



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Joint Meeting of
Finance Committee and
Project Oversight Committee
Ali'i Place, Suite 150
1099 Alakea Street, Honolulu, Hawaii
Thursday, July 17, 2014, 9:00 a.m.**

PRESENT:

Keslie Hui
Damien Kim
Ivan Lui-Kwan
Michael Formby

George Atta
Carrie Okinaga
William "Buzz" Hong
Robert "Bobby" Bunda

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

Daniel Grabauskas
Diane Arakaki
Michael McGrane
Duane Sayers
David Sagherian
Gary Takeuchi
Lisa Hirahara
Lisa Barnett
Paula Youngling
Joyce Oliveira
Lorenzo Garrido

Cindy Matsushita
Joyce Oliveira
Andrea Tantoco
Corey Ellis
Karley Halsted
Matt Scanlon
Akira Fujita
Brent Uechi
Rainer Hombach
Lance Wilhelm
Gary Omori

EXCUSED:

Donald G. Horner

Ford Fuchigami

I. Call to Order by Chair

Finance Committee Chair Keslie Hui called the meeting to order at 9:17 a.m.

II. Public Testimony on all Agenda Items

Mr. Hui called for public testimony. There was none.

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III. Approval of the May 15, 2014 Minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee

Mr. Hui called for approval of the May 15, 2014 minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee. There being no objections, the minutes were approved as circulated.

IV. Change Order Review

A. West Oahu/Farrington Highway (WOFH) Standard Specification Revision 2.0

HART Director of Design and Construction Lorenzo Garrido introduced HART Deputy Director of Design In-Tae Lee and WOFH Project Manager Karley Halsted, who would present the change order for standard specification revision. A copy of the presentation and change order documentation are attached hereto as Attachment A. The change order is for revised HART standard specifications for drilled concrete shaft foundations – the base that holds up the concrete columns. The new specifications include videographic requirements for wet and dry shafts, crosshole sonic logging (CSL) testing for dry shafts, and additional shaft bottom cleaning requirements. The contractor's cost proposal was \$5.2 million, which HART negotiated down to \$2.65 million.

Mr. Garrido said that HART had established a baseline quality standard regarding the shafts prior to the issuance of the WOFH contract. Once the contract was let, design discussions between HART and the contractor led to the interpretation and refinement of the baseline quality specifications, some of which were not within the scope of the WOFH contract. These revised specifications were then included in the scope of subsequent contracts. HART and Kiewit took quite some time to agree on the cost associated with this change, as the base scope requirements had to be separated from the additional requirements. He said that all columns since the start of construction had been built under this specification.

Ms. Halsted detailed the use of the shaft investigation device, a camera that verifies the cleanliness of the shaft bottom. She also explained the CSL process, which involves tying PVC pipes to rebar cages to accommodate probes that identify any anomalies in the column. Mr. Garrido said that anomalies can then be remedied by pressure injecting grout into the foundations, with the goal of having a solid foundation.

Mr. Garrido stated that the change order covered 164 dry shafts, rock shafts, and wet shafts. The cost of the change order would come out of project contingency.

Mr. Hui asked about the size of the change relative to the overall WOFH contract. Mr. Garrido responded that the total WOFH contract was \$84 million, so the \$2.6 million change order cost was a small percentage of that cost. He said that the average cost of the change order per shaft is \$9,500 per shaft, which is a small percentage of the \$150,000 total cost of construction for each shaft.

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Committee member Robert “Bobby” Bunda asked whether testing of the shafts were included in the original budget. Mr. Garrido responded that testing was only a requirement for wet shafts, because the industry standard is to employ CSL for wet shafts, but not dry shafts.

Committee member Damien Kim asked how many columns had been constructed using this method. Mr. Garrido replied that all of them had, and that HART and the contractor had been negotiating on a fair and reasonable price for this effort.

Committee member George Atta asked about the impetus for the change. Mr. Garrido said that due to the large diameter of the shafts on the rail project – eight feet – HART wanted to ensure that every shaft that supports the guideway undergoes CSL testing. He stated that the testing should have been included from the beginning.

Mr. Atta asked if there was a reason for the change in the abandonment depth. Mr. Garrido said that method shafts and load tests were abandoned in place because of concerns over possible conflicts.

Committee member Michael Formby asked if the change order was for WOFH only, and Mr. Garrido confirmed it was, as CSL was included in the contracts for the remainder of the alignment. Mr. Formby asked for the breakdown of cost. Ms. Halsted said that 60% of the cost was for cleaning, 20% was for testing, and 20% was for CSL.

Mr. Bunda voiced his concern over potentially higher bids for future contracts because of untested soil content in other portions of the alignment. Mr. Hui acknowledged his concern, but said that the change cost is less than half a percent of the total contract value.

Mr. Hui said that he recognized the need for a safe system, but was concerned about seeing a return on investment. Mr. Grabauskas said that at the conclusion of the work, HART staff would report back on data collected. He said that HART could reconsider the requirement if there is no data on anomalies. However, he stressed the importance of the soundness of the columns that support the guideway. Mr. Lee said that because of Hawaii’s complex geology, one anomaly could jeopardize the integrity of the system, and that CSL would guarantee the soundness of underground foundations.

Mr. Bunda asked Mr. Garrido if he thought there would be more anomalies as work progresses eastward. Mr. Garrido confirmed that that was the purpose of the change order.

Committee member William “Buzz” Hong asked whether the Federal Transit Administration (FTA) had mandates regarding shaft testing. Mr. Garrido said that there is no specific FTA standard, and that design specifics vary from state to state. Mr. Lee said that HART follows the latest industry standards.

Mr. Formby said that while he agreed with the need for the change order, he echoed Mr. Bunda’s concern about its impact on the rest of the project in the form of higher bids in future contracts. Mr. Lee stated that he was not aware of any other future concerns.

Mr. Hui called for public testimony.

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Barbra Armentrout expressed her concern about the effect of the decline in state tax revenues and General Excise Tax revenues on the project. Mr. Hui stated that the Board would be hearing a presentation on project risks later that day. Ms. Armentrout also opined that it would be more cost effective to construct two bathrooms at rail stations instead of one.

Rick Paulino of the Hawaii Sheet Metal Workers union testified on behalf of Art Tolentino, encouraging the Board to provide local jobs for local people on the project.

Mr. Hui called for a motion to approve the change order. Ms. Okinaga so moved, and Mr. Lui-Kwan seconded the motion. All being in favor, the motion carried unanimously.

B. Right of Way Consultant Contract Amendment

Mr. Grabauskas introduced HART Director of Planning, Utilities, Permits and Right of Way Elizabeth Scanlon and Deputy Director of Right of Way Morris Atta, who would be presenting the change order for the right of way consultant contract amendment. A copy of the change order documentation is attached hereto as Attachment B.

Ms. Scanlon reminded the joint committee that the partial injunction in the Federal lawsuit had halted certain real estate acquisition activities. Faced with a compressed timeframe as a result, HART's goal was to obtain site control of all properties by December 2014. She said that the change order cost of \$3.3 million was a not-to-exceed amount, as staff recognized the need for effective management of the contract. The change order includes acquisition and relocation agents, support staff, and their related expenses. Mr. Atta added that the change order would increase the level of the contractor's effort, to mitigate the effects of time lost as a result of the injunction. He said that additional staffing is required so that properties can be dealt with simultaneously. Ms. Scanlon said that the original contract value is \$3 million.

Mr. Hong asked whether the additional staff would be able to achieve HART's real estate acquisition goals. Ms. Scanlon replied that HART would be able to meet the December goal with the additional assistance.

Mr. Lui-Kwan voiced his concern over the contractor possibly taking advantage of HART's compromised position. He emphasized the need for staff to ensure that the work is performed adequately and on time. Ms. Scanlon said that as HART shared those concerns, it had included cost control measures, such as the advance approval of overtime requirement.

Mr. Lui-Kwan requested that the president and CEO of contractor Paragon Partners, Ltd., Neilia LaValle, address the joint committee. Ms. LaValle said that she had over 30 years of experience in right of way acquisitions, and Paragon had worked with such transit agencies as the California high speed rail, and BART. When Paragon initially submitted its bid for right of way consulting in 2010, it submitted its best and final offer based on a minimum of 40 hours per acquisition, and 80 hours per relocation. However, HART had instead requested the flat cost of a certain number of positions and hours instead of a per-parcel estimate, which Ms. LaValle felt was unrealistic. She said that the accelerated schedule would require even more time, particularly because Paragon strives to be sensitive to

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landowners. She said that Paragon and HART would work together as a team to fulfill its mission, which would also require the Board's support.

Mr. Lui-Kwan asked about Paragon's billing practices. Ms. LaValle responded that Paragon bills by the hour on a time and materials basis, including labor and overhead. Mr. Lui-Kwan asked if the cost of the property manager indicated in the proposal was part of the original contract, and Ms. LaValle said it was not. Mr. Lui-Kwan asked how that cost was broken down. Ms. Scanlon said that HART was working with Paragon on the number of individuals required to perform the property management task, which would occur after acquisition and relocation. She said that the "initial labor" and "additional labor" categories were based on actual salaries, overhead rates, and GET. She emphasized that HART would pay the actual costs as billed.

Mr. Hui also expressed his concern over personnel costs and expenses. Ms. Scanlon said that price is consistent with HART's existing professional services contract with Paragon. She said that HART was working with Paragon on cost effective travel and housing. Mr. Atta said that an additional cost saving measure was for Paragon to recruit locally when possible, to avoid incurring other direct costs. Mr. Kim asked whether acquisition agents would be mainland hires. Mr. Atta said that acquisition hires would be local if possible. Ms. Scanlon said that relocation agents, who must have FTA relocation regulation knowledge, would probably come from the mainland.

Mr. Lui-Kwan asked why HART didn't simply obtain rights of entry. Mr. Atta said that HART rights of entry were not the favored mechanism because they could be revoked. To the extent possible, HART was not utilizing rights of entry because of the level of risk.

Mr. Hong commended HART for hiring locally. He pointed out that property acquisitions, along with utility relocations and lawsuits, were the three things that could impact HART's ability to deliver the project on time and on budget.

Mr. Formby observed that it was difficult to discern the appropriateness of the amounts in the change order. Ms. Scanlon committed that HART would scrutinize every dollar, and would work with Paragon on its charges.

Mr. Hui asked if Corporation Counsel was prepared for the large number of right of way acquisitions. Mr. Atta said that HART had been working with Corporation Counsel, which has identified 13 deputies to assist HART with acquisitions.

Mr. Lui-Kwan asked Ms. LaValle what assurances Paragon could provide that the job will be done properly and timely, as it is the Board's duty to taxpayers to ensure public monies are spent wisely. Ms. LaValle committed that Paragon would do everything it could to make it happen. She said that HART had an aggressive schedule, which could be met if HART and Paragon worked together. She also said that political will would be required.

Mr. Hui emphasized that the acquisition and relocation must be done in a respectful manner. Ms. Okinaga agreed, and emphasized that the political will exists, but the change order is

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putting a lot of faith on the frontline workers to get the job done. They must have good communication and work together.

Mr. Hui called for public testimony. There was none.

Mr. Grabauskas thanked the Board, and said that staff would report back on costs. He said that the right of way change order is an additional cost that was the result of the federal lawsuit.

Mr. Hui called for a motion to approve the change order. Mr. Lui-Kwan moved to approve the change order with the proviso that staff ensures monies are effectively utilized. Mr. Bunda seconded the motion. All being in favor, the motion carried unanimously.

V. Executive Session

There was no need for executive session.

VI. Adjournment

Mr. Hui adjourned the meeting at 10:36 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Damien Kim
Chair, Project Oversight Committee



Kesslie Hui
Chair, Finance Committee

OCT 23 2014

Date

ATTACHMENT A



HONOLULU AUTHORITY for RAPID TRANSPORTATION

**Change Order Review
West Oahu/Farrington Highway
Standard Specification Revision
July 17, 2014**

WOFH Change Order

- **\$2,650,000**
 - **Revision to Standard Specification for Drilled Concrete Shaft Foundations**
 - Videographic requirement for wet and dry shafts
 - Non-destructive testing (CSL) for dry shafts
 - Additional Strain Gauge at Test Shaft #7
 - Shaft bottom cleaning requirements
 - **Contractor Cost Proposal \$5,201,953**





H O N O L U L U R A I L T R A N S I T P R O J E C T

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HART

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Crosshole Sonic Logging (CSL)

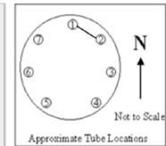
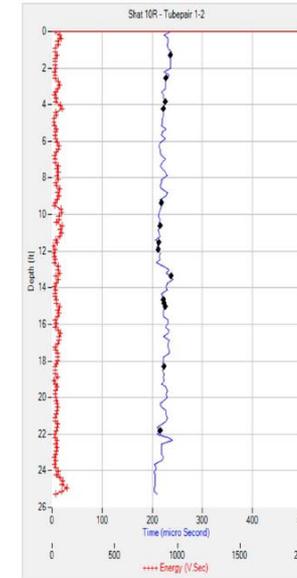
Report for Crosshole Sonic Logging In General Accordance to ASTM D 6760

General Information						
Date:	April 9, 2014					
AFT Project No.:	210070					
Project Description:	Farrington Guideway					
Client Name:	Kiewit Infrastructure Co. West					
Client Address:	94-235 Leoku St. Waipahu, HI 96797					
Client Contact:	Ms. Colleen Gould					
Test Date:	April 8, 2014					
AFT Field Personnel:	Justin Eason					
AFT Responsible Engineer:	Michael K. Muchard, P.E.					
Shaft Information						
Shaft Number	Diameter (feet)	Length (feet)			Installation Date	
10R	7.0	See Records by Others			See Records by Others	
As-Built Top of Concrete Elevation (ft)			As-Built Tip Elevation (ft)			
See Records by Others			See Records by Others			
CSL Tube Type						
PVC	1 <input type="checkbox"/>		3 <input type="checkbox"/>		5 <input type="checkbox"/>	
Steel	2 <input checked="" type="checkbox"/>		4 <input type="checkbox"/>		6 <input type="checkbox"/>	
Northernmost Tube	Numbering Direction					
1	clockwise					
Measured Tube Stickup Above Concrete (inches)						
Tube 1	Tube 2	Tube 3	Tube 4	Tube 5	Tube 6	Tube 7
106.00	107.50	108.00	107.00	106.00	106.00	106.00
Measured Tube Length (feet)						
Tube 1	Tube 2	Tube 3	Tube 4	Tube 5	Tube 6	Tube 7
34.75	34.75	34.75	34.75	34.75	34.75	34.75
Tube Pairs and Spacing (inches)						
Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:
1-2	2-3	3-4	4-5	5-6	6-7	7-1
31.50	22.00	25.00	25.00	25.00	25.50	32.00
Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:	Tube Pair:
1-4	1-5	2-5	2-6	3-6	3-7	4-7
60.25	61.00	60.00	63.00	61.00	62.75	60.75

Construction Information*	
Drilling Method	
Wet	<input type="checkbox"/> Natural Water <input type="checkbox"/> Bentonite <input type="checkbox"/> Polymer <input type="checkbox"/>
Dry	<input checked="" type="checkbox"/> *please refer to drilled shaft construction information for more detail.
Temporary Casing	
Yes	<input type="checkbox"/> Top Elev. (ft) <input type="text"/> Length (ft) <input type="text"/> Diameter (ft) <input type="text"/>
No	<input type="checkbox"/> *please refer to drilled shaft construction information for more detail.
Permanent Casing	
Yes	<input type="checkbox"/> Top Elev. (ft) <input type="text"/> Length (ft) <input type="text"/> Diameter (in) <input type="text"/>
No	<input type="checkbox"/> *please refer to drilled shaft construction information for more detail.
Installation Records provided to AFT	
Yes	<input type="checkbox"/> Attached <input type="checkbox"/>
No	<input checked="" type="checkbox"/> Attached <input checked="" type="checkbox"/>
Soil Boring provided to AFT	
Yes	<input type="checkbox"/> Attached <input type="checkbox"/>
No	<input checked="" type="checkbox"/> Attached <input checked="" type="checkbox"/>
Results	
Ultrasonic Profiles Attached	
FAT and Energy	<input checked="" type="checkbox"/> Velocity <input checked="" type="checkbox"/> Waterfall <input checked="" type="checkbox"/>
Velocity Variations Above 10 Percent ^{1,2}	
Tube Pair: 1-2	< 10 Percent
Tube Pair: 2-3	< 10 Percent
Tube Pair: 3-4	< 10 Percent
Tube Pair: 4-5	< 10 Percent
Tube Pair: 5-6	< 10 Percent
Tube Pair: 6-7	< 10 Percent
Tube Pair: 7-1	< 10 Percent
Tube Pair: 1-4	< 10 Percent
Tube Pair: 1-5	< 10 Percent
Tube Pair: 2-5	< 10 Percent
Tube Pair: 2-6	< 10 Percent
Tube Pair: 3-6	< 10 Percent
Tube Pair: 3-7	< 10 Percent
Tube Pair: 4-7	< 10 Percent

1. Depths referenced are below top of concrete.

2. Variations calculated using mean velocity for each tube pair.



Shaft Name - Shaft 10R
Test Date - 4/8/2014
Tube Spacing - 31.5
Tube pair Depth - 25.3 ft
Gain - 200

Figure 1

Mahalo!





HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

FINANCE
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George I. Atta
Robert Bunda
Michael D. Formby
Ford N. Fuchigami
Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.

July 17, 2014

TO: HART Board of Directors
Finance and Project Oversight Committees

THROUGH: Daniel A. Grabauskas 
Executive Director and CEO

PROJECT OVERSIGHT
COMMITTEE MEMBERS

Damien T.K. Kim
CHAIR

FROM: Lorenzo Garrido 
Officer-in-Charge

William "Buzz" Hong
VICE CHAIR

Karley Halsted 
Project Manager

Michael D. Formby
Donald G. Horner
Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.

SUBJECT: West Oahu/Farrington Highway (WOFH)
Contract No.: CT-HRT-10H0137
Change Order for Standard Specification Revision

Overview

The WOFH Design-Build contract included Standard Specifications prepared by HART that were intended to be used as a basis for design and construction. After the WOFH contract was awarded, HART determined that the Standard Specifications for Drilled Concrete Shaft Foundations needed to be revised to ensure a higher level of confidence with the quality of the shafts. As a result, HART directed the WOFH Design-Builder to incorporate the revised Standard Specifications into the contract. The revisions to the Standard Specification reflected in this Change Order were incorporated into the Program Specifications.

HART issued a revision (Revision 2.0) to Standard Specification 31 63 30 Drilled Concrete Shaft Foundations to the Design-Builder directing modifications to Standard Specification 31 63 30 that was issued in the Request for Proposals (Original Contract). The modified scope consists of the following items:



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Carrie K.S. Okinaga, Esq.

1. Clarification of the measurement and payment for HART directed verification concrete coring. Generally, this clarification identifies the cost of coring for verification to be the responsibility of the Design-Builder unless directed by HART;
2. Clarification on the close out documentation requirements for the visual assessment of the bottom of shaft clean out. Generally, this clarification captures the videographic requirement for wet and dry shafts, previously dry was not captured;
3. Addition of non-destructive testing requirement for all non-redundant drilled shafts. Generally, this additional requirement requires the Design-Builder to perform testing on all shafts, previously it was isolated to wet shafts;
4. Modification to the abandonment depth of all test and method shafts from two (2) feet to five (5) feet;
5. Modification for an additional strain gauge level at Test Site 7. Generally, this addition adds a third strain gauge at Test Site 7;
6. Modification to the shaft bottom cleaning requirements. Generally, this modification requires the Design-Builder to clean all shaft bottoms; and
7. Modification to the as-built non-destructive testing of shafts to delete the requirement for the surveyed location of each tube.

The impacts to incorporate the above requirements by the Design-Builder include the cost for additional materials, equipment and labor. There is no impact to the schedule.

HART and the Design-Builder reached a bilateral agreement on this Change Order.



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Carrie K.S. Okinaga, Esq.

Recommendation

HART Board to approve this Change Order in the amount of \$2,650,000.

Justification

This HART initiated Request for Change is to compensate the Design-Builder for impacts associated with revisions to the Contract Standard Specification Section 31 63 30 Drilled Concrete Shaft Foundations. HART determined that the specification revisions were needed in order to align this Contract to the overall Honolulu Rail Transit Project engineering objectives.

Fiscal Impact

The cost was not part of the awarded West Oahu/Farrington Highway Design-Build contract. Funds for this Change Order are covered in the contract's contingency.

ATTACHMENT B



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

July 17, 2014

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Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.

TO: HART Board of Directors
Finance and Project Oversight Committees

THROUGH: Daniel A. Grabauskas
Executive Director and CEO

FROM: Elizabeth Scanlon, Director
Planning and Right-of-Way

Morris Atta
Deputy Director of Right-of-Way

PROJECT OVERSIGHT
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Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.

SUBJECT: Real Estate Professional Services
Paragon Partners Ltd.
Contract No. SC-HRT-1200062
Contract Amendment for Increased Level of Effort Right-of-Way

Overview

With a few exceptions, HART was prohibited by a partial injunction entered by the United States District Court from pursuing any real estate acquisition and relocation activities from December 27, 2012, until February 18, 2014, for the City Center Section of the Honolulu Rail Transit Project. The delay caused by the injunction disrupted HART's ability, based on existing staffing, resources, and budgeted levels of effort, to deliver all of the acquisitions needed to support the Master Program Schedule for procurement, utility relocation, and construction of the City Center Section.

HART believes securing site access of the acquisitions needed for the City Center Section by December 2014 is in the best interest of the Project to most effectively mitigate this delay. The current Master Program Schedule provides Notice to Proceed to the Airport/City Center Guideway Construction Contractor on or about December 15, 2014. Therefore, HART must enable the contractor unimpeded access to required right-of-way at that time. This is now critical path effort aimed toward avoidance of incurring possible delay and other damages.

The City Center acquisitions were originally scheduled to be acquired over a period of about 18 months. HART is now required to obtain site access in approximately five months. There are currently 159 properties (12 full and 147 partial acquisitions), as well as 136 temporary construction and utility easements needed. It should be noted that follow-up for completion of title acquisition and relocation of occupants may be required through the first half of 2015.

A significant increase in the level of effort by HART's Real Estate Professional Services Consultant (Paragon Partners Ltd.) ("Consultant") is required to ensure delivery of all of the real estate needs in this very short timeframe. The Consultant will support HART staff in this endeavor, which will eliminate or mitigate any further delays, as well as properly carry out its obligations and responsibilities under the Uniform Relocation and Real Estate Acquisition Policy Act of 1970, as amended.

Recommendation

HART Board approval of an amendment to the Paragon contract in an amount not to exceed \$3,327,664.81.

Justification

The scope of work (tasks) under the contract remains the same. The requested amendment is for an increase in level of effort only. The acceleration of ROW activities results in an increase in the Consultant's level of effort and cost. The increase is driven primarily by two factors:

1. Fast tracking of property acquisition negotiations requires additional staff to effectively conduct the negotiations for all 159 acquisitions simultaneously.
2. Work that would have been performed jointly by HART staff and the Consultant will now be performed separately to manage the sheer number of simultaneous negotiations.

The proposed contract amendment funds costs for increased level of effort, which is comprised of the following components:

1. Consultant's three (3) existing staff assigned to the project full time
2. Four (4) additional full time acquisition agents (to be recruited locally)
3. Five (5) additional full time relocation agents
4. Overtime allowance (as needed and to be approved by HART)
5. Other direct costs associated with bringing on the additional staff

The primary duration of the increased level of effort is from August 1, 2014, to January 31, 2015. There will be Consultant support needed to finish title acquisition and the concurrent efforts for relocations from January 2015 through June 2015.

HART negotiated the cost of \$3,327,664.81. The requested additional funds are not a fixed price/lump sum amount but rather a not-to-exceed amount based on estimated needs at this point in time. HART will only pay for the actual time worked. Further, HART will use aggressive contract management to ensure effective use of Consultant time to ensure that costs are held to the minimum level to complete the services required. HART and the Consultant also agreed to revisit

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this in November 2014 to assess the remaining level of effort needed at that time, and if deemed necessary, recalibrate the effort and commensurate budget.

Fiscal Impact

The cost was not part of the awarded Real Estate Professional Services Consultant contract. This contract amendment will be funded from the Real Estate/Right of Way Budget.

Summary of 7-3-14 Negotiations
HART PROPOSAL

Category	Cost (\$)
INITIAL LABOR	
Acquisition Agent	\$ 142,584.96
QA/QC Compliance	\$ 345,906.96
Project Manager	\$ 345,906.96
Extra Hours due to project acceleration	\$ 96,245.86
ADDITIONAL LABOR	\$ -
Acquisition Agents (up to 4)	\$ 427,754.88
Relocation Agents (up to 5)	\$ 750,508.08
Data Entry/Clerical	\$ 138,356.40
Extra Hours due to project acceleration	\$ 218,157.07
PROPERTY MANAGEMENT	
Property Manager	\$ 165,000.00
Incidentals Expenses (ie. maintenance)	\$ 55,000.00
SUBTOTAL OF LABOR & SUBS	\$ 2,685,421.17
TAX @4.712%	\$ 126,537.05
TOTAL LABOR & SUBS	\$ 2,811,958.21
Expenses for INITIAL LABOR	
Apartment Lease	\$ 33,000.00
Meals Project Manager	\$ 17,050.00
Meals QA/QC Compliance	\$ 17,050.00
Car Lease (PM & QA/QC)	\$ 11,000.00
Fuel	\$ 1,650.00
Travel (to and from mainland)	\$ 26,000.00
Expenses for ADDITIONAL Labor Force	
Apartment Leases (up to 5)	\$ 97,500.00
Apartment Utilities	\$ 9,750.00
Meals- up to 6 agents - 7 days/wk	\$ 60,450.00
Car Lease - Relocation Agents	\$ 39,000.00
Fuel - Relocation Agents	\$ 5,850.00
Mileage - Acquisition Agents	\$ 4,200.00
Travel (to and from mainland)	\$ 49,000.00
OFFICE COST	
Office Rent	\$ 82,500.00
Utilities	\$ 11,000.00
Supplies	\$ 27,500.00
SUBTOTAL OF ODC's	\$ 492,500.00
TAX @4.712%	\$ 23,206.60
TOTAL ODC's	\$ 515,706.60
GRAND TOTAL	\$ 3,327,664.81