HONOLULU HIGH CAPACITY TRANSIT CORRIDOR PROJECT - DEIS BACKGROUND AND STATUS

Project/DEIS Background

The Honolulu High Capacity Transit Corridor Project provides high capacity rapid on the island of Oahu between Kapolei in the west and the University of Hawaii-Manoa and Waikiki to the east. The project corridor is approximately 23 miles long and contains the majority of the population and employment on the island of Oahu.

The Draft Environmental Impact Statement (DEIS) discusses 34 miles of potential guide-way located within the corridor, but the detailed analysis discusses the core 19-20 mile segment planned for implementation under the current proposal.

The Alternative Analysis evaluated a No Build Alternative, a Transportation System Management Alternative, Managed Lane Alternatives, and Fixed Guide-way Alternatives. A fixed guide-way alternative was selected as the Locally Preferred Alternative and advanced to the DEIS stage.

For the fixed guide-way alternatives, five transit technologies were examined:

- Light rail transit;
- Rapid rail transit (steel wheel on steel rail);
- Rubber tired guided vehicles;
- Magnetic levitation system;
- Monorail system.

A technical review panel evaluated proposals and voted four to one to select steel wheel on steel rail technology, a decision accepted by the City Government. A ballot measure was placed before the voters in November and the steel wheel on steel rails was approved by the voters. An elevated system was also proposed as the only alternative that provides sufficient user benefits.

The DEIS examined four alternatives, including a No Build and three Fixed Guide-way alternatives:

- The Salt Lake Alignment, running from the eastern terminus along Salt Lake Boulevard to Aloha Stadium, then continuing on to Kapolei in the west;
- The Airport Alignment, running from the eastern terminus to the vicinity of Honolulu International Airport, Pearl Harbor Naval Base, and the Arizona Memorial to Aloha Stadium, then continuing on to Kapolei in the west;
- An alternative including both the Salt Lake and Airport Alternatives for the section between the eastern terminus and Aloha Stadium.

AR00138750

The DEIS also proposed a phasing of the project along the following schedule:

- East Kapolei to Pearl Highlands
- Pearl Highlands to Aloha Stadium
- Aloha Stadium to Middle Street
- Middle Street to Ala Monoa Center

When the DEIS was released for public comment in November 2008, the Locally Preferred Alternative was the Salt Lake Alignment. On January 28, 2009 the Honolulu City Council, with the agreement of Mayor Hannemann, voted to change the Locally Preferred Alternative to the Airport Alignment. How the project phasing would be conducted under the new Preferred Alternative is unknown.

Status of the DEIS

The DEIS was released in November 2008, and after an extension of the public comment period, public comment was closed during the first week in February. Over 600 people submitted comments and over 3200 individual comments were received. Staff from the City of Honolulu Rapid Transit Division (RTD) met with Region IX and TPE staff on March 9 and 10 to discuss responses to these comments. 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 issues and that the water quality issues, noise issues and Section 106 impacts are addressed, and that environmental justice issues are addressed in the "Banana Patch" area of Oahu.
- The Advisory Council on Historic Preservation has expressed interest in the 106 coordination process and 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.
- The general public also expressed a wide range of positions on the project, but a broad theme of negative comments 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.

Financial Issues/Potential Project Changes

The change in the Locally Preferred Alternative from the Salt Lake Alignment to the Airport Alignment changes the project cost, excluding finance charges, as reported in the DEIS from $4.783 billion to $4.903 billion. These numbers exclude financing costs. The ability of the grantee to finance the project is being evaluated by the FTA.

Proposed EIS Schedule

The Honolulu RTD staff hopes to submit a draft of the FEIS in May or June of 2009 with a finalization of the FEIS in August and to receive a Record of Decision by September of 2009.

Project Information (Airport Alignment)

Scope: 20 miles of elevated guide-way with a 0.7 mile at-grade segment extending from East Kapolei in the west to Ala Moana center in the east.

Stations:

- 21 stations

Technology:

- Electrically powered, industry-standard steel wheel on steel rail powered from a third rail system.

Vehicles:

- 60 to 70 vehicles to accommodate 6,200 passengers per hour per direction.
- The City is working on vehicle specifications for an automated light metro car.

Maintenance & Storage Facility:

- Accommodate up to 150 vehicles.

Estimated Cost:

$4.927 Billion excluding finance charge or $5.433 including finance charge
Per the DEIS, the city intends to request an increase in the NS federal share from $1.2 Billion to $1.4 Billion

Grantee Schedule:

- HI plans to submit the request to FTA to enter Preliminary Engineering (PE) on June 7, 2009 and anticipates approval from FTA by July 7, 2009.
- Issuance of the FEIS on August 27, 2009. Therefore, PE approval must be achieved to meet the FEIS circulation milestone.
- Record of Decision on October 1, 2009 and groundbreaking in March 13, 2010.

Figure 1: Project Map

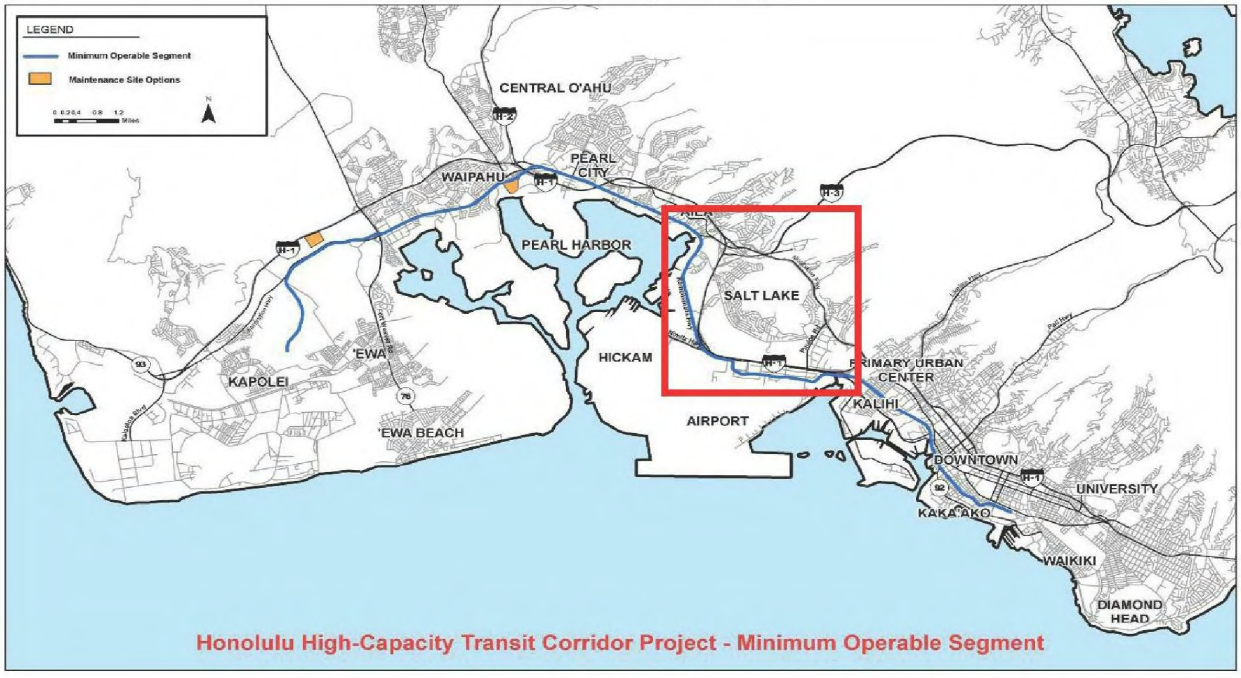
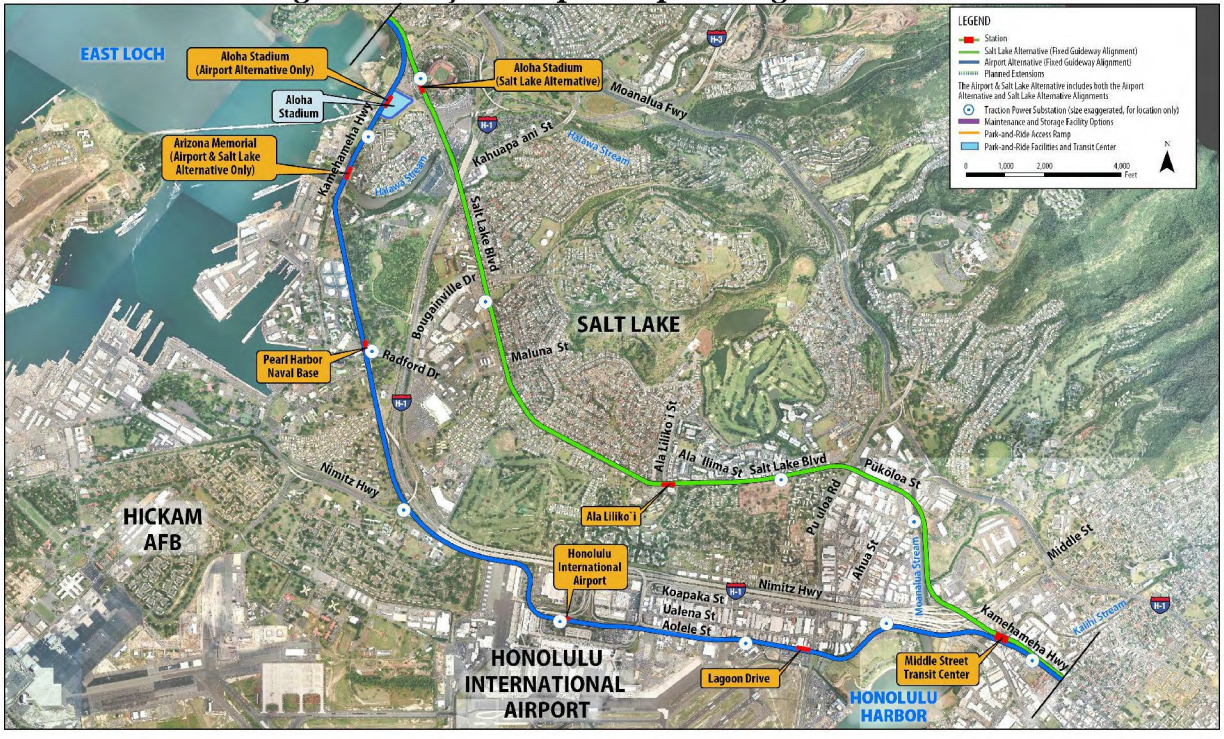


Figure 2: Project Map – Airport Alignment Area



Summary Schedule Comparison

Activity Description	Airport Schedule	Salt Lake Schedule
Start Vehicle Procurement	**12/05/07A**	**12/05/07A**
Select Vehicle Technology	**04/17/08A**	**04/17/08A**
Finalize DEIS/Publish Notice of Availability	**10/30/08A**	**10/30/08A**
Issue RFP Part 1 – WO/FH Design-Build Contract	**02/04/09A**	**02/04/09A**
Issue RFP Part 2 – WO/FH Design-Build Contract	04/03/09	02/06/09
Complete Vehicle Specification/Issue RFP Part 1 – Systems Design-Build Contract	04/09/09	04/04/09
Issue RFP Part 1 – Maintenance Storage Facility Design-Build Contract	05/29/09	05/04/09
Start PE for Project	07/07/09	12/31/08
Issue RFP Part 2 – Systems Design-Build Contract	07/31/09	06/09/09
Finalize FEIS/Publish Notice of Availability	08/27/09	07/09/09
Record of Decision (ROD)	10/01/09	08/28/09
Issue RFP Part 2 – Maintenance Storage Facility Design-Build Contract	07/24/09	08/08/09
Issue NTP for WO/FH Design-Build Contract	12/13/09	12/28/09
Start Right-of-Way Relocation and Acquisition	02/24/10	11/15/09
Enter Final Design – Kamehameha/Airport/City Center Phases	04/28/10	12/26/09
Start WO/FH Construction / Start Utility Relocation	03/13/10	12/30/09
Issue NTP for Maintenance Storage Facility	03/30/10	05/20/10
NTP for Systems (vehicles, traction power, train control and communications)	05/25/10	05/15/10
City Executes FFGA	06/22/11	02/26/11
Vehicles – First Delivery	10/06/11	08/31/11
Open Waipahu/Leeward Section	11/20/12	12/14/12
Vehicles – Delivery (Remaining Vehicles)	02/07/15	11/14/14
Open (Revenue Operation) for the Project	03/10/19	12/18/18

Grantee Project Delivery Strategy:

Four construction segments:

- Segment I (Western end of the alignment at East Kapolei (West O'ahu/Farrington Highway) – DB contract: RFP Part I (i.e. RFQ): issued 2/4/09, RFP part 2: 4/3/09. Begin construction 03/10. Open with limited service: 11/2012. Open full segment: 7/2014

- Segment II (Pearl Highland to Aloha Stadium)-DBB contract: FD: 1/2010. Construction: 10/2011. Open 1/2017
- Segment III (Aloha Stadium to Lagoon station) DBB contract: FD: 2/2010. Construction 10/2011, open 10/2017
- Segment IV (Lagoon Station to Ala Moana Center) including stations – DBB contract. FD: 8/2010. Construction 10/2011 open 3/2019.

Vehicle Delivery:

- Manufacture & delivery of first vehicles: 8/2010 to 10/2011
- Manufacture & delivery of remaining vehicles: 3/2013 to 2/2015.

Ridership estimate

- Current 2030 travel forecast: 95,310 daily transit riders. In the initial year of full operations, anticipate 80,300 daily riders.

Property acquisitions:

- 179 parcels.

Status of the Activities
Honolulu High-Capacity Transit Project

Current Status

- On January 21, 2009 HI requested a waiver from FTA to issue RFP part 2 (segment I-DB contract and award the contract (tentatively 10/09) prior to ROD but will not proceed with contract NTP until after ROD (see attached letter). FTA region 9 Counsel verbally advised the City that they should not award the contract until after ROD has been issued.

- On February 11, 2009 HI notified FTA that they plan to implement a steel wheel on steel rail and selected the Airport Alternative (see attached letter).

- On February 25, 2009 (see attached letter) HI requested FTA to accept the State of HI bonding policies in which the City's Chief Procurement Officer has approved a reduction in the contract performance and payment bond to be not less than 50%.
  - On March 17, 2009 (see attached letter) HI will provide supplemental information and analysis to support its request.

- FTA will share with HI a "road map" for entry into PE in early April or by 4/1/09.

- RFP parts 1 (or RFQ) segment I- DB contract was issued on 2/4/09.
  - The time table is: final addendum: 3/9/09, issue RFP part 2: 4/3/09, Award contract (tentative) 10/25/09.

AR00138755

West O'ahu/Farrington Highway Guide-way DB General scope:

- ❖ Design & construct 7 miles of guide-way, including utility relocations, roadway modifications & other infrastructure from the East Kapolei to east of Pearl Highlands Station on Kamehameha highway.
- ❖ Design & construct elevated west lead track into the vehicle maintenance and storage facility.
- ❖ Site improvement for traction power substations located along this segment, installing duct bank.
- ❖ Design and construct guide-way through 7 station areas (stations under separate contract).
- ❖ Install guide-way lighting, electrical/mechanical wayside equipment, switch machines, sound barrier walls, running rails & insulated third rail.

Current HI Planning:

- Release two other Part 1 RFPs for design-build procurements: the first for Systems, including vehicles (vehicles, traction power, train control and communications planned date: 4/9/09). The second for the Maintenance and Storage Facility, planned date: May 29, 2009.

- Request LONPs to proceed with the Design-Build contracts prior to issuance of a FFGA for the West Oahu/Farrington Highway Guideway Design-Build contract before the end of 2009 and for the Systems and Maintenance and Storage Facility contracts in the first quarter of 2010. The following is a list of the LONPs currently being considered:

- ➢ Issuance of NTP for Final Design Services for West Oahu/Farrington Highway Guideway Design-Build prior to Final Design Approval
- ➢ Issuance of award contract for Construction of West Oahu/Farrington Highway Guideway Design-Build prior to ROD
- ➢ Issuance of NTP for Final Design Services for Farrington Station Group prior to Final Design Approval
- ➢ Issuance of NTP for Final Design Services for Pearl Highlands Station and Garage Group prior to Final Design Approval
- ➢ Issuance of NTP for Design-Build Maintenance and Storage Facility Contractor prior to FFGA
- ➢ Issuance of NTP for Design-Build for Kamehameha Guideway Design-Build prior to FFGA
- ➢ Issuance of NTP for Design-Build for Airport Guideway Design-Build prior to FFGA
- ➢ Issuance of NTP for Design-Build Core Systems Contractor prior to FFGA (P440)

Staffing: the City is in the process of bringing several new staff on board.

A service of a Program Management Support Consultant (PMSC) is required to supplement its staff beyond the end of the current contract with InfraConsult. An RFP will be issued this year for those services.

General Construction Manager is needed to support the City for managing the final design and construction program. The City plans to issue RFP for a General Construction Manager later this year, for a period of performance beginning in January 2010 through the completion of revenue operations for the project in March 2019.

The City is currently working plan to secure right-of-entry to progress geotechnical, corrosive control, environmental and archeological surveys along with property survey and mapping. The procurement of property assessment services is underway.

The updated PMP was issued on 3/1/09. The City will also have to revise the RAMP and the QMP to update the Project Description and the Project Delivery sections of both. An updated Master Project Schedule was issued on 3/23/09.