



HONOLULU AUTHORITY for RAPID TRANSPORTATION

## MINUTES

### Board of Directors Meeting

Oahu Transit Services

Paratransit Building, Second Floor

611 Middle Street, Honolulu, Hawaii

Thursday, April 11, 2013, 8:30 A.M.

#### PRESENT:

Carrie Okinaga

Ivan Lui-Kwan

Robert "Bobby" Bunda

George Atta

Keslie Hui

William "Buzz" Hong

Damien Kim

Don Horner

Michael Formby

#### ALSO IN ATTENDANCE: (Sign-In Sheet and Staff)

Adam Wong

Albert Bonifacio

Andrea Tantoco

Barbra Armentrout

Bennette Misalucha

Bill Brennan

Breene Harimoto

Brennon Morioka

Bryan Zachmeier

Charles Bayne

Charlotte Hee

Charlotte Kanda

Daniel Grabauskas

Diane Arakaki

Donald Sakamoto

Duane Sayers

Ed Hirata

Gary Takeuchi

Gerald Kaneshiro

Greg Lefcourt

Henry Miranda

J. Roger Morton

Jeanne Mariani-Belding

Joe Magaldi

Joey Manahan

John Black

Joyce Oliveira

Julia Belisario

Kimo Palakiko

Kirk Caldwell

Paul Migliorato

Paul Romaine

Paula Luv

Renee Espian

Riccardo DeConti

Robert Yu

Rose Pou

Russell Honma

Ryan Benevedes

Wil Estrada

Willie Holly, Jr.

Wynn Hee

#### EXCUSED:

Glenn Okimoto

I. Call to Order by Chair

HART Board Chair Carrie Okinaga called the meeting to order at 8:42 a.m.

II. Public Testimony on All Agenda Items

Ms. Okinaga called for public testimony.

Donald Sakamoto of Citizens for a Fair ADA Ride (CFADAR) and the Statewide Independent Living Council provided testimony asking the HART and Oahu Transit Services (OTS) boards to explore the possibility of a merger carefully. Board member Don Horner acknowledged Mr. Sakamoto's concerns and thanked him.

Rose Pou, also of CFADAR, testified that rail should be built first before OTS, HART and Handivan are consolidated. Ms. Okinaga clarified that the resolutions being presented that day would begin the dialogue between OTS and HART, but that there was no current merger proposal before either Board.

Barbra Armentrout testified in favor of a joint task force, but urged fact finding prior to any consolidation, to include a citizen's advisory panel. She also testified that the fare policy permitted interaction group should consider different fares for frequent riders and infrequent riders, and spoke of her experience riding transit in many different cities. Mr. Horner agreed everyone should work together, and said that the goal of the dialogue is to design rail to reflect the customer base, and to provide seamless service.

City Council Transportation Committee Chair Breene Harimoto provided testimony regarding the Executive Director & CEO's performance evaluation. He spoke of his positive experience working with Dan Grabauskas over the last year. Mr. Harimoto said that Mr. Grabauskas has great transit experience, and has turned public perception of the rail project around. He also commented that Federal Transit Administrator Peter Rogoff characterized Mr. Grabauskas as a nationally known expert. Mr. Harimoto gave Mr. Grabauskas an "A+" grade for his first year's performance. Mr. Horner thanked Mr. Harimoto and the Mayor for all their efforts to do rail better.

Riccardo De Conti thanked the HART Board for providing an opportunity for the public to provide input. He stated that he had attended the Associated Students of the University of Hawaii Student Forum on Rail that week. He asked why Nelson Nygaard had been paid to change an award-winning bus system to accommodate the rail corridor, and said he didn't expect an answer. Mr. Horner acknowledged Mr. De Conti's question, and said he expected that Mr. Grabauskas would respond in a reasonable amount of time. Board member Ivan Lui-Kwan said that he, along with other HART representatives, attended the ASUH event in order to be transparent, and Mr. De Conti commended HART for its transparency.

Kimo Palakiko provided testimony as a representative of CFADAR, Koolau dialysis members, and Handivan users. He said he deferred to the board on its decisions regarding

executive remuneration, but expressed his concern that HART pays its CEO almost three times the salary of the Department of Transportation Services (DTS) Director. Mr. Palakiko also asked that HART consider accessibility matters in designing its rail cars.

Jim Anthony requested that the HART Board allow public testimony after each agenda item, to permit members of the public to comment on agenda items once they have been presented. Mr. Horner stated that other public bodies, such as the Board of Education, structure their order of business like the HART Board. Mr. Lui-Kwan thanked Mr. Anthony for his commitment. Mr. Anthony expressed his appreciation for Mr. Lui-Kwan's contribution at the ASUH event.

Russell Honma provided testimony expressing the importance of intermodal planning in the joint OTS and HART task force.

Willie Holly expressed his concern that, should OTS and HART merge, the HART Board, rather than the City, would control the governance of City departments. Ms. Okinaga clarified that HART is a City agency. Mr. Holly responded that as HART is semi-autonomous, the City could be superseded by HART.

### III. Approval of Minutes of the March 21, 2013 Board of Directors Meeting

Ms. Okinaga asked the Board members if they had any changes to the minutes of the March 21, 2013 Board of Directors Meeting minutes. Hearing none, she called for approval of the minutes. There being no objections, the minutes were unanimously approved.

### IV. Presentation on Fiscal Year 2014 Capital Budget – Core Systems

HART Director of Engineering and Construction Lorenzo Garrido and Deputy Director of Core Systems Rainer Hombach presented the FY2014 Capital Budget for Core Systems, attached hereto as Attachment A. Mr. Hombach stated that of the \$574 million overall core systems budget, the FY14 appropriation request is for \$425 million. He said that the money would not all be spent in FY14. However, much of the core systems equipment is customized and requires a very long lead time. Mr. Hombach stated that 60% of the money would be disbursed in FY14, and 20% would be disbursed each year thereafter until 2018.

Mr. Hombach stated that the budget request for passenger train vehicles is \$180 million. HART will be purchasing 40 train cars, and each train would be a two-car configuration.

The budget request for fare vending equipment is \$11 million for all 21 stations. Mr. Hui asked if that amount included fare gates, and Mr. Hombach responded that it did not, as HART is currently evaluating gates and fare collection systems. Mr. Horner said that he would like to know whether fare gates would be employed. Mr. Garrido said that the station and systems designs will allow for both fare gates and barrier systems.

Mr. Hombach continued in his presentation by saying that system communications have been budgeted at \$59.6 million. This includes passenger emergency phones at stations, CCTV, and station information displays. Looking ahead, HART is exploring the addition of public wi-fi on the trains.

The budget request for the traction electrification system is \$47.9 million. The system includes 14 substations and systemwide controls, feeders, and ground returns. Mr. Hombach reported that HART staff is currently evaluating backup power systems to be employed in the event of a power outage. Mr. Horner asked whether a backup system had been originally budgeted, and Mr. Grabauskas replied that it had not.

Mr. Hombach reported that \$81 million had been requested for the train control system, which includes equipment rooms at each station and the master control equipment. He stated that HART staff is evaluating the option of adding platform screen gates.

The operation controls center is budgeted at \$6.7 million for control center equipment, train operations control, systems control and supervision, and security monitoring. Mr. Horner asked whether the fare collection database was included as part of the fare system evaluation, and Mr. Hombach said it was.

Lastly, Mr. Hombach stated that \$38 million was budgeted for other special equipment and spare parts.

Ms. Okinaga asked whether platform screen gates and fare vending would be looked at in the next few months. Mr. Grabauskas said that they would. He noted that they were discussed in the past but had not previously been budgeted for. He thought the Board would be pleased with the options being considered.

#### V. Transit Oriented Development Stakeholders Group Discussion

Mr. Lui-Kwan introduced the Transit Oriented Development (TOD) Stakeholders Group, and credited Mr. Hong as the chief advocate of the concept. He stated that the Transit Oriented Development Committee had a presentation and full discussion on the group. Mr. Lui-Kwan proposed the establishment of the TOD Stakeholders Group, and solicited comments from members. He said he had already received suggestions relating to the membership of the group. The Hawaii Developers Council had been added, and there were further suggestions to include the Urban Land Institute (ULI), the Hawaii Bankers Association (HBA), and Move Oahu Forward. He said that the objective was to seek approval from the Board.

Mr. Horner made a motion to approve formation of the group with the addition of ULI, HBA, and the General Contractors Association. Ms. Okinaga suggested that the public partners in the group decide the rest of the membership.

Mr. Hui stated that as the organizations had not yet been approached regarding their interest in membership, the private sector membership could be left to be determined. He expressed

his desire that the membership be supportive and knowledgeable about TOD issues. Mr. Lui-Kwan confirmed that the potential members had not been approached. He said the goals and objectives, both of which should be organic, were to bring stakeholders together to address TOD concerns.

Board member George Atta requested clarification on the function of the group with respect to the Department of Planning and Permitting (DPP), which is already well into the process of neighborhood TOD planning. Mr. Lui-Kwan stated that the group would respect the work of DPP and the State Office of Planning, but that the HART group would help guide people in the right direction. He said that, pursuant to Board member Robert "Bobby" Bunda's suggestion in the last TOD Committee meeting, the group would develop a more formal structure.

Mr. Hong complimented Mr. Lui-Kwan and DPP. He stressed the importance of TOD, and said that there is only one opportunity to do it right. He said that developers are anxious to get started, but stressed the need for overall coordination.

Board member Damien Kim expressed his concern that the General Contractors Association does not represent all trade groups. He suggested including other groups such as the Building Industry Association, the Subcontractors Association, and the Hawaii Building & Construction Trades Council. Mr. Horner agreed, and said that he was attempting to include the construction industry in the membership. Mr. Kim agreed that the group must strike the right balance.

Board member Michael Formby stated that he shared Mr. Atta's concern regarding the group's mission and relationship with the City and the State, as the City Council has a vested interest in TOD. He suggested a more inclusive membership that would define itself.

At Mr. Horner's request, Mr. Lui-Kwan clarified the goals and objectives listed in the PowerPoint presentation, a copy of which is attached hereto as Attachment B. Mr. Hong said that the group would be advisory in nature, and not a policymaking body. The group would advise the Board and the TOD Committee.

Mr. Horner moved to establish the Transit Oriented Development Stakeholders Group with the addition of certain groups to the membership. Mr. Lui-Kwan said that the additions include the ULI, the General Contractors Association, and the Hawaii Building & Construction Trades Council. Mr. Atta suggested adding a special needs group to the membership, such as CFADAR. Mr. Bunda seconded the motion as clarified to add these various groups as potential members, and the motion passed unanimously.

#### VI. Archaeological Inventory Survey Update

Mr. Grabauskas gave an update on the Archaeological Inventory Survey (AIS) trenching activity, which was completed earlier that year. He stated that the AIS report for the Airport Section was submitted to the State Historic Preservation Division (SHPD) on March 4, 2013.

SHPD returned the report, which amounted to approximately 850 pages, with minor comments. HART would complete the changes pursuant to those comments that week.

Mr. Grabauskas reported that on April 8, 2013, HART submitted the City Center AIS report to SHPD, which is estimated to be approximately 4,500 to 5,000 pages long. SHPD is expected to take 30 to 45 days to review and comment on the report. Mr. Grabauskas complimented SHPD and the Department of Land and Natural Resources (DLNR) for their efforts in reviewing the documents.

Mr. Grabauskas reported that he would be attending a community meeting that night to consult with the community on the AIS. There would be a separate consultation meeting for the recognized lineal cultural descendants regarding burial treatment plans.

Mr. Lui-Kwan asked whether HART was still on track to resume construction around the end of September, and Mr. Grabauskas confirmed that it was.

Mr. Horner and Mr. Lui-Kwan echoed Mr. Grabauskas' appreciation of the support and cooperation by DLNR Chairperson William Aila and SHPD.

## VII. Executive Director and CEO's Report

Mr. Grabauskas reported that President Obama had issued his budget the previous day, which included \$250 million in New Starts funding for the Honolulu rail project. This represents the single largest request for New Starts funding in the budget.

Regarding sequestration, he reported that HART would receive \$236.2 million in federal funding instead of \$250 million. This represents a reduction of approximately \$14 million or 5%. Mr. Grabauskas said that he had previously reported an anticipated 5 – 20% reduction. He said that HART could definitely live with a 5% reduction, and although the full amount will not be received in the current year, HART would receive it in future years, as FFGA amounts have historically been paid in full without exception.

Mr. Grabauskas also reported that HART had sent a letter to the State Department of Taxation requesting additional information regarding the General Excise Tax revenue fluctuations. HART was still awaiting a response.

HART is working with the City Council on its budget, and Mr. Grabauskas stated that he had made presentations to the Budget Committee and the full Council. The next hearing would be on April 17, 2013. He advised that there had been no proposed amendments to date to HART's budget. Ms. Okinaga thanked Mr. Grabauskas for communicating to the Council that both HART Board budget provisos had been satisfied.

Lastly, Mr. Grabauskas reported that a Washington, D.C. trip was planned for the Mayor, City Council Chair, and HART Board Chair to meet with the administration, congressional

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delegation, and key members of House and Senate committees. The party would be traveling from April 22 to 24, 2013.

Mr. Formby asked whether there was any information on when the federal funding sequestration reductions would be made up, and Mr. Grabauskas said there was none. However, he said that given the current cash and expenditures and the September construction resumption date, the reduction is something HART can deal with.

Ms. Okinaga stated that unless there were any objections, agenda items 8 and 9 would be deferred following the joint meeting between HART and the Oahu Transit Services (OTS) Boards.

VIII. Recess

Ms. Okinaga recessed the meeting at 9:56 a.m.

IX. Joint Meeting with Oahu Transit Services Board of Directors

Ms. Okinaga reconvened the meeting at 10:18 a.m. She invited OTS Board Chair Anthony Guerrero to introduce his fellow Board members. Mr. Guerrero introduced Ed Hirata, Bennette Misalucha, Adam Wong, and J. Roger Morton. Ms. Okinaga in turn introduced the HART Board. She thanked the OTS Board, the City Council, Councilmembers Breene Harimoto and Joey Manahan, who were in attendance, and expressed her gratitude for the leadership displayed by Mayor Kirk Caldwell and DTS Director Michael Formby in making the joint meeting happen.

A. Message from Mayor Kirk Caldwell

Mayor Kirk Caldwell said that when a city has an integrated transportation system with rail and bus, it thrives. He noted the significance of the two Boards of Directors coming together for the first time to begin the dialogue between rail and bus. He commended Mr. Morton and the OTS team for providing outstanding bus service. Mayor Caldwell said that although HART is a younger organization, it has enjoyed great success under Mr. Grabauskas' leadership. Mayor Caldwell stated that now is the time to talk about integration. Although a 2014 charter amendment regarding merger of HART and the bus is premature, he said that a working group is needed to discuss items like a universal transit card, and how buses will run from rail stations to employment centers.

Mayor Caldwell recognized City Council Transportation Chair Breene Harimoto and City Councilmember Joey Manahan, whose district encompasses both the OTS headquarters and planned rail stations. He pointed out that the City Council's support is needed to build rail. Mayor Caldwell cited a recent U.S. News & World Report article on great transportation systems, in which Honolulu was ranked #10, without rail. He predicted that when rail is built and integrated, Honolulu will be #1. Mayor Caldwell invited Councilmember Harimoto to say a few words.

Councilmember Harimoto began by saying that his previous statements about merging the bus and rail were preliminary. He credited Mr. Morton and OTS for running an award-winning bus system, and said that we will soon have an award-winning transit system. He said that both must work together, and that the two would now begin setting the foundation for doing so. Councilmember Harimoto spoke of the need for a seamless system that includes bus and rail. He commended both Boards of Directors.

B. Joint Task Force for Intermodal Operations

Mr. Guerrero thanked Mr. Morton, and spoke of the need for the best transportation system, without redundancies. He spoke of the need to accept change for the future.

1. Oahu Transit Services, Inc. Resolution 2013-1 Relating to the Establishment of a Joint Task Force with the Honolulu Authority for Rapid Transportation

Mr. Morton introduced OTS Resolution 2013-1, attached hereto as Attachment C, and read the scope of work to be accomplished by the group. Mr. Morton said he would participate in the working group, and said that other OTS members would be appointed. He said that the group would report on a quarterly basis to the OTS and HART Boards of Directors.

Mr. Morton called for a motion to approve the resolution. Mr. Hirata so moved, and Mr. Wong seconded. The motion carried unanimously.

2. Honolulu Authority for Rapid Transportation Resolution 2013-6 Relating to the Establishment of a Joint Task Force with Oahu Transit Services, Inc. through the Department of Transportation Services, City and County of Honolulu

Mr. Formby said that the HART Board resolution mirrored the OTS Board resolution. He noted that although the HART agenda said “task force,” creation of a working group was proposed in Resolution 2013-6 as the group would only gather information, and engage in detailed research, with decision-making being left to policymakers. The resolution is attached hereto as Attachment D. Mr. Formby noted that the resolution authorized Mr. Grabauskas to identify HART staff to form the joint working group to bring facts back to these policymakers.

Mr. Formby moved that HART Resolution 2013-6 be adopted, and Mr. Hui seconded the motion. All being in favor, the motion passed unanimously.

Ms. Okinaga recessed the meeting at 10:36 a.m.

X. Executive Session

Ms. Okinaga reconvened the meeting at 11:01 a.m.

Mr. Hui noted that the Board would be entering into executive session to consider the evaluation of the Executive Director and CEO, and solicited public testimony on that matter. He stated that Mr. Grabauskas was eligible for a \$35,000 annual bonus, which would be based on annual performance objectives that were delineated at the start of his employment. He welcomed input on whether Mr. Grabauskas had met the objectives, and on what objectives should be established for the coming year.

Kimo Palakiko of CFADAR provided testimony regarding the disproportionality between the salaries of City directors and Mr. Grabauskas' salary. He said that \$250,000 is enough to put another bus in service for a year. Mr. Hui thanked Mr. Palakiko for his testimony.

Russell Honma commended Mr. Grabauskas for a job well done.

Barbra Armentrout also complimented Mr. Grabauskas, and asked that he listen more to the public.

Ms. Okinaga called for a motion to enter into executive session to consider the Annual Evaluation of the Executive Director and CEO, where consideration of matters affecting privacy would be involved, and to consult with counsel on the Board's powers and duties pertaining to that matter. Mr. Hui so moved, and Mr. Kim seconded the motion. The motion carried unanimously. The Board of Directors entered into executive session at 11:09 a.m.

XI. Executive Director and CEO's Performance Evaluation

Ms. Okinaga reconvened the meeting in public session at 12:32 a.m.

Mr. Hui stated that the Board would defer approval of the annual performance objectives for the coming year, and that a report would be compiled setting forth the Board's evaluation of the Executive Director and CEO for the year just completed. When approved, the report would be submitted to the Mayor and Council and be a public document. Mr. Formby made a motion that the Board approve the Executive Director and CEO's annual performance bonus, and Mr. Lui-Kwan seconded. The motion carried unanimously.

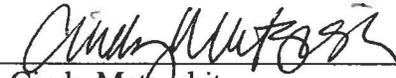
Mr. Horner stated that the annual performance objectives for the next year should be decided at the next Human Resources Committee meeting, then brought before the Board for adoption, and Mr. Hui agreed.

Ms. Okinaga thanked Mr. Grabauskas for all of his hard work and accomplishments in the past year.

XII. Adjournment

Ms. Okinaga adjourned the meeting at 12:35 p.m.

Respectfully Submitted,



Cindy Matsushita  
Board Administrator

Approved:



Carrie K.S. Okinaga  
Chair, Board of Directors

MAY 16 2013

Date

## ATTACHMENT A

# Honolulu Authority for Rapid Transportation

## Core Systems FY2014 Capital Budget

April 11, 2013

# **FY2014 CIP - Core Systems**

**\$425,907,000**

- **Passenger Train Vehicles**
- **Fare Collection System**
- **Communication System**
- **Traction Electrification System**
- **Train Control System**
- **Operations Control Center**
- **Special Equipment**

# Passenger Train Vehicles

**\$180,827,491**

- **40 Trains (2-cars each)**
- **Design**
- **Manufacturing**
- **Shipping**
- **Commissioning**



H O N O L U L U   R A I L   T R A N S I T   P R O J E C T

[www.HONOLULUTRANSIT.ORG](http://www.HONOLULUTRANSIT.ORG)

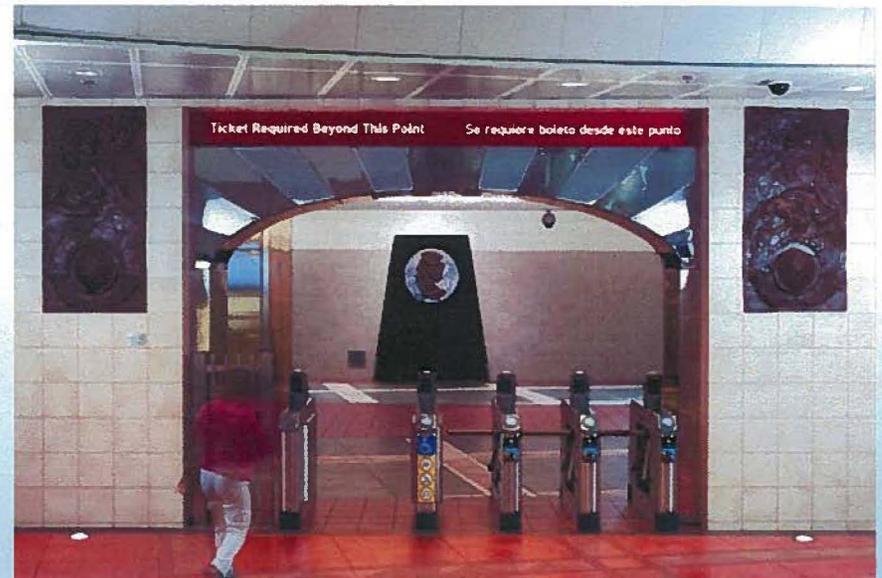
**HART**

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

# Fare Vending Equipment

**\$10,892,704**

- **21 Stations**
- **Vending Machines**
- **Back Office Equipment**



*Example: LA Metro*

***Look Ahead...  
Gated Fare Collection System***

# Communication System

**\$59,607,122**

- **Station Passenger Emergency and Information Telephones**
- **Station Information Displays**
- **Station Public Address System**
- **System-Wide CCTV**
- **Real-Time Vehicle Diagnostic & CCTV**



*Look Ahead...  
Public WiFi System*

# Traction Electrification System

**\$47,979,774**

- **14 Traction Power Substations**
- **System-Wide Controls, Feeders, and Ground Returns**

***Look Ahead...  
Power Outage  
Backup System***



*Traction Power Substation*

# Train Control System

**\$81,393,236**

- **Equipment Rooms at each Station**
- **System-Wide Train Detection Apparatus**
- **Central Control Master Equipment**
- **Yard Control Equipment**

***Look Ahead...  
Platform Screen Gates***



H O N O L U L U R A I L T R A N S I T P R O J E C T

[www.HONOLULUTRANSIT.ORG](http://www.HONOLULUTRANSIT.ORG)

**HART**  
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

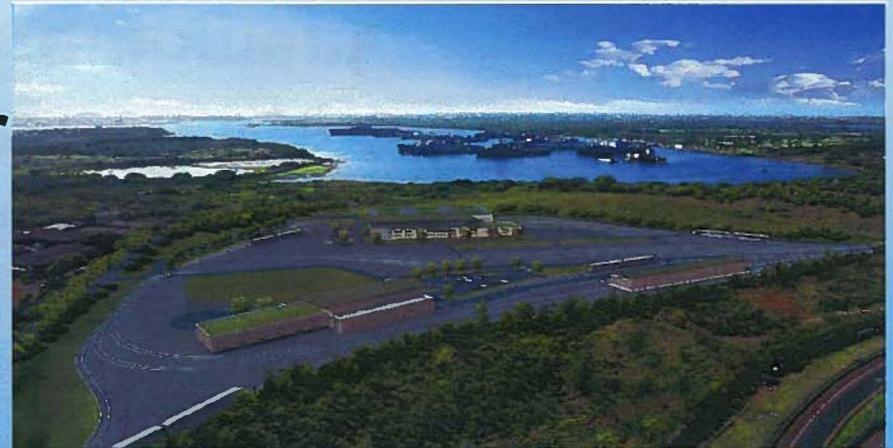
# Operations Control Center

**\$6,730,638**

- **Main Control Center Equipment**
- **Train Operations Control**
- **Systems Control and Supervision**
- **Security and CCTV Monitoring**
- **Call Center**
- **Back-Up Control Center**



*Control Center Example*



*HART Maintenance & Storage Facility*

H O N O L U L U R A I L T R A N S I T P R O J E C T

[www.HONOLULUTRANSIT.ORG](http://www.HONOLULUTRANSIT.ORG)

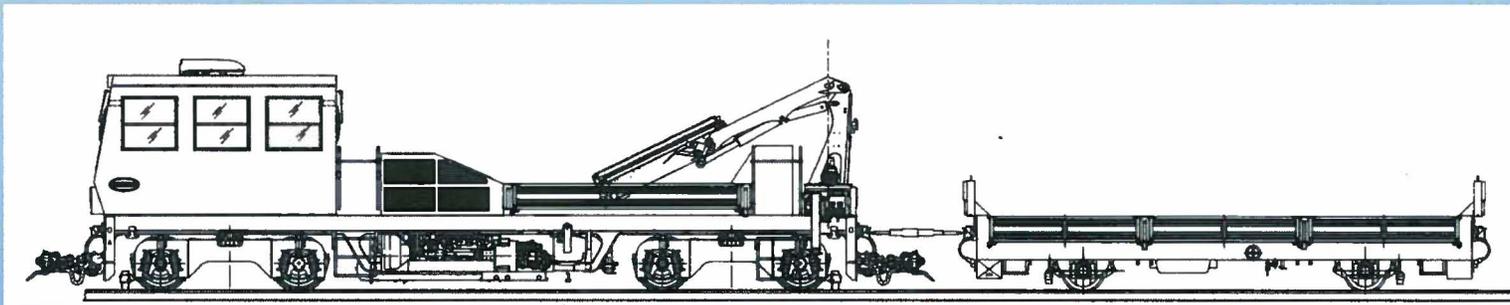
**HART**

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

# Special Equipment

**\$38,476,449**

- **Specialized Maintenance Vehicles**
- **Specialized Maintenance Equipment**
- **Spare Parts**
- **Maintenance Management Information System**



Maintenance Vehicle

## ATTACHMENT B

# Honolulu Authority for Rapid Transportation

## Update on Transit Oriented Development Stakeholders Advisory Group

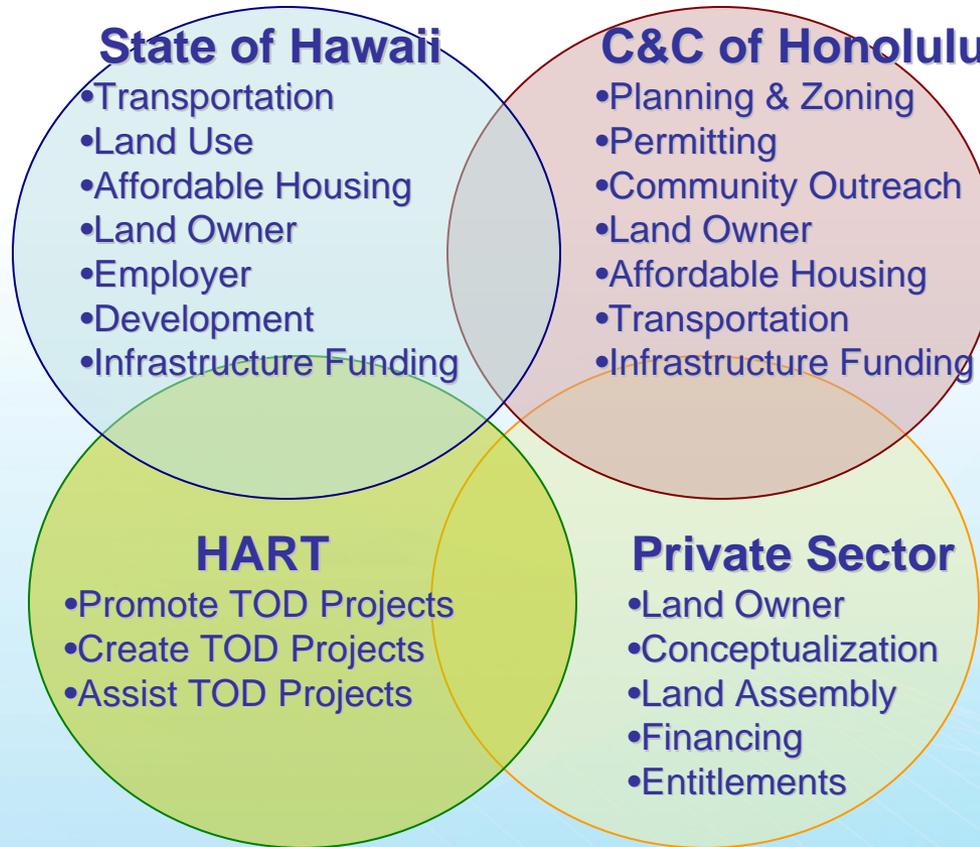
# Revised Charter of the City and County of Honolulu Section 17-103

1. The public transit authority shall have authority to develop, operate, maintain and expand the city fixed guideway system as provided in this article.
2. To perform its duties and functions, the transit authority shall have the following general powers:

\*\*\*\*\*

- (n) ***To promote, create and assist transit oriented development projects near fixed guideway system stations that promote transit ridership, and are consistent with the intent of the adopted community plans and zoning.***

# TOD Requires Coordination of Numerous Institutions



# Goals and Objectives

- **Interested parties including but not limited to developers, land owners, community and business groups may present issues and concerns to the Stakeholders Advisory Group for discussion and potential direction**
  - **Interested parties around the table to share information on how to move TOD forward**
- **Stakeholders Advisory Group can discuss issues of major concern and formulate strategies to advance TOD**

# Membership

- **City and County of Honolulu**
  - City Council Member
  - Department of Planning and Permitting
- **State of Hawaii**
  - Director of Office of State Planning
  - Hawaii State Legislator
- **HART**
  - HART Executive Director/CEO
  - HART Board representation
- **Private Sector**
  - American Institute of Architects – Hawaii Chapter
  - American Society of Landscape Architects
  - Hawaii Developers' Council

# Proposal

## Establish HART Stakeholders Group

***Mahalo!***

## ATTACHMENT C

**Oahu Transit Services, Inc.**

**RESOLUTION NO. 2013-1**

**RELATING TO THE ESTABLISHMENT OF A JOINT WORKING GROUP  
WITH THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION**

WHEREAS, the Revised Ordinances of Honolulu 1990 (ROH), Sec. 13-6.1(a), provides that the Department of Transportation Services (DTS) "shall be responsible for the operation and maintenance of the city bus system;" and

WHEREAS, the ROH, Sec. 13-6.2, provides that the DTS "shall contract with the private, nonprofit corporation established under Article 8 to manage, operate, and maintain the city bus system and the city special transit service on behalf of the city;" and

WHEREAS, pursuant to the authority granted in the ROH, Section 13-8.2(a), the City and County of Honolulu, by and through its DTS, entered into a Management and Operations Agreement with Oahu Transit Services, Inc. (OTS), effective as of April 1, 1997, and amended from time to time; and

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter); and

WHEREAS, Section 17-103 of the Charter setting forth the powers, duties, and functions of HART, contemplates that HART will work to find synergies with other entities, including City agencies, the City Council, and private entities in building, maintaining, and operating the fixed guideway system in a transparent and efficient manner; and

WHEREAS, for example, Section 17-103.2(l) authorizes HART to enter into agreements with any public agency or private entity as it deems proper, including agreements for the joint use or operation of transit facilities with agencies of the City & County of Honolulu; and

WHEREAS, the DTS has authorized OTS, through its Board of Directors, to work with HART, through its Board of Directors, to establish a Joint HART-OTS Working Group to research, study, and fact-find regarding bus and rail operations in other jurisdictions and OTS' bus operations, and prepare and present data and documentation, and/or identify opportunities for coordination and cooperation, to the HART Board of Directors, OTS and DTS with respect to the potential benefits to taxpayers from:

1. Efficient and cost-saving intermodal operations;
2. The identification and elimination of operational redundancies;

3. The identification and maximization of operational synergies;
4. Common fare media/technology, IT and telecommunications;
5. The implementation of equitable fare structure(s) and prices;
6. Common administration, operations and/or maintenance, with identification of issues, pros and cons of potential scenarios; and
7. Any and all other information and/or proposals in furtherance of seamless and cost-efficient Rail/Bus multimodal operations;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of OTS as follows:

1. That the OTS President and General Manager be charged with identifying members of his staff to participate in a Joint Working Group with HART and DTS for the purposes set forth above; and
2. That the Joint Working Group study the above-identified issues and report back to the HART board, OTS and DTS on a quarterly basis, with an Interim Report detailing the working group's progress on or about January 31, 2014 and a Final Report of the working group's research, studies, fact-finding, data, documentation and/or identified opportunities for coordination and cooperation delivered on or about December 31, 2014.

ADOPTED by the Board of the Oahu Transit Services, Inc. on \_\_\_\_\_.

\_\_\_\_\_  
Board Chair

ATTEST:

\_\_\_\_\_  
Board Secretary

## ATTACHMENT D

**Honolulu Authority for Rapid Transportation**

**RESOLUTION NO. 2013-6**

**RELATING TO THE ESTABLISHMENT OF A JOINT WORKING GROUP WITH OAHU TRANSIT SERVICES, INC. THROUGH THE DEPARTMENT OF TRANSPORTATION SERVICES, CITY AND COUNTY OF HONOLULU**

WHEREAS, the Honolulu Authority for Rapid Transportation (HART) has been established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended (Charter);

WHEREAS, Section 17-103 of the Charter setting forth the powers, duties, and functions of HART, contemplates that HART will work to find synergies with other entities, including City agencies, the City Council, and private entities in building, maintaining, and operating the fixed guideway system in a transparent and efficient manner;

WHEREAS, for example, Section 17-103.2(l) authorizes HART to enter into agreements with any public agency or private entity as it deems proper, including agreements for the joint use or operation of transit facilities with agencies of the City & County of Honolulu;

WHEREAS, HART's interim revenue service (along the West Oahu / Farrington Highway and Kamehameha Highway sections) is scheduled to commence in 2017, four years from now, and the HART board believes it is not too early to start fact-finding and discussions regarding coordinating train and bus operations, in order to better inform planning and design decisions regarding train operations;

WHEREAS, the Revised Ordinances of Honolulu 1990 (ROH), Sec. 13-6.1(a), provides that the Department of Transportation Services (DTS) "shall be responsible for the operation and maintenance of the city bus system;"

WHEREAS, the ROH, Sec. 13-6.2, provides that the DTS "shall contract with the private, nonprofit corporation established under Article 8 to manage, operate, and maintain the city bus system and the city special transit service on behalf of the city;"

WHEREAS, pursuant to the authority granted in the ROH, Section 13-8.2(a), the City and County of Honolulu, by and through its DTS, entered into a Management and Operations Agreement with Oahu Transit Services, Inc. (OTS) effective as of April 1, 1997, and amended from time to time; and

WHEREAS, the DTS has authorized OTS, through its Board of Directors, to work with HART, through its Board of Directors, to establish a Joint HART-OTS Working Group to research, study, and fact-find regarding bus and rail operations in other jurisdictions and OTS' bus operations, and prepare and present data and documentation, and/or identify opportunities for coordination and cooperation, to the HART Board of Directors, OTS and DTS with respect to the potential benefits to taxpayers from:

1. Efficient and cost-saving intermodal operations;
2. The identification and elimination of operational redundancies;
3. The identification and maximization of operational synergies;
4. Common fare media/technology, IT and telecommunications;
5. The implementation of equitable fare structure(s) and prices;
6. Common administration, operations and/or maintenance, with identification of issues, pros and cons of potential scenarios; and
7. Any and all other information and/or proposals in furtherance of seamless and cost-efficient Rail/Bus multimodal operations;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of HART as follows:

1. That the HART CEO be charged with identifying members of his staff to participate in a Joint Working Group with OTS and DTS for the purposes set forth above; and
2. That the Joint Working Group study the above-identified issues and report back to the HART board, OTS and DTS on a quarterly basis, with an Interim Report detailing the working group's progress on or about January 31, 2014 and a Final Report of the working group's research, studies, fact-finding, data, documentation and/or identified opportunities for coordination and cooperation delivered on or about December 31, 2014.

ADOPTED by the Board of the Honolulu Authority for Rapid Transportation on

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Board Chair

ATTEST:

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Board Administrator