



MINUTES

**Board of Directors Meeting
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, April 19, 2012, 9:00 AM**

PRESENT:

Bobby Bunda
Carrie Okinaga
Damien Kim
Ivan Lui-Kwan

Buzz Hong
Glenn Okimoto
Keslie Hui
Wayne Yoshioka
David Tanoue

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

Gary Takeuchi
Frank Doyle
Karen Gast
Lorenzo Garrido
Paul Migliorato
Lance Wilhelm
Russ Honma
Jerrean Kaikaina
Alex Iglesia
Randy Rivera

Dan Grabauskas
Toru Hamayasu
Aukai Reynolds
Harvey Berliner
Jeanne Mariani-Belding
Bill Brennan
Joe Magaldi
Lori Hiraoka
Shannon Wood
Mitchell Tynanes
Maurice Morita

EXCUSED:

Don Horner

I. Call to Order by Chair

Board Chair Carrie Okinaga called the meeting to order at 9:07 a.m.

II. Public Testimony

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

III. Approval of March 29, 2012 Board of Directors Meeting Minutes

Ms. Okinaga called for the approval of the minutes of the March 29, 2012 Board of Director meetings. There being no objections, the minutes were unanimously approved.

IV. Report of the March 29, 2012 Audit/Legal Matters Committee

Ms. Okinaga requested “Sunshining” a report by the Audit/Legal Matters Committee onto the agenda, and stated that corporation counsel had confirmed this was allowed. Board member Damien Kim moved to add the matter to the agenda, and Board member Wayne Yoshioka seconded the motion. The motion carried unanimously.

Board member Ivan Lui-Kwan then proceeded with the report of the Audit/Legal Matters Committee, which met on March 29, 2012. He reported that the Gift Policy was discussed, a report on litigation status was given by Deputy Corporation Counsel Gary Takeuchi, and a presentation by planner Faith Miyamoto was made on the status of the Archaeological Inventory Surveys.

V. Report of the April 5, 2012 Project Oversight Committee

Board member Damien Kim reported on the meeting of the Project Oversight Committee. He stated that a Safety Certification presentation was made to the committee by HART staff. Jim Dunn and Jim Van Epps of Parsons Brinckerhoff (PB) also made a presentation on the status of their execution of the PB contract. Mr. Kim stated that PB is not a construction manager, but oversees the construction management.

VI. Discussion of HART’s Annual Report to the Mayor and City Council

Board Administrator Cindy Matsushita presented a draft outline of HART’s annual report to the Mayor and City Council, a copy of which is attached hereto as Attachment A. She stated that the format was based on other City departments’ annual reports. Board member David Tanoue asked if HART’s report would be included in the City’s annual compilation of reports along with the reports of City departments, and Ms. Matsushita stated that it would.

Ms. Okinaga solicited suggestions on approaches or subject matters from Board members. Mr. Tanoue stated that the Department of Planning of Permitting usually include a lot of data in their annual report, and asked whether HART’s report would contain data. Ms. Matsushita explained that each area of HART would have its own section in the report, in which they would include data on their accomplishments over the past year.

Mr. Lui-Kwan suggested that Ms. Okinaga have a meeting with the City Council Chair regarding what information the Council would like HART to report on. He also stated

that having Ms. Matsushita on board is very helpful. Mr. Hui asked to include information on the status of HART's litigation in the report.

Ms. Okinaga requested that the Balanced Scorecard should be included in the report. She also stated that, as the report is being made by the Board of Directors to the Mayor, as well, and that she will meet with the Mayor too. She also requested that information on HART's appearances before the Council be included in the Government Relations section.

VII. Report of Executive Director

Executive Director Dan Grabauskas made his first report to the Board. He reported that prior to his official start at HART, he met with the Hawaii congressional delegation in Washington, DC. He also met with the Federal Transit Administration Region 9 Administrator Leslie Rogers and FTA Administrator Peter Rogoff. He stated that the congressional delegation, including Senator Inouye, squarely supports the project, as did Secretary of Transportation Ray LaHood.

Mr. Grabauskas reported that in the week prior, he made his first appearance before the City Council on the HART budget. A proposed amendment to reduce HART's staff was set aside, and the bill on the operating budget advanced. Mr. Grabauskas reported that the Council Budget Committee sought to avoid committing \$291 million of bond funds in HART's capital budget prior to the issuance of the Full Funding and Grant Agreement (FFGA). Although there is already a provision in the bill that HART would not expend any of those funds until the FFGA is in place, the Council was concerned that the funds would be committed via contract. Two concerns regarding the \$291 million that had been removed from its budget are: (1) that the mechanism to restore the funds is unclear; and (2) that the process to restore the funds could be lengthy, as long as three months. The suggestion was therefore made to the Budget Committee that HART give the Council assurances that it would not expend the funds or commit them through contract prior to obtaining the FFGA. The suggestion drew a favorable reaction from some Councilmembers. HART remains in the negotiation process on that matter.

Mr. Grabauskas also provided a packet of Council correspondence to the Board, attached hereto as Attachment B. He reiterated his commitment to keep all Board members informed of communications to the Council by providing copies of all correspondence to the members.

Board member Robert "Bobby" Bunda asked if the Council got what they wanted in terms of not committing funds until the FFGA was obtained. Mr. Grabauskas stated that the proposed solution would allow all parties a strong posture of supreme fiscal prudence, while allowing HART to maintain its project schedule because of the \$200 million it has in GET revenue. Mr. Bunda asked if HART could proceed with \$200 million, and Mr. Grabauskas assured him that it could until receipt of the FFGA, while meeting the Council's concerns at the same time.

Mr. Grabauskas stated that several monthly progress reports are making their way to his desk, and he committed to providing the Board with the reports on a timely basis. He reiterated his focus on transparency, and stated that he has asked the staff to embrace transparency as well. To that end, he stated that HART was working on putting the administrative record from the federal lawsuit on its website in a searchable format. He also stated that HART will be putting everything that is public on its website, to share with the public.

Mr. Grabauskas stated that in the effort to be transparent, he is also making efforts to go out into the community and talk to people. He “walked the line” the previous Friday in Waipahu with Councilmember Harimoto. There, he met with students at Waipahu High School, visited Tanioka’s Seafood, and had chili and rice at Zippy’s. He stated that people are excited about the project, and businesses have seen an uptick as a result of the project. He pledged to get out into the community and focus on talking story and talking truth.

Mr. Grabauskas stated that HART was on schedule to get the Council all the documents it requires. He said there is ongoing dialogue regarding the commercial paper bill, the language of which has been approved by the FTA.

Mr. Lui-Kwan asked Mr. Grabauskas for his thoughts on the budget. He stated he would encourage staff to revisit the operating budget and staffing for possible areas where savings could be achieved, and emphasized the need to be fiscally prudent, and stated that he would report further developments to the Board. Mr. Lui-Kwan commended Mr. Grabauskas for his work in his short time on the job, and asked how the board could assist him doing his job. Mr. Grabauskas invited Board members to attend the community outreach meetings that were scheduled to start in May.

Ms. Okinaga expressed her appreciation for Mr. Grabauskas making the trip to Washington, DC on his own time.

VIII. Adjournment

Prior to adjournment, Ms. Okinaga recognized registered testifier Maurice Morita, Assistant Director for the Hawaii Laborers-Employers Cooperation and Education Trust (LECET). Mr. Morita stated that LECET supports rail as a very important project. However, he expressed his concern that support of the project by both Councilmembers and the public is weakening because information on the benefits of the project has not been receiving the necessary attention. He encouraged the Board to recommit themselves to working with the Council, the public, and organizations such as Go Rail Go, Pacific Resource Partnership, and Move Oahu Forward to advocate for the project.

HART Board of Directors Meeting
April 19, 2012

Board member William "Buzz" Hong stated that he has been with the rail project since 1992 when it was defeated by one vote. He echoed Mr. Morita's sentiment that we work together to support the project.

Mr. Lui-Kwan said that as he accompanied Mr. Grabauskas to visits with Councilmembers and legislators, he heard a consistent message from them about the need to create an environment of transparency and clear communication. He said that while the Board is doing much to support the mission of HART, the Sunshine Law only allows Board members to do so much in meetings.

Mr. Hong recognized Mr. Morita's frustration, and said that until HART receives the FFGA, it has a lot of hurdles to overcome.

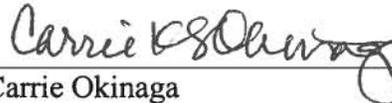
There being no further matters before the Board, the Chair called for adjournment. All being in favor, the meeting adjourned at 9:51 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Carrie Okinaga
Board Chair

MAY 17 2012

Date

ATTACHMENT A

Honolulu Authority for Rapid Transportation Annual Report

Powers, Duties and Functions

The Honolulu Authority for Rapid Transportation (HART) is authorized to develop, operate, maintain and expand the city fixed guideway system in the City and County of Honolulu. Among its responsibilities are directing the planning, design, and construction of the fixed guideway system and operating and maintaining the system, preparing annual operating and capital budgets, applying for and receiving grants of property, money and services and other assistance for capital or operating expenses, making administrative policies and rules to effectuate its functions and duties, and to promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit.

Organization

- Charter

HART came into existence July 1, 2011 pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended. The Charter Amendment establishing HART was approved by voters in the 2010 general election. HART assumed the duties and responsibilities of the Rapid Transit Division (RTD) of the City & County of Honolulu Department of Transportation Services (DTS), and functions as a semi-autonomous agency of the City & County of Honolulu government.

- Board of Directors

The HART Board of Directors is comprised of ten members: three appointed by the Mayor, three appointed by the City Council, three ex-officio members (one non-voting), and one member appointed by the Board of Directors. Its current membership includes:

- Robert "Bobby" Bunda, former President of the Hawaii State Senate, and insurance executive with John H. Connors Insurance;
- William "Buzz" Hong, former executive director of the Hawaii Building and Construction Trades Council;
- Don Horner, former chairman and chief executive officer of First Hawaiian Bank;
- Keslie Hui, development manager of Forest City Enterprises;
- Damien Kim, business manager and financial secretary of the International Brotherhood of Electrical Workers Local 1186;

- Ivan Lui-Kwan, attorney and director with Starn O'Toole Marcus & Fisher, and a former director of the City and County of Honolulu's Department of Budget and Fiscal Services;
- Glenn Okimoto, director of the State Department of Transportation and ex-officio, voting member of the board of directors;
- Carrie Okinaga, senior vice president of First Hawaiian Bank and the former Corporation Counsel for the City and County of Honolulu;
- David Tanoue, director of the City and County of Honolulu's Department of Planning and Permitting and an ex-officio, non-voting member of the board of directors; and
- Wayne Yoshioka, director of the City and County of Honolulu's Department of Transportation Services and an ex-officio, voting member of the board of directors.

- ED
- Staffing

Accomplishments

Project Status

- Schedule
- Budget
- Federal Process
- Staffing/Resources
- ROW
- TOD

Contract Status

- Construction Phases (WOFH, KHG, Airport, City Center)
- Core Systems
- Consultants
- Agency/Utility Agreements

Project Management and Control

- Safety and Security
- Quality Control
- Planning and Environment
- Government relations
 - City Council
 - State Legislature
- Public Outreach
- Others

ATTACHMENT B

COUNCIL/THIRD PARTY CORRESPONDENCE
QUARTER: January 1, 2012 – March 31, 2012

CORRESPONDENCE RECEIVED	STATUS/COMMENTS
<ul style="list-style-type: none"> • HART received a letter from CM Breene Harimoto dated January 18, 2012 <ul style="list-style-type: none"> - The letter is following up on clarification with respect to further questions raised at the January 12 Transportation Committee meeting 	<p>The response was delivered to the Council on February 9, 2012</p>
<ul style="list-style-type: none"> • HART received an email from CM Tom Berg on January 24, 2012 <ul style="list-style-type: none"> - The email is regarding the availability of Japan Rail Technology (MagLev) 	<p>The response was sent to the Council on February 13, 2012</p>
<ul style="list-style-type: none"> • During the special Budget Committee meeting was held on January 24, 2012 CM Berg asked for a calculation of tax revenue loss for the full 34-mile segment 	<p>The response was sent to the Council on Friday, February 16, 2012</p>
<ul style="list-style-type: none"> • HART received a letter from CM Kobayashi dated February 6, 2012 requesting the reason for as well as the estimated cost for radio advertisements 	<p>The response was sent to CM Kobayashi on Friday, February 17, 2012</p>
<ul style="list-style-type: none"> • Councilmember Cachola requested via HART Boardmember Bobby Bunda for HART to provide a copy of the Kiewit contract 	<p>The contracts were delivered to CM Cachola's office on Friday, February 17, 2012</p>
<ul style="list-style-type: none"> • CM Anderson asked during the Council meeting on March 21, 2012 if HART's financial plan can be revised so that 5307 fund would be "last resort" source of funding 	<p>The response was sent to CM Anderson on Tuesday, April 2, 2012</p>
<ul style="list-style-type: none"> • The Mayor's office received an email dated February 23, 2012 from Drew Waddell regarding the suspension of debt guidelines. 	<p>The response was emailed to Drew Waddell on Tuesday, April 3, 2012</p>



IN REPLY REFER TO:
HRT1/12-450065R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

February 7, 2012

The Honorable Breene Harimoto, Chair
and Members of the Transportation Committee
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

BOARD OF DIRECTORS
Carrie K.S. Okinaga, Esq.
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Ivan M. Lui-Kwan, Esq.
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William "Buzz" Hong
Donald G. Horner
Kestie W. K. Hui
Damien T. K. Kim
Glenn M. Okimoto, Ph.D.
David K. Tanoue
Wayne Y. Yoshioka

Dear Chair Harimoto and Councilmembers:

In response to your letter dated January 18, 2012, we provide the following:

1. With respect to the ongoing acquisition of properties, please provide a list of the location (property address and council district) of the 30 properties for which acquisitions have been initiated, and indicate which of those have had offers made, and which have been accepted.
Response: See Attachment A.
2. With respect to the 15 properties that have accepted the city's offer to acquire, please provide a more detailed breakdown describing the pre-acquisition use of each property (i.e. residential, business type, vacant, etc.), and basic information regarding the type and amount of relocation benefits provided to each property owner.
Response: See Attachment A for pre-acquisition or prior use of each property.

In addition, relocation of businesses and residences require that they be done in a fair and equitable manner as prescribed in the Uniform Relocation Assistance and Real Estate Acquisition Act. Determination of benefits involves the evaluation of sensitive and personal information to include income level, disability determination, business finances, which relate directly to the benefits received. Given the significant privacy interest of the recipients, a summary of the relocation costs are provided. See Attachment B.

3. With the understanding that the current project is comprised only of the minimum operable segment (MOS) from East Kapolei to Ala Moana, please provide a capital cost estimate for the remainder of the entire Locally Preferred Alternative.

Response: The Oahu Regional Transportation Plan 2035, adopted by the Oahu Metropolitan Planning Organization Policy Committee in April 2011, includes estimated costs in Year-of-Expenditure dollars for the following Illustrative Projects:

- Plan, design, and construct a fixed-guideway system between West Kapolei and East Kapolei: \$2,031.6 million.
- Plan, design, and construct a fixed-guideway system between Ala Moana and UH Manoa and Waikiki: \$1,828.4 million
- The total cost for these extensions would be \$3.86 billion.

**Honolulu Authority for Rapid Transportation
List of Property Acquisitions**

TMK	Address	Council District	Status	Type	Cost	Prior Use
Completed Acquisitions						
9-4-048-047	94-136 Leonui Street	9	Acquired	Full Take	\$5,908,230	Business / Car Dealership
9-4-048-046	94-119 Farrington Hwy	9	Acquired	Full Take	See Above	Business / Car Dealership
9-4-017-011	94-818 Moloalo Street	9	Acquired	Full Take	\$870,000	Business / Used Car
9-6-003-012	96-171 Kamehameha Hwy	8	Acquired	Full Take	\$287,000	Residence / Church
9-6-003-013	96-165 Kamehameha Hwy	8	Acquired	Full Take	\$455,588	Residence
9-6-003-014	96-157 Kamehameha Hwy	8	Acquired	Full Take	\$1,292,865	Residence
9-6-003-015	See Above	8	Acquired	Full Take	See Above	Residence
9-6-003-016	See Above	8	Acquired	Full Take	See Above	Residence
9-6-003-017	96-149 Kamehameha Hwy	8	Acquired	Full Take	\$559,914	Residence
9-6-004-006	96-93 Kamehameha Hwy	8	Acquired	Full Take	\$790,000	Residence
9-6-004-017	Kamehameha Hwy	8	Acquired	Full Take	\$90,000	Vacant
9-9-003-068	Kamehameha Hwy	7	Acquired	Full Take	\$993,783	Vacant
1-5-007-023	533 Kaaahi Street	7	Acquired	Full Take	\$2,850,000	Business (Print Shop) / Residence

TMK	Address	Council District	Status	Type	Cost	Use
1-2-009-001	1901 Dillingham Blvd	7	Appraisal	Full Take	N/A	Business Mixed Use
9-8-009-017	98-77 Kamehameha Hwy	8	Appraisal	Full Take	N/A	Vacant
2-3-007-033	1169 Kona Street	6	Appraisal	Partial Take	N/A	Business Mixed Use

Contract Name	a) Basic Description	Name of Contractor	b) Total Amount of Contract	c) Amount of Currently Approved Expenditure (NTP)	d) Locational Parameters
West Oahu/ Farrington Hwy Guideway	Design and build of the guideway for the West Oahu to Farrington Highway section	Kiewit Infrastructure West Co.	\$501,969,230.80	\$171,908,801.73	East Kapolei to Pearl Highlands
Program Management Support	Provide in-house program management services to HART in oversight and management of H RTP	InfraConsult LLC	\$36,727,162.00	\$20,000,000.00	Project-wide
Maintenance & Storage Facility (MSF)	Design and build of the Maintenance & Storage Facility	Kiewit Kobayashi Joint Venture	\$195,258,000.00	\$83,147,938.00	Pearl City (between LCC and Waipahu High School)
MSF Services Contract (LEED)	Provide the services of a Leadership in Energy and Environmental Design (LEED) Commissioning Consultant for the MSF	Enovity, Inc.	\$278,630.00	\$68,020.00	Pearl City (between LCC and Waipahu High School)
Farrington Hwy Station Group	Architectural and engineering services for the design of three transit stations	HDR Engineering, Inc.	\$5,500,696.00	\$4,380,136.00	East Kapolei Station, UH West Oahu Station, Hoopili Station
Kamehameha Hwy Guideway	Design and build of the guideway for the West Oahu to Farrington Highway section	Kiewit Infrastructure West Co.	\$372,150,000.00	\$128,817,201.00	Pearl Highlands to Aloha Stadium
Core Systems - Design Build	Design and Build of the Core system for the H RTP (Consist of Vehicles, Train Control, and Traction Power Facilities)	Ansaldo Honolulu Joint Venture	\$573,782,793.00	\$20,285,221.00	West Oahu to Ala Moana
HDOT Design Consultant	Provide the State of Hawaii Department of Transportation with design and construction phase review, facilitation of permits, compliance and other issues.	AECOM Technical Services, Inc.	\$3,000,000.00	\$3,000,000.00	East Kapolei to Pearl Highlands
Preliminary Engineering/ EIS	Provide general engineering consultant services for the Preliminary Engineering/Environmental Impact Statement.	PB Americas, Inc.	\$77,406,012.00	\$77,406,012.00	Project-wide
GEC/Planning/ Constr. Management (GEC II)	To assist and advise the City in engineering, planning, construction, procurement activities and related issues for the H RTP	PB Americas, Inc.	\$300,000,000.00	\$150,000,000.00	Project-wide
Airport Segment Guideway and Utilities	Architectural and engineering services necessary for the design and preparation of final construction plans, detailed specs, and other contract documents	AECOM Technical Services, Inc.	\$38,840,960.00	\$784,136.00	Aloha Stadium to Middle Street Transit Center
		Totals	\$2,104,913,483.80	\$659,797,465.73	



IN REPLY REFER TO:
HRT1/12- 452388R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

February 13, 2012

BOARD OF DIRECTORS

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Wayne Y. Yoshioka

The Honorable Tom Berg
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Councilmember Berg:

I am responding to your email dated January 24, 2012, regarding maglev technology. I have also reviewed the presentation material attached to your proposed Resolution 11-248, and I would like to offer our evaluation.

You stated that the China Daily article referenced in your email shatters earlier statements by DTS/HART that "Japan has this Urban Maglev rail technology-that it is proprietary." I respectfully disagree and point to the following discussion to support my earlier position as reported to the City Council.

First, the China Daily article you referenced confirms that China does not have a comparable urban maglev in operation. The article only reports on a new manufacturer introducing their product which is not yet in operation and would need to achieve government approval, full financial support, or environmental clearance.

Secondly, your statement that China has produced the urban maglev system since 2002 is incorrect. It is a German technology consortium, Transrapid, which built Shanghai's high-speed maglev system. It is designed for the average speed of over 150 miles per hour, connecting the city to its airport. The Shanghai high-speed maglev system is not suitable for urban service.

Additionally, while there are many who claim they are developing versions of the maglev systems including a few in the United States, none of the developing maglev systems can claim a proven track record which would be required for procurement. The reference material you attached to Resolution 11-248 confirms there are only two in operation and the rest are not available for practical application. One of those systems is the aforementioned high-speed Shanghai system and the other is the only urban system in Nagoya, Japan, which is 5.6 miles long with nine stations and was first installed as a demonstration project for an exposition in 2005.

We also learned that there is an urban system in operation since 2008 in Daejeon, Korea, but the system is only 0.6 mile and serves within a park.



IN REPLY REFER TO:

HRT1/12- 450516R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

February 16, 2012

The Honorable Tom Berg
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

BOARD OF DIRECTORS
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Wayne Y. Yoshioka

Dear Councilmember Berg:

At the January 24, 2012, Budget Committee meeting, you requested the Honolulu Authority for Rapid Transportation (HART) provide a calculation of tax revenue loss resulting from property acquisitions along the full 34-mile segment. We respond as follows.

Currently, HART plans to acquire 184 parcels for the construction of the first 20 miles from East Kapolei to Ala Moana Center. To date, HART has acquired 14 "whole-take" properties for the Honolulu Rail Transit Project. Based on the current year property tax assessments, these property acquisitions represent a reduction of tax revenue receipts of approximately \$90,400. HART will be acquiring an additional 24 "whole-takes" and 160 "partial-take" parcels over the next few years. As stated in the Final Environmental Impact Statement (Table 4-1, Section 4.3.3, Real Property Tax), the impact to real property tax will be approximately \$1.2 million annually once all property is acquired.

It should be noted that despite the short-term loss in property tax revenue, it is anticipated that as a result of rail and Transit Oriented Development (TOD), the City will experience increased revenues through the better utilization and redevelopment of properties along the rail corridor as outlined in the TOD studies undertaken by the City's Department of Planning and Permitting. This assumption is further validated by other regions in the United States. For example, Santa Clara County commercial property is 23 percent higher in value near light rail and 120 percent higher near commuter rail. In Dallas, office properties near suburban DART rail stations increased their value by 53 percent more than comparable properties not served by rail, and the value of residential properties increased by 39 percent.



IN REPLY REFER TO:
CMS-AP00-00139

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

February 17, 2012

BOARD OF DIRECTORS
Carrle K.S. Okinaga, Esq.
CHAIR

The Honorable Ann H. Kobayashi
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813-3065

CITY COUNCIL
HONOLULU, HAWAII

2012 FEB 17 P 3 09

RECEIVED
Ivan M. Lui-Kwan, Esq.
VICE CHAIR
Robert Bunda
William "Buzz" Hong
Donald G. Horner
Kestle W. K. Hui
Damien T. K. Kim
Glenn M. Okimoto, Ph.D.
David K. Tanoue
Wayne Y. Yoshioka

Dear Councilmember Kobayashi:

Thank you for your February 6th inquiry regarding the Honolulu Rail Transit Project.

I am glad your constituents are hearing the radio spots HART has been airing. As you are no doubt aware, the Federal Transit Administration (FTA) has recently approved our request to begin construction of the foundation and the pillars that will support the fixed guideway. Construction activities will accelerate along the rail route, and in the interest of transparency and being proactive, we are reaching out via radio to businesses and residents to give them the latest, most accurate, and up-to-date information about construction details and basic project information. In so doing, we believe our outreach efforts will make for a well-informed public that will be better able to adjust their current traveling schedules as they become more aware of construction, lane closures, and night work.

Additionally, and perhaps more importantly, the radio spots also advise caution. Safety is paramount, both for drivers as well as for those who will have jobs working on the rail project. The spots urge motorists to be aware of the working construction crews and to drive carefully. The cost to produce and to air the informational spots is about \$145,000.

We disagree with your statement that voters were under the impression that the rail project was to cost only \$3 billion. When you and your Council colleagues voted six years ago to select the fixed guideway as the locally preferred alternative (LPA) in 2006, you were informed with the Alternative Analysis that the estimated cost of the minimum operable segment was \$5.1 billion in year of expenditure (YOE) dollars. In the Draft Environmental Impact Statement, which was issued in 2008 before the election, the cost was estimated to be \$5.25 billion for the Salt Lake segment, and \$5.4 billion for the Airport route. The Council initiated, and then approved, the change to the Airport segment in 2009. The current financial plan (September 2011) which the

RADIO SPOT

[ANNOUNCER:]

The Federal Transportation Administration has given Honolulu's rail transit project the green light to begin construction of the foundations and pillars for the elevated rail system.

HART is asking motorists to be alert for construction work, particularly along Farrington Highway between Kapolei and Pearl City. Please obey traffic signs for the safety of the construction crews, as well as other motorists.

To get weekly construction updates and learn more about the rail project, visit HonoluluTransit.org.

A message from HART, paid for by Honolulu city taxpayers.



CITY COUNCIL
CITY AND COUNTY OF HONOLULU
530 SOUTH KING STREET, ROOM 202
HONOLULU, HAWAII 96813-3065
TELEPHONE: (808) 768-5010 • FAX: (808) 768-5011

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12 FEB -9 P 3:07

HART

February 6, 2012

Mr. Kenneth Toru Hamayasu, Interim Executive Director
Honolulu Authority For Rapid Transportation
1099 Alakea Street, Suite 1700
Honolulu, Hawaii 96813

Dear Interim Director Hamayasu,

I have recently received phone calls from various residents asking about the radio advertisements endorsed by H.A.R.T for the Honolulu rail project. More specifically, residents are inquiring as to what is the basis behind the radio advertisements at this point in time.

Prior to the 2008 Honolulu general elections, the City spent over \$5 million on lobbying and a public information campaign for the project. From June 30, 2008, to July 31, 2009, the city spent nearly \$1.97 million on community outreach efforts, which included speaker's bureaus, workshops, a public television show, and community events. Over \$700,000 was also spent on printed material related to the project. The campaign successfully advocated the proposed rail system to the general public and elected officials, as 53% of voters voted in favor of the charter amendment establishing a steel wheel on steel rail transit system. Nevertheless, at the time of the vote, voters were under the impression that the rail project was to cost only \$3 billion. Nearly four years later, the project is now estimated to cost \$5.3 billion.

Moreover, the 2008 vote was also based on the original minimum operable segment (MOS), which included a route along Salt Lake Boulevard. As approximately 50,000 residents reside in the Salt Lake, many voters from the area voted in favor of the charter amendment believing that rail would provide an alternative mode of transportation and much needed traffic relief. In January 2009, the MOS was amended to replace the Salt Lake Route with a route serving Pearl Harbor and the Airport. The previous City Administration supported this change even though the Airport Route was estimated to cost approximately \$200 million more than the Salt Lake Route.



IN REPLY REFER TO:
CMS-AP00-00143

HONOLULU AUTHORITY *for* RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

February 17, 2012

The Honorable Romy M. Cachola
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813-3065

Dear Councilmember Cachola:

Transmitted herewith is a copy of the HART contracts that were requested. Included are the following:

- West Oahu/Farrington Highway Guideway Design-Build Contract
- Kamehameha Highway Guideway Design-Build Contract
- Maintenance and Storage Facility Design-Build Contract
- Design contract for the Airport Guideway and Utilities

An index of documents associated with each of the design-build contracts is attached.

When no longer needed, it would be appreciated if these documents are returned to HART.

Sincerely,

Kenneth Toru Hamayasu
Interim Executive Director and CEO

Attachments

cc: HART Board Members

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**Kamehameha Highway Guideway Design-Build Contract
KHG Contract CT-DTS-1100195**

1	Contract Parts 1-3
2	Contract Part 4 - Design Criteria
3	Contract Part 5 - Engineering Data
4	Contract Part 7 Standard Specifications Part 1
5	Contract Part 7 Standard Specifications Part 2
6	Contract Part 8 Standard Directive Drawings
7	Reference Documents 1 of 4
8	Reference Documents 2 of 4
9	Reference Documents 3 of 4
10	Reference Documents 4 of 4
11	Contract Part 9 Kiewit Cover Ltr/Executive Summary
12	Contract Part 9 Kiewit Tech Proposal Vols 1-3
13	Contract Part 9 Kiewit Vols 4-6, etc.
14	Contract Part 9 Kiewit Priced Option
15	RFP Drawings 3 of 3
16	RFP Drawings 2 of 3
17	Volume 1 Civil/Traffic
18	CADD Procedures
19	Kiewit Volume 3 Drawings Supplemental

**West Oahu/Farrington Highway Guideway Design-Build Contract
WOFH CONTRACT CT-DTS-1000137 TRANSMITTAL INVENTORY**

1	Contract Parts 1-3
2	Contract Part 4 - Design Criteria
3	Contract Part 5 - Engineering Data
4	Contract Part 7 Standard Specifications
5	Contract Part 8 Reference Documents 1-10
6	Contract Part 8 Reference Documents 11-14
7	Contract Part 8 Reference Documents 15
8	Contract Part 8 Reference Documents 15-17
9	Contract Part 8 ITPLO
10	Contract Part 8 RFI Responses
11	Contract Part 9 Kiewit Technical Proposal
12	Contract Part 9 Kiewit Clarifications ATC
13	Contract Part 9 Kiewit Executive summary
14	Part 1 Exhibit 22 - Schedule of Milestones
15	Baseline Schedules
16	Reference 11 Appendix C1 and G
17	RFP Drawings Vol. 1 - Civil and Traffic
18	RFP Drawings Vol. 2 - Utilities
19	Vol. 3 Technical Proposal Drawings / Supplemental
20	CADD Procedures etc
21	RFP Drawings Vol. 3 Structural Landscape etc.
22	Contract Change Orders

**Maintenance and Storage Facility Design-Build Contract
MSF Contract CT-DTS-10A0449**

1	Contract Parts 1-3
2	Contract Part 4 - Design Criteria
3	Contract Part 5 - 6 Engineering Data
4	Contract Part 7 Standard Specifications Vol 1
5	Contract Part 7 Standard Specifications Vol 2
6	Contract Part 7 Technical Provisions
7	Reference Documents Vol 1 of 2
8	Reference Documents Vol 2 of 2
9	Part 8 ITPLO
10	Part 9 ATC; Price Proposal, Exec Summary
11	Part 9 Kiewit Kobayashi Technical Proposal
12	Volume 1 - Yard
13	Volume 2a - 2d Drawings
14	Volume 3 - Drawings



IN REPLY REFER TO:
HRT3/12-459646R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

April 2, 2012

The Honorable Ikaika Anderson
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Councilmember Anderson:

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In response to your question during the Council meeting on March 21, 2012, we respond as follows:

The financial plan, which is currently being updated, assumes Section 5307 funds will be required. However, HART will review the project's funding requirements each year and determine annually how much Section 5307 funds will be required for the rail project. The determination will be based on factors such as bond interest rates and how much County GET Surcharge is actually realized. The financial plan will include a statement that Section 5307 funds will be applied to other City transit needs if doing so will not affect the integrity of the rail project's financial plan.

If you should have any questions, please do not hesitate to contact me at 768-8344.

Sincerely,

Kenneth Toru Hamayasu
Interim Executive Director and CEO

cc: All Councilmembers
HART Boardmembers



IN REPLY REFER TO:
HRT3/12-455835R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

April 3, 2012

Mr. Drew Waddell
drew808@gmail.com

Dear Mr. Waddell:

Thank you for your email to Mayor Peter Carlisle inquiring about the decision to suspend debt affordability guidelines for unusual circumstances as provided for by City Council policy.

The decision to provide for a specific and limited term suspension of the debt affordability guidelines was made after full consideration of the facts, circumstances and prior actions taken by the City.

We understand your concern and appreciate your interest in the matters of the City.

Sincerely,

Kenneth Toru Hamayasu
Interim Executive Director and CEO

cc: Mayor Peter Carlisle

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-----Original Message-----

From: Drew Waddell [mailto:drew808@gmail.com]

Sent: Thursday, February 23, 2012 8:23 AM

To: Mayor Peter Carlisle; Chin, Douglas S; Kobayashi, Ann

Cc: Berg, Tom; Martin, Ernie; Anderson, Ikaika; Office of Councilmember Stanley Chang; Gabbard, Tulsi; Cachola, Romy; Harimoto, Breene; Garcia, Nestor

Subject: Suspending debt guidelines

Dear Mayor Carlisle,

Please explain why you have taken the action to suspend the City and County of Honolulu's debt guidelines concerning the additional borrowing needed for the new rail system. Why was this not open to the public or at least the City Council?

Where is the City and County Council NOT in this process? Do they not care or has this all been agreed on by them? They are the voice of the people that elected them. This voice will be heard.

This is bad government policy. And what is the point of "CAN-DO HONOLULU" when you don't even use it? I know what I can do when I vote. This is not about the rail, but in the process of the elected government. I would like to hear back from the Mayor and any of the the attached council member on this matter.

Kind Regards,

Drew Waddell



IN REPLY REFER TO:
HRT3/12-460397R

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

April 5, 2012

The Honorable K. Mark Takai
Hawaii State Capitol
415 South Beretania Street
Room 305
Honolulu, Hawaii 96813

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Dear Representative Takai:

Per your request, transmitted herewith are plans indicating column locations and transit stations along Dillingham Boulevard. These alignment plans and column locations are preliminary and subject to change by the City Center Guideway final design consultant. The station plans are conceptual and subject to change by the station final designers.

An index of documents associated with the column and transit station plans is attached.

Sincerely,

Kenneth Toru Hamayasu
Interim Executive Director and CEO

Attachments