



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Board of Directors Meeting
October 27, 2011, 10:00 A.M.
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii**

PRESENT: Carrie Okinaga Robert Bunda
Ivan Lui-Kwan Don Horner
William "Buzz" Hong Damien Kim
Wayne Yoshioka

ALSO IN ATTENDANCE: Toru Hamayasu Kevin Dayton
Gary Takeuchi Brandon Elefante
Joyce Oliveira Keko McClellan
Jurgen Sumann Walter Zimmermann
John Burns Russell Honma
Scott Ishikawa B. Tanabe
Bill Brennan William Spiegelberg
Jeanne Mariani-Belding Joe Magaldi
Roger Morton Jim Wood
Elaine Mark Carolyn Tanaka
Robert Yu Mike Levine

EXCUSED: Keslie Hui David Tanoue
Glenn Okimoto

I. Call to Order by Chair

At 10:04 a.m., the meeting of the Board of Directors was called to order by Board Chair Carrie Okinaga.

II. Public Testimony

Ms. Okinaga called for public testimony. No public testimony was offered.

III. Approval of Minutes of October 13, 2011 Board Meeting

Ms. Okinaga called for the approval of the minutes of the October 13, 2011 Board meeting. There being no objections, the minutes were unanimously approved.

IV. Presentation by DTS on TheBus

Board Member Wayne Yoshioka, OTS President and General Manager Roger Morton, and Acting Chief of the Public Transit Division Eileen Mark gave a presentation on DTS/OTS to the Board, which is attached hereto as Attachment A of these minutes. The presentation covered such topics as the activities and facilities of the Public Transit Division, the organization and status of Oahu Transit Services, Inc., the status of transit in Honolulu, information on TheHandi-Van, and future bus-rail integration/coordination, and opportunities for resource sharing.

Board Member Don Horner stated that he sees many opportunities for coordination, but has not seen enough planning or strategizing occurring to effectuate such coordination. He requested that DTS return at a later date to present specifically on coordination efforts. Mr. Morton replied that while coordination will be complicated, the best time for planning is during the design phase. Mr. Morton added that the experiences of other cities in coordinating their bus and rail systems will be instructive. Mr. Yoshioka stated that there has been a lot of interface between the bus and rail, pointing out his position as a HART Board Member as a primary example of this interface.

Mr. Horner asked about the potential for public-private partnerships (“PPP”) at the future Middle Street parking garage. Mr. Yoshioka stated that there is a high potential for PPP at the future Middle Street parking garage, which is currently a surface parking lot. Mr. Yoshioka added that the budget for the garage will come from DTS, and that the garage will be constructed in phases.

Board Member William “Buzz” Hong requested information on what other cities have done to coordinate their bus and rail systems. Mr. Hong urged HART staff to identify areas in which savings could be incurred right now, pointing to HR/staffing as one potential area. Interim Executive Director Toru Hamayasu stated that a fare collection study has been undertaken, and that the system interface and technology components are being examined. Mr. Yoshioka stated that in terms of technology, current trends are going toward technologies that accept multiple formats such as cell phones, credit cards, or smart cards. Mr. Yoshioka added that fare collection systems should integrate with other services, such as parking. Mr. Morton stated that OTS officials have been involved in discussions with HART staff.

Mr. Horner observed that the HART Financial Plan includes projections on bus expenditures in the future, and asked whether DTS and OTS are in agreement with those projections. Mr. Yoshioka stated that HART’s projections, such as the Fleet Replacement Schedule, are consistent with those produced by DTS, and also added that the FTA is comfortable with those assessments.

Board Member Ivan Lui-Kwan asked about the range of potential savings that have been realized by bus-rail integration and resource sharing industry-wide. Mr. Yoshioka stated that it would be difficult to answer that question.

Mr. Horner asked if more buses will be needed in the future. Mr. Yoshioka replied that when the rail first begins to operate, DTS expects to have the same number of buses. Mr. Yoshioka stated that, according to the EIS, the projected 2030 bus fleet will be larger than the fleet today due to a larger population and a greater number of trips being taken. Mr. Morton added that per capita ridership under the combined bus-rail system will be larger than it is today; that is, there will be a greater share of people riding transit in the future. Mr. Morton also pointed out that on longer trips, rail travel will be cheaper cost-per-mile.

Mr. Lui-Kwan noted that the first opening of the rail system is projected for 2015, and asked how HART and DTS envision the coordination and integration process unfolding. Mr. Yoshioka explained that some issues will be easier to resolve than others, pointing to the rerouting of buses as a relatively easier task, and fare structure, fare collection, and administration as relatively more complicated tasks. Mr. Yoshioka assured the Board that the bus system will operate cohesively with the rail system, and that the DTS short range plan is consistent with the short range plan of HART. Mr. Hamayasu added that a lot of planning has been done into the bus-rail interface during the interim operating period, and noted that certain analyses were included in the EIS.

Mr. Lui-Kwan noted that when he visited Washington, D.C., Senator Inouye complimented the City Council on its commitment to TheBus, and asked what occasioned these compliments. Mr. Yoshioka stated that Senator Inouye was complimenting the commitment from the Mayor and City Council that TheBus would continue to operate at its existing level.

V. Report of the Project Oversight Committee

Mr. Horner moved that the Board add "Report of the Project Oversight Committee" to the agenda. Mr. Hong seconded the motion. Pursuant to HRS Section 92-7(d), a vote was taken on the motion to modify the agenda. The motion carried unanimously with seven votes in the affirmative and none in the negative; thus, "Report of the Project Oversight Committee" was added to the agenda.

Project Oversight Committee Chair Damien Kim reported that the committee met at 8:00 AM on October 27, 2011 to approve the minutes of its previous meeting, review the August 2011 Monthly Progress Report, and discuss development of the Balanced Scorecard. Mr. Kim noted his request of and work with staff to develop the reports to the Project Oversight Committee, especially regarding spending and schedules. Mr. Lui-Kwan stated that the committee's discussion of the monthly progress report was particularly commendable, as HART staff pledged to provide clear, transparent reports that will engender public confidence and understanding.

V. Report of Travel to APTA Conference

Ms. Okinaga reported that she traveled to New Orleans, Louisiana from October 2-5, 2011 to attend the American Public Transportation Association's ("APTA") Annual Meeting and EXPO, and to meet with various officials from transit agencies. She circulated a travel report, which is attached hereto as Attachment B of these minutes, and emphasized the lessons that were learned and can be learned from other jurisdictions. All six current and former CEOs of transit authorities with whom she met emphasized the importance of communication with the Board and stakeholders in the community, as well as a shared vision with Board members.

VI. Update on Core Systems Contract

Mr. Lui-Kwan reported that he submitted a Disclosure of Conflict of Interest Statement to the Ethics Commission, City Council, and City Clerk, as a result of his position as a director of the Starn O'Toole Marcus & Fisher law firm ("SOMF"). Peter Starn, another director of SOMF, was recently hired to be Ansaldo Honolulu JV's legal counsel. As a result, Mr. Lui-Kwan reported that he will not participate in the decision making process on matters relating to Ansaldo Honolulu JV. A copy of Mr. Lui-Kwan's Disclosure of Conflict of Interest Statement is attached hereto as Attachment C of these minutes.

Mr. Hamayasu reported that the contract package was sent to Ansaldo Honolulu JV on October 17. The signed contract package with the necessary payment and performance bond documentation was returned to HART on October 26. The payment and performance bond documentation was provided to Corporation Counsel for its review and to be given to a third party for review.

Mr. Hong asked for information on how the third party counsel was hired. Deputy Corporation Counsel Gary Takeuchi replied that existing legal services contracts were checked, and it was found that the scope of the existing contract with Kobayashi Sugita and Goda, a firm with experience in construction law, would allow for this type of review. Board Member Robert "Bobby" Bunda asked if there is anyone from the Kobayashi Sugita and Goda firm that stands out as having particular expertise in the matter. Mr. Takeuchi replied that he doesn't know who at the firm will be doing the majority of the work; however, he did state that a point of contact at the firm has been established.

Ms. Okinaga asked whether the review of the payment and performance bond documentation will be covered by attorney-client privilege, and whether executive session will be necessary to discuss the review. Mr. Takeuchi replied that he will make it clear to the firm that the purpose of their review is to provide assurances, and so, their response should permit public discussion.

Mr. Hong asked whether the law firm is aware that the “clock is ticking” on the contract. Mr. Hamayasu replied that the law firm is aware that the City’s response to Ansaldo is due before November 25, and indicated that he wants to report their findings before that date.

Mr. Hamayasu reported that the Buy America pre-award audit, which has been sent to the FTA for their review, is still pending. Comments from the FTA are due before November 15. Mr. Hamayasu also reported that Ansaldo Honolulu JV announced a \$150,000 settlement with the DCCA on the contractor’s license issue. Mr. Hamayasu indicated that he expects to execute the contract with Ansaldo Honolulu JV some time during the week of November 21.

The Board recessed at 11:19 a.m. and reconvened at 11:22 a.m.

Chief Systems Engineer Jurgen Sumann delivered a presentation on the Core Systems Contract, which is attached hereto as Attachment D of these minutes.

Mr. Horner asked about the delivery schedule of the vehicles. Mr. Sumann replied that eight vehicles are needed for 2015, and that the vehicles will arrive sometime in 2014 for testing. Mr. Sumann continued that the contract specifies 80 vehicles in total, but stated that there are discussions on reducing fleet size without compromising passenger volume, such as adding middle cars to create three-car consists and creating a turn-around at Leeward Community College.

Mr. Horner asked about the division of labor at the Operations and Control Center, and where it will be located. Mr. Sumann replied that the personnel at the OCC will be provided by Ansaldo Honolulu JV starting in 2012, and that the facility will be housed at the MSF near Leeward Community College. Mr. Hamayasu added that while the structure is being constructed as part of the MSF contract, the furnishings inside the building will be provided by the Core Systems Contractor. Mr. Bunda asked what the term “mobilization” means with regard to the payment schedule for 2012. Mr. Hamayasu replied that the term refers to hiring employees and establishing a local office.

Mr. Hong asked for an update on the status of the MOU for the Navy Drum Site. Mr. Hamayasu stated that HART is still working on the land exchange with DHHL.

VII. Report of Interim Executive Director

Mr. Hamayasu reported:

- The PMOC performed a compliance review on the Project and Quality Management Plans on October 11, 12, and 13. The results of the review were generally satisfactory;
- On October 12, a Section 106 Consulting Parties meeting was held to kick off the work on the interpretive, educational, and humanities program;
- On October 13, a monthly teleconference was held regarding the Federal Building/Courthouse;
- The project sponsored two National Transit Institute training classes during the week of October 17;
- Final approval of the AISP for Phase 4 (City Center) was issued by SHPO on October 26, with work commencing after APEC;
- City Council Resolution 11-248 was deferred by CM Kobayashi at the October 12 Budget Committee meeting;
- Two borings in the Banana Patch have been completed, the relocation of gas lines along Farrington Highway is approximately 85% complete, and work on the removal of the Navy fuel line will begin in the next two weeks;
- Kiewit Infrastructure West Company has cleaned up and maintained the median within their work zone to address concerns raised by CM Harimoto;
- Kiewit Kobayashi JV has started work on the geotechnical survey for the MSF;
- The project's Human Resources group participated in the 2011 Fall Career Fair at the UH Mānoa College of Engineering; and
- The project sponsored an informational booth at the 46th Annual Food and New Products Show at the Neal Blaisdell Exhibition Hall, which was generally well-received by the public.

Mr. Lui-Kwan asked about the objectives of the discussions on the Courthouse/Federal Building. Mr. Hamayasu responded that some desire has been expressed by officials at the Courthouse/Federal Building for the alignment to be moved, but indicated that realignment is unlikely. Mr. Hamayasu reported that HART is examining alternative security enhancements such as bulletproof glass and additional soundproofing.

Mr. Horner asked about the effects on view planes along Punchbowl Street and whether there are any ordinances protecting those view planes. Mr. Lui-Kwan stated that the area falls within the Capitol District, and requested information on how the guideway fits within the established guidelines for development within the special area.

Mr. Lui-Kwan asked whether there is a time limit for the Bombardier appeal to be resolved. Mr. Hamayasu replied that, as far as he knows, there is no time limit.

VIII. Adjournment

Mr. Hong requested updates on the review of the bond language in Ansaldo's contract package at subsequent meetings. Ms. Okinaga stated that updates could be provided at the next Board meetings on November 3 or November 17.

Ms. Okinaga thanked Mr. Hamayasu and his staff for working hard over the last two weeks on reporting to and communication with the Board, and Committee Chairs and Vice Chairs in particular.

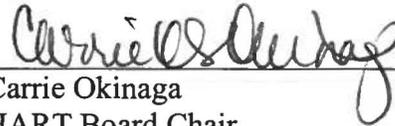
Having no other pending business, Mr. Hong moved that the meeting be adjourned. There being no objections, the meeting was adjourned by Ms. Okinaga at 12:05 p.m.

Respectfully Submitted,



Tyler Dos Santos-Tam
Board Administrator

Approved:



Carrie Okinaga
HART Board Chair

NOV - 3 2011

Date

[ATTACHMENT A]

DTS/OTS HART Board Presentation

Presented to:

Honolulu Authority for Rapid Transportation Board
Mission Memorial Building Conference Room
October 27, 2011

Presenters:

Department of Transportation Services

Wayne Y. Yoshioka
Director

Eileen Mark
Acting Public Transit Division Chief

Oahu Transit Services, Inc.

Roger Morton

President/General Manager



October 27, 2011



How Does DTS/OTS Work?

▶ DTS

- Public Transit Division
 - Reporting and Oversight of Public Transit
 - Strategic Transit Planning
 - Facilities and Equipment
 - Operational Oversight
 - Para-transit Administration
- Transportation Planning Division
 - Federal grant administration
 - Long-Range Transportation Planning
- Traffic Signal & Technology Division
 - Transit Priority Systems
- Traffic Engineering Division
 - Roadway geometrics for bus operation
 - Traffic operations related to bus operations

▶ OTS

- Operation & Maintenance of TheBus
- Operation & Maintenance of TheHandi-Van



October 27, 2011



Public Transit Division

- ▶ Reporting and Oversight
 - Triennial Review
 - National Transit Database
 - Management Audits
 - Safety Audits
 - Budgeting – Operational and CIP
- ▶ Programs
 - Interior Bus Advertising
 - UPASS Program



October 27, 2011



Public Transit Division

▶ Facility and Equipment

- Transit Centers/Park and Ride Facilities
- Bus Stops (ADA Compliance, Pedestrian Access)
- Bus Pad Program
- Procurement of Rolling Stock (bus and paratransit)
- Bus Equipment (radios, computer terminals, cameras, etc.)



October 27, 2011



Public Transit Division

- ▶ Facility and Equipment – Recent Activity
 - \$12 million State of Good Repair Grant
 - \$8 million TIGGER – Turbine-Electric Buses
 - Wahiawa Transit Center Dedication
 - Middle Street Intermodal Center Dedication



October 27, 2011



Public Transit Division

Wahiawa Transit Center

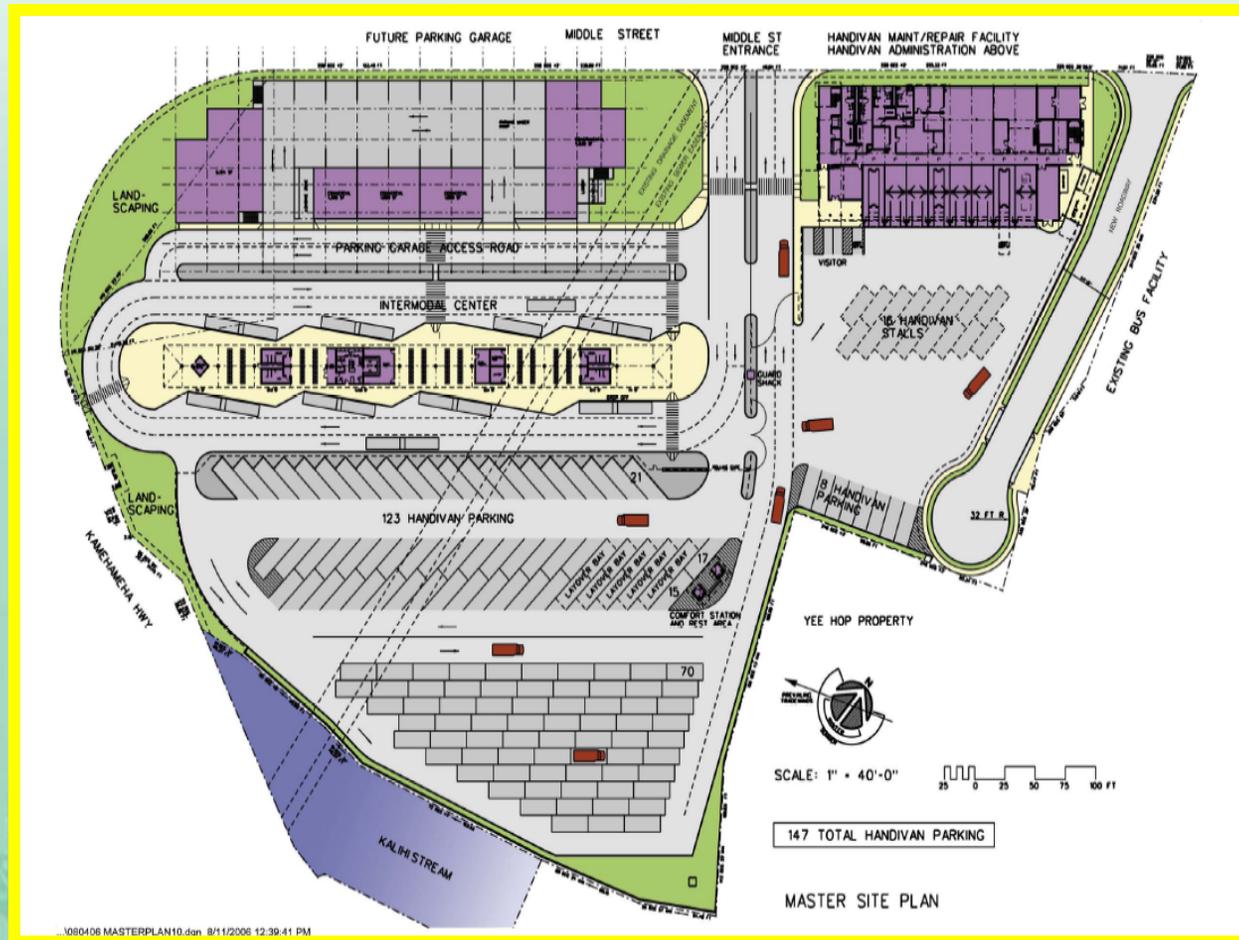


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Public Transit Division

Middle Street Intermodal Center

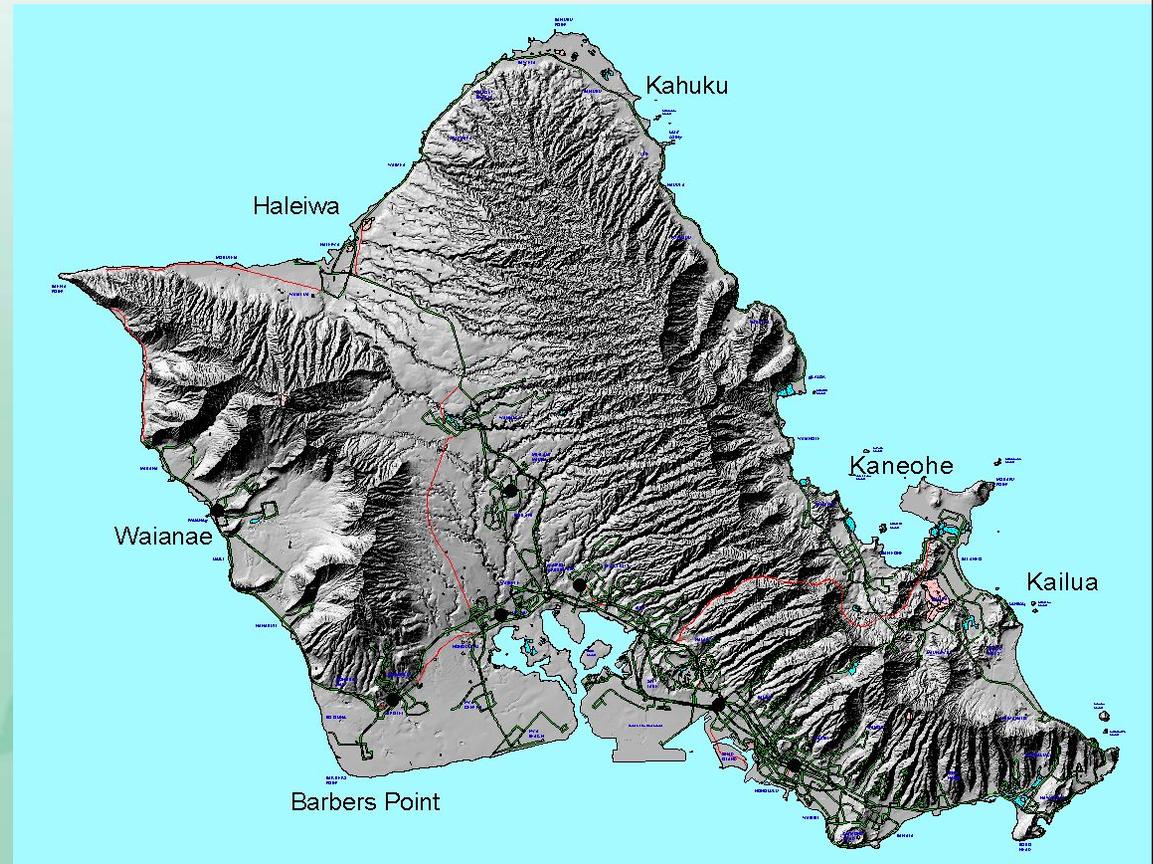


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Public Transit Division

- ▶ Fixed Route Operations
 - Operational oversight
 - Route Planning
 - Short-Range Transit Plan
 - Waikiki Regional Circulator Study



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Public Transit Division

- ▶ Para-Transit Administration
 - Administration & reporting of para-transit program
 - Eligibility Center
 - Human Services Coordination Program
 - Mobility Management Center



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Oahu Transit Services, Inc.



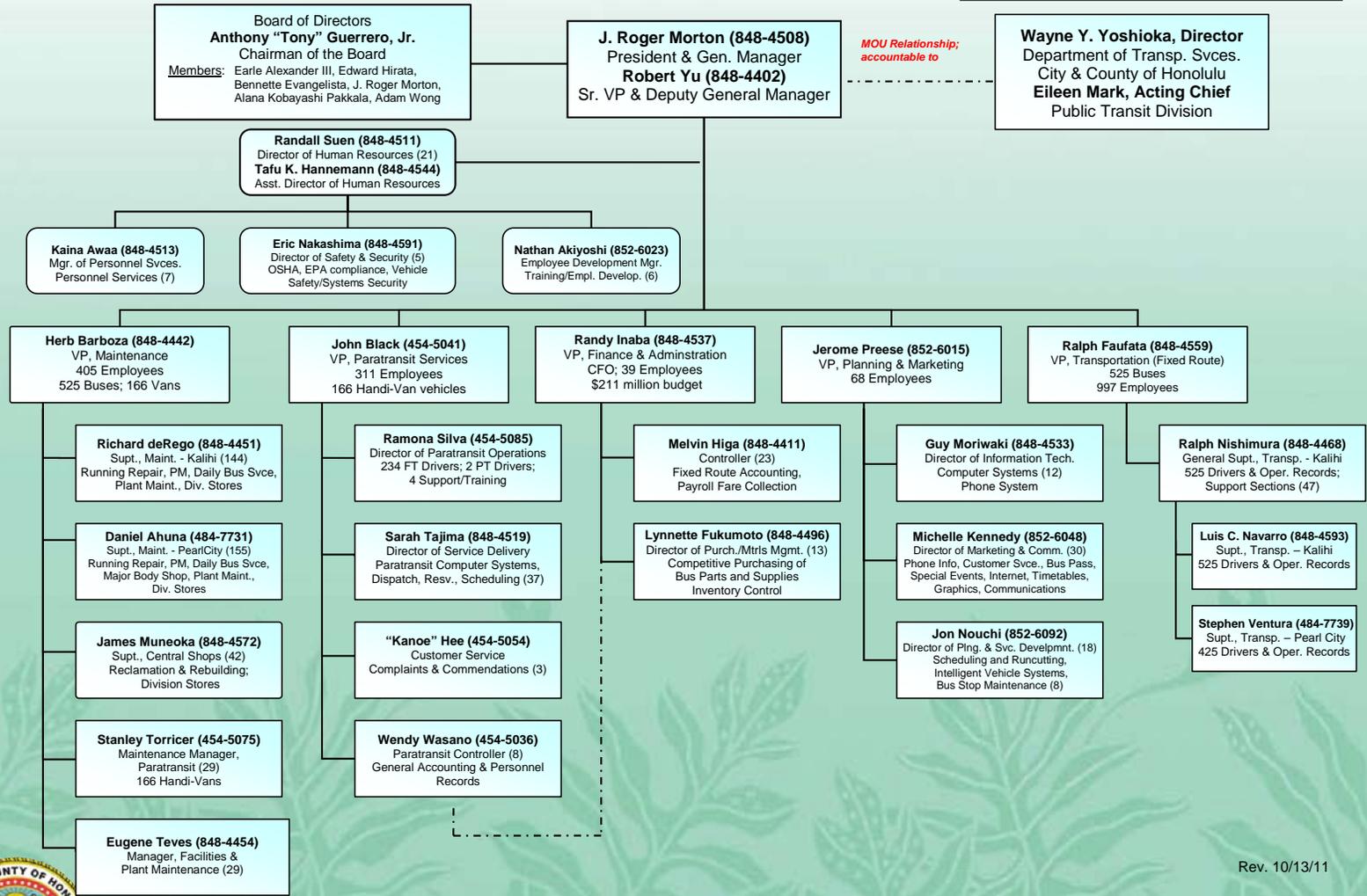
October 27, 2011



OTS Organization Chart

| | |
|----------------------|-----------------|
| Weekday Psgr. Trips | : 232,000 |
| Budget FY 2011-12 | : \$211,063,756 |
| No. of FTE Positions | : 1,836 |
| No. of Bus Routes | : 100 |

Oahu Transit Services, Inc.
Organization Chart (Effective October 1, 2011)



October 27, 2011



Rev. 10/13/11

Corporate Status of Oahu Transit Services

- Oahu Transit Services is a private, non-profit corporation deemed to be an instrumentality of the City and County of Honolulu for purposes other than labor and an independent contractor for labor purposes.
- Independent Board of Directors with 7 members (Current members: Tony Guerrero, Chair; Ed Hirata; Lex Alexander; Bennette Misalucha; Alana Kobayashi Pakkala; Adam Wong; Roger Morton).
- Bylaws and City ordinance provide for City control over the selection or removal of Board of Directors.



October 27, 2011



Union Representation

- Oahu Transit Services is a private, non-profit corporation deemed to be an instrumentality of the City and County of Honolulu for purposes other than labor and an independent contractor for labor purposes.
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- Bylaws and City ordinance provide for City control over the selection or removal of Board of Directors.



October 27, 2011



Transit in Honolulu

- ▶ Responsibility of the City and County of Honolulu.
- ▶ 20th most utilized system in nation.
- ▶ 4th or 5th highest per-capita transit ridership.
- ▶ Twice winner of APTA Best Transit System award.
- ▶ TheBus will complement the new rail line--not compete with rail.



October 27, 2011



TheBus and TheHandi-Van



- ▶ Average 230,00 daily bus riders and 3,200 daily TheHandi-Van passengers (FY2011 NTD).
- ▶ Almost 1,500 TheBus employees and 340 Handi-Van workers. (18th largest employer in Hawaii TOP 250)
- ▶ Annual Bus & Handi-Van Budget is \$211 million (FY 2012).
- ▶ 86,782 daily bus and paratransit miles – 3½ times around the Earth!
- ▶ About 1.2 million passenger miles per day.



October 27, 2011



**2009 Annual Transit Ridership (All Area Transit Systems Combined)
Top 20 Urbanized Areas**

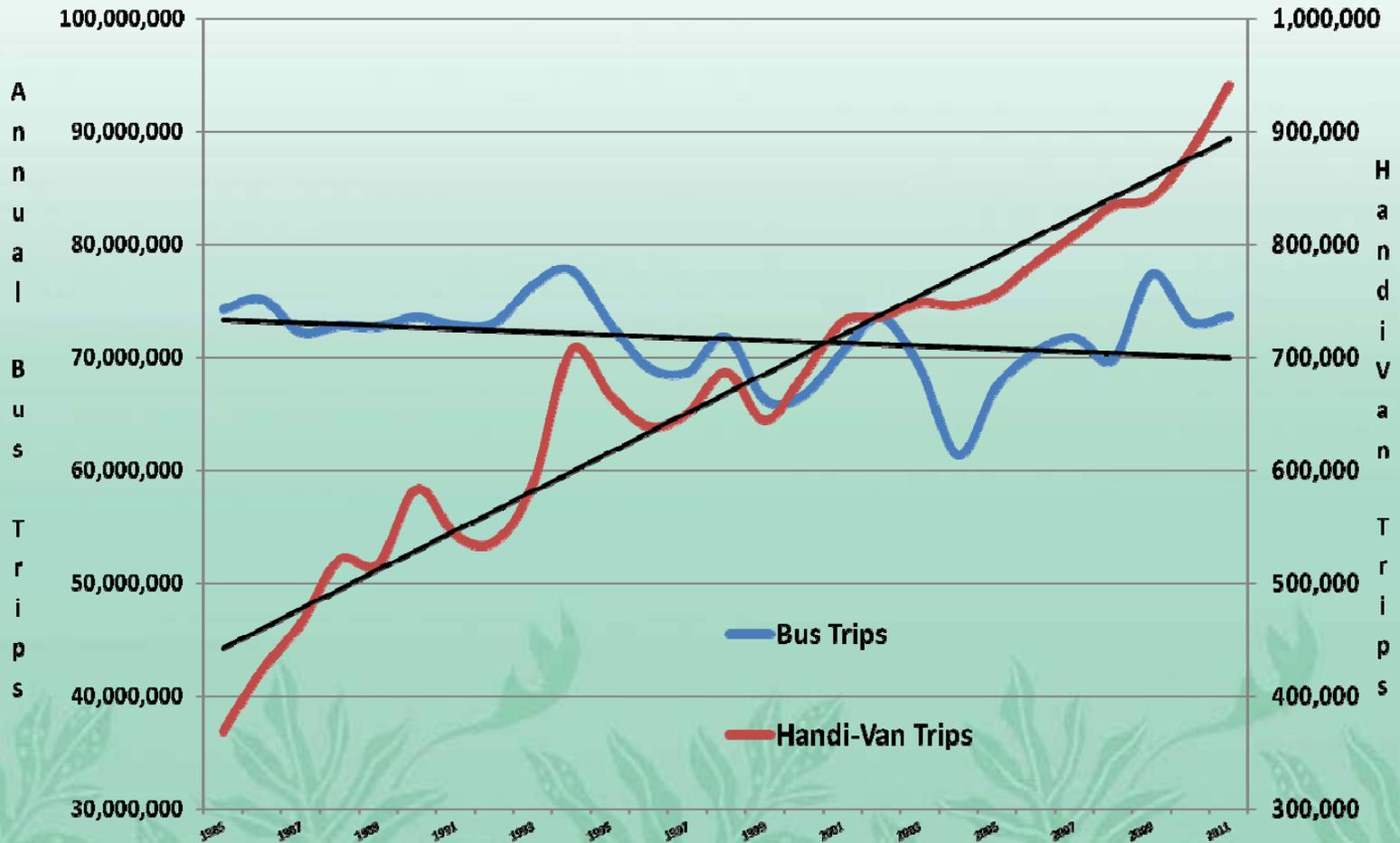
| Rank | Census Urbanized Area | Population | Unlinked Psgr Trips | Per Capita Trips |
|-------------|--------------------------------------|-------------------|----------------------------|-------------------------|
| 1 | New York-Newark, NY-NJ-CT | 17,799,861 | 3,932,556,187 | 220.9 |
| 2 | Washington, DC-VA-MD | 3,933,920 | 504,195,477 | 128.2 |
| 3 | San Francisco-Oakland, CA | 3,228,605 | 409,052,417 | 126.7 |
| 4 | Honolulu Census Urban Area | 718,182 | 76,400,747 | 106.4 |
| 5 | Boston, MA-NH-RI | 4,032,484 | 373,050,769 | 92.5 |
| 5 | Honolulu County (Oahu Island) | 909,237 | 78,244,128 | 86.1 |
| 6 | Philadelphia, PA-NJ-DE-MD | 5,149,079 | 394,613,520 | 76.6 |
| 7 | Chicago, IL-IN | 8,307,904 | 630,242,265 | 75.9 |
| 8 | Portland, OR-WA | 1,583,138 | 115,255,838 | 72.8 |
| 9 | Atlantic City, NJ | 227,180 | 16,457,436 | 72.4 |
| 10 | Seattle, WA | 2,712,205 | 181,943,916 | 67.1 |
| 11 | Concord, CA | 552,624 | 33,205,420 | 60.1 |
| 12 | Los Angeles-Long Beach-Santa Ana, CA | 11,789,487 | 698,584,082 | 59.3 |
| 13 | Baltimore, MD | 2,076,354 | 116,327,632 | 56.0 |
| 14 | Eugene, OR | 224,049 | 11,915,109 | 53.2 |
| 15 | Trenton, NJ | 268,472 | 14,243,733 | 53.1 |
| 16 | Las Vegas, NV | 1,314,357 | 67,126,417 | 51.1 |
| 17 | Durham, NC | 287,796 | 14,091,057 | 49.0 |
| 18 | Atlanta, GA | 3,499,840 | 168,714,217 | 48.2 |
| 19 | Denver-Aurora, CO | 1,984,889 | 90,364,574 | 45.5 |
| 20 | Austin, TX | 901,920 | 39,445,448 | 43.7 |



October 27, 2011



TheHandi-Van Ridership



October 27, 2011



TheHandi-Van Issues

- ▶ Current fleet: 166 lift vans.
- ▶ 3rd highest per-capita rate in the nation.
- ▶ Ridership up 11.9% over past two years.
- ▶ Must comply with Federal ADA rules or risk lawsuit.
- ▶ Subcontracts with three private taxi and NEMT providers.
- ▶ Last year cost = \$33.1 million.
- ▶ Need strategies to manage demand and operate cost-effective service.



The**CAB**



October 27, 2011



Integrated Rail/Bus Transit System

Even with Rail, 75% of all transit boardings will be by bus . . .
but rail trips will be longer and faster.

Daily Transit Passengers Carried - Current Conditions vs. Year 2030

| Ridership by Mode | Current Conditions | Estimated Year 2030 | Mode Share of trips | Passenger Miles Year 2030 | Mode Share of Psgr Miles |
|------------------------|--------------------|---------------------|---------------------|---------------------------|--------------------------|
| Rail | 0 | 116,340 | 25% | 1,076,470 | 42% |
| Bus | 237,500 | 337,062 | 74% | 1,441,166 | 56% |
| Handi-Van | 3,150 | 4,535 | 1% | 34,012 | 1% |
| Total Transit | 240,650 | 457,937 | 100% | 2,551,648 | 100% |
| Estimated Linked Trips | 165,900 | 248,400 | | | |

Source: Table 4-3. Transit Boardings and Passenger Miles by Route –2030 Project, Addendum 01 to Travel Demand Forecasting Results Report, Honolulu High-Capacity Transit Corridor Project, page 4-104, October 1, 2009 (Handi-Van estimates added to table)



October 27, 2011



Bus-Rail Coordination

- Coordinated transport network.
- Coordinated short-range transit planning.
- Coordinated fares.
- Coordinated fare collection system.
- Coordinated emergency and security procedures and protocols.
- Coordination with TheHandi-Van.
- Possible sharing of transit administrative systems and infrastructure.



October 27, 2011



Opportunities for Resource Sharing

- Customer services such as customer complaints, information call centers, timetables, passenger graphics, web support).
- Planning activities including bus route planning, facilities planning, GIS systems, GPS systems, financial planning and Paratransit planning
- Administrative systems such as payroll, human resources, finance, procurement, information technology.
- Revenue processing.



October 27, 2011



Mahalo!



October 27, 2011



[ATTACHMENT B]

BOARD MEMBER TRAVEL REPORT
October 11, 2011

APTA Annual Meeting and EXPO 2011
New Orleans, Louisiana
October 2-5, 2011

On October 2, 2011, I traveled to New Orleans, Louisiana, to attend the American Public Transportation Association's ("APTA") Annual Meeting and EXPO, and to meet with various officials from transit agencies. I accompanied Interim Executive Director / CEO Toru Hamayasu, as well as various members of the HART team from Honolulu. The approximate number of conference and EXPO attendees numbered in excess of 15,000.

APTA is the national trade association for the United States transit industry. The Annual Meeting is hailed as the public transportation industry's premier event and brings together transit authority management and staff, federal, municipal and state legislators and administrative officials, and vendors, consulting companies, and contractors, to learn about and discuss issues relating to rail and bus transportation. Amongst the many public and private sector executives I met over the course of the two days, many were familiar with our project, and were encouraging in their remarks. I would strongly encourage other Board members to take the opportunity (if they have not already done so) to attend such an industry conference in the future. Our OTS executive director was in attendance, and he was accompanied by two of his board members. In addition to affording unmatched opportunities to learn about transit and other jurisdictions' "lessons learned," the discussions uniformly lead to the conclusion that we are not really unique, that every rail construction project has its detractors and anticipated and unanticipated problems and that we can learn from others' experiences, but that ultimately, once the rail construction has been completed, the biggest issue then becomes which area will be serviced next by an extension.

During the opening session, FTA Administrator Peter Rogoff, the Mayor of New Orleans, Mitch Landrieu, and other APTA and local transit officials spoke of the continuing need for and advantages of expansion of public transportation services. The FTA Administrator included a video presentation from the Secretary of the Department of Transportation, Ray LaHood, in which he emphasized the support of the Obama Administration for transportation projects, including the President's proposed increase in funding levels.

I attended one session entitled, "Recasting the Business Case for Transit", whose panelists included the Honorable James Oberstar, former U.S. Congressman and Chair of the House Transportation and Infrastructure Committee, John English, CEO of Utah Transit Authority, Barry Fromm, US Railcar Company in Ohio, Beverley Swaim-Staley, Secretary for the Maryland Department of Transportation, and Raffaele Cattaneo, regional infrastructure and mobility minister of the region of Lombardy, Italy. All agreed that public transit is a sizeable investment of public dollars that is part of our economic life, and should not be regarded as a publicly subsidized welfare-state kind of government service; that in fact transit presents tremendous economic opportunities for private owners and developers that should be the focus of discussions regarding public transportation. They noted the need for partnerships across all levels of government, and that the FTA requires consideration of economic benefits of specific transit projects before providing funding.

The opportunities about which they spoke were largely transit oriented development surrounding stations, and how to discuss the value of the improvements resulting from access to transit. Mr. Fromm noted several examples whereby he invested in public/private partnerships, viewing the public property involved as underperforming public assets. Mr. English discussed the Utah legislature's recognition of the need to take risk, subordinating public property to developer's notes for development of the public property surrounding transit stations. And Ms. Swaim-Staley talked about how the demand for TOD designations and opportunities is outstripping government resources, and how over the last 10 years, she has seen a shift such that even smaller locations are seeking TOD around stations, seeing the apparent benefits in larger locales.

Congressman Oberstar discussed the cost of congestion, as well as the average cost of building highways being higher per mile than building rail. He also stated that the business communities in Washington, D.C. and Baltimore are now calling for increased public transit given the fact that their roads are amongst the most congested in America. Mr. Cattaneo informed us about congestion pricing in London and Paris, and the way in which the costs of public transportation are passed on to the public through taxes or through increased fares.

In addition to attending various sessions, we were able to meet with FTA Administrator Rogoff, his staff, and FTA Region IX Regional Administrator Leslie Rogers. The subject of the meeting was to discuss the newly released updates to the draft Financial Plan, which reduced forecasted GET surcharge revenues over the life of the project, and eliminated certain non-critical elements of the project as identified in a value engineering study. The Administrator committed that his staff would be looking at the updates in an expeditious manner, and would continue to work with the City to finalize the plan.

Although APTA has annual meetings for its members, it only provides an EXPO every three years, and I was also fortunate to spend a few hours on the incredibly massive EXPO floor showcasing the products and personnel of more than 750 exhibiting companies producing transportation-related products. Everything from entire buses and train cars, to ticketing machines, engines, software, and other parts were available for inspection. Service/operating companies also were represented. Of note, were exhibits by Parson Brinkerhoff, our project management consultant, and Ansaldo STS and Ansaldo Breda. The Ansaldo exhibit contained a display case highlighting driverless train technology which pictured the Copenhagen system, and named our Honolulu project.

Finally, with the assistance of Ron Tober and Infraconsult, I was able to meet individually with two current and four former CEOs of transit authorities, as well as a Board member from the San Diego transit authority, who is also an elected official. The topics generally covered were CEO interaction with the board, community outreach efforts, their personal backgrounds, and CEO compensation ranges. These discussions were highly informative, and provided me with important information that will assist the Board in (1) our search for a permanent executive director, and (2) understanding our role in and vision for this project going forward. Each organization is different, e.g., volunteer boardmembers vs. elected officials, and the CEOs were in charge of their organizations at different stages, e.g., during construction of first phase vs. during operation and build-out of expansions. However, all six CEOs were consistent in their emphasis on two points: (1) the critical importance of strong CEO leadership, and communication with all stakeholders, especially their boardmembers, and the time they devoted to this communication ranged from 25% to 50%; and (2) the need for a common vision developed in concert with the board.

I have submitted various materials of interest to HART, our board, and the project, for attachment in hard copy to this travel report. Most notably, I have attached an APTA paper entitled, “The Case for Business investment in Public Transportation,” which contains useful statistics and trends over time.

Respectfully submitted,

Carrie K. S. Okinaga,
Board Chair

[ATTACHMENT C]

DISCLOSURE OF CONFLICT OF INTEREST STATEMENT

TO: ETHICS COMMISSION

FROM:

Ivan M. Lui-Kwan

Member of Board of Directors since July 1, 2011

Name

Position

Honolulu Authority for Rapid Transportation ("HART")

(808) 537-6100

Agency, Board or Commission

Telephone

OFFICER, EMPLOYEE OR MEMBER OF BOARD OR COMMISSION COMPLETES

1. §11-103, Revised Charter of Honolulu, requires an elected or appointed officer or employee to disclose in writing any interest he or she possesses or acquires that might reasonably tend to create a conflict with the public interest. Please be advised that I have the following business, financial or personal interest:

I am a director of the Starn O'Toole Marcus & Fisher law firm ("SOMF").

Ansaldo Hawaii JV ("Ansaldo") recently asked Peter Starn, one of the directors of SOMF, to be Ansaldo's legal counsel.

2. I have the following duties or responsibilities to the City that are related to the above interest:

Service on the policy making body of HART, pursuant to the Revised Charter of Honolulu Sec. 17-103.2(d) and Sec. 17-105.1.

3. The following matter is before this agency, board or commission and is related to the above interest:

On March 21, 2011, the City and County of Honolulu awarded to Ansaldo the Core Systems Design-Build-

Operate-Maintain Contract for the Honolulu High-Capacity Corridor Transit Project.

4. a. A decision on this matter will take place, or took place, on _____.

b. I participated, or plan to participate, in the decision making process on this matter. _____

I did/will not participate in the decision making process on this matter.

5. I request advice from the Ethics Commission regarding this matter. _____

October 26, 2011

Date

Ivan M. Lui-Kwan

Signature

ETHICS COMMISSION COMPLETES

1. The facts disclosed do not indicate a conflict of interest exists.

2. The facts disclosed indicate a conflict of interest exists because:

3. The Ethics Commission recommends:

Date

For Ethics Commission

cc: Appointing Authority

[ATTACHMENT D]

*CORE SYSTEMS CONTRACT
CSC*

VEHICLES

Jurgen Sumann

CORE SYSTEMS CONTRACT (CSC) SUBSYSTEMS

- *VEHICLES*
- *TRAIN CONTROL*
- *TRACTION POWER*
- *FARE VENDING EQUIPMENT*
- *COMMUNICATIONS*
- *PUBLIC ADDRESS*
- *VARIABLE MESSAGE SIGNS*
- *CLOSED CIRCUIT TV*

CORE SYSTEMS CONTRACT (CSC) SUBSYSTEMS

- *TELEPHONE*
- *BLUE LIGHT STATIONS*
- *SUPERVISORY and DATA ACQUISITION*
- *FIBER OPTIC CABLES*
- *OPERATIONS CONTROL CENTER*

Video

- OCC

- Vehicles

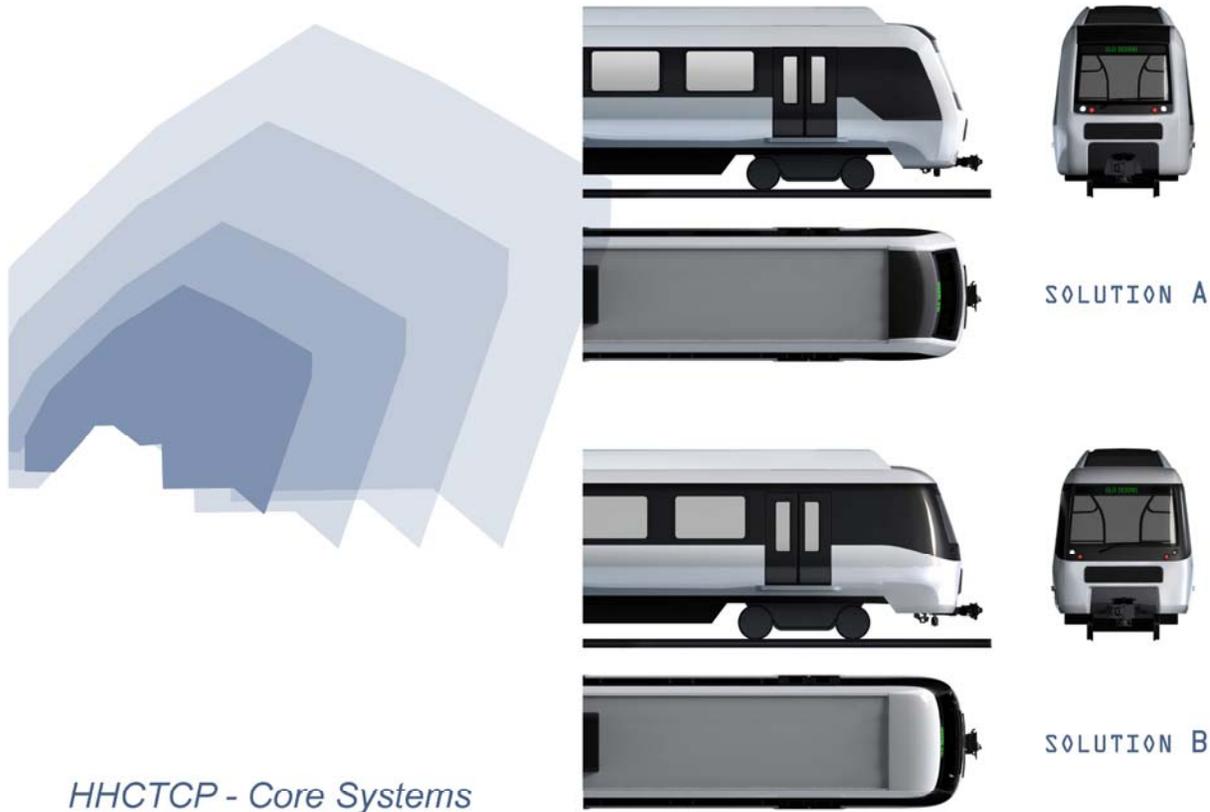
VEHICLE INTERIOR



VEHICLE INTERIOR



VEHICLE EXTERIOR

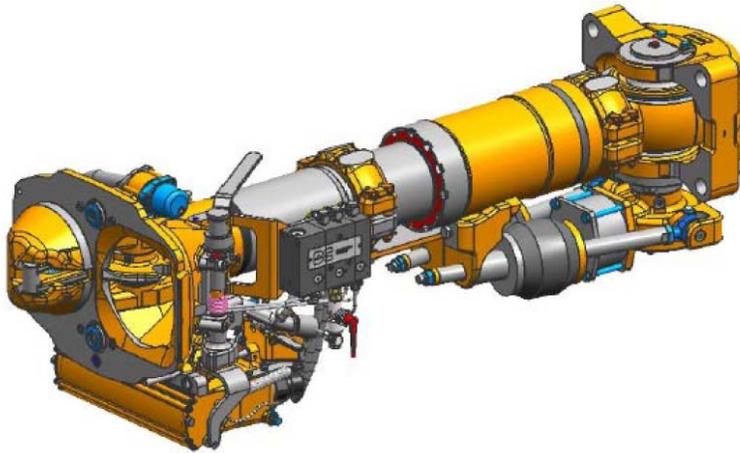


HHCTCP - Core Systems

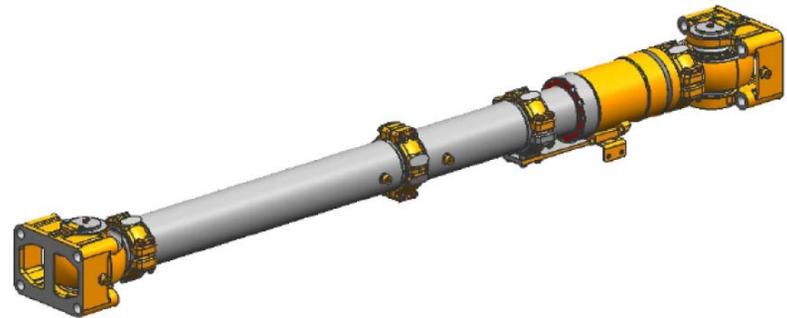
VEHICLE EXTERIOR



Vehicle Subsystems

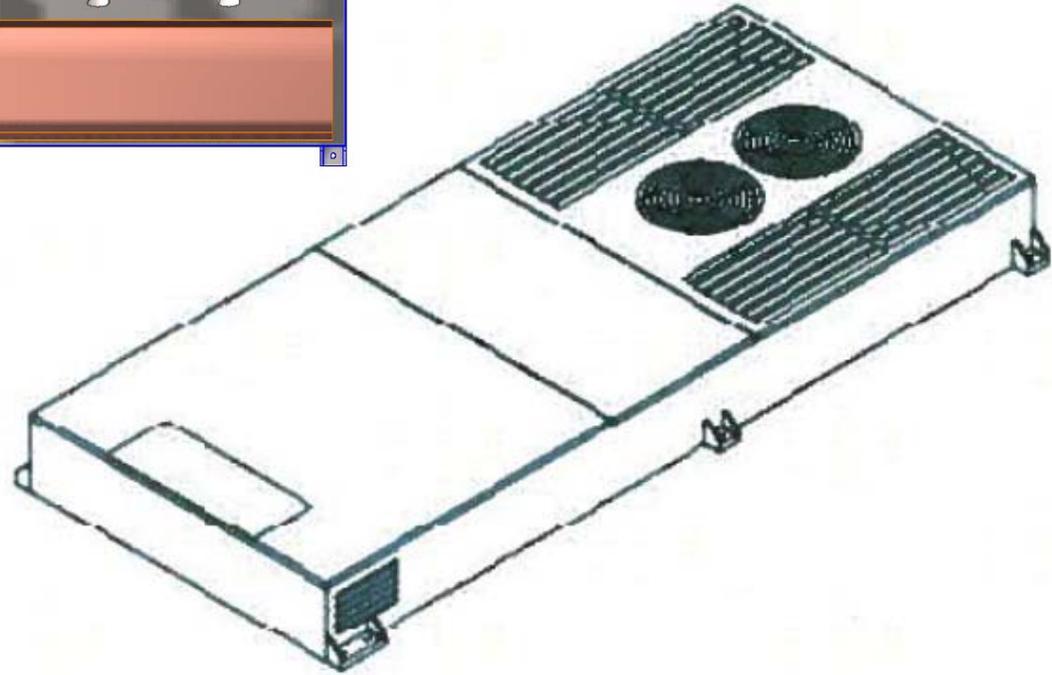
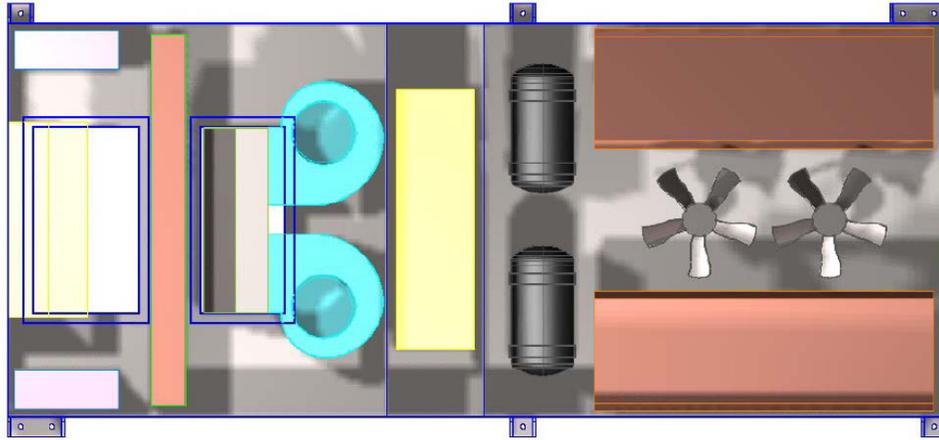


Automatic Coupler



Semi-Permanent Coupler

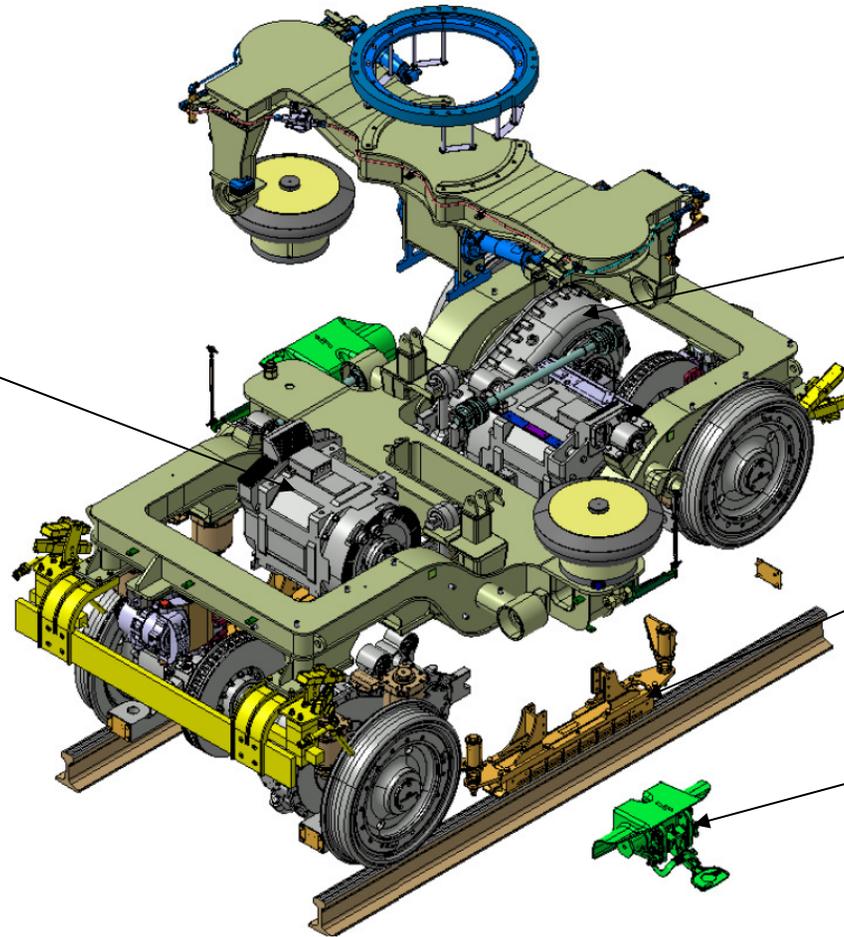
HVAC System



HVAC Unit

Trucks

Traction Motor



Gearbox

Track Brake

Third Rail Pickup

Vehicle Requirements

| Basic Requirements | Offeror Response |
|--|---------------------------------|
| Maximum Length of Vehicle | 64 ft 1.68 in |
| Maximum Length of four-car train | 256 ft 6.74 in |
| Maximum width of vehicle (over body, over door thresholds) | 10 ft |
| Maximum Height of vehicle | 13 ft 10 in |
| Maximum floor height | 45.28 in |
| Minimum clear door opening width & height (body side doors) | 79.92 in |
| ADA step height & distance / compliance verification (Y/N) | Meets ADA requirements |
| Number of seats provided | 38 total (32 seats + 6 flip-up) |
| Number of standees accommodated (at 4/sq.m) | 159 standees (per E-car) |
| Number of wheelchairs, bicycles, and surfboards accommodated | 2 multipurpose area in each car |
| Maximum vehicle weight at AWO | 72,000 lbs |
| Maximum axle load | 29,983 lbs |
| Maximum aisle width | 33.5 in |
| Maximum gangway width | 32.89 in |

Noise

Interior Noise Limits

- **Vehicle moving, empty, on horizontal tangent track at 40 mph: 75 dBA**
- **Vehicle stationary: 72 dBA**
- **In maximum braking from 40 mph : 75 dBA**

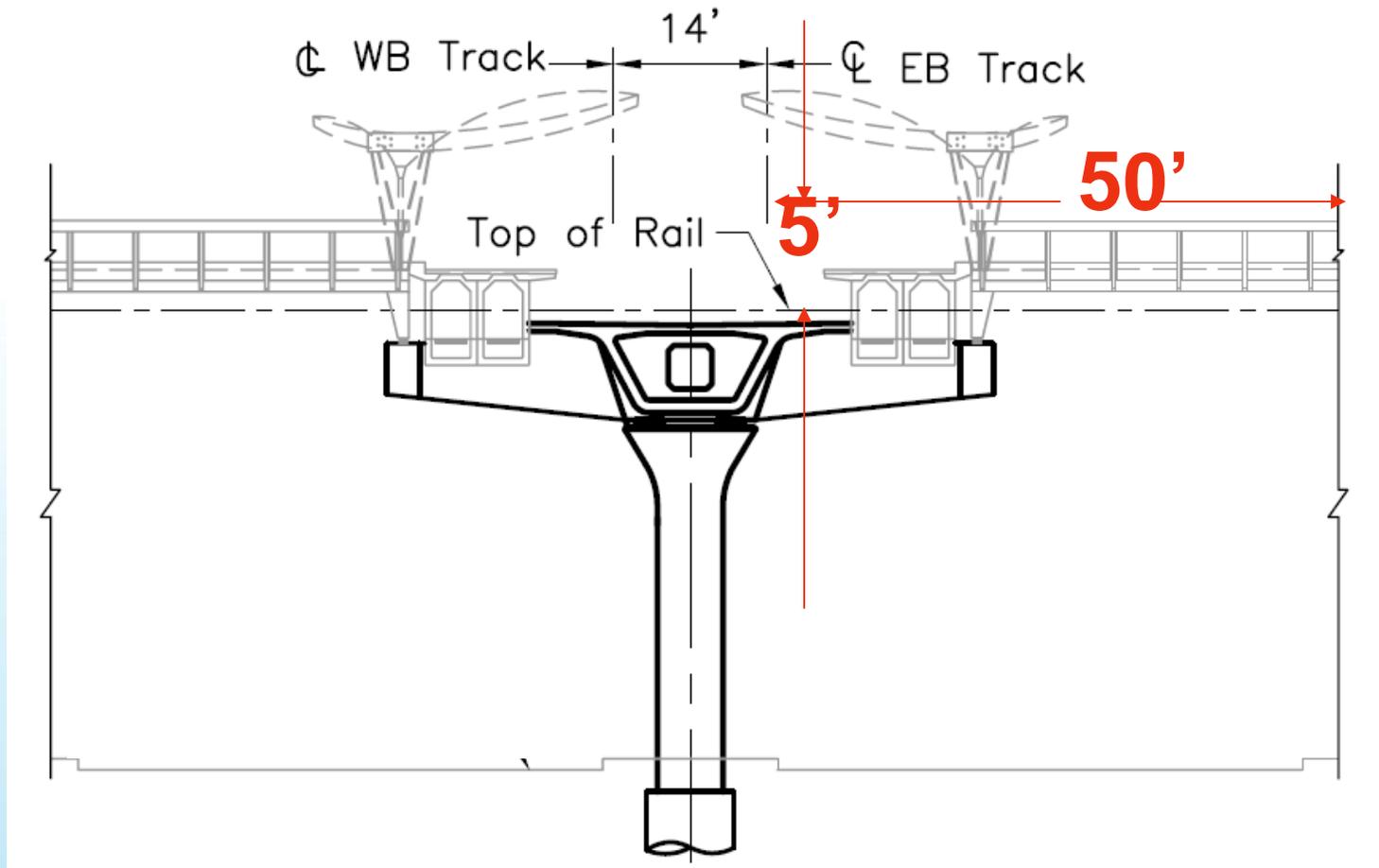
Note: Measurement of interior noise levels shall be made 3 ft from the wall and 4 ft from the floor of the vehicle.

Exterior Noise Limits

- **Vehicle stationary, empty: 68 dBA**
- **Vehicle moving, empty, on horizontal tangent track at 40 mph: 75 dBA**
- **In maximum braking from 40 mph : 75 dBA**

Note: Measurement of exterior noise levels shall be made 50 ft from the centerline of track perpendicular to the vehicle at a height of 5 ft.

Exterior Noise Measurement



NOISE REFERENCE

- FEIS noise requirement for the train is equivalent to a vehicle traveling at 50 MPH measured at 50 ft away will be approximately 70 Db.

Vehicle Seating



44 seats plus 4 flips

As Proposed, 32 seats plus 6 flips

Headways

| Project Period | Years | Minimum Headway (minutes) | Maximum Headway (minutes) |
|--------------------|-----------|------------------------------|---------------------------|
| Int. O&M Period #1 | 2015-2017 | 10.0 | 20.0 |
| Int. O&M Period #2 | 2017-2019 | 10.0 | 20.0 |
| Full O&M Period 1 | 2019-2020 | 3.0 | 10.2 |
| Full O&M Period 2 | 2020-2021 | 2.9 | 9.9 |
| Full O&M Period 3 | 2021-2022 | 2.8 | 9.7 |
| Full O&M Period 4 | 2022-2023 | 2.8 | 9.5 |
| Full O&M Period 5 | 2023-2024 | 2.7 | 9.3 |

Weekday Hours of Service and Headways

| Project Period | Years | No of Stations | Service Hours | Consist size | Min Headway (seconds) | Round trip Time (min) | Greatest Capacity pphpd (Peak: 0600-1000 & 1600-2000) |
|--------------------|---------|----------------|---------------|--------------|-----------------------|-----------------------|---|
| Int. O&M Period #1 | 2015-17 | 9 | 0600-2000 | 2 | 600 | 43.5 | 1908 |
| Int. O&M Period #2 | 2017-19 | 13 | 0600-2000 | 2 | 600 | 64.5 | 1908 |
| Full O&M Period #1 | 2019-20 | 21 | 0400-0000 | 2 | 178 | 89.6 | 6431 |
| Full O&M Period #2 | 2020-21 | 21 | 0400-0000 | 2 | 173 | 89.6 | 6617 |
| Full O&M Period #3 | 2021-22 | 21 | 0400-0000 | 2 | 170 | 89.6 | 6734 |
| Full O&M Period #4 | 2022-23 | 21 | 0400-0000 | 2 | 166 | 89.6 | 6896 |
| Full O&M Period #5 | 2023-24 | 21 | 0400-0000 | 2 | 162 | 89.6 | 7066 |

Four Levels of Vehicle Maintenance

- **En-Route Recovery (1st level):** This high-level, rapid maintenance action will be performed at stations or en-route by attendants to quickly resume operations/clear problems.
- **Yard or Along the Right-Of-Way (2nd level):** This level consists of replacement of wayside equipment and revenue vehicle line replaceable units (LRUs), which are designed for ease of fault isolation and replacement.
- **Shop Maintenance (3rd level):** Maintenance performed at the operations and servicing building.
- **Contractor/Outside Service (4th level):** Repair and/or maintenance performed at the Maintenance and Storage Facility (MSF) or a contractor's manufacturing and/or maintenance facility.

O & M Organization and Staffing

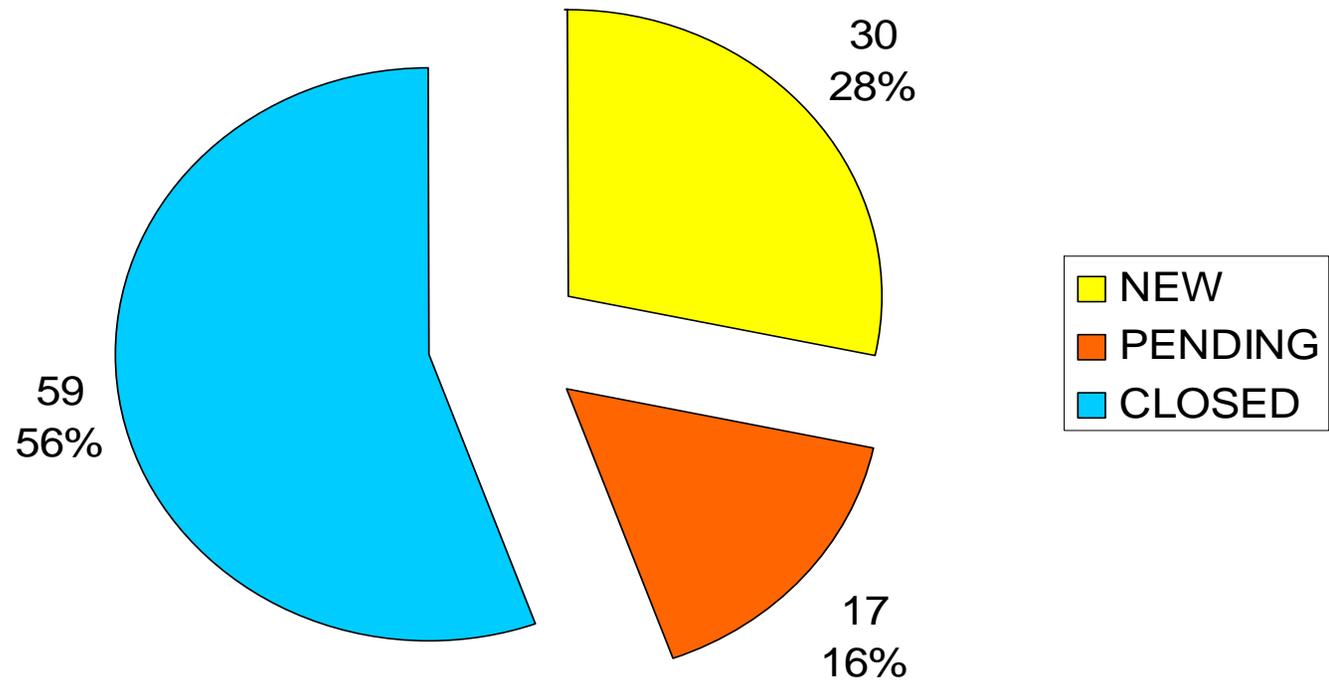
At a minimum, the Contractor will assign qualified and experienced staff for the following O&M key positions:

- **General Manager**
- **Operations Manager**
- **CC Manager**
- **Maintenance Manager**
- **Vehicle Maintenance Manager**
- **Facilities and Systems Maintenance Manager**
- **Safety and Security Manager**
- **Training Certification and Quality Manager**

O & M STAFF REQUIREMENTS

| | Start Date | End Date | O&M Staff On Duty | 2011 | | | | 2012 | | | | 2013 | | | | 2014 | | | | 2015 | | | |
|--|------------|----------|----------------------|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|------|---|---|---|
| | | | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| Notice to Proceed | Apr-11 | | | ▲ | | | | | | | | | | | | | | | | | | | |
| O&M Planning & Design Support | Apr-11 | Apr-14 | | ■ | | | | | | | | | | | | | | | | | | | |
| MMIS Design and Procurement | Jan-12 | May-13 | | ■ | | | | | | | | | | | | | | | | | | | |
| MSF Testing and Commissioning | May-14 | Nov-14 | | ■ | | | | | | | | | | | | | | | | | | | |
| MSF Operational | Nov-14 | | | ■ | | | | | | | | | | | | | | | | | | | |
| Mobilization for O&M Int.#1 | Mar-14 | Dec-15 | | ■ | | | | | | | | | | | | | | | | | | | |
| Design and Planning Activities | Mar-14 | Apr-15 | | ■ | | | | | | | | | | | | | | | | | | | |
| Recruitment | Jun-14 | Jul-15 | | ■ | | | | | | | | | | | | | | | | | | | |
| Training | Dec-14 | Sep-15 | | ■ | | | | | | | | | | | | | | | | | | | |
| Trial Run O&M Int#1 | Sep-15 | Dec-15 | | ■ | | | | | | | | | | | | | | | | | | | |
| O&M Intermediate Period #1 | Dec-15 | Oct-17 | 157 | ■ | | | | | | | | | | | | | | | | | | | |
| Mobilization for O&M Int.#2 | Sep-16 | Sep-17 | | ■ | | | | | | | | | | | | | | | | | | | |
| Trial Run O&M Int#2 | Jun-17 | Sep-17 | | ■ | | | | | | | | | | | | | | | | | | | |
| O&M Intermediate Period #2 | Oct-17 | Mar-19 | 179 | ■ | | | | | | | | | | | | | | | | | | | |
| Mobilization for O&M Int.#2 | Mar-18 | Mar-19 | | ■ | | | | | | | | | | | | | | | | | | | |
| Trial Run Full O&M | Dec-18 | Mar-19 | | ■ | | | | | | | | | | | | | | | | | | | |
| Full O&M | Mar-19 | Mar-24 | 285 | ■ | | | | | | | | | | | | | | | | | | | |

INTERFACE QUESTION STATUS



PAYMENT SCHEDULE 2012

| | JAN | FEB | MAR | APR | MAY | JUN |
|--------------------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|
| Performance Bonds & Guarantees | | \$10,560,000 | | | | |
| INSURANCE | \$340,000 | | | | | |
| MOBILIZATION | \$800,000 | \$1,200,000 | \$500,000 | \$219,000 | \$450,000 | \$335,000 |
| PLANS | \$50,000 | | \$640,000 | | \$1,234,500 | \$530,000 |
| 3RD PARTY DOCUMENT REVIEW | \$750,000 | | \$1,030,000 | \$858,000 | \$720,000 | \$600,000 |
| CONCEPTUAL DESIGN | \$250,000 | | \$509,000 | \$490,000 | \$645,000 | \$450,000 |
| PRELIMINARY DESIGN | \$400,000 | | \$475,600 | \$357,000 | \$800,000 | \$750,000 |
| TOTAL | \$2,590,000 | \$11,760,000 | \$3,154,600 | \$1,924,000 | \$3,849,500 | \$2,665,000 |