0	0	0	0	
<b>* Current Committed = Original Contract + COO/Amendment</b>													
<b>** AFF = Authorized For Expenditure (Latest NTP Amounts or equal to current commitment Plus Executed Change Orders/Amendments)</b>													
<b>*** Changes Identified= Pending + Probable + Potential Changes</b>													
<b>**** Est. At Completion = Original Contract + COO/Amendments + Changes Identified</b>													



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

SCC	Title	A		B		C=A+B		D		E		F		G		H=C-G		I	
		Baseline	Transfers	BUDGET	Transfers	Current	COMMITTED	Current*	AFE**	AFE**	Changes ID'd***	Est. At Completion****	Variance	Incurred To Date					
<b>3. Contingency</b>																			
CNTR	All located Contingency	541,688,343	(157,940,755)	383,747,588	0	383,747,588	0	0	0	0	0	0	0	0	0	0	0	0	463,780
90.07	Known Change Contingency	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PRJ	Unallocated Contingency	101,871,170	158,573,543	260,444,713	0	260,444,713	0	0	0	0	0	0	0	0	0	0	0	0	0
90.01	Unallocated Project Contingency	101,871,170	158,573,543	260,444,713	0	260,444,713	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal:</b>		<b>643,560,513</b>	<b>30,638,786</b>	<b>674,199,300</b>	<b>0</b>	<b>674,199,300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>463,780</b>
<b>4. Finance Charges - Eligible</b>																			
OTH	Finance Charges	173,058,243	0	173,058,243	0	173,058,243	0	0	0	0	0	0	0	0	0	0	0	0	0
100.1	Finance Charges:Project:Eligible	173,058,243	0	173,058,243	0	173,058,243	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal:</b>		<b>173,058,243</b>	<b>0</b>	<b>173,058,243</b>	<b>0</b>	<b>173,058,243</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FTA TOTAL PROJECT COSTS</b>		<b>5,124,693,166</b>	<b>(0)</b>	<b>5,124,693,166</b>	<b>3,152,166,543</b>	<b>2,461,268,507</b>	<b>2,461,268,507</b>	<b>278,222,255</b>	<b>5,124,693,166</b>	<b>0</b>	<b>1,630,512,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>4. Finance Charges - Ineligible Costs</b>																			
FINC	Finance Charges	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0
100.2	FTA Non-Eligible Costs	42,000,000	0	42,000,000	0	42,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal:</b>		<b>42,000,000</b>	<b>0</b>	<b>42,000,000</b>	<b>0</b>	<b>42,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>INELIGIBLE COSTS</b>		<b>42,000,000</b>	<b>0</b>	<b>42,000,000</b>	<b>0</b>	<b>42,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Project:</b>		<b>5,163,693,166</b>	<b>(0)</b>	<b>5,163,693,166</b>	<b>3,152,166,543</b>	<b>2,461,268,507</b>	<b>2,461,268,507</b>	<b>278,222,255</b>	<b>5,163,693,166</b>	<b>0</b>	<b>1,630,512,651</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Appendix D. Procurement and Contract Status

Awarded Contracts						
Contract Code	Contract Name	Contractor Name	Advertise Date	Contract Date	Issue NTP	Programed Substantial Completion Date
DB-120	West O'ahu/Farrington Highway Guideway (WOFH)	Kiewit Infrastructure West Company (KIWC)	Apr 03 '09	Nov 11 '09	Dec 01 '09	Jul 04 '16
DB-200	Maintenance and Storage Facility (MSF)	Kiewit / Kobayashi Joint Venture (KKJV)	Jul 24 '09	June 30 '11	Jul 25 '11	Apr 15 '16
DB-320	Kamehameha Guideway (KHG)	Kiewit Infrastructure West Company (KIWC)	Mar 19 '10	June 30 '11	Jul 12 '11	Sep 16 '16
DBOM-920	Core Systems Contract	Ansaldol Honolulu JV	Aug 17 '09	Nov 28 '11	Jan 13 '12	Mar 31 '19
MI-930	Elevators and Escalators	Schindler Elevator Corporation	Dec 18 '12	Jul 31 '13	Aug 02 '13	Jul 05 '18
FD-140	West O'ahu Station Group Final Design and Support	URS Corporation	Jun 14 '10	Jun 14 '12	Jun 15 '12	Jun 30 '16
FD-240	Farrington Highway Station Group Final Design and Support -2	URS Corporation	Jun 10 '13	Sep 27 '13	Sep 30 '13	Nov 14 '16
FD-340	Kamehameha Highway Station Group Final Design (includes H2/R2 Ramp) and	Anil Verma Associates, Inc.	Jun 28 '11	Nov 16 '12	Nov 26 '12	Jun 14 '17
FD-430	Airport Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Jan 26 '11	Dec 22 '11	Jan 05 '12	Jun 30 '17
FD-530	City Center Section Guideway and Utilities Final Design and Support	AECOM Technical Services, Inc.	Dec 16 '11	Jul 30 '12	Jul 31 '12	Apr 30 '18
FD-440	Airport Station Group Final Design and Support	AECOM Technical Services, Inc.	Mar 30 '12	Nov 7 '12	Nov 14 '12	Jul 15 '17
FD-550	Dillingham and Kaka'ako Station Groups "East Side Stations" Final Design and	Perkins+Will	Nov 16 '12	Aug 15 '13	Jul 31 '13	Jul 30 '18
MM-290	Construction Engineering & Inspection West Side Sections	PGH Wong Engineering, Inc.	Jul 26 '13	Jan 9 '14	Jan 09 '14	Mar 01 '19
MM-595	Construction Engineering & Inspection East Side Sections	URS Corporation	Jul 26 '13	Jan 07 '14	Jan 09 '14	Mar 01 '19
MM-901	Program Management Support Consultant -2 (PMSC-2)	InfraConsult LLC	Aug 03 '11	Feb 28 '12	Mar 08 '12	Mar 07 '16
MM-910	General Engineering Consultant II (GEC-2) (Final Design and Construction)	Parsons Brinckerhoff	Sep 03 '09	Jun 30 '11	Aug 02 '11	Dec 31 '14
MM-913	General Engineering Consultant III (GEC-3)	CH2M HILL	Jul 26 '13	Dec 5 '13	Dec 05 '13	Apr 5 '19
MM-935	Real Estate Consultant	Paragon Partners, Ltd.	Apr 01 '11	Mar 14 '12	Mar 14 '12	Mar 13 '17
MM-937	Real Estate Mapping & Surveying	R.M. Towill Corporation	Nov 15 '13	May 22 '14	May 23 '14	Dec 30 '17
MM-940	Kāko'o Consultant	Pacific Legacy, Inc.	May 20 '11	Mar 29 '12	Mar 30 '12	Feb 14 '17
MM-950	Owner-Controlled Insurance Program (OCIP) Consultant	Marsh USA, Inc.	Jan 31 '12	May 10 '12	Jun 05 '12	May 09 '17
MM-951	Owner-Controlled Insurance Program (OCIP) Brokerage Services	Aon Risk Services, Inc., of Hawaii	Jun 04 '13	Apr 9 '14	Apr 08 '14	Mar 30 '19
MM-960	Archaeological & Cultural Monitoring	Cultural Surveys Hawai'i	Sep 10 '13	Jan 15 '14	Jan 15 '14	May 30 '18
MM-962	CORE Systems Support	Lea+Elliott, Inc.	Sep 13 '13	Feb 10 '14	Feb 11 '14	Mar 01 '19
MM-964	Safety / Security Support	Lawson & Associates, Inc.	Oct 23 '13	Apr 23 '14	May 01 '14	Dec 14 '17
MM-975	LEED Commissioning Services for the Maintenance and Storage Facility (MSF)	Enovity, Inc.		Oct 6 '10	Oct 07 '10	Jan 14 '16
PA-102	Historic Architecture Design Services	Fung Associates, Inc.	Mar 15 '13	Aug 1 '13	Aug 01 '13	May 01 '16
MM-915	HDOT Traffic Management Coordination Consultant	ICX Transportation Group, Inc.	Aug 15 '11	Jun 5 '12	Jun 12 '12	Jun 11 '17
MM-920	HDOT Design Coordination Consultant - West O'ahu/Farrington Highway	AECOM Technical Services, Inc.		Jun 7 '11	Jun 08 '11	Jun 07 '16
MM-921	HDOT Design Coordination Consultant - Kamehameha Highway Guideway Section	AECOM Technical Services, Inc.		Jun 28 '12	Jun 29 '12	Jun 28 '17
MM-922	HDOT Design Coordination Consultant - Airport and City Center Guideway	SSFM International, Inc.		Jun 8 '12	Jun 12 '12	Jun 11 '17
MM-925	HDOT Labor Master Agreement WOFH	HDOT		Oct 27 '10	Oct 27 '10	Oct 27 '19
MM-945	On-Call Construction Contractor	Royal Contracting Co. Ltd.	Jun 02 '14	Aug 6 '14	Aug 14 '14	Mar 03 '19
MM-946	On-Call Hazardous Materials (HazMat) Removal Contractor	CH2M HILL		Aug 23 '12	Sep 07 '12	Feb 15 '17
MM-947	On-Call Construction Contractor II	Royal Contracting Co. Ltd.	Mar 17 '15	May 21 '15	May 21 '15	May 21 '20
DBB-385	Ramp H2R2	Royal Contracting Co. Ltd.	Jan 30 '15	May 18 '15	May 18 '15	Jun 17 '16
DBB-505	Airport Section Utilities Construction	Nan, Inc.	Dec 17 '13	Jun 30 '14	Oct 6 '14	Dec 22 '15
DBB-525	Airport Section Guideway Seven (7) Pier Construction Contract	HDCC / CJA JV	Jul 09 '14	Sep 18 '14	Sep 18 '14	Apr 22 '15
DBB-271	Farrington Hwy Stations Group Construction	Hawaiian Dredging Construction Company, Inc.	Dec 19 '14	Jun 22 '15	Aug 17 '15	NTP+ 29 months
DBB-171	West O'ahu Stations Group Construction	Nan, Inc.	Apr 13 '15	Jul 20 '15	TBD	NTP+ 29 months

Remaining Contracts						
Contract Code	Contract Name	Advertise Date	Bids Due/Part 1 Proposals Due	RFP Part 2 Proposals Due	Issue NTP	Projected Substantial Completion Date
AP00	Art-in-Transit	May 9 '13	-	-	TBD	TBD
MM-970	Fare Collection System Technical Support Consultant	Mar 24 '15	Apr 27 '15 Jun 10 '15	-	TBD	TBD
MM-596	Construction Engineering and Inspection (CE&I) II Contract	Mar 25 '15	May 20 '15	-	TBD	TBD
DB-450	Airport Guideway and Stations	Apr 07 '15	Aug 11 '15	Feb 23 '16	Apr 05 '16	TBD
	Section 106 Programmatic Agreement Project Manager Kāko'o II	Jun 26 '15	Jul 31 '15	-	Sep 01 '15	TBD
DB-550	City Center Guideway and Stations	Aug 04 '15	Nov 18 '15	TBD	Jun 01 '16	TBD
MI-900	Fare Systems Contract	Aug 11 '15	Oct 09 '15	-	Dec 14 '15	NTP + 120 months + 2 year option
DBB-371	Kamehameha Hwy Stations Group Construction	Aug 18 '15	Nov 03 '15	-	Dec 01 '15	Aug 31 '18
DBB-510	Dillingham Utilities and Road Widening	Jan 11 '16	Mar 15 '16	-	Apr 13 '16	Jun 12 '18, NTP + 26 months
DBB-600	East Kapolei and UH/West O'ahu Park and Ride Lots	Nov 14 '16	Feb 15 '17	-	Apr 03 '17	Mar 01 '19

Appendix E. Vehicle Carshell Progress Tracker

HONOLULU AB R.C. FABRICATION TRACKER

CAR SHELL SERIAL NUMBER	CENTER ROOF ASSY & WELDING	CENTER FLOOR ASSY & WELDING (2 PANEL SET)	CENTER ROOF MACHINING (2 PANEL SET)	CENTER FLOOR MACHINING (2 PANEL SET)	ROOF ASSY & WELDING	FINAL ROOF ASSY & TEST	UNDER FRAME ASSY & WELDING	FINAL UNDERFRAME ASSY & INSPECTION	UNDER FRAME CLEANING AND PAINTING	CAR SHELL WELDING Station #7	CAR SHELL WELDING Station #8	CAR SHELL CALIBRATION	WATER TEST	PAINTING	INSULATION	FLOORING	FRONT MASK (E CAR ONLY)	CAR SHELL FINAL INSPECTION	COMPLETED CAR SHELL	F.A.U.	SHIP
M/001																					8/3/2015
E/001																			3-AUG		
M/002																			15-SEP		N/A
E/002	E/003																		11-SEP		N/A
M/003	USED FOR E/2					7/31/2015															
M/004		28-Jul																			
E/004																					
M/005																					
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COMPLETE  
 IN-PROCESS  
 CHANGED  
 NON CONFORMITY  
 DATES OF COMPLETION

## Appendix F. DBE Participation

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

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

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

DBE Participation (9/24/07 to 8/31/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
David's Fencing	238990	APA	M	CT-HRT-10H0137 DB-120	\$6,800	
				CT-DTS-1100195 DB-320	\$129,816	
				CT-HRT-1000449 DB-200	\$52,821	\$189,437
Glad's Landscaping	561730	APA	M	CT-HRT-10H0137 DB-120	\$303,790	\$303,790
Don's Makiki	484110	APA	M	CT-HRT-10H0137 DB-120	\$537,031	
				CT-HRT-10H0449 DB-200	\$41,232	
				CT-DTS-1100195 DB-320	\$60,714	\$638,977
Pacific Preferred Contractors Corp.	237310	APA	M	CT-HRT-10H0137 DB-120	\$59,881	\$59,881
PAC Electric	238210	APA	F	CT-HRT-10H0137 DB-120	\$4,387,962	\$4,387,962
PMJ Builders	238310	APA	M	CT-HRT-10H0137 DB-120	\$43,866	
				CT-DTS-1100195 DB-320	\$107,100	\$150,966
Standard Sheetmetal & Mechanical	236220	APA	M	CT-HRT-10H0449 DB-200	\$6,105	\$6,105
LP&D Hawaii	541320	APA	M	SC-DTS-1100013 FD-240	\$219,911	\$219,911
Ace Land Surveying	541370	NA	M	SC-DTS-1100013 FD-240	\$38,700	\$38,700
Integrated Security Tech.	561621	O	F	CT-HRT-1200106 DBOM-920	\$105,180	\$105,180
LKG-CMC	541618	O	F	SC-HRT-11H0131 MM-905	\$2,600,462	
				SC-DTS-0700001 **** MM-910	\$2,783,277	
				SC-HRT-1400051 MM-595	\$180,181	
				SC-HRT-1400049 MM-962	\$234,511	\$5,798,431
Lawson & Associates	541690	O	F	SC-HRT-11H0131 MM-905	\$740,962	
				SC-DTS-0700001 **** MM-910	\$150,141	
				SC-HRT-1400061 MM-964	\$780,494	\$1,671,597
Gary K. Omori	541618	APA	M	SC-HRT-11H0131 MM-905	\$388,609	
				SC-DTS-0700001 **** MM-910	\$392,920	\$781,529

DBE Participation (9/24/07 to 8/31/15)						
DBE Firm	NAICS Code	Race	Sex	Contract Number	Participation to Date	Total DBE Participation
Pat Lee & Assoc.	541618	APA	M	SC-HRT-11H0131 MM-905	\$402,791	
				SC-DTS-0700001 **** MM-910	\$374,110	\$776,901
212 Harakawa	541430	APA	F	SC-HRT-11H0131 MM-905	\$358,141	
				SC-DTS-0700001 **** MM-910	\$354,758	\$712,899
JAD & Associates	541330	APA	M	SC-DTS-0700001 **** MM-910	\$508,355	\$508,355
Pacific Architects	541310	APA	M	SC-DTS-0700001 **** MM-910	\$39,273	\$39,273
Nagame Okawa*	541310	APA	M	SC-DTS-0700001 MM-910	\$67,014	\$67,014
Consulting Structural Hawaii	541330	APA	M	SC-DTS-0700001 **** MM-910	\$298,557	\$298,557
Bright Light Marketing Group	541613	APA	F	SC-HRT-1200038 FD-430	\$162,813	
				SC-HRT-1200149 FD-530	\$191,227	
				SC-HRT-1300022 FD-440	\$134,912	\$488,952
Ki Concepts	541320	APA	M	SC-HRT-1200077 MM-922/923	\$26,550	\$26,550
Miyabara Associates	541320	APA	M	SC-HRT-1300022 FD-440	\$99,850	\$99,850
Anil Verma Associates, Inc.**	541350	HA	M	SC-HRT-1200111 FD-340	\$3,503,139	\$3,503,139
AMR Estimating Services ***	541330	HA	M	SC-HRT-11H0131 MM-905	\$135,281	
				SC-HRT-1400027 MM-913	\$620,752	\$756,033
The Nakoa Companies	541620	NA	M	CT-HRT-1200106 DBOM-920	\$3,843	\$3,843
Hawaiya Technologies	238210	APA	F	CT-HRT-10H0449 DB-200	\$27,514	
				CT-HRT-1200106 DBOM-920	\$20,142	\$47,656
Element Environmental	541620	APA	M	SC-HRT-1400050 MM-290	\$674,556	\$674,556
PSC Consultants	541330	APA	M	SC-HRT-1400050 MM-290	\$188,284	\$188,284
Bow Construction Management	541330	APA	M	SC-HRT-1400050 MM-290	\$118,922	\$118,922
FIC, LLC	541611	APA	M	SC-HRT-1400051 MM-595	\$862,443	\$862,443
The Solis Group	541620	O	F	SC-HRT-1400027 MM-913	\$708,879	\$708,879
Island Hauling	484110	APA	M	CT-HRT-1000449 DB-200	\$18,147	\$18,147
ADS System Safety Consulting *****	541620	BA	M	SC-HRT-1400061 MM-964	\$1,062,816	\$1,062,816
Dovetail Consulting	541330	BA	F	MOU-11-SO-1 MM-930	\$783,335	\$783,335
<b>Total</b>						<b>\$26,098,870</b>

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

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

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

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

\*\*\*\*\* ADS System Safety Consulting was certified as a DBE effective 8/7/14.

**Race Categories**

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

## Appendix G. Risk

Risk by Contract Package				
Contract Packages	July 2015 # of Risks	August 2015 Update		
		Total # of Risks	New Risks	Deleted Risks
Project Wide	4	4	0	0
WOFH Guideway	21	21	0	0
Pearl Highlands Garage	4	3	0	1
Maintenance and Storage Facility	5	5	0	0
Kamehameha Highway Guideway	18	16	0	2
Core Systems Contract	8	8	0	0
Elevator/Escalator	3	4	1	0
Airport Utilities	1	1	0	0
Farrington Highway Stations	4	4	0	0
H2R2 Ramp	1	1	0	0
West Oahu Stations	4	5	1	0
Kam. Highway Stations	8	8	0	0
Airport Guideway	17	17	0	0
City Center Guideway	26	26	0	0
Airport Section Stations	16	12	0	4
City Center Section Stations	14	14	0	0
<b>Total</b>	<b>154</b>	<b>149</b>	<b>2</b>	<b>7</b>

## Notes of Significance:

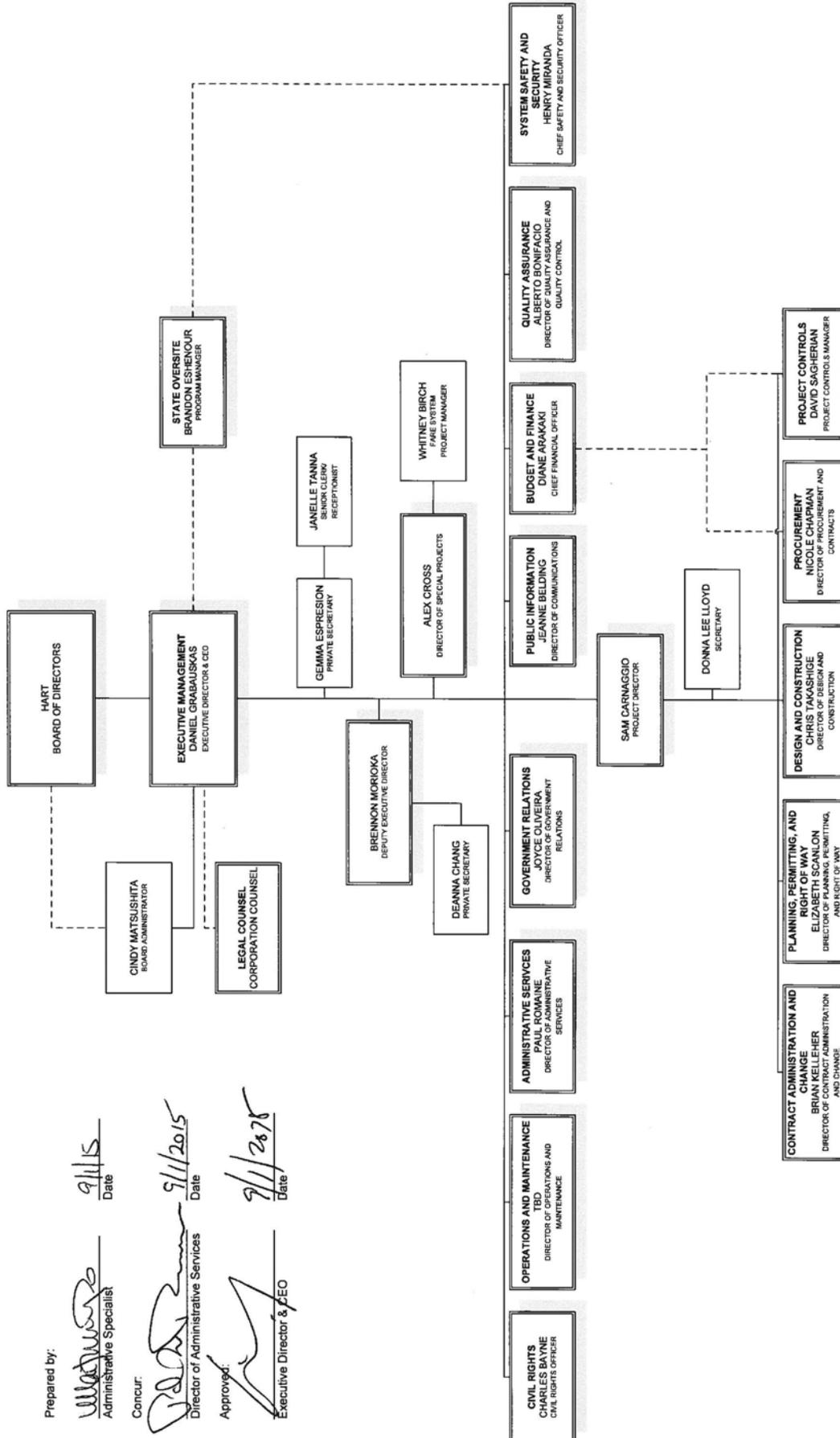
Design contracts for Airport and City Center Sections are still underway for procurement and contract package preparation. When this process is complete, the guideway and stations for each group will be combined. They will be tracked separately in the mean time.

Comparison of Risk Ratings								
Contract Package/Section	July 2015 Update # of Risks				August 2015 Update # of Risks			
	Total	High	Medium	Low	Total	High	Medium	Low
Project Wide	4	1	2	1	4	1	2	1
WOFH Guideway	21	4	12	5	21	3	13	5
Pearl Highlands Garage	4	0	4	0	3	0	3	0
Maintenance and Storage Facility	5	1	1	3	5	1	1	3
Kamehameha Highway Guideway	18	1	10	7	16	2	9	5
Core Systems Contract	8	0	5	3	8	0	5	3
Elevator/Escalator	3	0	2	1	4	2	2	0
Airport Utilities	1	0	1	0	2	0	2	0
Farrington Highway Stations	4	0	4	0	4	0	4	0
H2R2 Ramp	1	0	1	0	1	0	1	0
West Oahu Stations	4	0	4	0	5	0	5	0
Kam. Highway Stations	8	0	3	5	8	1	2	5
Airport Guideway	17	4	12	1	17	5	11	1
City Center Guideway	26	12	12	2	26	12	11	3
Airport Stations	16	3	12	1	11	2	7	2
City Center Stations	14	1	11	2	14	2	10	2
<b>Total</b>	<b>154</b>	<b>27</b>	<b>96</b>	<b>31</b>	<b>149</b>	<b>31</b>	<b>88</b>	<b>30</b>

Appendix H. Project Organization Chart

September 1, 2015

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION



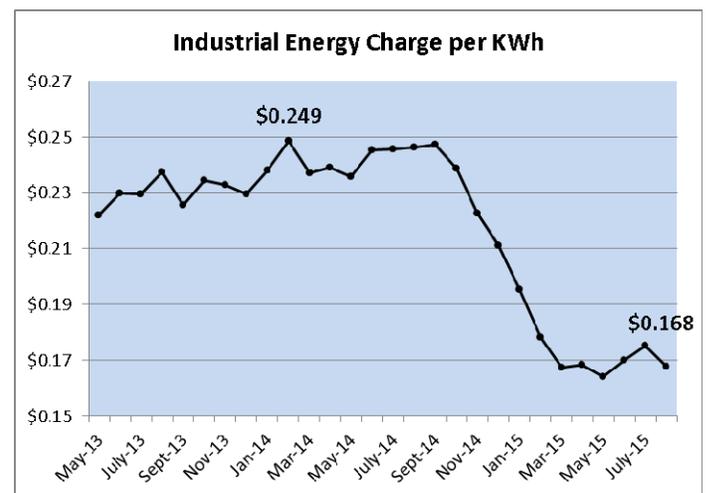
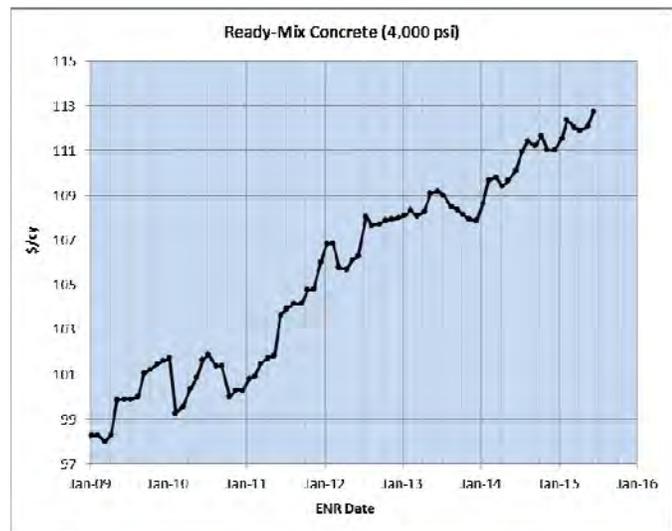
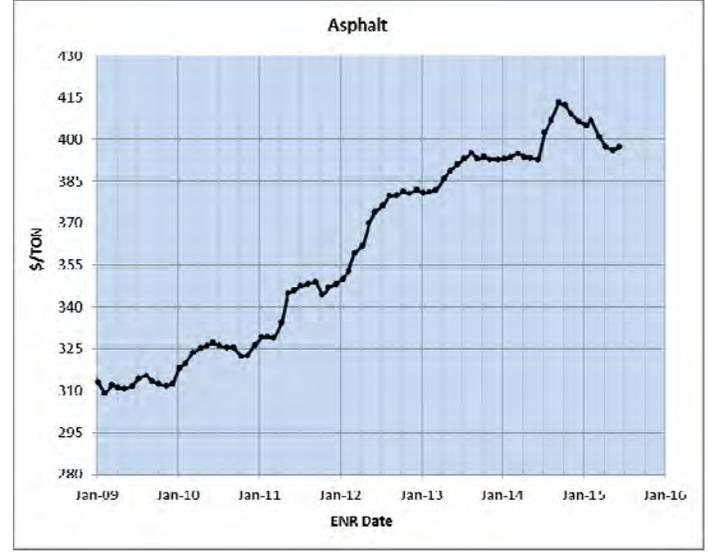
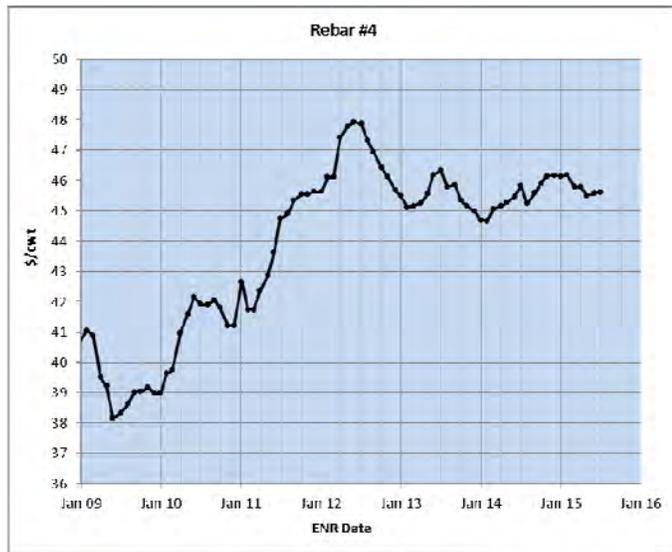
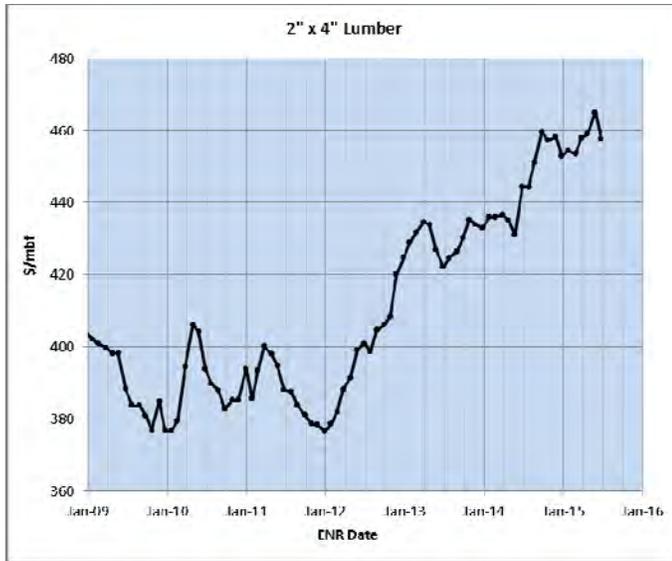
Prepared by:  Administrative Specialist Date: 9/1/15

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

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

### Appendix I. Indices on Key Commodities

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



Source: HECO: Effective Rate Summary for DS Rate

Appendix J. Project Photos



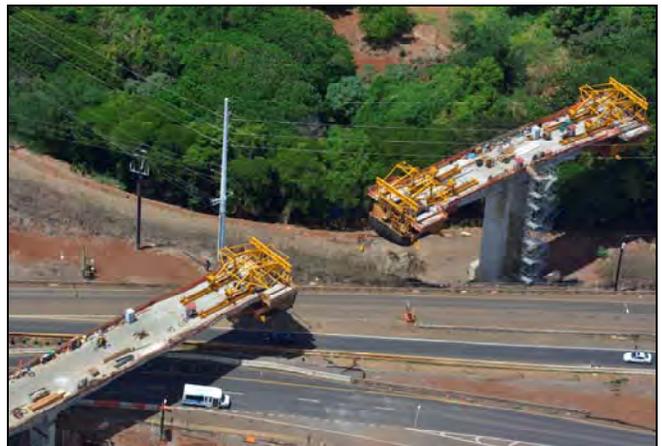
Guideway construction in West O'ahu.



Equipment storage site.



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



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



Construction along Kamehameha Highway.



Future Aloha Stadium Station.



Operations and Servicing Building (OSB).



Wheel Truing Building and OSB.



Maintenance of Way Building.



Casting Yard.