



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas  
EXECUTIVE DIRECTOR AND CEO

FINANCE  
COMMITTEE MEMBERS

Donald G. Horner  
VICE CHAIR

George I. Atta  
Michael D. Formby  
Ford N. Fuchigami  
Damien T.K. Kim  
Ivan M. Lui-Kwan, Esq.

PROJECT OVERSIGHT  
COMMITTEE MEMBERS

Damien T.K. Kim  
CHAIR

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**Joint Meeting of  
Finance Committee and  
Project Oversight Committee  
Ali'i Place, Suite 150  
1099 Alakea Street, Honolulu, Hawaii  
(meeting room entrance on Richards Street)  
Thursday, July 30, 2015 9:30 am**

**Agenda**

- I. Call to Order by Chair
- II. Public Testimony on all Agenda Items
- III. Approval of the January 29, 2015 Minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee
- IV. Change Order Review: Core Systems Contract Nine Month Delay Claim Resolution
- V. Core Systems Contract Four-Car Train Configuration Credit
- VI. Executive Session  
Pursuant to Hawaii Revised Statutes Section 92-4 and Section 92-5(a)(4), the Committee may enter into Executive Session to consult with its attorneys on questions and issues on matters pertaining to the Committee's powers, duties, privileges, immunities and liabilities.
- VII. Adjournment

Note: Persons wishing to testify on items listed on the agenda are requested to register by completing a speaker registration form at the meeting or online on the HART section of the [www.honolulustransit.org](http://www.honolulustransit.org) website. Each speaker is limited to a **two-minute** presentation.

Persons who have not registered to speak in advance should raise their hands at the time designated for public testimony and they will be given an opportunity to speak following oral testimonies of the registered speakers.

Any physically challenged person requiring special assistance should call (808) 768-6258 for details at least three days prior to the meeting date.



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July 16, 2015

**TO:** HART Board of Directors

**THROUGH:** Daniel A. Grabauskas *DAG*  
Executive Director and CEO

**FROM:** Charles S. Camaggio *CSC*  
Officer-in-Charge

Justin Garrod, Project Manager *JG*

**SUBJECT:** Four Car Consists  
Core Systems Design-Build-Operate-Maintain  
Contract No.: CT-HRT-1200106  
CCO 00019 (RFCR 00016)

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## Overview

This Change Order eliminates the Contract requirements for Mixed Fleet Operations and revises the fleet configuration from forty (40) 2-car consists to twenty (20) 4-car consists.

## Recommendation

It is recommended that HART approve Change Order No. 19 for the credit amount of (\$5,200,000).

## Justification

RFCR 00016 was determined to be a cost savings to the Project and the CSC was asked to proceed with implementation based upon HART's receipt of authorization from the FTA to move forward with using all 4-car trains from the outset of passenger service for the Honolulu Rail Transit Project.



HONOLULU AUTHORITY for RAPID TRANSPORTATION

### Fiscal Impact

HART will realize a credit amount of (\$5,200,000) due to the elimination of the Contract requirements for mixed fleet operations and the conversion of the passenger vehicle fleet from forty (40) 2-car consists to twenty (20) four consists.

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**FROM:** Charles S. Camaggio *CSC*  
Officer-in-Charge

Justin Garrod, Project Manager *JG*

**SUBJECT:** 9 Month Delay Claim Resubmittal  
Core Systems Design-Build-Operate-Maintain  
Contract No.: CT-HRT-1200106  
CCO 00018 (RFCC 00002b)

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## Overview

This Change Order No. 18 is for the settlement of the Core Systems Contractor's nine (9) month delay claim and includes the full reconciliation of its Best and Final schedule (pre-Notice to Proceed [NTP]) and post-NTP baseline progress schedule.

## Recommendation

It is recommended that HART approve Contract Change Order No. 18 for a cost amount of \$8,700,000.

## Justification

This Contract Change Order resolves the Contractor's claim for cost escalation due to the nine (9) month delay between the expected NTP date and the actual NTP date. The delay in issuance of NTP was due to bid protests filed by the unsuccessful Core Systems Offerors, for which a stay on the award of the contract was in effect until the DCCA Hearings Officer's decisions regarding the protests were issued. The delay was an event beyond the control of the Core Systems Contractor and the



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additional compensation provided by this Change Order covers the reasonable and verifiable additional direct costs incurred by the Contractor because of the delay.

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**Fiscal Impact**

The cost of \$8,700,000 was not part of the Core Systems Design-Build-Operate-Maintain contract. This cost amount will be covered by the Contract's allocated contingency funds. After the execution of this change order the balance of allocated contingency funds will be \$45,878,576.

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**SUBJECT:** Four Car Consists  
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Contract No.: CT-HRT-1200106  
CCO 00019 (RFCR 00016)

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## Fiscal Impact

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# **Core Systems DBOM Contract**

## **Nine (9) Month Delay Claim Resolution and Four-Car Train Configuration Credit**

**July 2015**

# Introduction

- **Two major issues involved with the Core Systems DBOM Contract:**
  - **Nine-month NTP Delay Claim – Feb 2012**
  - **Four-car Train configuration – Nov 2013**
  
- **Final negotiation took place on June 26, 2015**

# Nine-month Delay Claim Resolution

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# Nine-month Delay Claim Background

- **HART issued Notice of Award to AHJV on March 11, 2011**
- **Notice to Proceed (NTP) expected no later than April 2011**
- **Actual NTP issued on January 13, 2012 due to bid protest**
- **NTP delay was 277 days**

# Nine-month Delay Claim

## Summary of Negotiations

➤ <b>Contractor Proposed Cost (CPC)</b>	<b>\$16,478,561</b>
➤ <b>CPC (escalation only)</b>	<b>\$12,144,518</b>
➤ <b>Settled Amount</b>	<b>\$8,700,000</b>

# Four-Car Train Configuration Credit

# Four-car Train Configuration

- **AHJV Proposal -- 40 2-car trains (80 cars)**



- **Change Order -- 20 4-car trains (80 cars)**



- **HART Board Approved the decision to proceed with implementation of 4-car trains in December, 2013.**

# Four-car Train Configuration Benefits

- **Customer Service Benefits**
  - **Improved station flow**
  - **Doubled train capacity**
  - **Customer perception improvement**
  - **Better Special Event service**
- **Avoid four-car train implementation service disruption in the future**
- **Cost savings**
- **Endorsed by the Disability and Communication Access Board in July 2013**
- **FTA Administrator approved HART's Proposal in November 2013**

# Four-car Train Configuration Credit

➤ Contractor Proposed Cost (CPC)	\$3,937,029
➤ Settled Amount	(\$5,200,000)
➤ MSF Facilities Credit	<u>(\$ 1,600,000)</u>
➤ Total Credit Savings	(\$6,800,000)

Mahalo!

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