



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Board of Directors Meeting
Mission Memorial Annex Conference Room
550 South King Street, Honolulu, Hawaii
Thursday, September 27, 2012, 9:00 AM**

PRESENT: Carrie Okinaga Wayne Yoshioka
Ivan Lui-Kwan Don Horner
Keslie Hui Robert "Bobby" Bunda
David Tanoue William "Buzz" Hong
Glenn Okimoto

ALSO IN ATTENDANCE: Dan Grabauskas Maurice Morita
(Sign-in Sheet and Staff) Gary Takeuchi Doug Chun
Lisa Hirahara Ryan Toyomura
Joyce Oliveira
Andrea Tantoco
Jeanne Mariani-Belding
Bill Brennan
Cindy Matsushita

EXCUSED: Damien Kim

I. Call to Order by Chair

Board Chair Carrie Okinaga called the meeting to order at 9:45 a.m.

II. Public Testimony

Ms. Okinaga called for public testimony, and there was none.

III. Approval of September 13, 2012 Board of Directors Meeting Minutes

Ms. Okinaga deferred the approval of the September 12, 2012 minutes to the next meeting.

IV. Report of September 13, 2012 Finance Committee

Board member Don Horner stated that he had nothing to report other than what was reflected in the minutes.

V. Presentation by the State Department of Transportation on Traffic Mitigation Plans

Board member and State Department of Transportation Director (HDOT) Glenn Okimoto introduced Deputy Director for Capital Improvements Projects Jadine Urasaki and Highways Administrator Alvin Takeshita, who gave a Powerpoint presentation on the DOT's traffic mitigation plans. The presentation is attached hereto as Attachment A.

Ms. Urasaki stated that she would be highlighting current and upcoming projects and initiatives designed to mitigate traffic. One of the HDOT's larger projects is the H-1 freeway PM Contraflow Project, a \$70 million project that addresses westbound capacity and congestion. The corridor carries 40,000 vehicles westbound per day during the peak period, causing a delay time of 10 to 20 minutes per vehicle per day. Construction will begin in spring of 2013, with design currently underway.

The Kapolei Interchange Complex Project is a multi-phase initiative, phase one of which has already been completed. This project is a public-private partnership with the developer. Phases 3 and 4 will cost \$60 million, and will include a new state access road to Kalaeloa Harbor. Design for those phases is expected to begin in fiscal year 2015.

The H-1 Waiawa Interchange, Westbound, Waipahu Off-ramp Improvements Project, estimated to cost \$24 million to construct, will widen the Waipahu off-ramp from one to two lanes. Eastbound on H-1, the Ward Avenue On-ramp Improvements Project, valued at \$17 million, seeks to improve traffic flow in that area.

Because of the great need and lack of funds, HDOT is engaging in demonstration projects, such as Lane Reconfiguration of the H-1 from the Pali Highway to Punahou Street off-ramps. The project is approximately 1.4 miles long, and encompasses both the eastbound and westbound lanes. The first phase of the project is the creation of an additional lane, which reduced existing lanes to approximately 10 feet wide. The data gathered from this project will be provided to the Federal Highways Administration. So far, the project has been successful in increasing throughput capacity.

Phase two of the H-1 Lane Reconfiguring Project is the lane restriping and paving of the freeway from the Pali Highway off-ramp to the H-1 viaduct. Current conditions along the project corridor include the Airport viaduct, which is the most congested interchange in the state.

HDOT's initiatives include the \$8.5 million Freeway Service Patrol, which provides assistance to motorists and clears freeways. The patrol coverage area has recently been expanded under the existing contract, with future expansions under consideration.

Another initiative is the Freeway Management System, an information technology program. HDOT's goals for its Intelligence Transportation System (ITS) are to implement interagency management, provide information to motorists, and to expand ITS. The \$200 million program will be implemented over ten years as a joint effort with the City and County Department of Transportation Services. The goakamai.org website consolidates travel information such as real-time traffic cameras and estimated travel times on one website, enabling users to plan travel efficiently.

HDOT is also developing a 511 hotline, which will provide callers with real-time traffic information.

Board member Ivan Lui-Kwan stated that in his personal experience, the H-1 Lane Reconfiguration has greatly improved his commute. Mr. Horner agreed. Board member Wayne Yoshioka commended HDOT for moving forward with innovative initiatives such as lane reconfiguration, despite criticism of the project.

Ms. Okinaga thanked Mr. Okimoto, Ms. Urasaki and Mr. Takeshita for their presentation, and noted the good intent behind having the HDOT Director as a member of the HART Board, and the fact that the Board looked forward to working with HDOT on the project in the coming years.

VI. Report on Washington, D.C. Travel

Ms. Okinaga reported on her trip to Washington, D.C. with Mayor Peter Carlisle, City Council Chair Ernie Martin, and HART Executive Director and CEO Dan Grabauskas. She stated that the purpose of the trip was twofold: to inform members of Congress about project progress following the *Kaleikini vs. Yoshioka et al.* decision, and to obtain the Federal Transit Administration's (FTA) confirmation of their continued support. Ms. Okinaga stated that her written report on the trip would be posted on the HART website. A copy of her report is attached hereto as Attachment B.

Mr. Grabauskas stated that the Honolulu contingent met separately with the FTA's Deputy Administrator Therese McMillan and Administrator Peter Rogoff, who provided confirmation that the FTA has all the technical information necessary for HART's Full Funding Grant Agreement (FFGA) application. Regarding the timeline for the FTA's review of the application, the *Kaleikini* decision was issued as the FTA's 60-day review period was reaching its conclusion. Since that time, HART has been providing the FTA with information about impacts of the decision to the project schedule and budget. The application is still on course to be awarded by the end of the year. The FTA views the *Kaleikini* decision as a detour, rather than a roadblock. Mr. Grabauskas stated he was encouraged by stories shared by each member of Congress with whom the Honolulu

contingent met about public works projects in their respective states that encountered similar roadblocks, but were ultimately built. Everyone was also impressed with the support from the mayor, council chair and others of the project.

Senator Daniel Inouye had remarked that it was his first time seeing the mayor, council chair, and HART officials in the same room, speaking with the same voice. Overall, Mr. Grabauskas viewed the visit as a very successful one.

Mr. Grabauskas reported that HART continues to work with the FTA to refine the schedule and budget. He noted that the Hawaii Supreme Court's deadline for ruling on the City's motion for reconsideration was the following day.

VII. Executive Director's Report

Mr. Grabauskas then gave his Executive Director's report. He stated that the Supreme Court ruling by the next day would determine which direction HART takes when the matter is taken up again by the Circuit Court.

Mr. Grabauskas gave an update on the Archaeological Inventory Survey (AIS) trenching. He reported that all trenches had been completed in the first two phases of the project, with no archaeological finds, that 22 trenches in the Airport section had been completed, and that 90 trenches in the City Center section had been completed. Trenching is being conducted seven days a week, during both the day and evening. HART remains on schedule, completing approximately 15 to 20 trenches per week. HART continues to issue traffic advisories about the trenching so the public is notified of traffic impacts. Mr. Grabauskas complimented HDOT for its cooperation in working with HART on traffic mitigation.

Mr. Grabauskas reported that trench 150, in which a skeletal remain was found, has undergone further excavation. There were no further discoveries in that trench. HART is currently awaiting the State Historic Preservation Division's (SHPD) guidance on whether additional trenches will be needed in this area. Mr. Grabauskas stated that in a few weeks, HART will probably be ahead of schedule. Regarding real estate access for trenching, Mr. Grabauskas advised that HART continues to have conversations with landowners, who have been mostly cooperative. He stated that HART is not engaging in any condemnation efforts at this point.

Mr. Grabauskas reported that the cost impact ranges previously given were still accurate. However, he stated that the courts' decisions would drive the extent of the delay. He reported that a number of meetings with state legislators had occurred to keep them apprised of the matter, with another meeting to occur the following day.

Regarding outreach, Mr. Grabauskas stated that a list of his future speaking engagements had been circulated to Board members, whom he encouraged to attend with him.

Mr. Grabauskas then thanked outgoing HART Board member David Tanoue for his service. Ms. Okinaga echoed Mr. Grabauskas' sentiments on the Board's behalf. She also recognized Jiro Sumada, who would take Mr. Tanoue's place on the Board in an ex-officio capacity as the Acting Director of the Department of Planning and Permitting.

Board member William "Buzz" Hong asked Mr. Grabauskas what the average time was to complete each trench.

Ms. Okinaga declared a recess at 10:12 a.m. due to a fire alarm and evacuation of the building.

The meeting was reconvened at 10:23 a.m.

Mr. Grabauskas answered that it takes approximately one day to complete a trench, depending on the circumstances. Mr. Hong asked if Royal Contracting is the only firm performing the trenching. Mr. Grabauskas replied that Royal does the actual digging, and that Cultural Surveys Hawaii is working as the archaeologists.

Mr. Horner asked whether the remains found in trench 150 had been confirmed as historical *'iwi*. Mr. Grabauskas replied that HART is still awaiting SHPD's guidance on that matter. Mr. Horner asked whether the column could be moved, should the determination be made that the *'iwi* is historical. Mr. Grabauskas advised that HART has a lot of flexibility in determining where a column or other feature is placed.

If the *'iwi* is deemed to be in a burial context, the Oahu Island Burial Council (OIBC) and SHPD engage in a process of contacting lineal descendants, followed by a three to six month consultation. The lineal descendants will then specify their preference as to the disposition of the *'iwi*. If a find is not determined to be within a burial context, there are many possibilities, the most likely of which is that the *'iwi* would be reinterred at a later date in a designated location along the alignment that is determined in conjunction with the OIBC.

Mr. Horner asked at what depth the *'iwi* was found, and Mr. Grabauskas replied that it was found adjacent to the road in the sidewalk area at a depth of about six to eight feet. He stated that the *'iwi* was located in the ancient sand layer, beneath a layer of earth mixed with shells, a tumbled brick filled layer, and the pavement.

Mr. Tanoue asked what was actually found. Mr. Grabauskas stated that it was a single human bone believed to be a tibia of about three inches in length and a couple of centimeters in diameter. Mr. Tanoue asked if anything else was found, and Mr. Grabauskas stated that that was the only find. He stated that he understood that a burial context would consist of a particular arrangement of the *'iwi*.

Mr. Horner stated that the fact that such a small fragment was found speaks to the thoroughness of the trenching. Mr. Grabauskas remarked that he was impressed with the

cultural sensitivity of the folks performing the work. Mr. Horner confirmed that HART is not doing anything different than it did in the first phase.

VIII. Executive Session

Ms. Okinaga called for a motion to enter into executive session for the Board to consult with its attorneys for the reasons stated in the agenda. Mr. Horner so moved, and Board member Keslie Hui seconded.

The Board of Directors entered into executive session at 10:34 a.m.

The Board of Directors meeting reconvened in public session at 11:09 a.m.

IX. Adjournment

There being no other business before the Board of Directors, Ms. Okinaga adjourned the meeting at 11:09 a.m.

Respectfully Submitted,



Cindy Matsushita
Board Administrator

Approved:



Carrie Okinaga
Board Chair

NOV 15 2012

Date

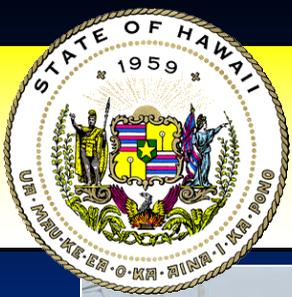
ATTACHMENT A

NEW DAY IN HAWAII

DEPARTMENT OF TRANSPORTATION



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
Director Glenn Okimoto, PhD
**Honolulu Authority for Rapid Transit
(HART) Board Presentation**
September 27, 2012



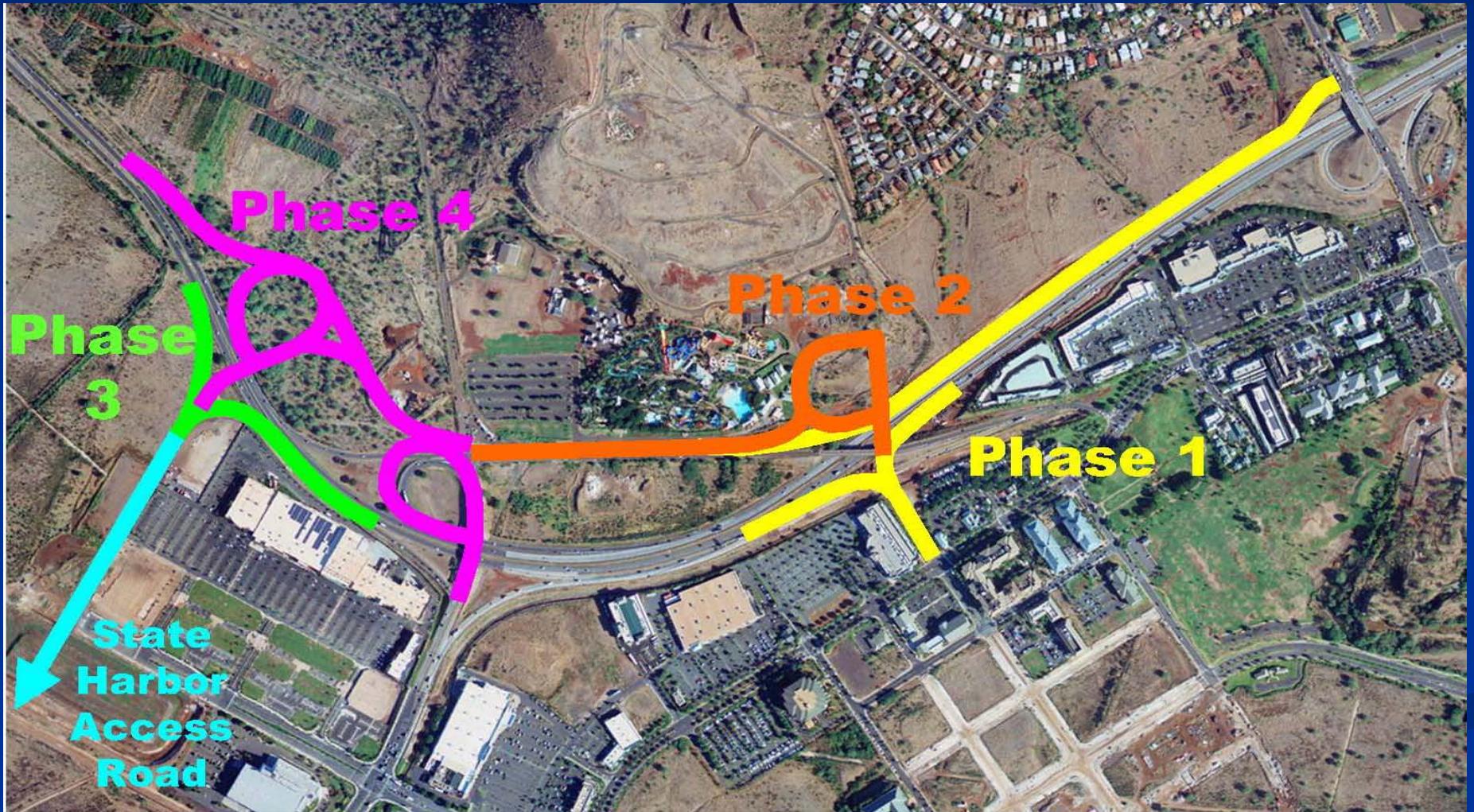
H-1 Freeway PM Contraflow

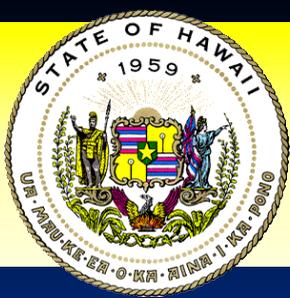
CURRENT CONDITIONS



- 3 to 7 westbound lanes, with 3 continuous thru lanes
- Regularly congested in PM peak period
- Peak period = 40,000+ vehicles per day
- Delay time = 10 to 20 minutes per vehicle per day

Kapolei Interchange Complex





Interstate Route H-1, Kapolei Interchange Complex Phase 3



SCOPE

Phase 3 & 4 will complete the ultimate build out of the Kapolei Interchange Complex including the completion of the Palalailai and Makakilo Interchanges.

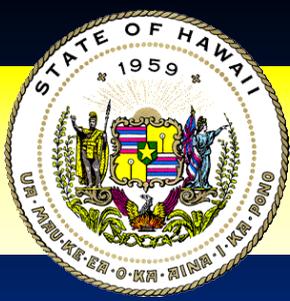
EST. TOTAL COST

\$60 Million

EST. SCHEDULE

Design Funds:
FY 2015





Interstate Route H-1, Waiawa Interchange, Westbound, Waipahu Off-ramp Improvements



SCOPE

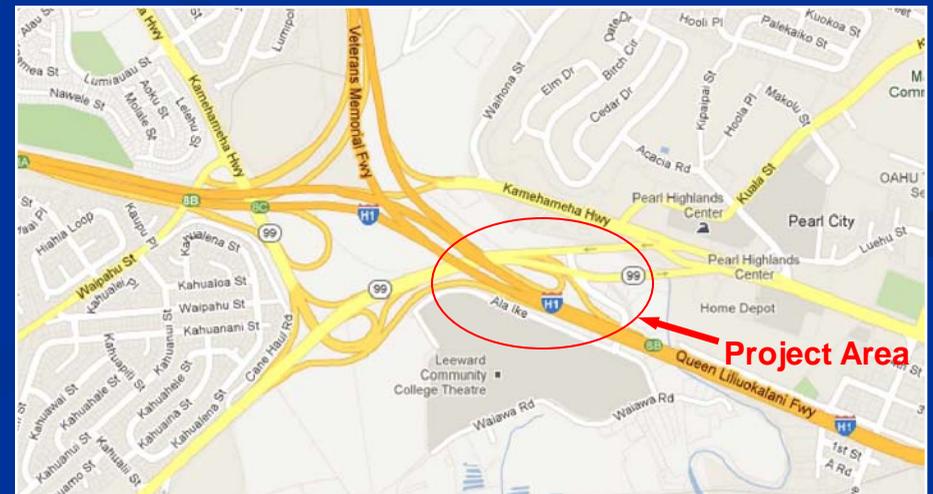
Widen the westbound Waipahu off-ramp from one to two lanes.

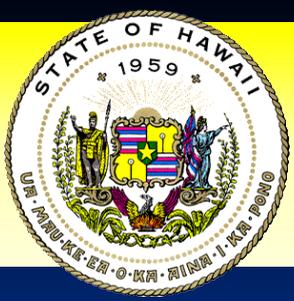
EST. TOTAL COST

\$24 Million

EST. SCHEDULE

Design Funds:
FY 2016





Interstate Route H-1, Eastbound Improvements, Ward Avenue On-Ramp to University Interchange



SCOPE

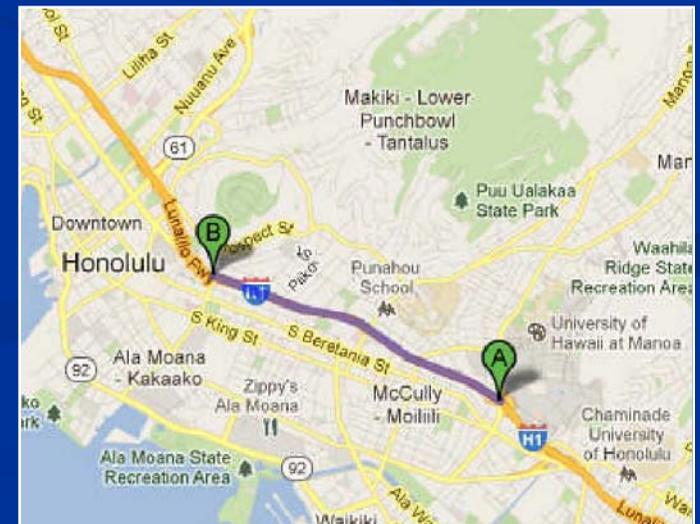
Improve the eastbound traffic flow from Ward Avenue to the University Interchange.

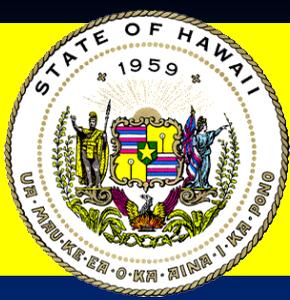
EST. TOTAL COST

\$17 Million

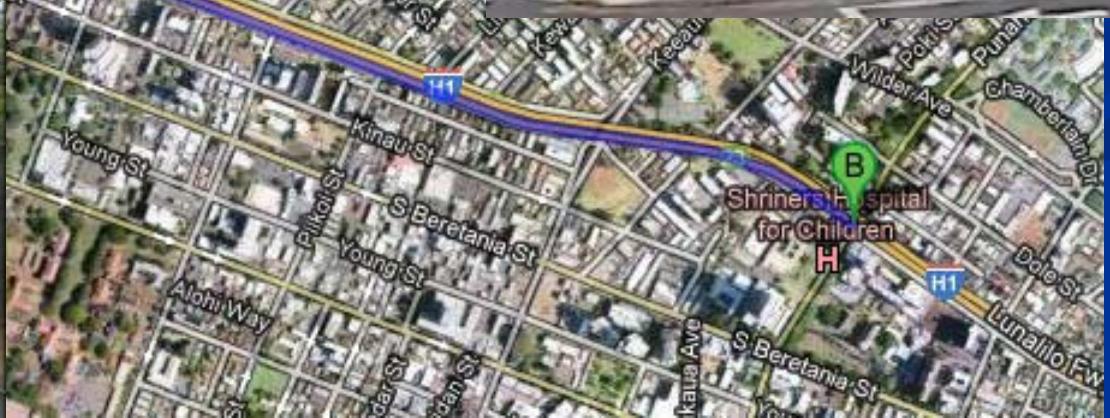
EST. SCHEDULE

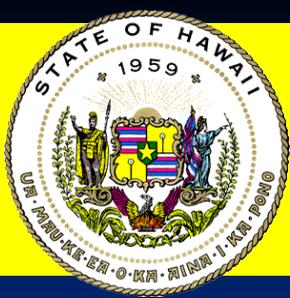
Design Funds:
FY 2014





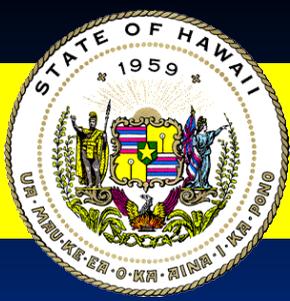
Interstate Route H-1, Lane Reconfiguration Demonstration Project, Pali Highway to Punahou Street





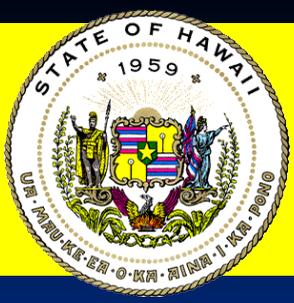
Interstate Route H-1, Lane Reconfiguration Demonstration Project, Pali Highway to Punahou Street



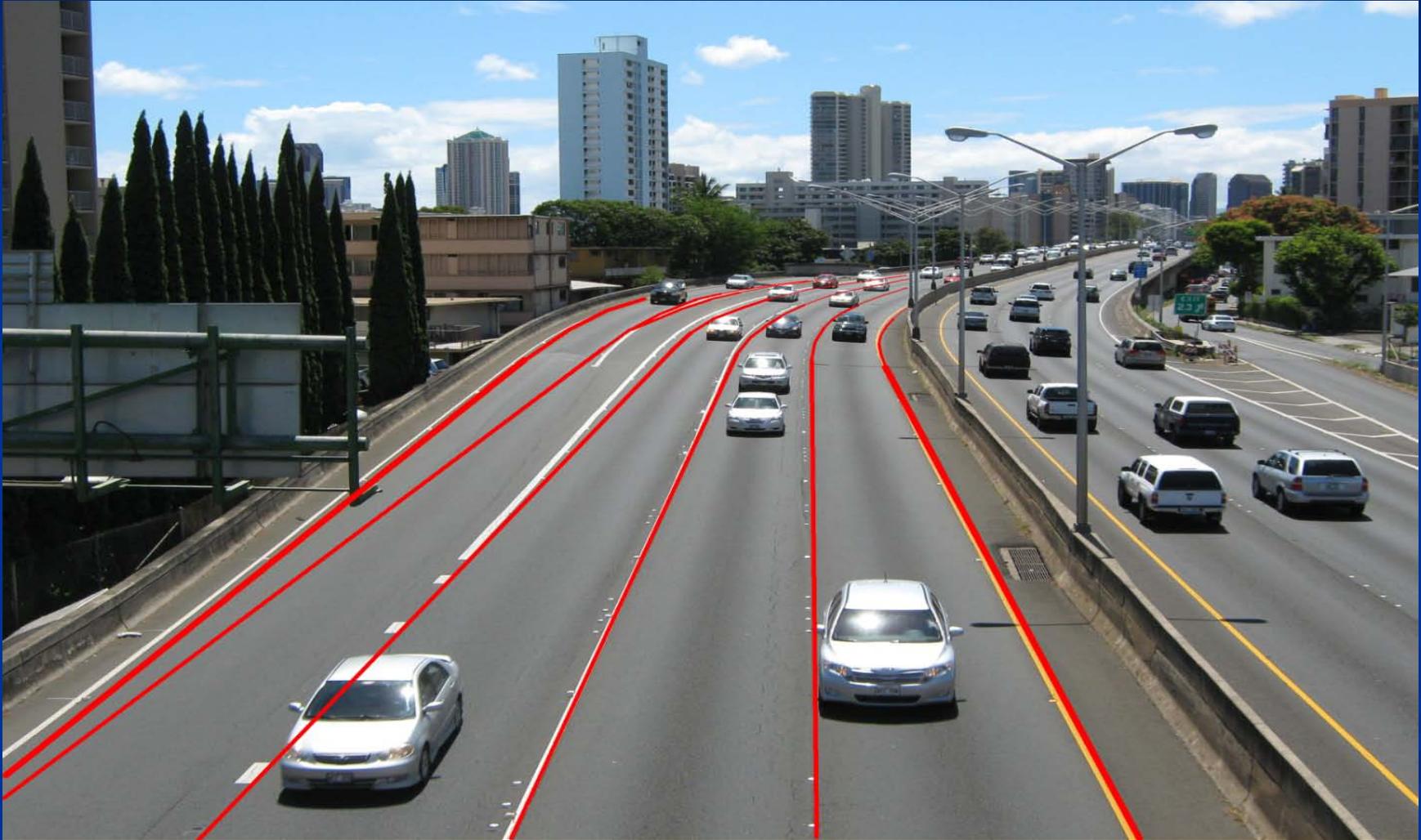


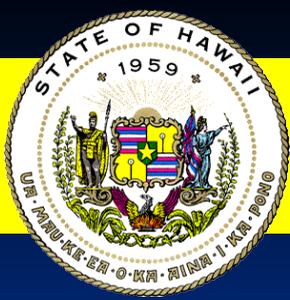
Interstate Route H-1 at Ward Avenue/Vineyard Boulevard



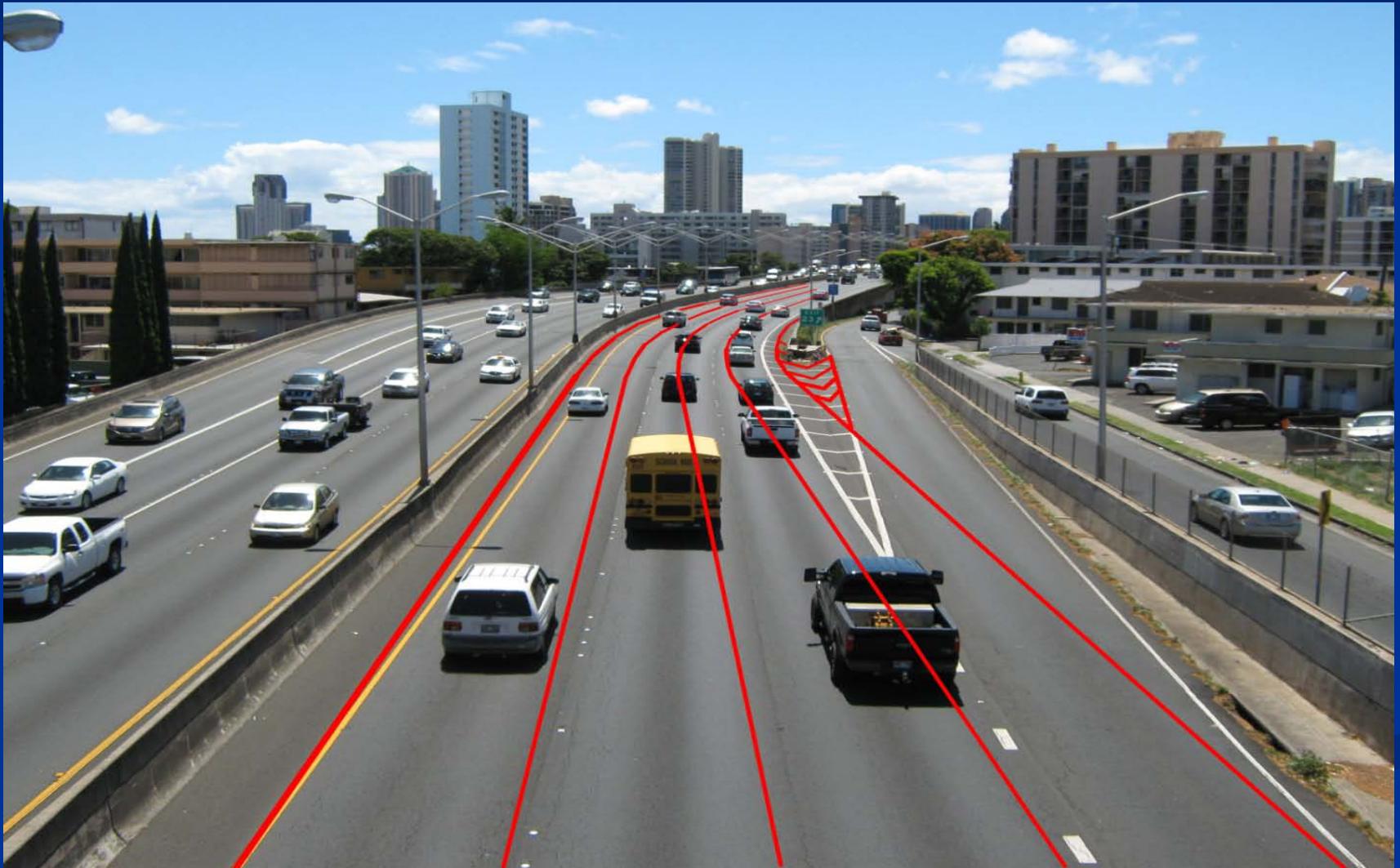


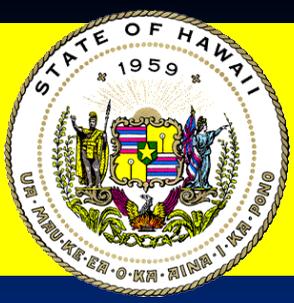
Interstate Route H-1 at Piikoi On-Ramp



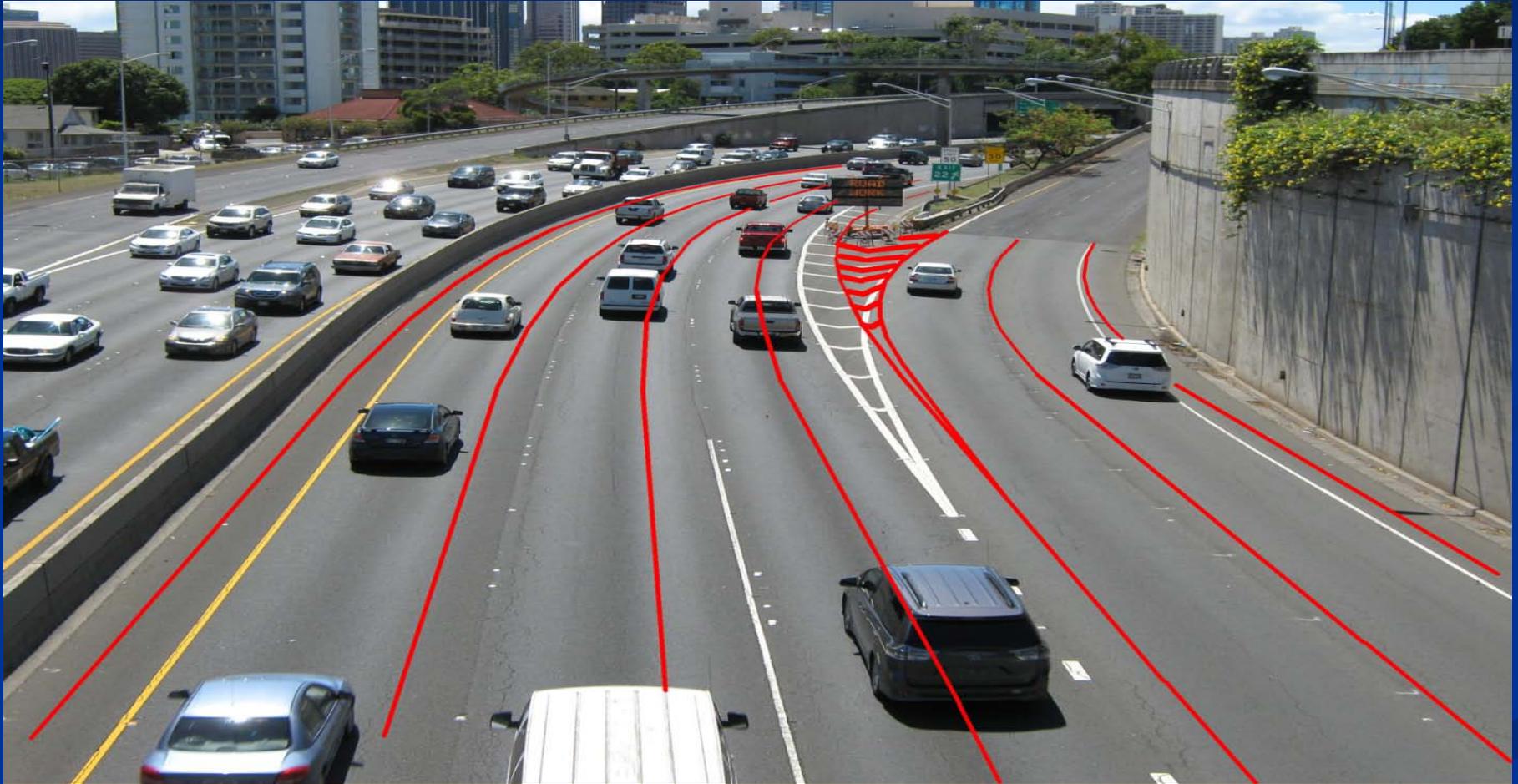


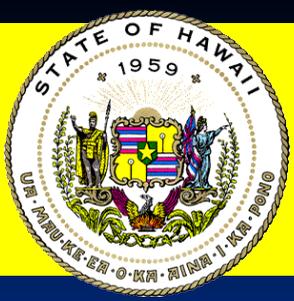
Interstate Route H-1 at Punahou Street On-Ramp and Lunalilo Street Off-Ramp



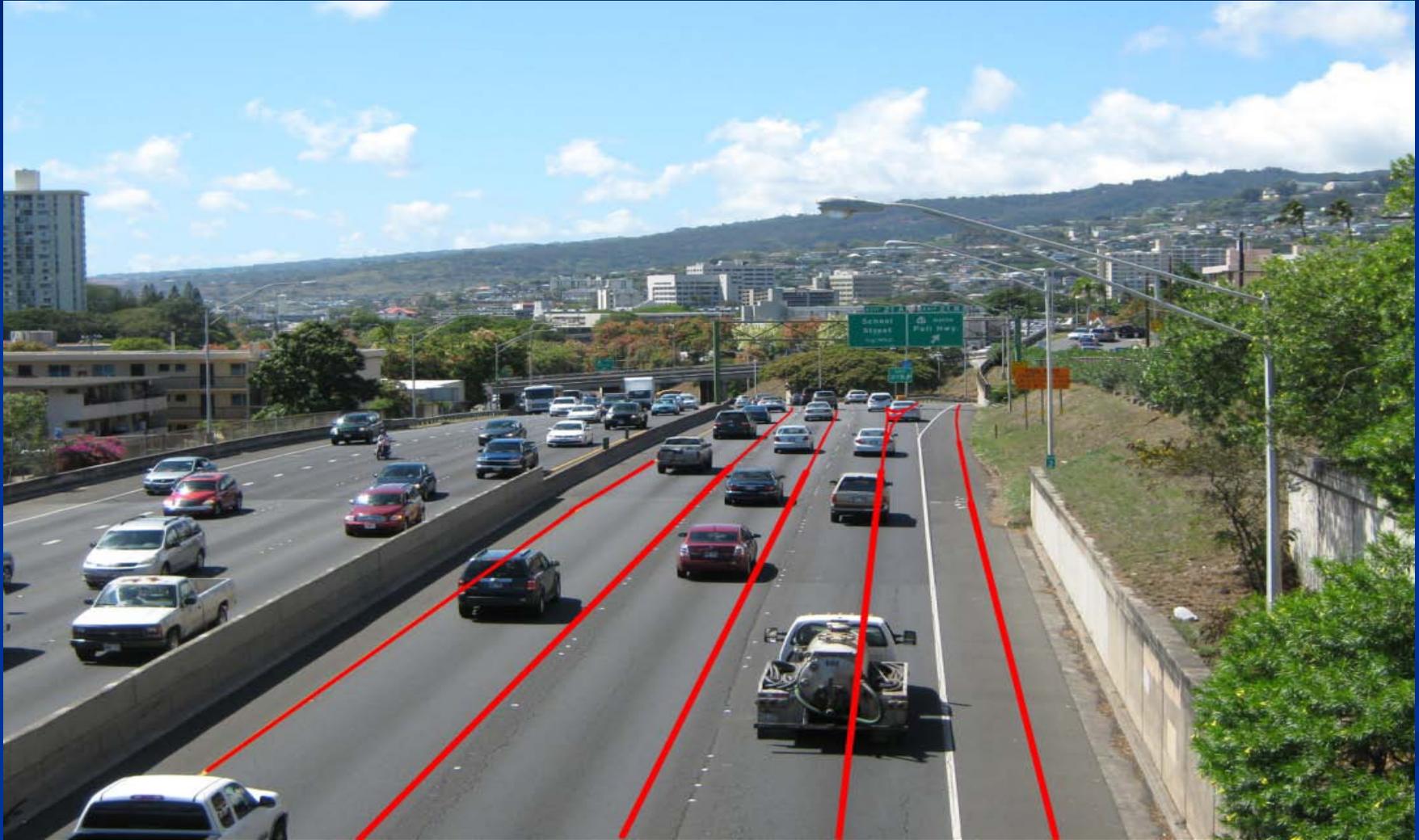


Interstate Route H-1 at Vineyard Off-Ramp





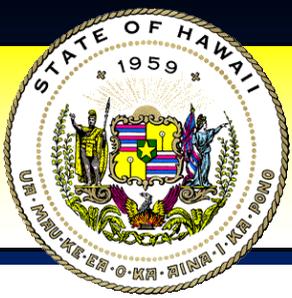
Interstate Route H-1 at Pali Highway Off-Ramp





H-1 RESTRIPING AND REHABILITATION/PAVING – KALIHI TO PALI HIGHWAY

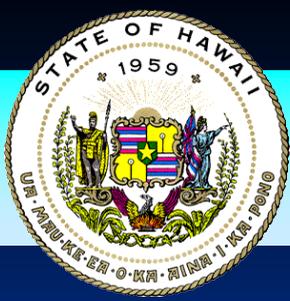




CURRENT CONDITIONS



- Worst bottleneck in the state
- Congested since the 70s
 - Studies in 80s, 90s, and 2000s
- Delays heavy in AM and PM
 - 2 minutes non-peak travel time
 - 20 to 45 minutes peak travel time
- Delays during non-peak times
 - Lunch hour
 - Weekends



Freeway Service Patrol

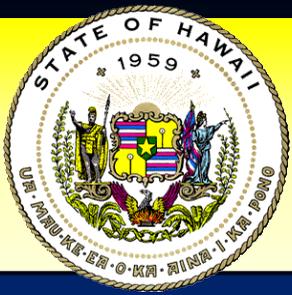
SCOPE

To provide minor assistance to motorists on the freeway and to assist emergency responders in clearing freeway incidents.

COST

\$8.5 M





Highways Division

H-1, H-2, H-201 MOANALUA FWYS. FREEWAY SERVICE PATROL EXPANSION

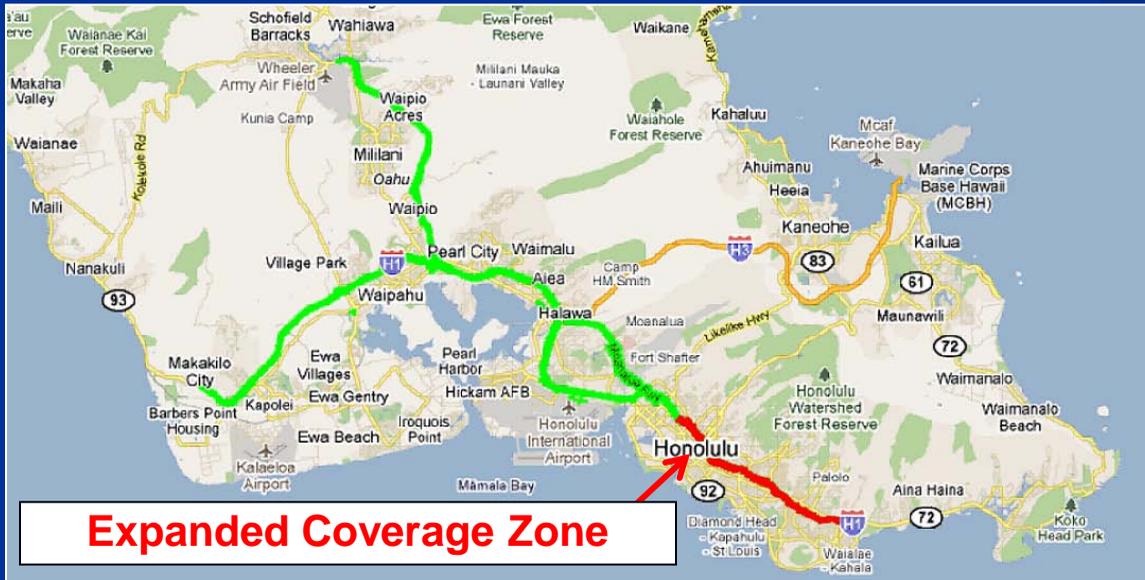


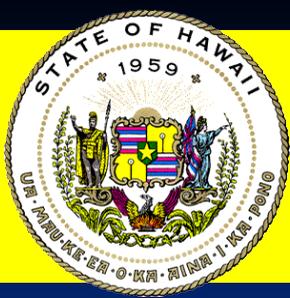
SCOPE

H-1 coverage expanded additional 3.8 miles from previous end point at Vineyard Blvd. off-ramp to University Ave.

EST. TOTAL COST

\$0 (Expansion part of existing \$4 million contract)





Freeway Management System



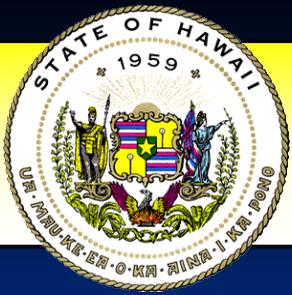
SCOPE

Three goals for HDOT's ITS program:

1. Implement an interagency incident management program
2. Provide advanced traveler information
3. Expand ITS Statewide

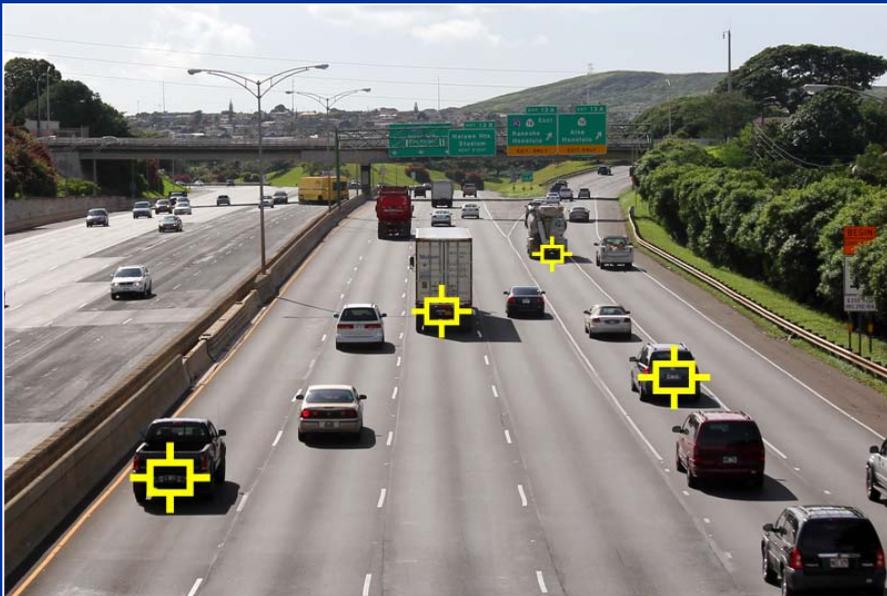
COST

\$ 200 M

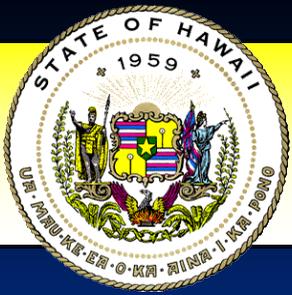


511 Advanced Traveler Information System

TRAVEL TIME GENERATION SYSTEM



- Installation of 48 freeway traffic speed-monitoring cameras in-progress
- Uses digital cameras to track random vehicle license plates
- Rear license plate info is truncated, encrypted, calculated & deleted, no data is stored
- Provides accurate travel times between given points
- Similar systems used across US



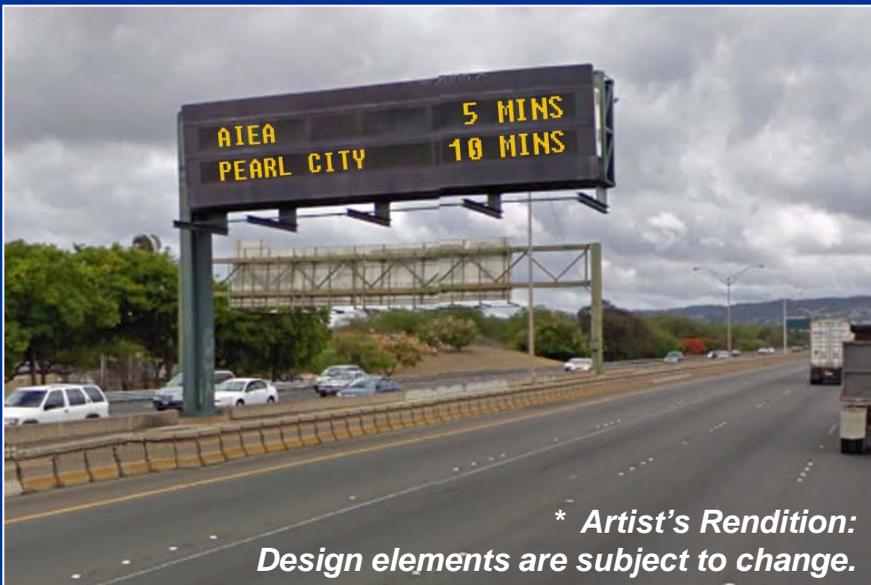
511 Advanced Traveler Information System

511 PHONE HOTLINE, HIGHWAY SIGNS



Traffic, Travel and Transit Info

- 511 automated phone system
- Highway electronic messageboards
- Gives motorists real-time traffic info via phone, internet & signs
- Info will also be used by TV newscasts & radio traffic reports
- Anticipated completion Summer 2012



* Artist's Rendition:
Design elements are subject to change.

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII



NEW DAY IN HAWAII

MAHALO AND ALOHA

ATTACHMENT B

HART BOARD MEMBER'S TRAVEL REPORT

TRIP TO WASHINGTON, D.C. – SEPTEMBER 17-21, 2012

On behalf of the HART Board of Directors, I accompanied Mayor Peter Carlisle, Council Chair Ernie Martin, and HART CEO Dan Grabauskas, to Washington, D.C. to meet in person with Peter Rogoff, the Administrator of the Federal Transit Administration, FTA Headquarters staff, members of the Hawaii delegation, and leadership from key Congressional committees before which our Full Funding Grant Agreement (“FFGA”) will come. One of the purposes of this trip was to brief the FTA and members of Congress regarding the status of our Full Funding Grant Application and of our project, including the erection of 16+ columns, the temporary cessation of ground-altering construction activities pending reconsideration of the recent Supreme Court opinion and further lower court rulings, and the potential impacts of delay to the schedule and cost contingencies. The other main purpose was to convey on behalf of the City Administration, the City Council, and HART and its Board of Directors our ongoing commitment to this rail project and to open lines of communication with all of our partners, federal, State and local.

Following meetings with the Mayor, Council Chair, our CEO, and Mr. Denis Dwyer (subconsultant to Infraconsult), on September 18, we attended a meeting with FTA Deputy Administrator Therese McMillan and members of FTA Headquarters staff. On September 19, we were also able to meet with FTA Administrator Peter Rogoff. Over the course of the meetings, we discussed the project specifically, including the construction activities, the status of the archaeological inventory survey work, the Board’s activities, the status of the FFGA, as well as the budget discussions going on in Congress more generally. The Mayor and Council Chair emphasized the stalwart support of the City Administration and the strong majority support of the City Council for advancing this project. As the Board was briefed two weeks ago, Mr. Grabauskas updated the FTA regarding the potential scheduling and cost impacts of the delay, assuring them that our cost contingencies are still not in need of adjustment and that our 2019 opening date still holds. Because of the excellent work of our CEO and HART staff, our federal partner is being kept well-apprised. The FTA personnel made it clear that it was not awaiting any additional technical data from HART, and that the agency would continue to perform its analyses prior to moving the application forward to the Office of Management and Budget. At the end of both meetings, as well as throughout the meetings, Administrator Rogoff and his staff emphasized ongoing support for moving the project forward to execution of the Full Funding Grant Agreement by year-end.

In addition to these meetings with the FTA, we met with the following Congressional officials and/or their staff; again, the purpose of these meetings was to update them regarding the status of our FFGA application pending with the FTA, and regarding the status of the project more generally. We also

offered to answer any questions they may have going forward. All of the officials were well-acquainted with the project, and the Members of Congress indicated their support.

- Senator Daniel K. Inouye and staff, including Alex Keenan, Staff Director for the Senate Subcommittee on Transportation, Housing and Urban Development, and Related Agencies
- Rep. John Duncan, Chairman, House Highways and Transit Subcommittee
- Rep. Peter DeFazio (and staff), Ranking Member, House Highways and Transit Subcommittee
- Rep. John Mica (and staff), Chairman, House Transportation and Infrastructure Committee
- Staff of Rep. Nick Rahall, Ranking Member, House Transportation and Infrastructure Committee
- Rep. Colleen Hanabusa (and staff)
- Staff of Senator Tim Johnson, Chairman, Senate Banking, Housing, and Urban Affairs
- Staff of Senator Daniel K. Akaka

The Board will be briefed about the trip through this report, and by Mr. Grabauskas at the September 27, 2012 Board meeting.

Respectfully submitted,



Carrie K. S. Okinaga, Chair