



HONOLULU AUTHORITY for RAPID TRANSPORTATION

## MINUTES

**Joint Meeting of  
Finance Committee and  
Project Oversight Committee**  
Mission Memorial Annex Conference Room  
550 South King Street, Honolulu, Hawaii  
Thursday, June 7, 2012, 8:30 A.M.

**PRESENT:**

Don Horner  
Damien Kim  
William "Buzz" Hong  
Wayne Yoshioka  
Robert "Bobby" Bunda  
Ivan Lui-Kwan

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

Dan Grabauskas	Mike Yoshida
Toru Hamayasu	Karen Gast
Gary Takeuchi	Karley Halsted
Ron Tober	Wynnie Hee
Joe Magaldi	Michael Levine
Paul Miglioratu	Lori Hiraoka
Andrea Tantoco	Shannon Wood
Jeanne Mariani-Belding	Maurice Morita
Joyce Oliveira	Cindy Matsushita
Lorenzo Garrido	Brent Uechi
	Robert Sumitomo

I. Call to Order by Chair

Project Oversight Committee Chair Damien Kim called the meeting to order at 8:33 am.

II. Public Testimony

Mr. Kim called for public testimony.

Russell Honma testified about the need for the HART Board to show leadership in the current climate of animosity towards the rail project. He also suggested that HART hold a transit symposium to educate the public about the project.

### III. Approval of Minutes

Mr. Kim called for the approval of the minutes of the April 19, 2012 joint meeting of the Finance and Project Oversight Committees. There being no objections, the minutes were unanimously approved.

### IV. Change Order Review

Lorenzo Garrido, Assistant Project Officer with oversight responsibility for West Oahu/Farrington Highway and the Maintenance and Storage Facility, stated that two change orders would be presented. The first change order is for Waipahu High School, and the second, for station modular design.

#### Waipahu High School

Mr. Garrido introduced Contract Manager Karley Halsted, who stated that she had 14 years experience in engineering and consulting in the Seattle/Puget Sound and Rapid City areas. Ms. Halsted made a slide presentation on the change order regarding Waipahu High School, pursuant to the Memorandum of Understanding between the City and County of Honolulu and the Department of Education (DOE), which was executed in February 2011. A copy of the change order documentation and presentation is attached hereto as Attachment A.

She detailed the portion of land that must be acquired, and demonstrated how the alignment would conflict with two existing portable classrooms, which must be replaced. Finance Committee Chair Don Horner asked about the cost of the classrooms, and whether it would be more cost effective to build real buildings. Ms. Halsted replied that the two new energy efficient fire-rated portable classrooms (two single and one double) would cost approximately \$518,000, and had been approved by the DOE. The cost to install the portables is approximately \$277,000. Five existing portables would also be upgraded with insulation and air conditioning to mitigate construction noise and dust. Ms. Halstead indicated the portion of the Waipahu High School property that would be acquired by HART from the DOE. Ms. Halstead also pointed out an agricultural plot near the Agriculture and Horticulture Building that will be relocated to make room for the new portables.

Ms. Halsted noted the relocation of an existing stadium loudspeaker. She also detailed an intercampus roadway and the location of four gates along the roadway. The road will be built as construction access, then to be used by the high school as access to the athletic facility and power substation that will be built on the Waipahu High School property.

Board member Robert “Bobby” Bunda asked whether any bus stops would be eliminated as part of this project. Ms. Halsted replied that HART is working with Oahu Transportation Services to retain bus stops near the station so bus riders will be able to transfer to the train. Mr. Yoshioka pointed out the need to retain bus stops, as there is no rail station at Waipahu High School. Mr. Horner asked where the nearest rail stop was, and Mr. Yoshioka replied that the nearest one will be located at Leeward Community College.

Ms. Halsted explained the breakdown of costs for the change order, which totals \$2,670,000. Mr. Horner asked if HART would be paying the DOE, and Ms. Halsted replied that Kiewit is requesting this change order. Mr. Yoshioka asked the purpose of the change order, as he thought the plan always included relocation of the agricultural plot. Ms. Halsted stated that the original contract with the DOE only included the replacement of air conditioning units and relocation of the existing portables. However, it was later determined that the portables could not be relocated. HART Chief Executive Officer and Executive Director Dan Grabauskas clarified that the Memorandum of Understanding (MOU) between HART and the DOE was executed in February 2011. Mr. Garrido further clarified that the Kiewit contract was executed based on what they understood to be the scope at the time, so it did not include relocating the agricultural plot.

Mr. Horner asked if there was a specific funding allocation made for this work, and Mr. Garrido replied that there was an allocation made on the scope of the contract, but the change order is for additional items not in the scope of the original contract. Mr. Horner asked Toru Hamayasu whether this would come from the allocated or unallocated contingency, and Mr. Hamayasu stated that it would come from the allocated contingency.

Mr. Horner expressed his concern that HART’s contractors would be doing the work for the DOE, instead of HART giving the money directly to the DOE for the work and allow them to assume the liability and overruns. Mr. Hamayasu responded that HART is doing the work because it would not be necessary if not for this project. Doing the work also allows HART to control the budget and direct the contractor. Mr. Yoshioka pointed out that it also allows HART to control the schedule and other variables. Mr. Kim asked whether the DOE had already approved the work proposed in the change order. Ms. Halsted replied that the DOE had approved the portables and mechanical retrofits, but not the site plan, since they are waiting for the change order to be approved. Mr. Horner stated that the DOE should pay for any extras beyond what is contained in the MOU. He stated that he did not want to see any more change orders on this project.

Mr. Horner stated that this is \$2.7 million more in addition to what was in the budget for this contract. Mr. Garrido replied that \$1.5 million is the amount being requested for the change order. Mr. Grabauskas stated that the \$1.5 million is included in the \$2.7 million total cost of the Waipahu High School project. Mr. Yoshioka requested clarification on the amount of the change order, and Mr. Hong asked for the original bid documents. Mr.

Horner moved that the joint committee approve the change order subject to further clarification on the \$1.5 million that is being requested. Mr. Lui-Kwan seconded the motion with the caveat that there is no further negotiation with the DOE. Mr. Kim reiterated the modified motion. Mr. Yoshioka seconded the motion. All being in favor, the motion carried unanimously.

Mr. Horner asked whether there was any cause for concern that federal monies are being utilized for a state facility such as Waipahu High School. Mr. Hamayasu stated that the change order is for impact mitigation, and therefore a project cost. Mr. Takeuchi said that without research into the matter, he agreed with Mr. Hamayasu that it is a rail project cost.

### Modular Station Design

Mike Yoshida introduced himself as the West Oahu/Farrington Highway (WOFH) Contract Manager. He stated that he is an architect who has practiced in Philadelphia doing institutional work, as well as worked on the Southeastern Pennsylvania Transportation Authority subway system. He also worked in San Francisco doing institutional work, and had his own practice doing primarily residential work.

Mr. Yoshida stated that he is responsible for the three Farrington Highway stations, which include the West Loch, Waipahu, and Leeward Community College stations. He stated that he was requesting authorization for a contract amendment for HDR Engineering, Inc. (HDR), the Farrington Highway stations group architect. A copy of the change order documentation and Mr. Yoshida's presentation is attached hereto as Attachment B. Mr. Yoshida explained that HDR's original design located all passenger and train control functions under one roof. However, that approach resulted in a cost estimate that was higher than anticipated, and HART and Parsons Brinckerhoff were concerned that this would be indicative of higher costs for the other stations. After much review and deliberation, HART developed a module design based on a standard template for all 21 stations. The train control centers were removed from the stations, and separate freestanding train control modules were created, thus reducing construction, operations, and maintenance costs. It was determined that projectwide savings would greatly surpass initial expenditures, while conferring greater environmental benefits in its smaller footprint, and allowing the project schedule to continue unimpeded. Mr. Yoshida stated that HART remains committed to the community's involvement in designing stations.

He concluded by asking the joint committee to approve a \$1.9 million increase for HDR's design work associated with the module design. He stated that HDR has agreed to this amount and stands ready to proceed. Mr. Horner asked where HDR is located, and Mr. Yoshida advised that their offices are on Fort Street Mall. Board member Wayne Yoshioka stated that HDR purchased local firm Hawaii Pacific Engineers approximately two years ago. Mr. Yoshida stated that HDR has extensive rail station design experience, and that the former Hawaii Pacific Engineers owner is still a principal at HDR.

Mr. Horner stated that he had been concerned about costs in the original, individually-designed station plan, and stated that the budget for each station is \$25 million. He commended HART for its decision to employ the cost-saving, modular approach.

Mr. Horner asked for a primer on the rail stations. Mr. Yoshida advised that the original station design was 40-45 feet wide by 80-100 feet long. The new design, however, is about half that size. Mr. Yoshida went on to say that the new station design, at about 1200 to 1300 square feet, will not contain the train control systems under the same roof. The computers, batteries, and backup electronic equipment will now be housed in another building, which would be at grade level. Mr. Horner clarified that HART would be building 21 stations the same. Mr. Grabauskas stated that accessibility and long term maintenance would be easier under the new design. Mr. Yoshida clarified that although the station is comprised of the platform and entry, the dimensions he gave referred to the entry portion of the station. The platform itself, which is an elevated part of the guideway, is unchanged in size at 240 feet long. Two 14-foot-wide platforms will flank the 30-foot-wide guideway.

Mr. Horner requested that Mr. Yoshida make a presentation to the Project Oversight Committee on the final design when it is complete, and on the cost to build and maintain the stations. He stated that he would like to hear also from the builders and maintainers of the stations.

Board member Ivan Lui-Kwan asked what the anticipated cost savings would be. Mr. Yoshida replied that HART could possibly save \$100 million over the course of the project. Mr. Horner asked for clarification on whether the \$100 million in savings was calculated in reference to the cost of the original station designs, or to the \$25 million per station budget. Mr. Yoshida replied that he would assess and return with the answer.

Mr. Horner stated that the standardization of the station design should have been done in the beginning. Mr. Yoshioka agreed that standardizing the entry to the stations is a step in the right direction.

Mr. Kim asked whether the change order incorporated all fees to the architect regarding the modular station designs. Mr. Yoshida said it does, and that with the joint committee's approval, the design could be incorporated into other station groups with no further redesign would be needed. Board member William "Buzz" Hong asked if the joint committee had the authority to do so, and Mr. Kim stated that it could approve the change order-enabled design to apply to all stations. Mr. Hong requested further information on the cost savings. Mr. Bunda asked if HART would also be incurring change orders for fees, and Mr. Yoshida replied that these fees would be built into the scope of work at a fixed price for future station contracts.

Mr. Horner expressed his appreciation for Mr. Yoshida's efforts in value engineering the stations. He moved to approve the change order, and Mr. Yoshioka seconded the motion. The motion carried unanimously.

VI. Update on Budget

Mr. Grabauskas updated the joint committee on the City Council's passage of bills on HART's operating budget (Bill 31), and capital budget, (Bills 32 and 33). Although there was an additional \$222,000 reduction in HART's operating budget, an earlier effort to remove more than half of its capital budget was unsuccessful, and the funds were restored in the version of the bill that was passed.

In addition, Bill 37 regarding commercial paper was also passed. This bill was introduced pursuant to the Federal Transit Administration's (FTA) requirement that HART have a "contingency on top of a contingency" to address unforeseen circumstances in the form of one-time catastrophic events. Mr. Grabauskas acknowledged the efforts of Ms. Okinaga, Mr. Lui-Kwan, Mr. Horner, Joyce Oliveira, the HART Board of Directors, the City Council, the Mayor, and the FTA in accomplishing this last step before the Full Funding and Grant Agreement (FFGA) submittal later in June.

Mr. Lui-Kwan praised Mr. Grabauskas for representing HART well before the City Council. He also acknowledged that these bills would not have passed without the leadership of Council Chair Ernie Martin and Transportation Committee Chair Breene Harimoto.

Mr. Horner echoed Mr. Grabauskas' and Mr. Lui-Kwan's appreciation of the City Council, and stated that the Board sees the Council as a critical voice. He pointed out, however, the inaccuracy of the media reporting of the passage of a "line of credit." Mr. Horner clarified that the City Council approved a facility for the City to issue any monies that HART needs, but that requires prior approval by the City Council. He emphasized that it is HART's goal to never have to ask for permission to utilize those monies. Mr. Lui-Kwan thanked Mr. Grabauskas and the Director of Budget and Fiscal Services Michael Hansen for their continual clarification of the purpose of the commercial paper bill.

Mr. Yoshioka congratulated Mr. Grabauskas and the HART team on the passage of the bills, and commended them for their partnership with the City Council. He also thanked Mr. Lui-Kwan and Mr. Horner as the architect of Bill 37.

Mr. Grabauskas confirmed that, with the passage of the commercial paper bill, HART is now poised to submit its application for the FFGA to the FTA.

VI. Executive Session

Mr. Kim noted that there was no reason for the committee to enter into executive session.

VII. Adjournment

There being no further matters before the joint committee, the Chair called for adjournment. All being in favor, the meeting adjourned at 9:36 am.

Respectfully Submitted,

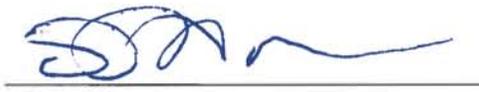
  
Cindy Matsushita  
Board Administrator

Approved:

  
Damien Kim  
Project Oversight Committee Chair

AUG 30 2012

Date

  
Don Horner  
Finance Committee Chair

AUG 30 2012

Date

## ATTACHMENT A

# Waipahu High School



June 7, 2012

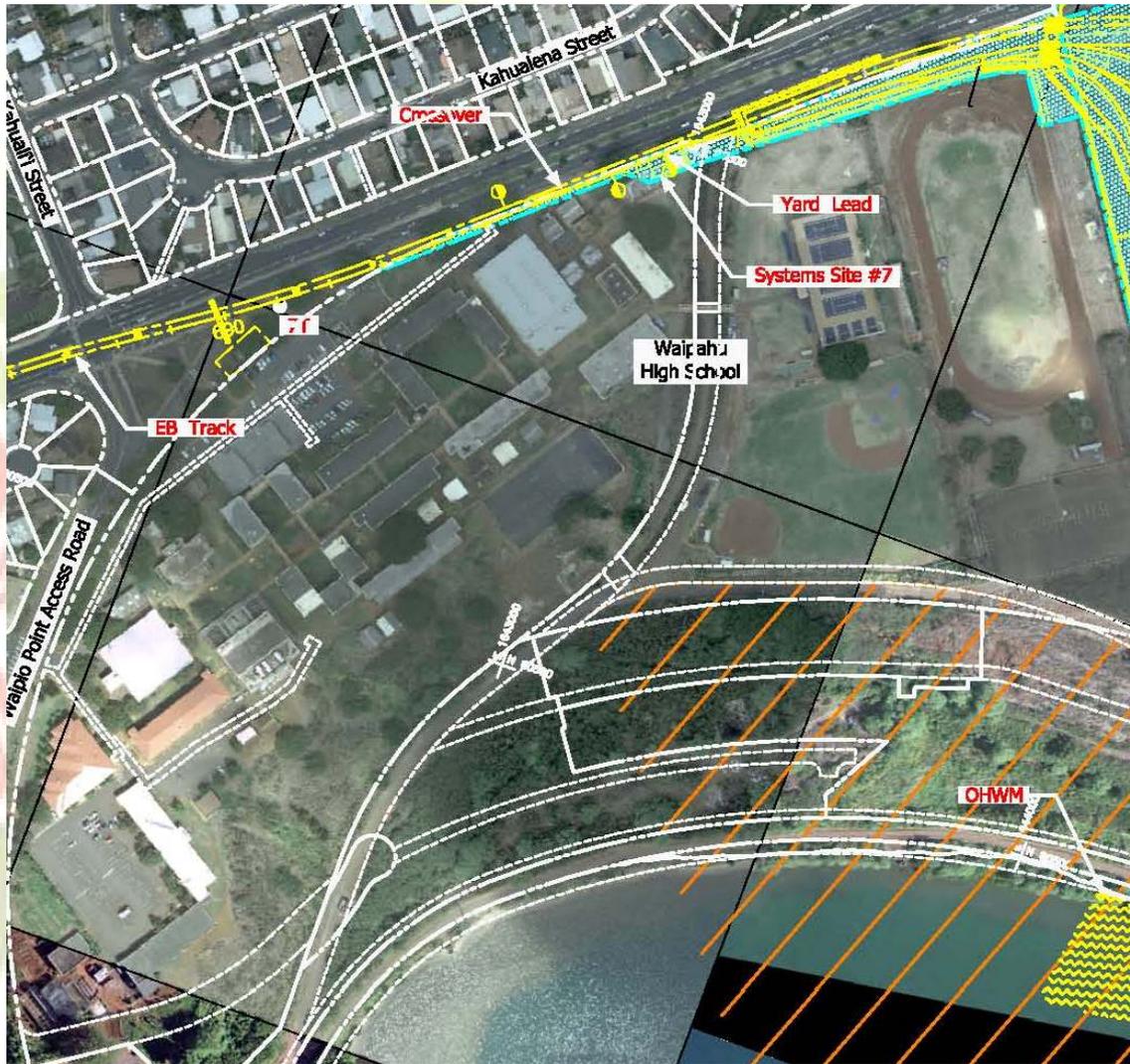


**Kiewit**

West O'ahu Farrington Guideway Contract



# Rail Alignment





PORTABLES  
TO BE  
DEMOLISHED

ADA  
CONCRETE  
WALKWAY

AC UNIT INSTALLATION  
AND RETROFITTING OF  
EXISTING PORTABLES

HOME ECONOMICS  
BUILDING - AC UNIT  
INSTALLATION

Farrington Hwy

Waipio Point Access Road

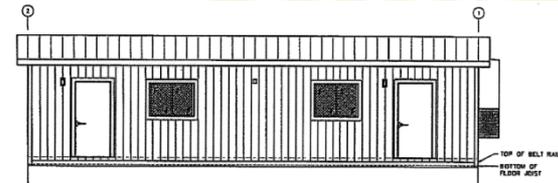
INSTALLATION  
OF NEW  
PORTABLES

# West O'ahu Farrington Guideway Contract

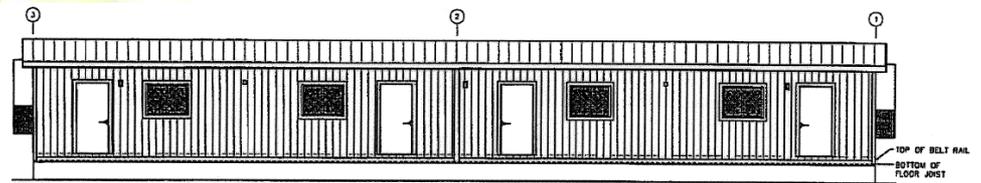


● **Single Unit**

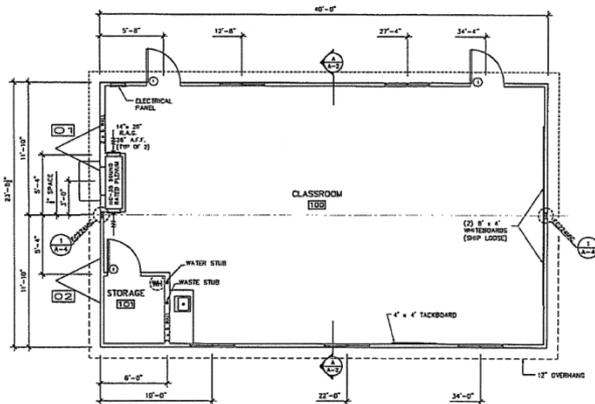
**Double Unit**



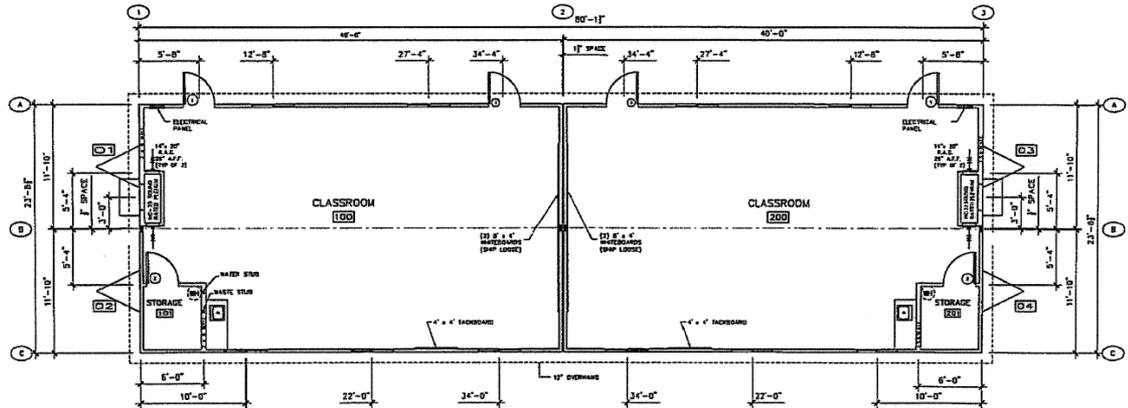
**WALL "A" ELEVATION**  
1/4" = 1'-0"



TOP OF BELT RAIL  
BOTTOM OF FLOOR JOIST



**FLOOR PLAN**  
1/4" = 1'-0"



**FLOOR PLAN**  
3/16" = 1'-0"



- **Existing Agricultural Plot**





Farrington Hwy

Waipio Point Access Road

INTERCAMPUS ROADWAY AND 4 GATES

RETAINING WALL

RELOCATE LOUD-SPEAKER

West O'ahu Farrington Guideway Contract



ITEM	VALUE
Waipahu High School Site Design	\$ 213,600
Procure New Portable Buildings	\$ 518,100
Install New Portable Buildings	\$ 277,800
Waipahu High School Portable Buildings Occupancy	\$ 5,100
Demo Waipahu High School Portable Buildings	\$ 65,200
Retrofit Portable Buildings	\$ 393,800
Install A/C Units	\$ 694,200
Intercampus Roadway at Waipahu High School	\$ 240,300
Install Bollards and Gates	\$ 80,100
Relocate Agricultural Plot	\$ 53,400
Relocate Speaker Pole	\$ 75,000
Install ADA Concrete Walkway	\$ 53,400
<b>TOTAL</b>	<b>\$ 2,670,000</b>

Slide 1 - Waipahu High School

Slide 2 - Rail Alignment adjacent to the Waipahu High School Campus

- This presentation outlines the scope of RFCR #1 which provides for renovations at Waipahu High School. The scope was mutually agreed upon by the City and Department of Education in February 2011 when they entered into an agreement. The scope of work captures mitigation measures to ensure that the students will not be disturbed during the school year while the construction of the guideway takes place. Additionally, it allows for the installation of a retaining wall that will support the at grade section of the guideway as it approaches the Maintenance and Storage Facility.

Slide 3 - Site Scope

- Location as shown in the red rectangles identify the two existing portable classroom buildings (one single-classroom building and one double-classroom building) that will be demolished and replaced on the western side of campus.
- We will demo existing TB3, TB4, and TB5 to eliminate proximity conflicts with the rail and the proposed Traction Power Sub Station.
- Provide air conditioning systems for portable classrooms TB1, TB2, P14, P15, and P17. This provision is coupled with the retrofitting of the classrooms that will allow for the noise mitigation necessary for the installation of the rail guideway.
- As required for the energy code and the installation of the air conditioning systems, we will retrofit five existing buildings TB1, TB2, P14, P15, and P17 (exterior walls and roofs).
- Replace the failing air conditioning system for portable classroom P16.
- Replace an existing asphalt path between the new retaining wall and the existing scoreboard with a concrete ADA walkway.

Slide 4 - Site Scope

- Plan and elevation views of the new portables, both a Single Unit and a Double Unit are shown.

Slide 5 - Site Scope

- To make room for the new portables the existing agricultural plot will need to be relocated. The existing plot is 1000 SF, has 12-18" of topsoil and compost and a sprinkler system. It will be replaced in kind.

Slide 6 - Site Scope

- Picture of the existing agricultural plot which is currently in use by the agricultural and horticultural programs. They currently have corn, squash and green beans planted.

Slide 7 - Site Scope

- Construct a new access road connecting the existing inter-campus roadway to Cane Haul Road. This will initially be used for construction access.

- Installation of 4 gates to prevent unauthorized traffic on the inter campus roadway. There will be a pair of single gates installed on either side of the Cane Haul Road, a single gate installed at the west end of the road as it intersects the parking lot and a double gate installed midway which provides direct access to Farrington Highway.
- Provide a new retaining wall at the football field. The retaining wall will support the at-grade section of the Rail as it enters the Maintenance and Storage Facility.
- To eliminate a conflict with the installation of the retaining wall we will relocate an existing speaker pole at the football field.

Slide 8 - QUESTIONS?

## ATTACHMENT B

Good morning board members. My name is Michael Yoshida and I am the HART Construction manager for the Farrington Station Group. The Farrington Station group is comprised of three stations – West Loch, Waipahu and Leeward CC.

My purpose in addressing you today is to request your authorization to issue a Contract Amendment to HDR, the Farrington Station group architect, for an increase in their fee to redirect their design efforts to the Module Design for the three station.

The initial station program and scope required HDR to locate all passenger and train control functions under one roof. The first cost estimate based on preliminary design showed that this approach would result in a higher than anticipated cost. HART's concern, which was ultimately verified by the GEC, was that the higher than budgeted cost for the Farrington Stations would be an indication of higher cost for the other station groups.

After much review and deliberation, HART developed an alternative design approach to reduce the station cost. The Module Design is based on selecting functional elements within the station such as the elevator towers, entry gates and pedestrian bridges and creating a standard template which would apply to all stations. In addition we removed the train control systems from the station proper and created a separate, free standing train control module. This separation allows for an immediate reduction in construction cost and a long term reduction in operational and maintenance costs. Although some of the previous design is not recoverable, we believe the project wide savings encompassing all the stations will greatly surpass the initial expenditure. In addition, the lifetime energy and environmental benefit of a reduced entry footprint will provide further cost savings.

While we have worked to develop a more efficient and cost effective plan, we have not lost sight of the schedule and the overall project time line. And lastly, we remain committed to our responsibility toward community involvement and will continue to work to incorporate their significant concerns.

**RFCR-00010 – STATION MODULE DESIGN**  
**HART FHSG CONTRACT # 11H0013**  
**HART BOARD OF DIRECTORS**  
**June 7, 2012 Rev. 1**

**Scope:** Additional funding for the Farrington Highway Station Group is needed to facilitate the basic station design approach. The stations were originally designed to accommodate the enhanced level of scope and some individual elements. As the design progressed, it became evident that the individually designed stations will cost in excess of the original cost estimate. Therefore, HART evaluated and implemented a module design concept to standardize major components of the station. The standard module design would allow substantial cost savings for all stations. The change order will enable the station design contractor to build on the previous work and elaborate to accommodate the module concept as foundation for all station design.

The HART Change Control Board (CCB) has reviewed the proposed change and approved to issue HDR a Contract Amendment.

**Justification:** The Module Design was developed to be a more cost effective design which will improve the operation and maintenance of the stations while enhancing passenger access and movement. HART's goal of producing this project within the established budget and time parameters has been the basis of the acceptance of the Module Design.

Design costs versus value received has been evaluated, accessing drawing sheet counts, functional elements and overall aesthetics, to determine the benefit of this design change. The Station Module Design realizes a smaller station entry footprint by separating the train control utility areas and effectively reducing the environmental impact from the onset of construction and through its operational lifetime. The project wide benefit of the Station Module Design will be a more effective monitoring and control of costs during both the design and construction phases of all station groups.

**Cost:** \$1,900,000

<b>Cost Summary:</b>	\$5,500,000	Initial Construction Cost
	300,000	Previous Change Order
	<u>1,900,000</u>	This Request
	\$7,700,000	Total

**Schedule:** Additional of 83 days was negotiated into the contract time. This does not impact the overall project schedule.

**Recommendation:** Authorize issuance of a Contract Amendment to the FHSG Contract