



HONOLULU AUTHORITY for RAPID TRANSPORTATION

**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**

PRESENT: Keslie Hui William "Buzz" Hong
Michael Formby Ivan Lui-Kwan
Donald G. Horner Carrie Okinaga
Robert "Bobby" Bunda George Atta

ALSO IN ATTENDANCE: Rose Pou Lorenzo Garrido
(Sign-In Sheet and Staff) Paul Migliorato Rick Stead
Russell Honma Lance Wilhelm
Paul Schultz Karley Halsted
Joe Magaldi Bob Nichols
Lori Hiraoka Greg Uematsu
Brandon Elefante Matt Scanlon
Dan Grabauskas Lori Hespritch
Diane Arakaki Brent Scheele
Cindy Matsushita Akira Fujita
Joyce Oliveira Brent Uechi
Charles Bayne Martin Hall
Andrea Tantoco Tom Broderick
Gary Takeuchi

EXCUSED: Glenn Okimoto Damien Kim

I. Call to Order by Chair

Finance Committee Chair Keslie Hui called the meeting to order at 8:33 am.

II. Public Testimony on all Agenda Items

Mr. Hui called for public testimony.

Rose Pou expressed concern about the gap between the station platform and the train. HART Deputy Director of Systems Rainer Hombach said that the gap would be two inches wide, which is smaller than the Americans with Disabilities Act (ADA) requirement of three inches. He explained that the entrance to the train would be flush with the platform, with no

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edges or steps. The platform itself will feature a textured tactile strip, and an audible signal will sound when the train doors are closing.

Finance Committee Vice Chair Donald Horner asked whether there would be restrooms at the rail stations, and HART Executive Director and CEO Dan Grabauskas confirmed there would be ADA compliant restrooms. Ms. Pou asked whether there would be Braille signs on the restrooms, and Mr. Grabauskas said that there would be.

III. Approval of the August 15, 2013 Minutes of the Joint Meeting of the Finance Committee and Project Oversight Committee

Mr. Hui called for the approval of the minutes of the August 15, 2013 joint meeting of the Finance and Project Oversight Committees. There being no objections, the minutes were approved as circulated.

IV. Change Order Approval

HART Director of Design and Construction Lorenzo Garrido and HART West Oahu/Farrington Highway (WOFH) Project Manager Karley Halsted presented two change orders for the joint committee's consideration.

A. Delay of Notices to Proceed 2, 3 & 4 – Commercial Metal Company Impacts

Mr. Garrido reported that the contract with WOFH general contractor Kiewit Infrastructure West specified a notice to proceed of March 2010. However, the start of construction was delayed to February 2012, thus impacting the work of Kiewit subcontractor Commercial Metal Company, who provides rebar to the project. Mr. Garrido said that the requested change order amount is the HART-negotiated settlement of \$2.85 million, which includes direct labor, material escalation, labor escalation, overhead, and profit associated with that direct cost. The rebar was used in foundation shafts and columns that were completed prior to the construction suspension. The change order documentation is attached hereto as Attachment A.

Mr. Hui called for public testimony. Hearing none, he called for a motion to approve the change order. Committee member Ivan Lui-Kwan so moved, and Committee member Carrie Okinaga seconded the motion, which carried unanimously.

Mr. Garrido then gave the status on his periodic updates on the Archaeological Inventory Survey suspension costs by reporting that HART was tracking within the approved amount of the provisional sum change orders of \$36 million. He said that HART staff was working with Kiewit to reconcile final costs.

B. Insurance Coverage Requirements – Contractor Controlled Insurance Program

Mr. Garrido said that the next change order was for the provision in Kiewit's contract that Kiewit provide Owner Controlled Insurance Program (OCIP) coverage. Documentation regarding the change order is attached hereto as Attachment B. HART was not able to have OCIP in place at the time of the contract award, but was currently in the process of procuring

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such coverage. He said that HART had executed change orders with Kiewit in the past for the contractor to carry the coverage, which the joint committee had previously approved. The present coverage was set to expire on September 1, 2013, and the change order being requested would extend the coverage through the end of the year. The requested change order was for the provisional sum of \$1.6 million, based on forecasted hours through the end of the year. It was anticipated that OCIP would be in place before December, so HART would not continue to incur costs following the start of that coverage.

Committee member Robert “Bobby” Bunda asked about the effective dates of the builders risk insurance policy that had started in the previous year. Mr. Garrido replied that he would follow up with Mr. Bunda on the answer. HART Chief Financial Officer Diane Arakaki said that the effective dates differ from contract to contract. Mr. Bunda asked whether the new contract would be in effect from September 1 to December 31. Mr. Garrido replied that HART would continue to provide builders risk coverage directly.

Ms. Arakaki provided a brief update on the OCIP procurement process. She said that the contract for brokerage and coverage had been awarded, and that the contract included builders risk, workers compensation, commercial general liability, and excess liability. The notice to proceed was anticipated in September, with quotations for the different types of coverage in October. All policies were expected to be in place by the end of the year. Ms. Arakaki explained that the current OCIP change order was for a bridge in coverage.

Mr. Bunda asked whether HART would receive a credit for the period of construction suspension. Ms. Arakaki said that she would be in a better position to answer that question following the transition, but that she would discuss the matter with the insurer.

Ms. Okinaga asked for clarification of the change language. Ms. Halsted explained the replacement language indicates that the contractor would be providing the insurance coverage, rather than the City. Ms. Okinaga asked whether the coverage would be as comprehensive as before, and Mr. Garrido confirmed that it would. Ms. Okinaga asked if the prior OCIP procurement challenges had been resolved, and Ms. Arakaki said they were.

Mr. Hui asked if the change order would be accomplished via a budget transfer. Mr. Garrido explained that there was already a line item in the project budget for OCIP, and would be transferred from one “bucket” into another.

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

Committee member Michael Formby moved for the approval of the change order, and Mr. Bunda seconded the motion. The motion passed unanimously.

C. Platform Screen Gate Systems

Mr. Garrido introduced HART Deputy Director of Systems Rainer Hombach, who gave a PowerPoint presentation recommending and requesting the procurement of platform screen gate (PSG) systems. The presentation is attached as Attachment C.

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Mr. Hombach said that although the rail project had included plans for a fall detection system, he stressed that preventing falls with PSGs is better than detecting falls. Additionally, fall detection systems are prone to false alarms, which create significant service delays. He showed video depicting passengers and baby strollers falling from platforms onto rail tracks in systems without PSGs. Mr. Grabauskas reminded the committees that although the train operator in the first video was able to affect an emergency stop, our system would be driverless.

Mr. Hombach showed a video of PSGs at a Helsinki platform, which are similar to what staff is proposing. He said that the Disability and Communication Access Board (DCAB) endorses HART's use of PSGs, and noted that doing so would exceed Americans with Disabilities Act Accessibility Guidelines. Mr. Hombach said that a Star Advertiser poll revealed overwhelming public support for PSGs.

Mr. Hombach said that the core systems contract with Ansaldo anticipated the possibility of adding PSGs in place of a fall detection system. At HART's request, Ansaldo solicited proposals from PSG suppliers, and recommended Stanley Access Technologies (SAT), a subsidiary of Stanley Black & Decker. SAT invented the automatic door in 1932, and is the largest manufacturer, installer and service provider of automatic doors in North America. SAT has been manufacturing PSGs in Connecticut since 1988, and has approximately 50% of the PSG market in North America. Mr. Hombach explained a rendering of the proposed PSGs. He summarized by emphasizing SAT's experience, stability, and local support through Automatic Door Specialists.

Mr. Hombach said that HART was recommending the amount of just over \$27 million for PSGs, or \$1.3 million per station. He said that although Ansaldo was proposing a higher amount, SAT's pricing had already been accepted. HART's contract with Ansaldo allows HART to proceed with work while resolving the cost difference, thus maintaining the project schedule.

Mr. Lui-Kwan excused himself from the meeting due to a previously disclosed conflict, as his law partner represents Ansaldo, the core systems contractor.

Ms. Okinaga asked whether HART would receive some type of insurance credit for PSGs. Mr. Grabauskas replied that there might be insurance savings, and that savings would definitely come in the form of avoided legal costs and tort claim settlements. He said that the rail officials in Copenhagen stressed the operational savings in eliminating the fall detection system due to false alarms caused by birds and debris on the tracks.

Mr. Hombach noted that the requested amount included a \$5.5 million credit for the deletion of the fall detection system.

Mr. Horner asked about the composition of the PSGs, and Mr. Hombach said they were made of laminated safety glass. Mr. Horner asked if the entire stations could be enclosed, and Mr. Garrido said that the back of the platforms would be protected by barriers. Mr. Horner asked about restrooms, and Mr. Grabauskas said that they would be available at all stations past the fare gates. Mr. Horner remarked that the fare gates would provide integrity and safety to the system.

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Committee member William “Buzz” Hong asked if any of the original core system bidders included PSGs in their bids. Mr. Hombach said PSGs were not a requirement of the original contract, but language was included which anticipated the possible addition of PSGs.

Mr. Formby asked about the length of the PSGs. Mr. Hombach said that the PSGs would span the full length of the platforms, and accommodate four-car trains. The cost of installing PSGs during construction would be much less than retrofitting the system at a later date. Mr. Formby asked whether an interface system with the trains was included in the price, and Mr. Hombach confirmed it was. Mr. Hui asked about the effect of PSGs on operating costs, and Mr. Hombach said that he did not have that information.

Ms. Okinaga asked about other driverless systems with PSGs. Mr. Hombach said that most driverless systems employ PSGs. Mr. Grabauskas added that the rail authority in Copenhagen advised HART to install PSGs, as retrofitting was three times the price as installing it during initial construction.

Mr. Hui called for public testimony, and there was none.

Mr. Hong asked why the platform sloped toward the tracks, and Mr. Garrido replied that the slope was for drainage purposes.

Mr. Hong moved for approval of the PSG change order, and Mr. Horner seconded the motion. All being in favor, the motion carried unanimously.

Mr. Horner asked whether the project would still be within the 15% federal guideline for contingency funds. Mr. Grabauskas confirmed that it would be well above. He said that the following month, he would bring the contingency drawdown chart showing that the project is well below the 15% of construction costs that is the federal guideline for contingency funds.

V. Report on the Resumption of Construction

Mr. Grabauskas said that although construction on the rail project had been suspended about a year ago, he was pleased to announce that construction would resume in 11 days. He thanked HART’s partners at the City and County of Honolulu, the Department of Planning and Permitting (DPP), the Department of Transportation Services, William Aila of the State Department of Land and Natural Resources (DLNR), Pua Aiu and Susan Lebo of the State Historic Preservation Division (SHPD), Mr. Garrido, HART Deputy Director of Projects John Moore, Parsons Brinckerhoff, and HART Director of Government Relations Joyce Oliveira for their hard work in getting the project back to construction. He said that SHPD had issued a determination on August 29, 2013 that HART was in compliance with Hawaii Revised Statutes Chapter 6E, thereby satisfying the Hawaii Supreme Court ruling in the *Kaleikini* case. Mr. Grabauskas also thanked Deputy Corporation Counsel Gary Takeuchi and his team at Corporation Counsel.

Mr. Grabauskas said that special City Council Zoning and Planning Committee and Intergovernmental Affairs and Human Services Committee meetings had been scheduled on September 9, 2013 to hear the Special Management Area permit and HDOT Master Agreement matters. Both items are required before construction resumes. He thanked DPP, Mayor Caldwell, Council Chair Ernie Martin, Councilmember Kymberly Pine, and

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Councilmember Ikaika Anderson for making the special meetings possible. Mr. Grabauskas also thanked Glenn Okimoto and Jadine Urasaki of HDOT, and Brennon Morioka and Darin Mar of HART. He reported that on September 11, 2013, the full Council would take the two matters up, which hopefully would result in HART being able to resume construction.

Mr. Grabauskas reported that the Land Board would meet on September 13, 2013 regarding the Aloha Stadium agreement, as well as the DLNR agreement in west Oahu. After the agreements are executed, HART will have access to all locations in the alignment. Mr. Grabauskas said that Kiewit has been notified to be prepared to start construction as early as September 16, 2013.

Mr. Garrido gave a PowerPoint presentation on the resumption of construction in phases one and two, a copy of which is attached hereto as Attachment D. In the West Oahu/Farrington Highway (WOFH) section, work will resume on utilities and columns. In the Kamehameha Highway Guideway (KHG) section, contractors will be working on test shafts and utilities. At the Maintenance and Storage Facility (MSF), grading will be done.

Mr. Garrido introduced HART Deputy Director of Construction Rick Stead, and Kiewit Building Group Senior Vice President Lance Wilhelm. Mr. Wilhelm expressed his appreciation for Kiewit's partnership with HART, and said that Kiewit was anxious to get started on construction again.

Mr. Garrido introduced the management team delivering the project. The WOFH team included Ms. Halsted, General Engineering Consultant (GEC) Resident Engineer Bob Nichols, and Kiewit Deputy Project Manager Greg Uematsu. On the KHG team were HART Project Manager Matt Scanlon, GEC Resident Engineer Lori Hespritch, and Kiewit Deputy Project Manager Brent Scheele. On the MSF team were HART Project Manager Akira Fujita, HART Deputy Project Manager Brent Uechi, GEC Resident Engineer Martin Hall, and Kiewit/Kobayashi Joint Venture Deputy Project Manager Tom Broderick.

Mr. Horner asked the group whether the project would be finished on time and on budget, and Mr. Scheele expressed his confidence that it would be. Mr. Horner asked if HART was in a better position following the delay to build a better system. Ms. Halsted agreed, saying that in many aspects, HART was in a much better position than it was a year prior. Mr. Horner thanked the group.

Mr. Hong thanked Mr. Grabauskas, Mr. Garrido and Mr. Wilhelm for their work in getting the project back to construction.

Mr. Lui-Kwan thanked the team, and acknowledged the importance of mitigating the delay claims in keeping the budget intact.

Mr. Wilhelm commented that the team is now more cohesive in going forward with construction.

Mr. Hui said that he is pleased to see local people returning to Hawaii for the rail project, and asked Mr. Wilhelm what could be done to facilitate this. Mr. Wilhelm responded that the

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MSF will present opportunities for Kiewit/Kobayashi to employ local workers, suppliers and contractors.

Mr. Grabauskas thanked Mr. Wilhelm, who spends several days a week working at the HART offices. He also thanked Director of Government Relations Joyce Oliveira for her efforts in coordinating with the City Council.

Mr. Lui-Kwan commended Mr. Grabauskas for being an outstanding leader who brought together stakeholders during the construction suspension. Mr. Hui echoed Mr. Lui-Kwan's comments, and commended Mr. Garrido for introducing his team.

VI. Executive Session

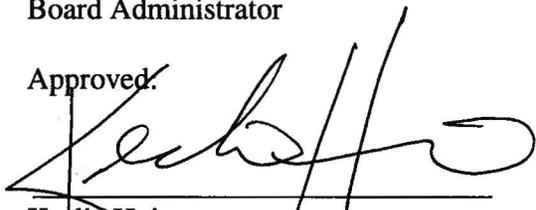
There was no reason for executive session.

VII. Adjournment

Mr. Hong moved for adjournment, and Mr. Formby seconded the motion. The motion carried unanimously and the meeting was adjourned at 9:38 am.

Respectfully Submitted,


Cindy Matsushita
Board Administrator

Approved:

Kesslie Hui
Chair, Finance Committee


Damien T.K. Kim
Chair, Project Oversight Committee

OCT 13 2013
Date

ATTACHMENT A

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:

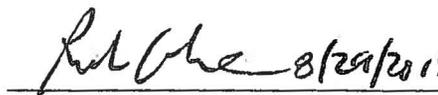
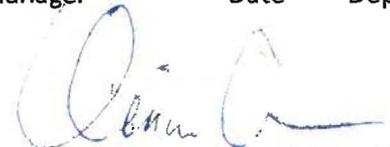
none

Attachments:

none

Recommendation:

HART to approve Contract Change Order

 Project Manager	<u>8-29-13</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		

ATTACHMENT B

**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.

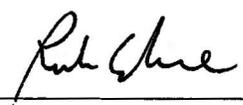
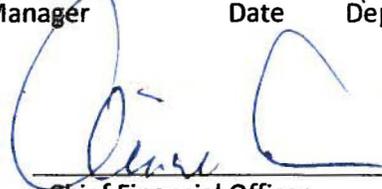
Cost Goal none

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		

ATTACHMENT C

**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

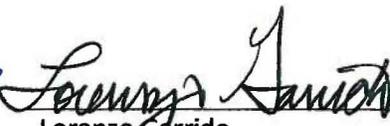
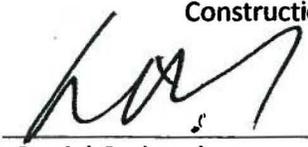
Cost Goal : \$25,822,640

Schedule Impacts: None

Impacts to Other Contracts: Interface with station contracts

Attachments: None

Recommendation: HART to approve to contract change order.

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

MT 1/20/13

ATTACHMENT D

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Report on the Resumption of Construction

September 5, 2013

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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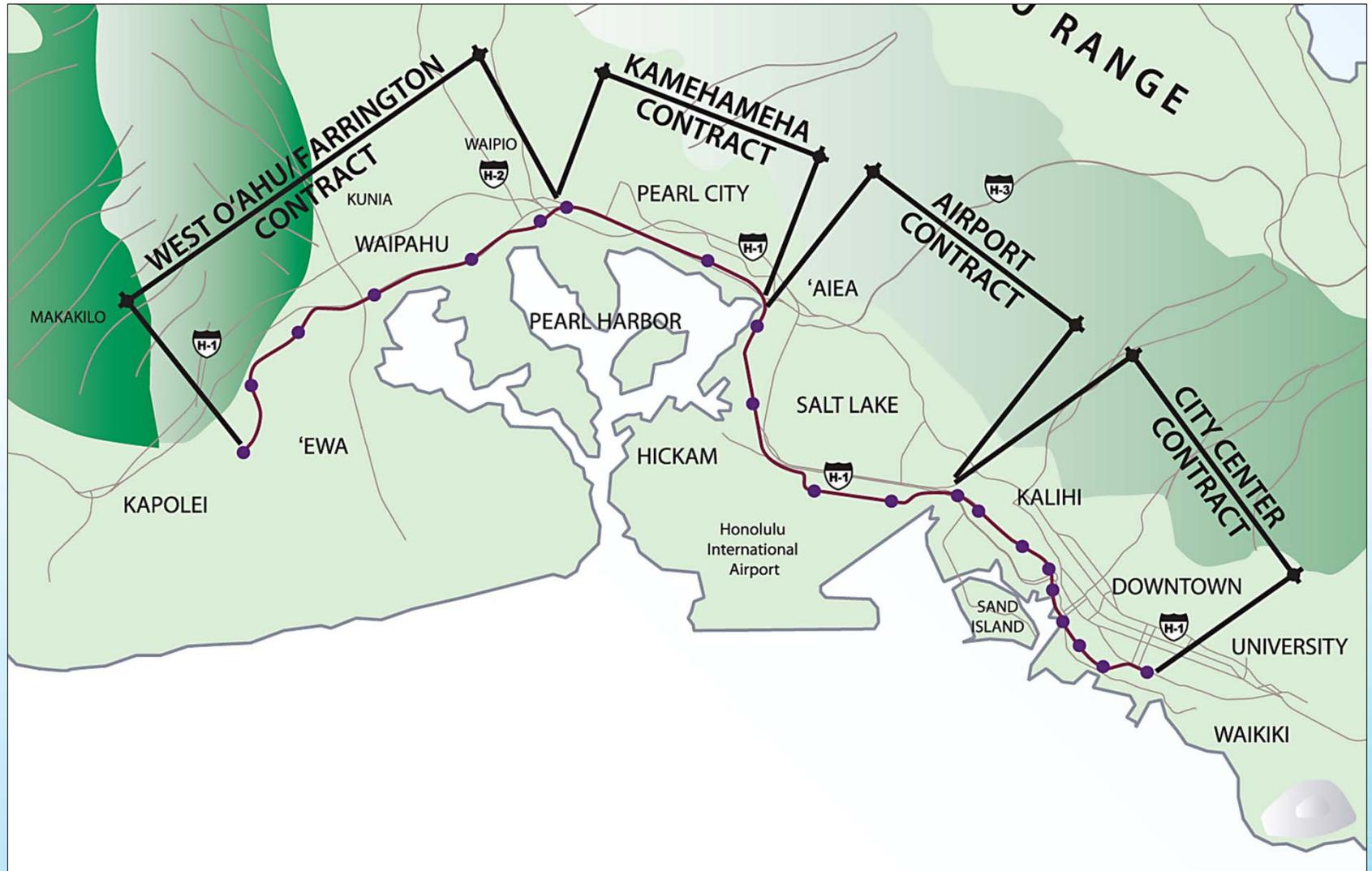
HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction To Resume



- **Construction on Phases 1 and 2**
 - **WOFH: Utilities and Columns**
 - **KHG: Test Shafts and Utilities**
 - **MSF: Grading**

Project Phases



EAST KAPOLEI to WAIPAHO TRANSIT CENTER



LEEWARD COMMUNITY COLLEGE to HONOLULU INTERNATIONAL AIRPORT



Guideway



Maintenance & Storage Facility



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

www.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Project Team

- **WOFH**

- Karley Halsted, HART Project Manager
- Bob Nichols, HART/GEC Resident Engineer
- Greg Uyematsu, KIWC Deputy Project Manager

- **KHG**

- Matt Scanlon, HART Project Manager
- Lori Hesprich, HART/GEC Resident Engineer
- Brent Scheele, KIWC Deputy Project Manager

- **MSF**

- Akira Fujita, HART Project Manager
- Brent Uechi, HART Deputy Project Manager
- Martin Hall, HART/GEC Resident Engineer
- Tom Broderick, KKJV Project Manager

Mahalo!

