



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas
EXECUTIVE DIRECTOR AND CEO

FINANCE
COMMITTEE MEMBERS

Keslie W.K. Hui
CHAIR

Donald G. Horner
VICE CHAIR

George I. Atta
Robert Bunda
Michael D. Formby
Ivan M. Lui-Kwan, Esq.
Glenn M. Okimoto, Ph.D.
Carrie K.S. Okinaga, Esq.

**Joint Meeting of
Finance Committee and
Project Oversight Committee**
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, September 5, 2013, 8:30 am

Agenda

- I. Call to Order by Chair PROJECT OVERSIGHT COMMITTEE MEMBERS
- II. Public Testimony on all Agenda Items Damien T.K. Kim
CHAIR
- III. Approval of the August 15, 2013 Minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee William "Buzz" Hong
VICE CHAIR
- IV. Change Order Approval Michael D. Formby
Donald G. Horner
Keslie W.K. Hui
Ivan M. Lui-Kwan, Esq.
Carrie K.S. Okinaga, Esq.
- A. Delay of Notice to Proceed 2, 3 & 4 – Commercial Metal Company Impacts: Rebar
- B. Insurance Coverage Requirements – Contractor Controlled Insurance Program
- C. Platform Screen Gate System
- V. Report on the Resumption of Construction
- VI. Executive Session
Pursuant to Hawaii Revised Statutes Section 92-4 and Section 92-5(a)(4), the Board(s) may enter into Executive Session to consult with its attorneys on questions and issues on a matter pertaining to the Board'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 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.

WOFH RFCR #00060 Delay of NTP 2,3 & 4 – CMC Impacts
HART West Oahu/Farrington Hwy Guideway CONTRACT #CT-HRT-10H0137
HART Contract Change Order Authorization

Scope: The issuance of NTP 2, 3, & 4 has been delayed from the timeframes specified in the Agreement for Design-Build Services for this Contract. Design-Builder submitted detailed cost breakdowns that assessed the impacts of these NTP delays. The scope of this RFCR is exclusive to the impacts related to the Design-Builder's reinforcing steel procurement and fabrication. This RFCR includes all impacts associated with NTP 2, 3, & 4 CMC delay the DB incurred through August 24, 2012 including but not limited to:

- 4,940,000 pounds of reinforcing steel, material purchased and on island
- Escalation (Material and Labor)
- Management
- Directs
- Subcontractors
- Transportation of Materials
- Project Overhead
- Profit
- Bond

CMC is the reinforcing steel supplier for the West Oahu Farrington Highway Guideway.

Justification: The issuance of NTP 2, 3, & 4 has been delayed from the timeframes specified in the Agreement for Design-Build Services for this Contract. For reference, NTP delay impacts to the Design-Builder are also covered in other RFC documents as follows: the overhead and equipment item impacts are addressed in RFCR 00008; the design impacts are addressed in RFCR 00030; certain direct impacts are addressed in RFCR 00030; escalation impacts are addressed in RFCR 00034. Detailed information was reviewed and/or verified.

Cost of Change: \$2,850,000

Original Scope and Budget: Not anticipated by the contract.

Funding Source: 90.07 Contract Contingency "Known Changes". This will not impact the Program Contingency of \$644 Million.

Encumbered Funds: Per the "Contract Balance Report" (data date 8/28/2013), a total of \$197,150 is encumbered as contingency for this contract (cash appropriations + bond fund appropriations). The change amount would be invoiced over a 1 month period. A transfer of funds is required.

Contingency Remaining:

\$49,292,346 (original \$91,929,216 less Change Orders 1-36 plus budget transfers) This Contract Change Order will reduce the Contingency Remaining Value to \$46,442,346.

Cost Goal

\$2,800,000

Schedule Impacts:

none

Impacts to Other Contracts:

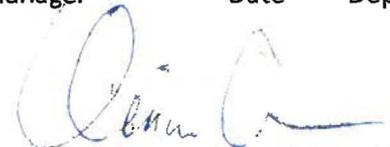
none

Attachments:

none

Recommendation:

HART to approve Contract Change Order

 Project Manager	<u>2-29-13</u> Date	 Deputy Director	<u>8/29/2013</u> Date	 Director of Engineering and Construction	<u>8-29-13</u> Date
 Chief Financial Officer	<u>8/28/13</u> Date	 Chief Executive Officer	<u>8/28/13</u> Date		

**RFCR# TBD/Issue 279 Insurance Coverage Requirements CCIP
HART WOFH CONTRACT #10H0137
HART Contract Change Order Authorization**

Scope:

This further extends insurance coverage provided in Change Orders 4 & 26. The Design-Builder agrees to provide insurance coverage in compliance with the requirements of SP-3.1 for the period September 1, 2013 to December 31, 2013 (4 months). The amount of \$1,600,000 is a provisional sum to reimburse the Contractor on a monthly basis for the time period set forth above. The reimbursed amount will include the Design-Builder's self performed work and all estimated subcontract work. Further, SP-3.1(b)(5), Professional Liability, as revised under RFCR 00041 is modified as follows:

Delete

"The Design Builder shall provide and ensure that Professional Liability Insurance covers the Design-Builder, any design professionals hired by the Design-Builder, and/or any subconsultants, and their respective employees and agents for liability arising out of errors, omissions, or negligence in the performance of professional services provided in connection with this project."

Replace With

"The Design-Builder shall provide, or cause to be provided, Professional Liability Insurance covering the Design-Builder, any design professional hired by the Design-Builder, and/or any subconsultants, and their respective employees and agents for liability arising out of errors, omission or negligence in the performance of professional services provided in connection with this project. This coverage may be provided by a combination of designer's professional liability and Contractor's Protective Professional Indemnity Insurance policies."

The agreement excludes insurance coverage for the following issues:

Issue 00001, RFCR 0001, CO 00017 – Waipahu School Site Improvements (Insurance included in CO 00017);

Issue 00163, RFCR 00043 – Contaminated Material Sta.663+18 (insurance included in current cost proposal);

Issue 00186 – Unknown Obstruction Conflict 4-693-E1 (insurance included in current cost proposal); and

Issue 00194 – Planned Construction Partial Suspension (insurance included in current cost proposal).

The insurance cost associated with these issues has been or will be agreed upon as part of the negotiated price adjustment for each issue.

Also excluded from this settlement are:

1. Insurance costs above and beyond those required by Contract as of January 1, 2013 and,
2. Insurance costs related to elements of Work currently under suspension should the suspension be lifted in its entirety prior to January, 2013. This agreement includes insurance costs for the partially suspended elements of Work anticipated by the Design-Builder and HART to be released prior to January 1, 2013.
3. Excludes Excess Liability coverage in excess of \$25 Million per occurrence/Aggregate.

Justification:

The Contract included OCIP coverage to be provided by HART. In absence of the OCIP, the Design-Builder was requested to provide the insurance as required in revised SP-3.1

for a period of four months beginning September 1, 2013 through December 31, 2013. It is anticipated that HART controlled OCIP will be in place prior to December 31, 2013. The provisional sum allows the contract to reimburse actual costs incurred to the Contractor and the remainder would be returned to the contingency.

Cost of Change: \$1,600,000

Original Scope and Budget: Not anticipated by the contract.

Funding Source: Budget Transfer – CCH200

Encumbered Funds: N/A

Contingency Remaining: \$49,292,346 (original \$91,929,216 less Change Orders 1-36 plus budget transfers) This Contract Change Order will not reduce the Contingency Remaining Value.

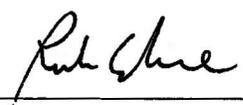
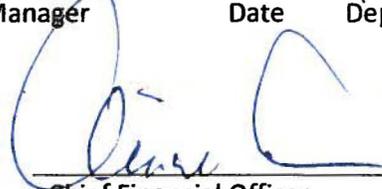
Cost Goal none

Schedule Impacts: none

Impacts to Other Contracts: none

Attachments: none

Recommendation: HART to approve Contract Change Order

 Project Manager	<u>8-29-13</u> Date	 Deputy Director	<u>8/28/2013</u> Date	 Director of Engineering and Construction	<u>8-29-13</u> Date
 Chief Financial Officer	<u>8/28/13</u> Date	 Chief Executive Officer	<u>8/28/13</u> Date		

**RFCR 00006 Platform Screen Gate System (PSGS)
HART CSC DBOM CONTRACT CT-DTS-1100194
HART Contract Change Order Authorization**

Scope: The Core Systems Contractor (CSC), Ansaldo Honolulu Joint Venture (AHJV) will add to its scope of work, the design, procurement, installation, testing and operation (O&M) of a Platform Screen Gate System (PSGS), including all appurtenances for the full length of each station platform edge. Additionally, the CSC will delete from its scope of work, the Platform Fall Detection System (PFDS).

Justification: PSGS is becoming a standard safety feature for modern automated rail transit. Safety is the principal benefit for passengers, as the installation of these systems preclude accidental train track and travelled way incursion, create an effective barrier to deliberate train track and travelled way incursion, and reduce the risk of accidents.

Original Scope and Budget: Not included in contract

Cost of Change: \$27,124,854

Funding Source: 90.02

Encumbered Funds: Yes

Contingency Remaining: \$45,577,360

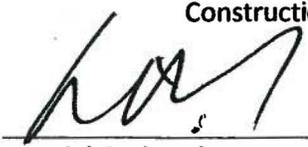
Cost Goal : \$25,822,640

Schedule Impacts: None

Impacts to Other Contracts: Interface with station contracts

Attachments: None

Recommendation: HART to approve to contract change order.

	8/29/2013		8/29/2013		8-30-13
Rainer Hombach Project Manager	Date	Rainer Hombach Deputy Director	Date	Lorenzo Garrido Director of Design and Construction	Date
	8/29/13		8/30/13		
Diane Arakaki Chief Financial Officer	Date	Daniel Grabauskas Chief Executive Officer	Date		

8/29/13

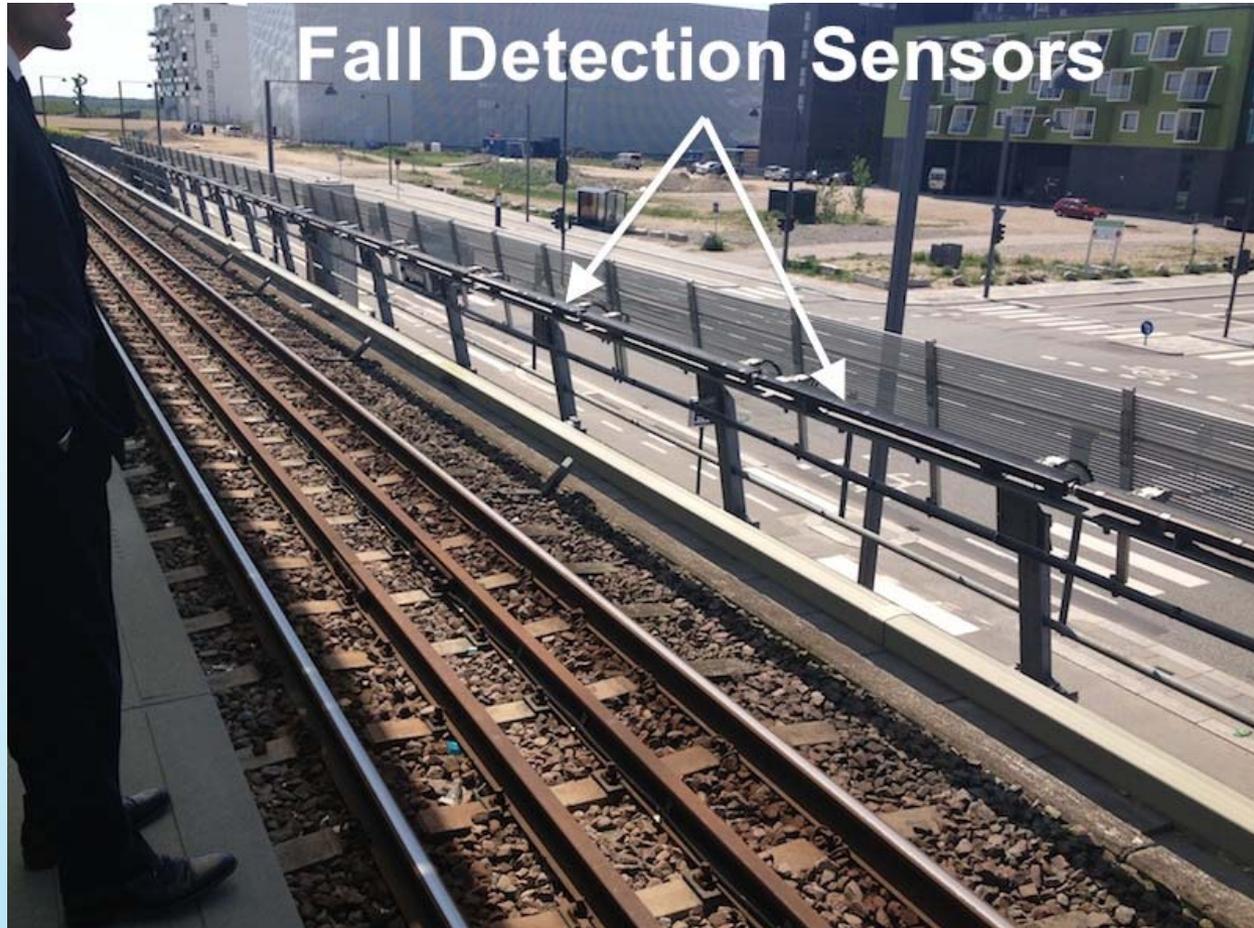
***HART* Recommendation and Request to Procure**

Station Platform Screen Gates

September 5, 2013

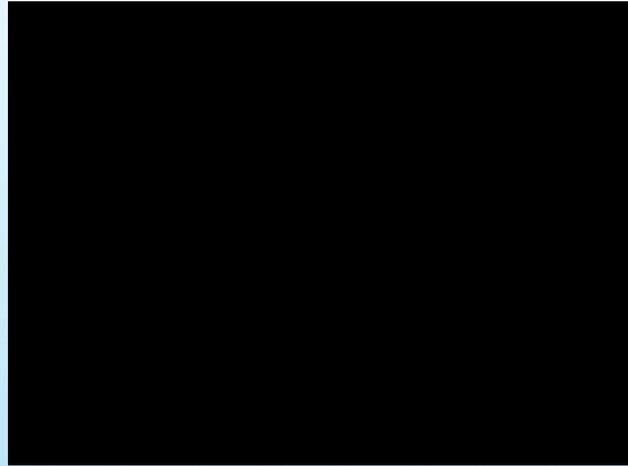
Prevention Vs. Detection

Copenhagen Laser Platform Fall Detection



Fall Detection Pitfalls

- **Copenhagen is retrofitting all outdoor stations with Platform Gates because the Fall Detection System is subject to many false alarms creating significant service delays.**
- **Even when someone falling on the tracks is detected, the train won't stop on a dime...**



Platform Screen Gates

**Fall Prevention is Better
Keep Customers Safely on the Platform**



APOC
CME 00001



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586 8129

July 31, 2013 HART

Mr. Daniel A. Grabauskas
Executive Director and CEO
Honolulu Authority for Rapid Transportation
City and County of Honolulu
1099 Alakea Street
Seventeenth Floor
Honolulu, HI 96813

'13 AUG -1 22:00

Regarding: Disability and Communication Access Board Comments on Cars and Rail Stations

Mr. Daniel A. Grabauskas
Executive Director and CEO
Regarding: Disability and Communication Access Board Comments on Cars and Rail Stations
July 31, 2013
Page 2

DCAB also wishes to offer a comment regarding the staffing of the stations. We know that the use of a rail system may be a new concept to many people in Hawaii, including people with disabilities. Individuals with disabilities will have many challenges to understanding the system, including the use of the fare machines, security, access to the elevators and restrooms, access for service animals, etc. Understanding the system requirements by people who are deaf, hard of hearing, blind, have low vision, cognitively challenged, or with mobility limitations will require interaction with a human being, especially at the onset of service. We hope that HART will take this into consideration as you provide for customer service and support at the stations.

Should you have any questions regarding our comments, please feel free to contact us via our Executive Director, Francine Wai, at 586-8121 or via email at dcab@doh.hawaii.gov.

Dear Mr. Grabauskas,
The Disability and Communication Access Board (DCAB) is pleased to participate in the dialogue that HART is having with the public regarding the design of the rail system.
During the past few months, we have received and raised two (2) comments from individuals with disabilities that involve comments from riders with disabilities.

We understand that HART is considering the installation of a barrier, possibly of plexi-glass or other similar see-through material on the edge of the platform. We support its use, as it will provide edge protection and added security from falling onto the train tracks. People with disabilities may be unsteady or may have visual limitations in detecting the edge of the platform beyond what detectible warnings can provide as a security measure. Thus, we support its use as a design measure that exceeds the minimum requirements of the Americans with Disabilities Act Accessibility Guidelines.

etc.

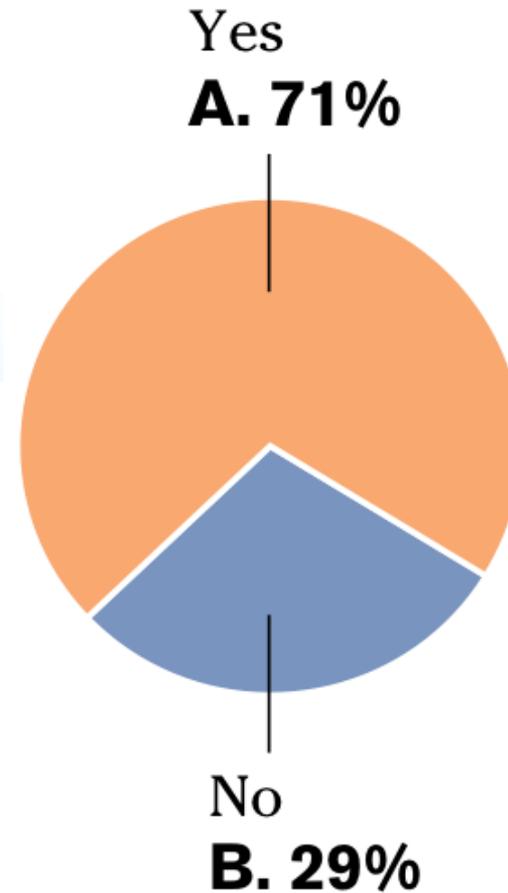
- (1) We understand that HART is considering the installation of a barrier, possibly of plexi-glass or other similar see-through material on the edge of the platform. We support its use, as it will provide edge protection and added security from falling onto the train tracks. People with disabilities may be unsteady or may have visual limitations in detecting the edge of the platform beyond what detectible warnings can provide as a security measure. Thus, we support its use as a design measure that exceeds the minimum requirements of the Americans with Disabilities Act Accessibility Guidelines.
- (2) We understand that HART is considering the installation of a barrier, possibly of plexi-glass or other similar see-through material on the edge of the platform. We support its use, as it will provide edge protection and added security from falling onto the train tracks. People with disabilities may be unsteady or may have visual limitations in detecting the edge of the platform beyond what detectible warnings can provide as a security measure. Thus, we support its use as a design measure that exceeds the minimum requirements of the Americans with Disabilities Act Accessibility Guidelines.

Public Sentiment

Honolulu Star Advertiser Poll

Tuesday, April 16, 2013

TUESDAY'S BIG Q:
Should the Honolulu Authority for Rapid Transportation spend additional money to install safety gates at train stations?



Total votes: 2,181

Change Order with Ansaldo

- **Core Systems Contract anticipated the possibility of adding Platform Screen Gates and deleting Platform Fall Detection.**
- **HART Requested a proposal from Ansaldo with at least three Platform Screen Gate suppliers.**
- **Ansaldo responded with proposals from:**
 - **Faiveley**
 - **Horton**
 - **Stanley**

Stanley Access Technologies

- ***Stanley Access Technologies*** emerged as the lowest price, responsive, and Ansaldo recommended supplier.
- ***Stanley Access Technologies*** is a wholly owned subsidiary of ***Stanley Black & Decker*** (NYSE: SWK)



Stanley Black & Decker

2012 Revenue: \$10.2B

Market Cap: \$13.1B

Cash Dividend Yield: 2.4%

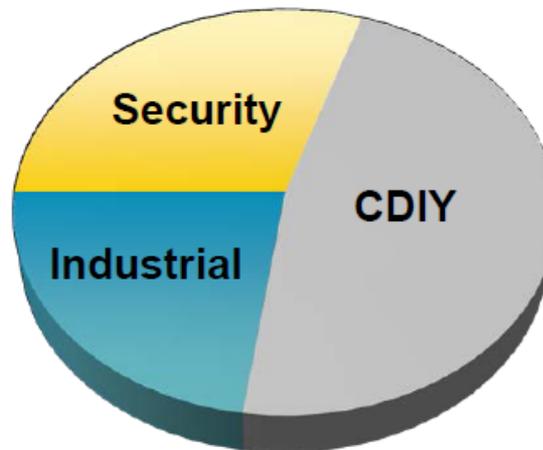
- Increased for 45 years
- Paid consecutively for 136 years

Security \$2.4B

- Convergent Security Solutions
- Mechanical Access Security
- Automatic Doors
- Healthcare

Industrial \$2.6B

- Industrial & Automotive Repair
- Engineered Fastening
- Infrastructure



CDIIY \$5.2B

- Power Tools & Accessories
- Hand Tools & Storage

Diversified End Market Exposures

Market Cap & Dividend Yield Are As Of Market Close 3/20/13 \$81.61



Stanley Black & Decker

Construction & DIY



Industrial



Security



A unique Portfolio of Brands



Stanley Access Technologies

- ❑ Stanley invented Door Automation in 1932
- ❑ Largest manufacturer, installer and service provider of automatic doors in North America.
- ❑ Headquartered in Farmington, CT.
- ❑ Current Employees ~ 1,000
- ❑ 3 Owned Mfg. Facilities:
 - Farmington, Connecticut (USA)
 - Toronto, Ontario (Canada)
 - Shenzhen, China
- ❑ 1 Contract Mfg Facility in Ohio
- ❑ 29 US & Canada Field Operations & 11 Satellite Offices covering 80+% of Market
- ❑ 40 US & Canada Distributors
- ❑ Centralized support operations including:
 - Manufacturing (ISO Certified)
 - Dedicated customer service / national account management
 - Centralized service call center / technical support center



Access Technologies

Stanley Access Technologies

Stanley Access Technologies Automatic Sliding Door Systems combine state-of-the-art microprocessor technology with advanced engineering to provide the safest, most dependable and highest-performance door systems in the industry



Dura-Glide 2000/3000 Series



Dura-Glide All-Glass Series



Dura-Glide 5200/5300 Series



DuraMax 5400



Dura-Storm Series



Bypass Door System



MC521 Pro Controller

OPTIONAL ACCESSORIES*



Recessed Panic Hardware



Jamb Camera



Wind-Resistant Dampers



Uninterrupted Power Supply (UPS)



Stanley Platform Doors

- ❑ Entered market in 1988 with Orlando International Airport (Automated People Mover) APM Installation
- ❑ Multiple installations in U.S.A. and worldwide
- ❑ Member ASCE 21 APM Standards Committee
- ❑ Every PSD system custom designed to meet customer needs with unique form, fit, finish and function
- ❑ Seamless integration with manufacturer's Automatic Train Control (ATC) system
- ❑ ~50% PSD Market Share in North America
- ❑ Approved supplier to:
 - Bombardier Transportation
 - Doppelmayr Cable Car
 - Mitsubishi Heavy Industries America



STANLEY
Access Technologies

Stanley Platform Doors

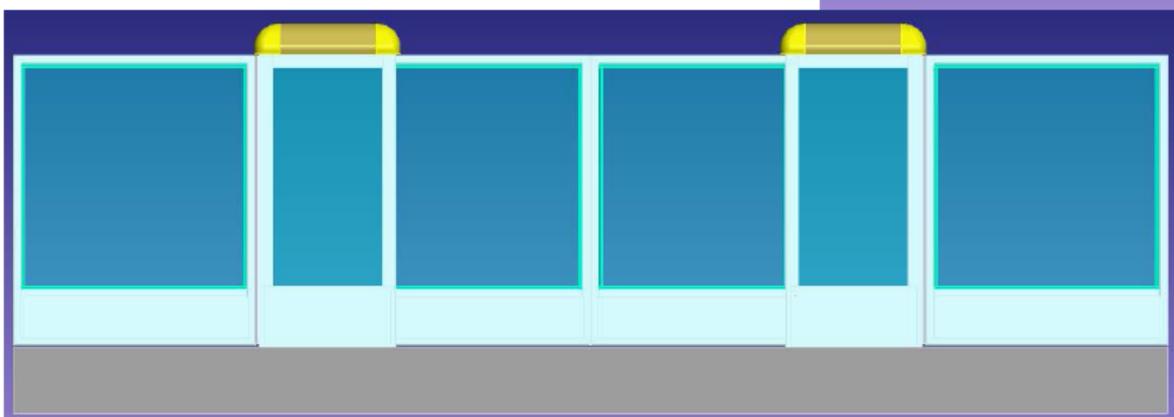
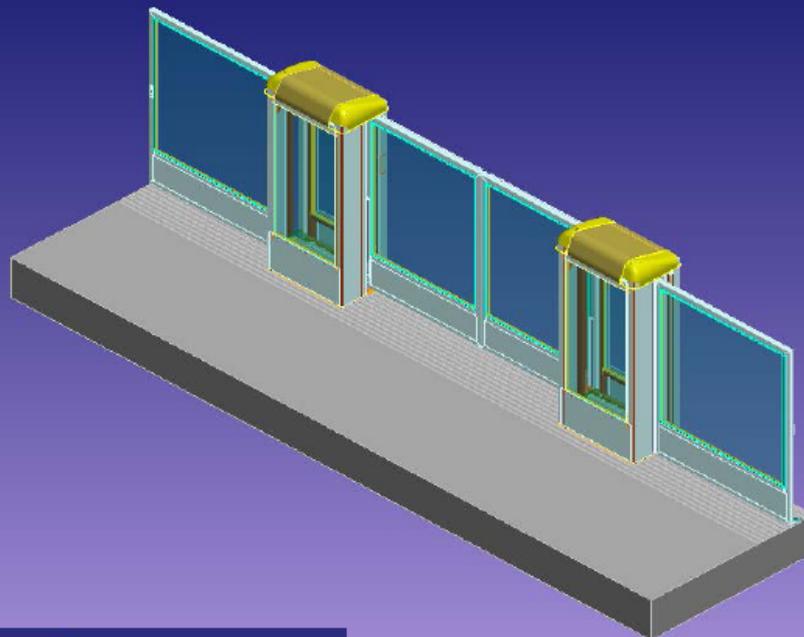
Project Name	City	State	Project Description*	Year	Owner
Orlando Airport 'B4' APM	Orlando	FL	(48) PSD	1991	Orlando Airport
Pittsburgh Airport APM	Pittsburgh	PA	(48) PSD	1993	Pittsburgh Airport
Tampa Airport 'A' APM	Tampa	FL	(32) PSD	1993	Tampa Airport
Newark Airport Monorail	Newark	NJ	(114) PSD & (98) VDO	1994	Port Authority of NY & NJ
Senate Subway	Washington	DC	(12) PSD	1994	City of Washington, DC
Tampa Airport 'C' APM	Tampa	FL	(32) PSD	1994	Tampa Airport
Tampa Airport 'D' APM	Tampa	FL	(32) PSD	1994	Tampa Airport
Cincinnati Airport APM	Cincinnati	OH	(54) PSD	1994	Cincinnati Airport
Tampa Airport 'F' APM	Tampa	FL	(32) PSD	1995	Tampa Airport
Atlanta Airport APM Extension	Atlanta	GA	(16) PSD	1995	Atlanta Airport
Mystic Center Shuttle	Medford	MA	(4) VDO	1995	Boston MTA
Newark Airport Monorail Extension	Newark	NJ	(28) PSD	2001	Port Authority of NY & NJ
Orlando Airport 'B4' APM Refurb	Orlando	FL	(48) PSD	2008	Orlando Airport
McCarran Airport Leg 'C' APM Refurb	Las Vegas	NV	(32) PSD	2008	McCarran Airport
Kwangju Metro Line 1	Kwangju	-	(196) PSD	2009	Kwangju Metro, S. Korea
McCarran Airport Leg 'D' APM Refurb	Las Vegas	NV	(48) PSD	2009	McCarran Airport
MGM CityCenter APM	Las Vegas	NV	(24) PSD + Entire Wall	2009	MGM Mirage
Kimhae NRC	Busan	-	(168) PSD	2010	Busan, S. Korea
Shanghai Metro Line 11	Shanghai	-	(670) PSD	2010	Shanghai Metro, China
Sacramento Airport APM	Sacramento	CA	(16) PSD	2011	Sacramento Airport
McCarran Airport T3 APM	Las Vegas	NV	(48) PSD	2012	McCarran Airport
Doha Airport APM	Doha	-	(24) PSD + Entire Wall	2012	Doha Airport, Qatar
Orlando Airport 'A1' & 'B3' APM Refurb	Orlando	FL	(96) PSD	2013	Orlando Airport
Oakland Airport Connector APM	Oakland	CA	(8) PSD + Entire Wall	2013	BART
KL Monorail Fleet Expansion	Kuala Lumpur	-	(176) Half-Height PSD	2013	KLMRC
Munich Airport PTS	Munich	-	(64) PSD	2014	Munich Airport

*Note: APM = Automated People Mover, PSD = Platform Screen Door (or Station Door), VDO = Vehicle Door Operator

Stanley Design

Platform Screen Automatic Gates (PSAG)

- Fixed Panel
- Automatic Sliding Panel
- Emergency Escape Panel



STANLEY
Access Technologies

Stanley Highlights

- **Capability and Experience**

- Stanley Access Technologies has been providing platform door solutions since 1988 with 26 installations globally.
- We have a dedicated team with a wealth of experience in developing, fabricating, installing and maintaining platform door systems.

- **Proven Design**

- The core components for the PSG design we are proposing are based on field proven solutions.
- The drive components in particular are simple and robust, ensuring long term reliability.

- **Stability**

- Stanley Access Technologies is part of the Stanley Black & Decker Organization. A \$10B company which was founded in 1843.
- SAT has two manufacturing locations to ensure we are able to provide product regardless of any facility disaster which may occur.

- **Local Support**

- Our partner, Automatic Door Specialists Inc. located in Waipahu will be providing support for installation and any service issues that arise.

Change Order

HART Recommended Amount

\$27,124,854

\$1.3 million per station

4.7% of Core Systems Contract Value

- **Core Systems Contractor proposes a higher amount**
- **Schedule critical to establish station interfaces**
- **All subcontractor pricing (Stanley et al) is accepted**
- **Contract includes provisions to resolve pricing difference while proceeding with work**

Mahalo!