

Honolulu High-Capacity Transit Corridor Project Safety and Security Oversight and Review Committee Meeting #6

Date: January 29, 2009

Attendees:

RTD – Harvey Berliner, Ken Caswell
HFD – Assistant Chief Eric Adams, Fire Inspector Sheldon Yasso,
HPD – Assistant Chief Randy Macadangdang, Assistant Chief Kevin Lima, Mgt.
Analyst Brandon Stone, Lt. James Anderson
ESD – District Chief Norman Hahn
DEM - Peter Hirai, Andrew Kawada
UH Manoa – Jimmy Lagunero
DTS – Sandra Abelaye
GEC – Harry Saporta, Mike Becher, Kanu Parmar, Gulzar Ahmed, John
Swanson, Jim Van Epps
TEC - Mel Harano
BART Board Member/BART Fire-Life Safety Liaison/Former Oakland, CA
Battalion Chief – John McPartlands (guest presenter)
Guest – Tony Murtha

Attendee e-mail and phone list attached.

Agenda: Attached

Minutes:

- The meeting held at the HHCTC Project offices - Ali'i Place (1099 Alakea Street) 17th Floor
- Self introductions – John McPartlands, BART Board Member, introduced himself. John was invited to meet with HFD to discuss transit fire-life safety and operations issues.

John Swanson, PB transit vehicle engineer, is the design team lead for the light Metro vehicle for the Project. He was requested to provide an overview of the light Metro vehicle proposed for the Project.
- Minutes of the November November 13, 2008 meeting were reviewed and approved as written.

Project Update

- Harvey Berliner gave the project update.
- The timetable for construction of the elevated guideway is as follows:

- Request for Qualifications (RFQ) – interested Design-Builders for the transit guideway will be requested to review and respond to the Request for Qualifications. Those firms meeting the qualification requirements will be sent a formal request to submit a proposal (RFP) for the design and construction of the elevated guideway.
- Request for Proposal (RFP) – the RFP for the design and construction of the elevated guideway will be sent to qualified proposers in April 2009.
- Design-Builder Selection – Selection of the Design-Builder is expected sometime in late summer / early fall 2009.
- Work Schedule – Construction of the guideway cannot begin until a Record of Decision (ROD) has been issued by the Federal Transit Administration and the Environmental Impact Statement (EIS) has been completed and accepted by the FTA.
- Issuance of the RFPs Part 1 (RFQ) for the Core Systems (vehicle, traction electrification, communications, train control) and the Maintenance and Storage Facility (MSF) will be April and May, respectively.
- Harvey announced that the City Council decided the airport rail line will be preferred route and is now part of the Minimum Operating Segment of the Project.

Overview of Light Metro Passenger Vehicle

- Mike Becher, PB Systems Design Manager and John Swanson, PB vehicle engineer provided the SSORC members with an overview of the light Metro passenger vehicle for the Project.
- The vehicles will be driverless and bi-directional. A concealed operating panel will be available to permit manual operation of the rail vehicle.
- The passenger vehicle would be 60 ft long and 10 ft wide, would seat 43 people and a standing load of about 164 people, and would have 2 or three double passenger doors per side. Two universal areas will be available for wheelchairs, bicycles, or surfboards.
- The maximum operating speed would be 55 mph.
- The rail vehicles will be coupled trainsets – 2 car trainset (two end cars coupled together), 3 car trainset (a middle car coupled between two end cars), 4 car trainset (two-2 car trainsets coupled together). The trainsets would be designed to permit passing from one rail car to the other through a gangway.
- Three separate braking systems will be available – friction brakes (disc brakes), dynamic brakes (use of the motors to assist braking), track brake (a large metal bar that drags atop the rail).

- Power to the rail vehicle will be through a “shoe” that contacts the third, electrified rail.
- Design of the Light Metro vehicle will be guided by NFPA 130 and selection of fire resistant materials recommended by the Federal Transit Administration, the American with Disabilities Act, and several other standards.
- The vehicle doors will be electrically operated and will be provided with mechanical and manual door releases. This will permit opening of the doors from the exterior, as well as the interior, of the vehicle.
- Safety and security features will be designed into the vehicle
 - Interior and exterior CCTV monitoring and recording of incidents
 - Passenger emergency phones linked to the Operations Control Center
 - Sensitive door edges to guard against entrapment
 - Door safety interlocks that would prevent the vehicle from moving when the doors are open or not fully latched and locked
 - Emergency lights in the event of a power failure
 - On board smoke detection system
 - Fire extinguishers
 - PA system
 - Slip-resistant floors
 - Vandal resistant design
 - Redundant safety critical systems
 - and other safety/security features.

John McPartland Presentation

- John McPartland, Harry Saporta, and Gulzar Ahmed met with the Honolulu Fire Department (HFD) on January 27th to discuss emergency response and protocols to fire/life safety incidents, HFD fire apparatus capabilities, and training and resource needs, refer to Attachment “A”.
- A concern expressed by the HFD is the height of the sound walls. John stated that the wall maybe laddered over.
- The most frequent incidents in the rail transit system will be slips/falls at stations, critical medical emergencies such as heart attacks, and suicide attempts. Stations should be designed to facilitate movement of responders throughout the station.
- The guideway and stations should be designed to withstand high winds, seismic events, and flooding.

- John emphasized the following points;
 - Emergency responders should not enter the rail guideway without first obtaining authorization from the Operations Control Center.
 - Power to the third rail should be disconnected prior to entering the guideway.
 - Consideration should be given to sending a rail transit official to the scene of an incident who would act in a liaison capacity with HFD. Similarly, HFD may wish to send a fire official to the rail Operations Control Center during major incidents.
 - Access to the guideway should be carefully evaluated to ensure timely response to an incident. Will access roads be available along the length of the guideway?
 - Access to water will be a critical issue. An evaluation of hydrant locations should be undertaken. However, the HFD has large capacity tankers that may resolve the issue of hydrants.
 - Pre-planning for emergency events is critical. Mock-ups should be made available of the rail vehicle to train emergency responders. Drills and exercises should be held to test procedures and to determine the training needs. The HFD should have a clear understanding of rail transit operations, including the Operations Control Center. The HFD should work closely with the Rail Rapid Transit Department in the establishment of emergency procedures.
 - With the proper pre-planning, the rail transit system can play an important role in assisting with people and materials during a major emergency.
- John also discussed evacuations from the guideway. The goal is to avoid an evacuation onto the guideway, if possible. This may be accomplished (in the following order of preference) by coupling a train to the disabled car; bringing a rail vehicle to the incident site on the adjacent track and evacuating passengers from the incident vehicle to the rescue train by means of a gang plank; walking passengers along the emergency walkway to a point of safety; and lastly HFD laddering to the guideway and evacuating passengers via the ladders.
- John stated that the rail passenger vehicles are constructed with fire resistant materials and which emit low smoke; however, there are several hazards that may be encountered. The vehicles will have lubricants, hydraulic fluids and refrigerants, which may be under pressure, ignite, and or generate smoke/gases.
- Tony Murtha, consultant to InfraConsult added to the discussion. Tony was formally with New Jersey Transit and is currently a volunteer EMT. Tony stated that fire/police/EMS emergency response problems will be encountered during the construction phase of the Project. Pre-planning

meetings should be held to discuss street closures/blockage and other activities that may affect emergency response. Problems will also be encountered during the operational phase of the Project. Particular attention should be paid to communications with the public and the diversity in languages spoken. Everyone should be prepared to develop emergency response procedures.

Other Business

- It was announced that the CDC was holding a session this evening on the roles and responsibilities during a bio-terrorist event.

Next Steps

- A discussion of the train control system is being planned.

Next Meeting – A late March/early April, 2009 is tentatively scheduled. The specific meeting date will be announce a minimum of two weeks in advance.

**Honolulu Rail Transit Project
Safety and Security Oversight and Review Committee (SSORC)
Meeting #6
Jan 29, 2009 - 1:30 pm
Ali'i Place (1099 Alakea Street) 17th Floor
Large Conference Room**

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| I. Welcome | Harvey Berliner |
| II. Introduction of members | Harvey Berliner |
| III. Adoption of Nov. 13, 2008 Minutes | Harvey Berliner
Harry Saporta |
| IV. Project Update | Harvey Berliner |
| V. Overview of Revenue Vehicle | Mike Becher
John Swanson |
| VI. Presentation by BART Director
and Safety Specialist | John McPartland |
| VII Discussion on the Hudson Bergen Light Rail
SSORC Committee | Tony Murtha |
| VIII. Fire / Life Safety Design Criteria | Harry Saporta |
| IX. Action Item Log | Harry Saporta |
| X. Other Issues <ul style="list-style-type: none">• Any issues the group would like to have presented? | Harvey Berliner |
| XI. 2009 meeting months <ul style="list-style-type: none">• March – Train Control• May – Operations Control Center• July• September• November | |

Attachment "A"

Discussion Points with HFD

Cardinal Rule:

- Going wayside and/or into the trackway
- Opening Hose Lines in the vicinity of the 3rd rail
- Never come in direct or indirect contact with 3rd rail
 - 3rd rail power control
 - ✓ Methods

Most frequent emergency response events:

- EMS in stations
 - Trackway events
 - Non trackway events

Water Supply

- Access
- Hydrants
- Stations
- Trackway
 - Cardinal Rule

Access and egress:

- Cars
- Stations (evacuations)
- Elevated trackway
 - Aerial Trackway access:
 - Techniques and policies
 - Crossing the 3rd rail
 - 3rd rail power control
 - ✓ Methods

Train Evacuation Priorities

1. Car to car-same track
2. Car to car-adjacent track
3. Put patrons on elevated walkway and guiding them to safety
4. FD laddering the train and evacuate patrons to the ground

Under car hazards and operational considerations

- Flammable materials
- High pressure Hydraulic Fluids
- Capacitors
- Refrigerants under high temperature

- Car Airbags (insignificant)
- FD Lift Bags: Necessary? If so, Where and how?

Station Design

- Consider grading stations to have preplanned response activities upwind and uphill.
- Emergency Egress routes from stations are also FD access points. Facilitate their easy access.

Command and control

- Develop Transit P&P for all agencies that dovetail all participating agencies/elements: Trans-FD-PD-EMS-Haz Mat-WMD Civil Support Team (CST)
- Send a Transit Agency rep to all emergencies and report to ICP al Liaison or Unified Command member
- Send FD Liaison to Transit OCC.

Catastrophic Disaster Pre Planning

- Consider the rail system to be a potential lifeline when a disaster destroys the infrastructure.
- Design rail and substations to survive severe seismic events, winds, and flooding.
- Design cars so seats can be raised or rapidly removed for to facilitate mass evacuation out of an impacted area and logistical & shift change resources moved into it.

Training

- Pre& Post revenue service training and exercises.
- Construct or make available mockups of cars
- Arrange for access of FD to aerial structure for drilling (yard-mockup-non revenue access to main line)
- Prepare multi media training materials available to firefighters on cars, elevated trackway and wayside access procedures.
- Plan and conduct multidiscipline annual exercises on the full range of emergency scenarios: PD-FD-EMS-PW-(Possibly Hospitals for MCIs).

QUESTIONS

**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SAFETY AND SECURITY OVERSIGHT AND REVIEW COMMITTEE ATTENDANCE SHEET
MEETING No. 6 Jan. 29, 2009**

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**HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
SAFETY AND SECURITY OVERSIGHT AND REVIEW COMMITTEE ATTENDANCE SHEET
MEETING No. 6 Jan. 29, 2009**

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