City and County of Honolulu
High-Capacity Transit Corridor Project-Airport Alignment
Briefing Paper for Administrator Rogoff's meeting with Mayor Hannemann
On June 16, 2009

Alignment

- The Airport alignment is about 20-miles extending from East Kapolei, via the Airport and downtown, and with an eastern terminus at the Ala Moana Shopping Center.
- The Project is an elevated guideway Light Rail system with 21 stations, each approximately 250 feet in length. Revenue service will require 67 rail vehicles. About a third of a mile portion of the first six mile segment is at grade.
- Average daily ridership is 97,500 boardings at Revenue Operations in the year 2019 and 116,000 boardings in the year 2030.

Project Schedule

- The City requested entry into PE on May 4, 2009.
- The DEIS was issued in November, 2008.
- The City Schedule shows Environmental ROD in October 2009.
- The total schedule shows Project Completion in 2019.

Planned Project Delivery

- The City is continuing with considerable engineering work on the project.
- The first six mile Segment from East Kapolei to Pearl Highlands will be constructed using Design-Build.
- Proposals from the three short listed firms including price proposals for design and construction of this segment are due on July 31, 2009. City has targeted September 25, 2009 to issue Notice of Award and November 13, 2009 for NTP subject to ROD and FTA approval.
- The remaining fourteen miles segment will be constructed using the design-bid-build approach.

Project Budget

- The City's total cost estimate is $5.17B in YOE dollars. This includes $230.9M in finance costs and a 34 % contingency allowance.
- The Independent Risk Assessment Consultant Jacobs Engineering and the Project PMOC Booz Allen staffs and FTA staff met with the City the week of June 1st over three days and reviewed the project engineering data and detailed cost and schedule information.
- The Risk Assessment Spot report is to be submitted by Jacobs on June 22, 2009. The preliminary indication from the meetings is that the Jacobs cost risk recommendation will probably range within an additional $200 million of the City's cost estimate of $5.17 B and the delivery schedule of 2019 will be considered reasonable.
- The City may seek up to $1.5B in federal funds.
- The DEIS project cost effectiveness index is at $17.78. This index will be revised based on the updated and FTA accepted ridership forecasts.

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PMOC's Technical Capacity Review Status:

- Both the Jacobs and Booz Allen evaluations have determined that the City meets the FTA requirements for technical capacity and capability for entry into PE. Documents completed by the City and accepted by the PMOC as meeting FTA requirements are the Project Management Plan (PMP), Safety and Security Management Plan (SSMP), Bus Fleet Management Plan (BFMP), and the Quality Management Plan QMP
- The QMP updated version is under PMOC's review. Draft report is due on 6/22/09.
- The updated Real Estate Management Plan (RAMP) is under PMOC's review. The Draft report is due on June 22, 2009. It identifies acquisition of 193 properties.
- The Rail Fleet Management Plan (RFMP) for the vehicles to be procured for the airport alignment project is being updated. The city had determined that it will require a fleet of 67 vehicles for three minutes service in the peaks and six minutes in the off peak.
- Staffing – The City is continuing to add project staff through internal transfers and new City hires on recently acquired term appointment authority as well as through their current PMSC contract.

Status of the DEIS:

Over 600 commenter's provided 3200 individual comments on the DEIS. Staff from the City of Honolulu Rapid Transit Division (RTD) met with Region IX and TPE staff on March 9 and 10 to discuss responding to the comments received. Region IX staff also participated in coordination meetings with the National Park Service (NPS) and the Environmental Protection Agency (EPA). A great deal of regular interagency coordination and discussion remains as is expected on a major project, but major issues to be addressed include:

- The NPS acknowledges that there may be impacts to be mitigated, but is very interested in the location of a station that would directly serve the Arizona Memorial area. A station is not currently proposed there, although a station would be located approximately a half a mile away.
- The EPA is interested in ensuring that there is sufficient coordination with the US Army Core of Engineers on wetlands, water quality and noise issues and that Section 106 impacts are addressed, and that environmental justice issues are addressed as well in the "Banana Patch" area of Oahu.
- The Advisory Council on Historic Preservation has expressed interest in the 106 coordination process and has requested information and progress updates from FTA.
- A local opposition group with a pre-determined position that the DEIS and the alternatives analysis are fatally flawed and that a managed lane solution is the answer submitted numerous comments and continues to contact FTA to express their views. FTA has referred to their comments in the NEPA process
- The general public also expressed a wide range of positions on the project, but a broad theme was the negative visual impacts of the elevated system on the scenic views of the island. This included visual impacts in general and impacts to specific designated view sheds.

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