



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

MINUTES

**Project Oversight Committee Meeting
September 29, 2011, 9:00 AM
Mission Memorial Annex Conference Room
550 South King Street
Honolulu, Hawaii**

PRESENT:

Damien Kim
William "Buzz" Hong
Carrie Okinaga

Don Horner
Glenn Okimoto

ALSO IN ATTENDANCE:

Toru Hamayasu
Gary Takeuchi
Joyce Oliveira
Kahlil Allen
Tim White
Frank Doyle
Simon Zweighaft
John Burns
Lt. Baron Lee

Jeanne Mariani-Belding
'Aukai Reynolds
William Spiegelberg
Garson Schultz
Russell Honma
Vincent Shigekuni
Kristy Shiraishi
Paul Migliorato

I. Call to Order

At 9:04 A.M., the meeting of the Project Oversight Committee was called to order by Committee Chair Damien Kim.

II. Public Testimony

Mr. Kim called for public testimony. No public testimony was offered.

III. Approval of Minutes

A. August 18, 2011 Project Oversight Committee Meeting

Board Chair Carrie Okinaga moved that the minutes of the August 18, 2011 Project Oversight Committee meeting be approved. The motion was seconded by Board Member Glenn Okimoto. There being no objections, the minutes were unanimously approved.

B. September 8, 2011 Joint Project Oversight/Finance Committee Meeting

Board Member Don Horner stated that while he is not aware of any credible relationship between PNB Paribas, the parent company of his employer, First Hawaiian Bank, and Finmeccanica, some financial relationship may exist. He further stated that he may abstain from certain Board actions on a case-by-case basis.

Mr. Horner requested that the minutes of the September 8, 2011 Joint Project Oversight/Finance Committee Meeting express that the purpose of the meeting was informational, and that no action was taken. Board Member William "Buzz" Hong moved that the amendment proposed by Mr. Horner be accepted. Mr. Okimoto seconded the motion. Ms. Okinaga abstained from the vote, not having been present at the September 8 meeting. There being no other objections or abstentions, the motion passed and the minutes of the September 8 Joint Project Oversight/Finance Committee Meeting were approved as amended to express that the purpose of the meeting was informational, and that no action was taken.

IV. Review of July 2011 Monthly Progress Report

Interim Executive Director Toru Hamayasu reviewed the July 2011 Monthly Progress Report with the committee members.

Mr. Hong asked what is holding up the transfer of the Ewa Drum Site property where the Maintenance and Storage Facility (MSF) is to be constructed, and whether an MOU would suffice to alleviate Federal concerns about the property transfer. Mr. Hamayasu replied that there is a need to ensure that the property is transferred from the Navy to DHHL without any contamination, and that an MOU, which the City Council has approved, would satisfy the Federal government.

Ms. Okinaga asked about the status of the Project Management Consultant reprocurement. Mr. Hamayasu replied that the reprocurement is in the evaluation phase.

Mr. Horner asked whether HART staff is aware of any additional issues which may have arisen since the issuance of the July 2011 Monthly Progress Report. Mr. Hamayasu stated that Board members will be receiving the August 2011 Monthly Progress Report shortly. John Burns, HART Project Control Manager, stated that the August report will contain updates to the Areas of Concern.

Mr. Horner asked whether the licensing of the selected Core Systems Offeror had been identified as an issue. Mr. Burns replied that this issue had not been identified as an issue in the Monthly Progress Report submitted to the Project Management Oversight Contractor (PMOC). Deputy Corporation Counsel Gary Takeuchi stated that it is the responsibility of the Offeror to settle its licensing status, and that the Board may discuss this issue if it is placed on a future agenda.

Mr. Hong asked whether a letter had been sent to the City Council in response to Resolution 11-252. Mr. Hamayasu replied that HART has not yet completed a response to the City Council's most recent request.

Ms. Okinaga asked whether a report might be publicly available on revenues and expenses to date. Mr. Hamayasu replied that such data has always been tracked and reported in various reports.

Mr. Horner requested that the Monthly Progress Reports, which are typically prepared for submission to the PMOC, be specifically adapted for submission to the Board. Mr. Horner further requested that budget figures be expressed in terms of "Base Year Dollars without Contingency," (see page C-2 of the April 2011 Financial Plan) for clarity purposes. Mr. Kim requested that the Monthly Progress Reports be made as clear as possible so they can be more easily understood by members of the general public. Mr. Horner expressed concerns that the Federal formatting requirements of these reports may not lend themselves to clarity and accessibility.

Mr. Horner asked for clarification on Table 2.1.5.2 of the July 2011 Monthly Progress Report, particularly whether the table indicated if any contingency funds had been used, and inquired into why changes were made to cost estimates. Mr. Horner also asked whether there has been any cause to do condemnations on properties along the alignment. Mr. Hamayasu replied that no condemnations had been performed so far, and that no owners have indicated any difficulties in acquisition.

Mr. Hong asked whether any acceleration had been made to the FFGA schedule. Mr. Hamayasu replied that he was only able to discuss entry into final design and strengthening the financial plan during his most recent trip to speak with FTA Administrator Peter Rogoff.

Mr. Horner asked whether the Organization Chart found in the July 2011 Monthly Progress report, dated 8/31/11, is a proposed chart or reflects current staffing conditions. Mr. Hamayasu replied that the chart illustrates the staffing needed to carry out final design. Mr. Horner requested charts illustrating the staffing requirements and organizational structure at the design, construction, and operational phases of the project.

Mr. Horner also asked when the hiring of a financial officer might occur. Mr. Hamayasu replied that a financial officer would be hired during FY2013.

V. Presentation on Safety and Security

Kahlil Allen, HART Safety and Security Manager, introduced Tim White, GEC Safety and Security Manager, and Lieutenant Baron Lee, HPD Transit Liaison, to the committee members. Mr. Allen presented slides, attached hereto as Attachment A of these minutes, on the definitions of safety and security, the organization of safety and security, federal and state oversight, safety and security program elements, and safety and security design criteria.

Mr. Hong asked about the relationship between HART, OSHA and HIOSH. Mr. Allen replied that HART will comply with any requirements set forth by OSHA.

Continuing with his presentation, Mr. Allen stated that HART has been in discussions with agencies in Los Angeles, San Francisco, and other cities on best practices relating to policing within transit systems, and further stated that HART has been working with HPD to explore whether to establish a transit division within HPD. Mr. Horner requested that the Board be able to take up the matter of HART's relationship with HPD in a future meeting, and further requested HPD's recommendation on whether stations should have fare gates or a barrier-free access system.

Ms. Okinaga requested that tracking data on safety incidents be incorporated into the Balanced Scorecard sheets in the future.

Mr. Horner asked whether the Operations Control Center (OCC) would be outsourced to a third party vendor. Mr. Allen replied that the OCC would be constructed by HART as part of the MSF, but would be operated by the Core Systems Contractor.

Mr. Horner asked whether a decision had been made on installing platform screen doors at stations. Mr. Hamayasu replied that the decision had been made to install platform screen doors, but HART staff is still looking at the potential costs associated with installing the platform screen doors and potential savings associated with altering the intrusion detection system.

Mr. Horner asked about the security ramifications of fare gates vs. a barrier free system, and requested that the Board discuss this topic at a future meeting. Mr. Kim shared that he had recently visited Vancouver, and heard from Vancouver residents who recommended against a barrier-free proof-of-payment system.

Mr. Horner asked how many train vehicles would be operating at peak times. Mr. Hamayasu replied that approximately thirty trains would be operating during peak hours.

VI. Further Amendments to and Approval of Minutes of September 8, 2011 Joint Project Oversight/Finance Committee Meeting

It having been realized that the committee members were referencing an earlier draft of the minutes of the September 8, 2011 Joint Project Oversight/Finance Committee meeting when those minutes had previously been approved, Mr. Horner introduced further amendments to the minutes of the September 8 Joint Project Oversight/Finance Committee Meeting, in order to have the approved minutes reflect the most current draft. The further amendments were as follows: that the third paragraph of Section III be amended to state that Mr. Fontana noted in Slide 25 that Ansaldo Honolulu JV was a Hawaii General Partnership, with each partner being liable for the proposed HART contract; and that a new paragraph be inserted into Section III stating, "Slide 11 noted Ansaldo STS, which will provide work for 80% of the proposed HART contract, reported they supply over 50% of all high speed systems technology worldwide. The slides also include a summary of the five-year history of financial performance. Slide 30 noted

Finmeccanica has been profitable the last five years and as of June 30, 2011, had a \$10.0 billion net equity position. Slide 35 noted AnsaldoBreda has continued to be unprofitable for five years, reflected increased debt levels and a significantly reduced net equity position. The partner, Ansaldo STS (slide 39) reflected five years of profitability, low debt leverage and an increasing net equity position. Overall, the net equity of the JV position over the last 18 months had improved. Slide 43 reflected unexpected cost overruns for three recent projects.”

Mr. Hong moved that the further amendments proposed by Mr. Horner be incorporated into the September 8 Joint Project Oversight/Finance Committee Meeting, and that the minutes be approved, as further amended. Mr. Okimoto seconded the motion. There being no objections, the motion passed and the minutes were approved, as further amended, and forwarded to the Finance Committee for its approval.

VII. Adjournment

Having completed all Committee business, Ms. Okinaga moved that the meeting of the Project Oversight Committee be adjourned. The motion was seconded by Mr. Hong. There being no objections, the motion passed unanimously and the meeting was adjourned at 10:34 A.M.

Respectfully Submitted,



Tyler Dos Santos-Tam
Board Administrator

Approved:



Damien T.K. Kim
Chair, Project Oversight Committee

10/27/11

Date

[ATTACHMENT A]

Honolulu Rail Transit Project

Safety and Security Program

September 29, 2011

Agenda

- **Safety and Security – Defined**
- **Safety and Security Organization**
- **Federal and State Oversight**
- **Safety and Security Program Elements**
- **Safety and Security Design Criteria**

Safety and Security – Defined



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Safety and Security – Defined

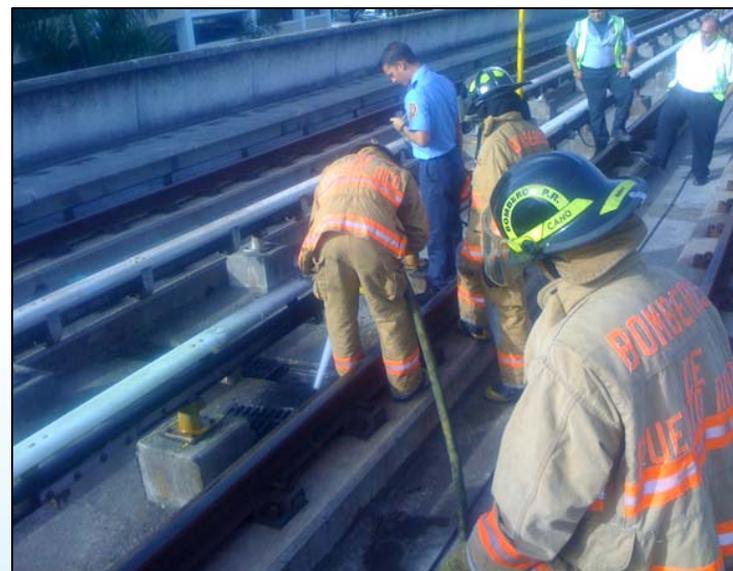
Safety—freedom from harm resulting from unintentional acts or circumstances.

Security—freedom from harm resulting from intentional acts or circumstances.

*As defined by Federal Transit Administration Circular 5800.1

Whose Safety and Security?

- Rail Passengers
- Station Patrons
- General Public
- Employees
- Design and Construction Contractor Staff
- Emergency Response Personnel
- Property



Safety and Security Organization

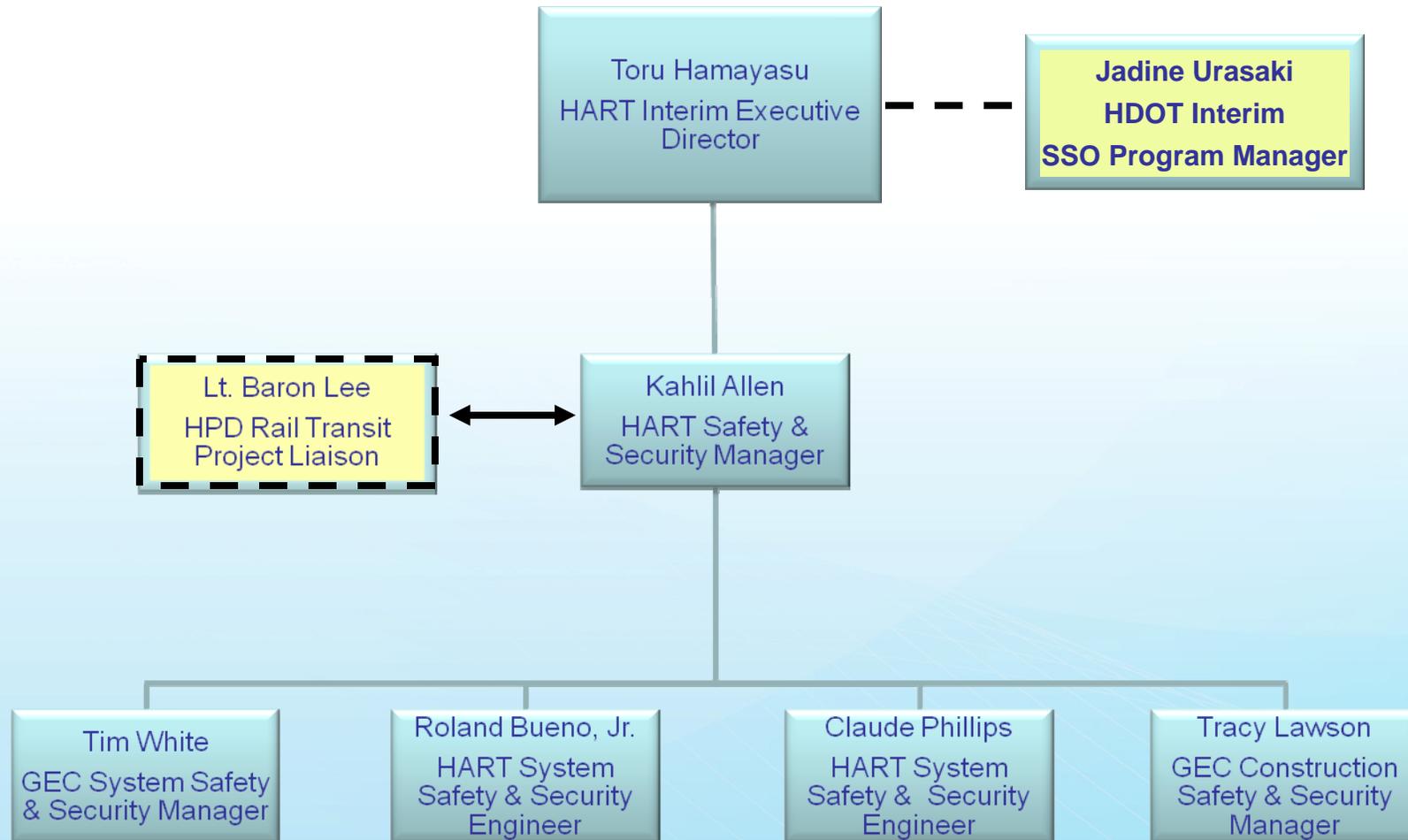
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HART Safety and Security Team



Project Contractor Safety and Security Staff

- On-site Construction Safety and Security Managers
- Designated Safety and Security Certification Managers
- Core Systems Key Personnel (Operations)
 - System Safety and Security Manager



Federal and State Oversight



U.S. Department
of Transportation
Federal Transit
Administration

CIRCULAR

FINAL
FTA C 5800.1

August 1, 2007

Subject: SAFETY AND SECURITY MANAGEMENT GUIDANCE FOR MAJOR CAPITAL PROJECTS

- PURPOSE.** In this circular, the Federal Transit Administration (FTA) provides safety and security guidance for recipients with major capital projects covered by 49 CFR part 633, "Project Management Oversight." This circular identifies specific safety and security activities that a recipient must perform and document in a Safety and Security Management Plan (SSMP). In this circular, FTA explains that the SSMP is part of the recipient's Project Management Plan (PMP). As part of the PMP, the SSMP must be updated whenever the PMP is required.
- CANCELLATION.** This circular cancels Chapter II, Section 6 of FTA's Full Funding Grant Agreement (FFGA) Guidance Circular 5200.1A, dated December 5, 2002. FTA is cancelling the requirements specified in Chapter II, Section 6 of FFGA Circular 5200.1A using a two-phased approach.
 - Recipients with projects covered under Chapter II, Section 6 of FFGA Circular 5200.1A in final design or later phases as of August 1, 2007 will continue to follow the guidance specified in Chapter II, Section 6 of FFGA Circular 5200.1A until their projects are completed.
 - Recipients with projects covered under Chapter II, Section 6 of FFGA Circular 5200.1A in preliminary engineering or earlier phases as of August 1, 2007 will follow the guidance specified in this Safety and Security Management Guidance for Major Capital Projects Circular (5800.1).
- REFERENCES.**
 - Federal Transit Laws, Title 49, United States Code, Chapter 53.
 - Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, 119 Stat. 1144, August 10, 2005).
 - FTA regulation, 49 CFR part 633, "Project Management Oversight."
 - FTA regulation, 49 CFR part 611, "Major Capital Investment Projects."
 - FTA regulation, 49 CFR part 659, "Rail Fixed Guideway Systems; State Safety Oversight."



Federal Register

Friday,
April 29, 2005

Part IV

**Department of
Transportation**

Federal Transit Administration

49 CFR Part 659
Rail Fixed Guideway Systems; State Safety
Oversight; Final Rule

Federal Project Oversight

- **Federal Transit Administration (FTA) Circular 5800.1 – Safety and Security Management Guidance for Major Capital Projects**
 - Applies to major capital projects
 - Safety and Security Management Plan (SSMP)
 - SSMP is part of the Project Management Plan (PMP)
- **Oversight activities performed by the FTA Project Management Oversight Contractor (PMOC)**

State Safety and Security Oversight

- **49 CFR Part 659, *Rail Fixed Guideway Systems; State Safety Oversight; Final Rule***
 - **FTA requires States to implement safety and security oversight**
 - **Hawaii Department of Transportation (HDOT) designated as SSO agency by Governor's Executive Order 10-05 (April 6, 2010)**

Safety and Security Program Elements

Delta RR Crew
Adjust tie spacing & clip rail to ties
Location: N1 Track
Station: 506+00 to 508+91 +/-
Direction: Looking West
Photo: TNW-DB-000264-2



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Primary Program Elements

- **Construction Safety and Security**
 - encompasses occupational safety, security, and health for employees and contractors at construction sites.
- **Safety and Security Certification**
 - encompasses the series of processes that collectively verify the safety and security readiness of the Project for public use.

Construction Safety and Security Oversight

- Promoting safe & secure worksites
- Training (HART and Contractors)
- Overseeing Contractor compliance with:
 - HART Construction Safety and Security Plan
 - Contractor Site Safety and Security Plan
 - Laws, Codes and Standards (HIOSH, OSHA, NFPA, ANSI)
- **DWYSYWD – Do What You Say You Will Do!**

Safety and Security Certification

9 Step Process

1. Identify Certifiable Elements
2. Perform Safety and Security Analysis and Develop Safety and Security Design Criteria
3. Design Conformance
4. Construction Conformance
5. Testing Conformance
6. Manage Open Items
7. Verify Operational Readiness (includes emergency drills)
8. Issue Certificates of Conformance
9. Prepare Verification Report for Approval and Issue Project Safety and Security Certificate

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT SAFETY AND SECURITY CERTIFICATION DESIGN, CONSTRUCTION, and INSTALLATION/TESTING CONFORMANCE CHECKLIST														
Contract Name: <u>West Oahu/Farrington Guid</u>		States	Means of Verification - Design			Means of Verification - Construction			Means of Verification - Installation/Testing					
Contractor: <u>Kiewit</u>		C = Compliance	DS = Design Submittal			CS = Construction Submittal			TS = Test Submittal					
Contract No: _____		NC = Nonconformance	CO = Change Order			TS = Test Submittal			M = Measurement					
Element: <u>A. Guideway</u>		PC = Partial Compliance	CA = Calculations			M = Measurement			VI = Visual Inspection					
Sub-Element: <u>001. Guideway</u>			O = Other			VI = Visual Inspection			O = Other					
Component: _____						O = Other								
Item No.	Design Criteria Ref.	Description	Source Std.	Specification Ref.	Design Verification			Construction Verification			Installation/Testing Verification			
					States	Initials	Date	Means of Verification	States	Initials	Date	Means of Verification	States	Initials
A.001.021	3.2.19.1	Service limit state	AASHTO MSE AASHTO MSE											
A.001.022	3.2.19.2	Fatigue and fracture limit state	AASHTO MSE AASHTO MSE											
A.001.023	3.2.19.3	Strength limit state	AASHTO MSE AASHTO MSE											
A.001.024	3.2.19.4	Extreme event limit state	AASHTO MSE AASHTO MSE											
A.001.025	3.2.20	Application of Loading	AASHTO MSE AASHTO MSE											
A.001.026	3.2.21	Multiple Presence Factor	AASHTO MSE AASHTO MSE											
A.001.027	3.2.22.1	Special Design Considerations - Vibration	AASHTO MSE AASHTO MSE											
A.001.028	3.2.22.2	Special Design Considerations - Fatigue	AASHTO MSE AASHTO MSE											

Fire/Life Safety Working Group

- Coordination with Federal, State, City / County, and other stakeholder agencies
- Identifying and resolving fire/life safety hazards and security vulnerabilities



System Security and Policing

- **Honolulu Police Department Transit Project Liaison (Lt. Baron Lee)**
- **Evaluating policing options with support from HPD**
- **Evaluating transit security organization best practices through meetings with other transit agencies**

Core Systems Contractor (CSC)

- Will perform day-to-day safety and security program activities during revenue operation
- Tasked with development of HART safety, security, and emergency operational plans and procedures
- Tasked with accident notification, investigation, and reporting
- HART will oversee all aspects of CSC safety and security program activities

Public Awareness

- **Safety and Security discussed at:**
 - **Community Workshops and Meetings**
 - **Seniors & Disabilities Workshops**
- **Safety/Security Awareness Campaign**
 - **Launched in the months preceding revenue service**
 - **Will advise on the safety and security features of the system**
 - **Will provide passenger/patron safety and security tips**

Tools – Safety Management System

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iSMS

User Name

Password

[Begin Your Journey](#)

Need an Account? [Click to Register](#)

○ ○ ○ Stations
— Rail Route

PEARL CITY
WAIPAHAU
'AIEA
PEARL HARBOR
SALT LAKE
Honolulu International Airport
KALIHI
HONOLULU

KAPOLEI
'EWA BEACH

Farrington Hwy
Kualakai Parkway (North-South Road)
Fort Weaver Road
Kamehameha Hwy
Moanalua Hwy
Likelike Hwy
Pali Hwy

H2
H3
H1

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

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Safety and Security Design Criteria

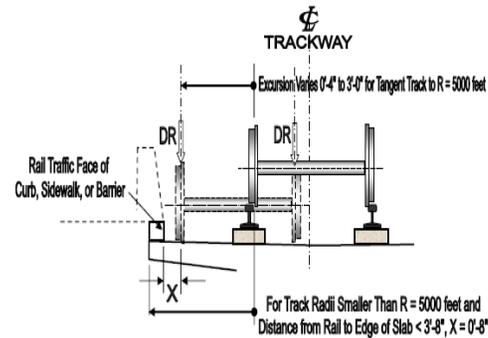


City and County of Honolulu
Department of Transportation Services
Rapid Transit Division (RTD)

COMPENDIUM OF DESIGN CRITERIA

to 3 feet 0 inches maximum for tangent track and curved track with radii greater than 5,000 feet. For track with smaller radii and where the distance from the rail to the edge of the deck slab is less than 3 feet 8 inches, the maximum excursion shall be adjusted so that the derailed wheel flange is located 8 inches from the rail traffic face of the nearest barrier, if any, or the edge of the deck. See Figure 9-4.

Figure 9-4. Lateral Vehicle Excursion for Vertical DR Load



A vertical impact factor of 100 percent of vehicle weight shall be used to compute the equivalent static derailment load. This vertical impact shall be in lieu of the dynamic load allowance provided in Section 9.2.6.

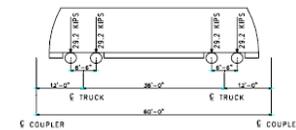
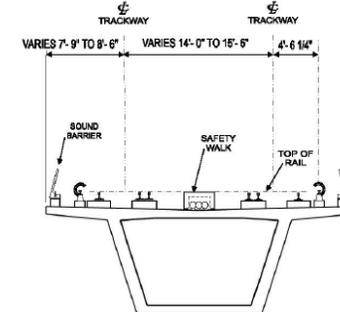


Figure 9-3. LMV Girder Configuration



Train Control System

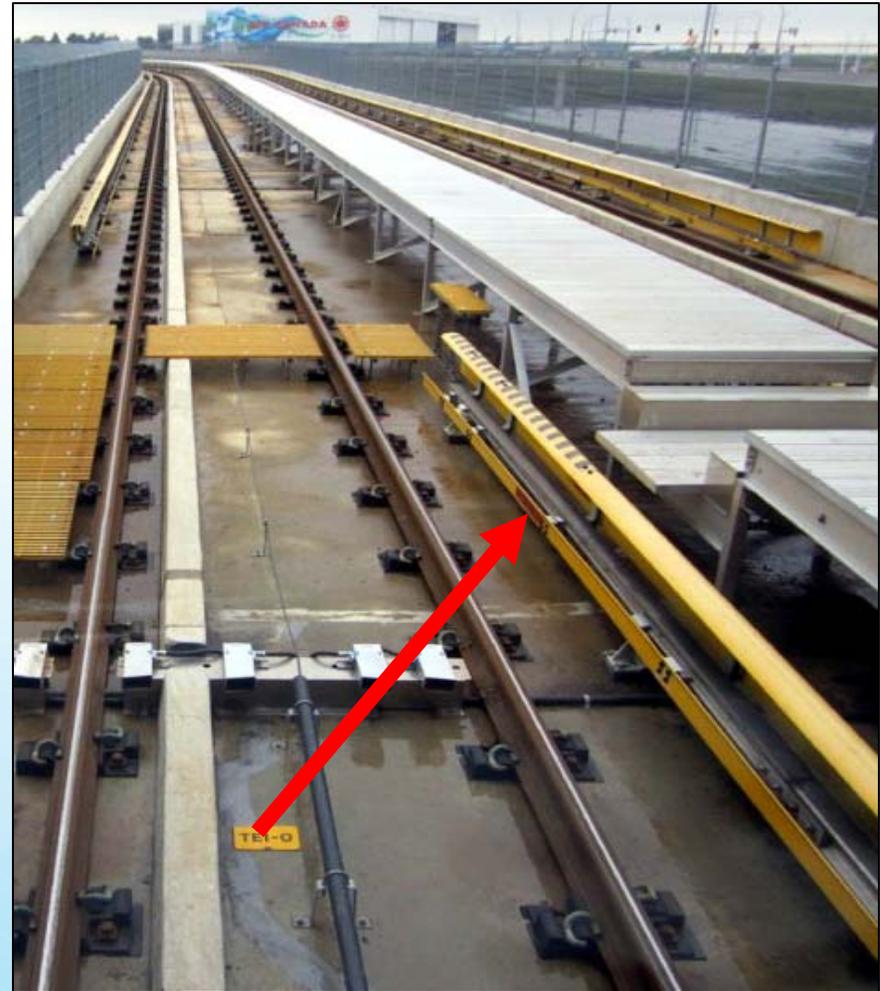
- **Automatic Train Protection – maintains safety of train operation including separation of trains on the same track.**
- **Automatic Train Operation – performs those operations normally assigned to a driver.**
- **Automatic Train Supervision – directs train operations to provide scheduled service, monitors performance, and enables corrective actions to be taken.**

Train Control System Safety

- **Must comply with system reliability design criteria which establishes rates of failure**
- **System to incorporate fail-safe design principles**
- **Equipped with uninterruptible power supply (UPS)**
- **Rigorous hazard analyses to be performed for software and hardware**

Traction Electrification System

- 750-volt DC power distribution system
- Traction power substations (TPSS) convert AC power delivered from HECO to DC power
- Power to vehicles delivered through an energized contact rail (commonly referred to as “3rd rail”)
- Emergency Trip System (ETS) – provides means of de-energizing the contact rail



Traction Electrification System Safety

- **Cover boards will help protect against inadvertent contact with live contact rail**
- **Contact rail through stations shall be located opposite the station platform**
- **Blue-light station with emergency trip switch will be located at station platforms and TPSSs**



CPTED Concepts

- **Crime Prevention Through Environmental Design (CPTED) –Altering the physical environment to influence behavior**
 - **Natural Surveillance**
 - People and activities are readily observable
 - **Natural Access Control**
 - Defining public and private areas
 - **Territorial Reinforcement**
 - Using pavings and plantings to demarcate property ownership

Communications and Control

- **Operations Control Center (OCC) – Central point for supervising train movements and operational functions of the system.**
 - **Supervisory control of electrical, mechanical, train control and communications systems**
 - **Audible and visual communication with passengers**
 - **Emergency response and coordination**
 - **Security camera monitoring**



Rail Stations

- **ADA Accessibility**
- **Emergency telephones to communicate with OCC**
- **CCTV cameras in all stations**
- **Variable message signs for general information and emergencies**



Platform Screen Gates



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Platform Screen Gates

- **Safety**
 - Prevention of accidental intrusion
- **Operational Efficiency**
 - Reduces or eliminates service interruptions from trackway intrusion
 - Enhanced patron queuing and platform utilization



Passenger Vehicles

- **CCTV Cameras**
 - Each vehicle equipped with multiple external and internal cameras
 - Video recorded and stored
 - Live video on-demand



Passenger Vehicles

- **Train Emergency Telephone**
 - Accessible Push-to-Talk Button
 - Enables communication with OCC



Mahalo!



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