City and County of Honolulu

Honolulu Authority for Rapid Transportation
and
Department of Transportation Services

Rail
Operations and Maintenance Development Plan

(As of 3-8-18)
The purpose of this presentation is to:

- Ensure a seamless transition between HART planning, development, design, and construction and DTS operations and maintenance.
- Highlight the overlap of Design-Build (DB) and Operations and Maintenance (OM) phases.
- Summarize ongoing HART and DTS working relationships.
- Outline HART to DTS knowledge transfer steps.
- Present proposed HART & DTS transitional organizational charts.
Rail Operations and Maintenance Development Plan
(As of 3-8-18)

• 2017 HART-DTS Rail O&M status
  
  • On November 2, 2016, Charter Amendment 4 to the Revised Charter of the City and County of Honolulu 1973 (2000 edition) was approved, and as amended, placed operation and maintenance responsibilities for rail with the Department of Transportation Services (DTS).
• 2017 HART Rail O&M preparation steps taken:
  • HART recognizes that the knowledge transfer process should begin at least 18 months prior to revenue service (including interim service).
  • HART started sharing Project and O&M development documents through the HART Contract Management System (CMS) and HART Sharepoint system.
  • HART developed a draft document sharing and review procedure.
  • HART worked with Department of Information Technology to verify that DTS has access to the HART systems.
  • HART initiated monthly executive meetings and weekly working level meetings with DTS.
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Rail Operations and Maintenance Development Plan
(As of 3-8-18)

• 2017 DTS Rail O&M preparation steps taken:
  • DTS staff attended HART BOD, PMOC meetings.
  • DTS worked with HART to execute office space MOU.
  • DTS started preparing an O&M Transition Plan.
  • DTS made special request for added staff positions, commencing with 10 positions in FY2019.
  • DTS has been identifying future rail O&M functions and risks.
  • DTS and HART are drafting rail O&M position descriptions.
  • Mayor’s FY19 budget will be sent to Council in March.
  • DTS identifying revenue enhancements.
• 2018-2019 HART-DTS Rail O&M Transition
  • HART has been the lead with the PMOC, DTS will increase participation and responsiveness.
  • HART has been responsible for contract management, DTS will increase participation as staff are approved by the City Administration and the City Council.
    • Fare system contract
    • Core system contract
    • Escalator and elevator contract
  • HART has been assisting DTS with mobilization planning, DTS will increase participation as staff are approved by the City Administration and the City Council.
    • Safety and Security – Honolulu Police Department and/or contract
    • Utility – state Public Utility Commission coordination
• The 2018-2019 HART-DTS Rail O&M staffing status
  • Develop DTS and City rail capability
    • Requesting 10 new positions in FY19, creating position descriptions
    • Will request approximately 30 more positions in future fiscal years
    • Civil service with limited use of PSCs
    • Integrate rail into existing DTS Divisions and existing staff
      • NTD, grants management, multi-modal coordination, parking
    • Identify roles of other City departments
      • HPD, DFM, DHR, BFS, DIT, CSD, etc.
  • Fully utilize HART institutional knowledge and capability
    • Transition existing staff into mobilization group
    • Add senior staff as appropriate
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Readiness and Activation Phase
(As of 3-8-18)

- Note: P3 alternative could alter this organizational structure and DTS requirements
Mobilization Phase
Overlap of DB and OM
(As of 3-8-18)

- Note: P3 alternative could alter this organizational structure and DTS requirements
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Revenue Service Phase
(As of 3-8-18)

- Note: P3 alternative could alter this organizational structure and DTS requirements

Design-Build **Operate-Maintain** (DBOM) Contractors
Current HART Staff: 5 FTEs
  • 2 HDR
  • 3 PSCs
Projected: 10 FTE
  • Add 5 PSCs
Identifying automated transit system consultant