

Briefing Paper
Airport Alignment Scope Revision
January 29, 2009

Executive Summary

The Airport and the Salt Lake alignments differ only in the area between Kamehemaha Highway just west of the Aloha Stadium and the Middle Street Transit Center. The City has determined that the Airport alignment will average over 7,700 additional boardings from the Airport and surrounding areas as well as two significant areas for potential Transit Oriented Development in the Airport and surrounding industrial areas.

The City has reported that there is no change to the project schedule as the Airport alignment would be included in the third phase of the project delivery plan. This phase will begin construction in June 2011 and open in December 2018, thereby providing sufficient time to refine the scope and develop the design. At present the City anticipates releasing RFP Part 1, Request for Qualifications, for the first guideway segment from East Kapolei to Pearl Highlands in early February 2009. Other current critical milestones include issuance of the FEIS by mid-2009, Record of Decision in October 2009 and groundbreaking in December 2009.

The cost for Airport alignment is currently estimated at \$4,125 million expressed in 2008 dollars, excluding finance charges, \$204 million more than the Salt Lake alignment. In year of expenditure dollars the estimated cost is \$4,927 million, excluding finance charges. **The total project estimated cost, including finance charges, will be \$5,433 million.** The City intends to increase the New Starts Federal share from \$1.2 billion to \$1.4 billion as stated in the DEIS.

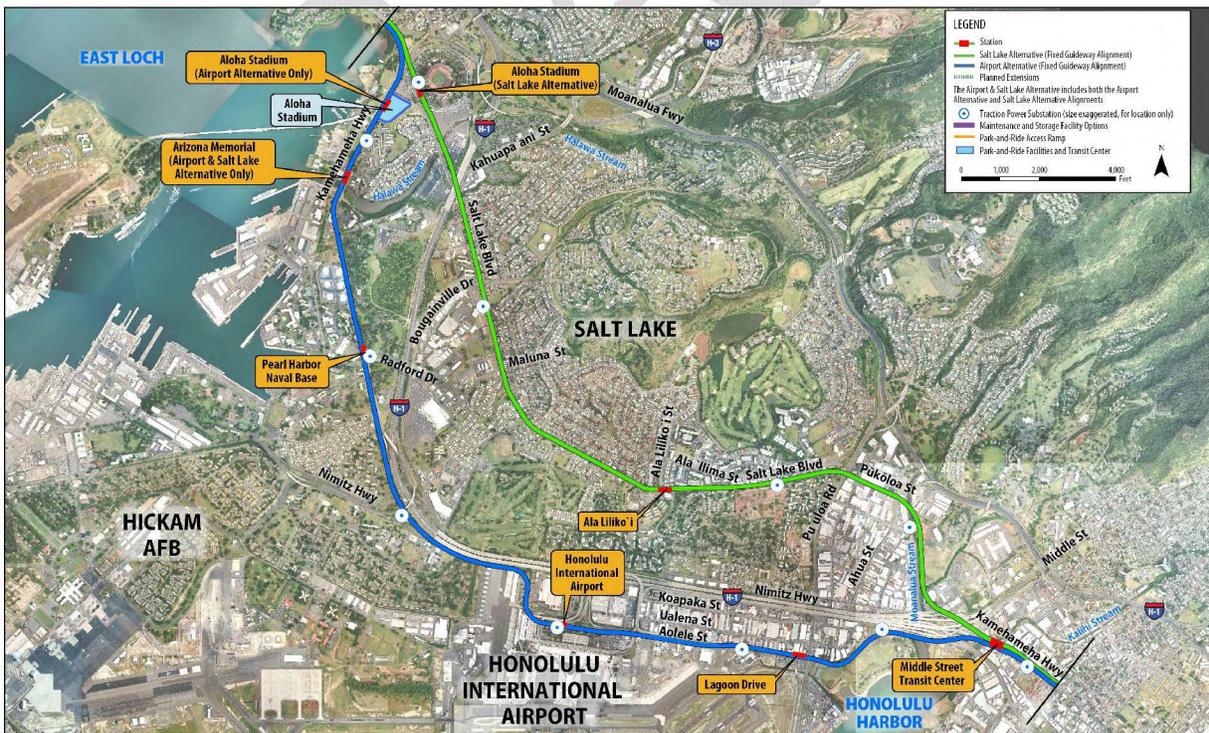
Project Scope

The Airport and the Salt Lake alignments differ only in the area between Kamehemaha Highway just west of the Aloha Stadium and the Middle Street Transit Center (Figure 1 and 2). The Airport alignment is an approximately 20-mile portion of the LPA extending from East Kapolei in the west to Ala Moana Center in the east. The alignment is elevated, with the exception of 1,815 linear feet that is at-grade at the Leeward Community College station. The Airport alignment includes 21 stations.

Figure 1



Figure 2
(Area outlined in Red above)



As with the Salt Lake alignment, East Kapolei is the western terminus for the Airport alignment. Just west of the Aloha Stadium, the Salt Lake and Airport alignments deviate. The Airport alignment would continue past the Aloha Stadium along Kamehameha Highway to Nimitz Highway and turn south into Aolele Street. The alignment then follows Aolele Street to the east to reconnect to Nimitz Highway near Moanalua Stream and continues to the Middle Street Transit Center. Stations which would be constructed for the Airport alignment include Aloha Stadium, Pearl Harbor Naval Base, Honolulu International Airport, and Lagoon Drive.

From this point the Airport alignment remains the same as the Salt Lake alignment. From the Middle Street Transit Center, the alignment would then continue to Nimitz Highway to Halekauwila Street. Based on the table below, the Airport estimated cost is less than the Salt lake alignment. Is it true? The table below shows an Airport cost of \$4,125 million and a Salt Lake cost of \$3,921 million; so the Airport cost is \$204 million more. Also, will less properties be acquired? Yes, less parcels for the Airport Alignment. Any below grade cut and cover? No.

Summary Table

	Airport Alignment	Salt Lake Alignment
Miles	19.94	19.11
Stations	21	19
Aerial Structure	19.60 miles	18.77 miles
At-Grade	0.34 miles	0.34 miles
Estimated Cost (2008\$)*	\$4,125 Mil	\$3,921 Mil
Number of Boardings	95,310	87,570
Property Acquisitions	179 Parcels	190 Parcels
Cost-Effectiveness Index	\$17.78	\$17.53

*Estimated cost excluding Finance Charges as reported in the Draft EIS dated November 2008.

The City has stated that the contracting strategy will not change except that one additional group of stations to include the Pearl Harbor Naval Base, Honolulu International Airport and Lagoon Drive station, which will be named the Airport Station Group. The City will rename the remaining stations in the original Salt Lake Station Group, the Dillingham Station Group. The packaging concept will remain the same, and the City anticipates having a revised contract packaging plan by February 6, 2009.

Station Comparison

Airport Alignment	Salt Lake Alignment
East Kapolei	East Kapolei
UH West Oahu	UH West Oahu
Ho'opili	Ho'opili
West Loch	West Loch
Waipahu Transit Center	Waipahu Transit Center
Leeward Community College	Leeward Community College
Pearl Highlands	Pearl Highlands
Pearlridge	Pearlridge
Aloha Stadium	Aloha Stadium
Pearl Harbor Naval Base	Ala Liliko'i
Honolulu International Airport	Middle Street Transit Center
Lagoon Drive	Kalihi
Middle Street Transit Center	Kapalama
Kalihi	Iwilei
Kapalama	Chinatown
Iwilei	Downtown
Chinatown	Civic Center
Downtown	Kaka'ako
Civic Center	Ala Moana Center
Kaka'ako	
Ala Moana Center	
21 Total Stations	19 Total Stations

Project Cost

The cost estimate for the Salt Lake alignment, expressed in 2008 dollars, excluding finance charges, is currently \$3,921 million. The current cost estimate for the Airport alignment expressed in 2008 dollars, excluding finance charges, is currently \$4,125 million. The difference in cost is \$204 million in 2008 dollars. Including finance charges the difference in cost is \$226 million in 2008 dollars. The project cost effectiveness increases from \$17.53 for the Salt Lake alignment to \$17.78 for the Airport alignment. What is the anticipated finance charges for the airport alignment? \$506 million in year-of-expenditure dollars. Does the City plan to "refresh" the cost estimate that reflects the airport alignment? Yes.

Schedule

At present there is no change to the project schedule as the Airport alignment would be included in the third phase of the project delivery plan currently planned to be delivered using the Design-Bid-Build delivery method with FTA New Starts assistance.

This section will begin construction in June 2011 and open in December 2018, thereby providing sufficient time to refine the scope and develop the design.

Construction of the project is planned to begin in December 2009 at the western end of the alignment at East Kapolei. The guideway section from East Kapolei to Pearl Highlands, including the Maintenance and Storage Facility (MSF), are scheduled to open in December 2013.

Construction of Pearl Highlands to Aloha Stadium, including stations, is planned to be delivered using the Design-Bid-Build delivery method with FTA New Starts assistance. This section is scheduled to begin construction in June 2011 and open in February 2017.

The City is currently working on a revised Master Project Schedule and Linear Schedule in an effort to complete the revisions by February 6, 2009. Will the city refine the schedule? Yes.

As of January 29, 2009, The City has begun implementing the Airport alignment in lieu of the Salt Lake alignment. The City will have to revise and resubmit the PMP based on the revised project MOS scope, contracting strategy and project delivery plan. The City plans to resubmit the PMP before the end of February 2009.

How about the DEIS? Will the city plan to do something to supplement the LPA? Both the Airport and Salt Lake Alignments are included in the DEIS and are presented equally. The FEIS will identify the preferred alternative which will be the Airport. The LPA remains the 34-mile project from Kapolei to UH Mānoa and Waikīkī, via both Salt Lake and the Airport; it has not changed, just the designated First Construction Project.

Vehicle Procurement

Vehicle specifications are still being developed. The City is working towards specifications for an automated light metro car, similar to those used in Vancouver, Copenhagen and Oslo. The car would have three doors per side and be approximately 60 feet long. Each car would carry between 160 and 200 passengers. It would and run in two, three or four car trains. The DEIS budget is sufficient to cover up to 69 or 70 cars in the Airport Alignment and the City deems this to be adequate for its purposes. Further refinements including a complete operating plan will be developed during preliminary engineering.

Current Status

The City is currently hard at work reviewing and refining the West Oahu/Farrington Highway (WO/FH) Guideway Design-Build RFP Part 2 procurement documents so that they will be ready for issue to the priority list of offerors from the Part 1 proposals. The RFP Part 1 is being released during the week of February 2 and responses are due on March 13. The purpose of the Part 1 RFP is to establish a priority list of 3 or 4

qualified contractors to receive the Part 2 RFP which is expected to be released in early April. The City has requested a waiver of FTA design-build requirements in order to issue this Part 2 RFP. A copy of the waiver request is attached.

In addition to the upcoming release of the Part 1 RFP for the WO/FH contract, the City plans to release two other part Part 1 RFPs for design-build procurements. The second Part 1 RFP to be released will be for vehicles, traction power, train control and communications (the Systems RFP). This document is also being worked on for an April 2009 release. The third Part 1 RFP to be released is scheduled for late May and will cover the Maintenance and Storage Facility (MSF). No contract work will be authorized on any of these procurements until after the ROD, but the City intends to move ahead very quickly with its own funds on these activities after the ROD is received and will be requesting relevant LONPs for the WO/FH contract before the end of the year and for the other two contracts in the first quarter of 2010.

The comment period for the DEIS closes on February 6, 2009. The City is working on development of the responses to public comment and the preparation of the FEIS document which will reflect the recent decision of the City to switch to the Airport alignment. Both the Airport and Salt Lake alignments were covered in the DEIS, so no change in the DEIS document is required.

With regard to staffing, the City is in the process of bringing several new staff on board in anticipation of the increased activity related to the procurement program. Most of these people are from City departments and will be placed in subordinate positions to staff with transit experience until they become sufficiently familiar with the project and the requirements of their new positions. The most significant of these is Richard Torres, former deputy director of the Department of Transportation services who will assist chief facilities engineer Harvey Berliner in the procurement and management of the design-build contracts. The City has also assigned a full time administrative services officer to the RTD who will have the primary responsibility of recruitment and staffing of City positions.

The City has also determined that it will require the services of a Program Management Support Consultant (PMSC) to supplement its staff beyond the end of the current InfraConsult Contract. An RFP will be issued this year for those services. An implementation phase organization structure is under development to identify roles to be filled by City employees and roles to be filled by the PMSC.

Additionally, the City will soon begin preparing an RFP for the General Construction Manager who will be the prime consultant support to the City for managing the final design and construction program.

As it makes preparations to acquire rights-of-way immediately following the ROD, the City is currently working to secure right-of-entry to progress geotechnical, corrosive control, environmental and archeological surveys along with property survey and mapping. The procuring of property assessment services is underway. Right-of-Way team members attended the FTA Real Estate Management Class offered by NTI-Rutgers. The team is working closely with scheduling to refine the real estate acquisition schedule. Additionally, the team is working with the engineers to better define the property requirements for the project. Revisions to the RAMP are being developed to reflect the new LPA.

Current STATUS: what's the city working now? Any updated info? Any plan from the City contractors to respond to switching the MOS? Briefly let us know what the city plans to do in the near future in general ? Staffing plan: has the city filled any positions yet? What are they? Any progress from the city in general since last November (e.g. plan/do

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