



HONOLULU AUTHORITY for RAPID TRANSPORTATION

MINUTES

**Board of Directors Meeting
Kapolei Hale, Conference Room B
1000 Uluohia Street, Kapolei, Hawaii
Thursday, December 19, 2013 10:00 am**

PRESENT:

Ivan Lui-Kwan
Don Horner
Mike Formby
Robert "Bobby" Bunda

Carrie Okinaga
Keslie Hui
Damien Kim

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

Russell Honma
Alan Wulkan
Paul Romaine
In-Tae Lee
Greg Rapp
Paul Migliorato
Brandon Elefante
Jay McRae
Matt Caires
Marcel Honore
Charlotte Kanda

Dan Grabauskas
Diane Arakaki
Jeanne Mariani-Belding
Mark Garrity
Trevor Findley
Lorenzo Garrido
Akira Fujita
Matt Scanlon
Karley Halsted
Gary Takeuchi
Cindy Matsushita

EXCUSED:

Glenn Okimoto
William "Buzz" Hong

George Atta

I. Call to Order by Chair

HART Board of Directors Chair Ivan Lui-Kwan called the meeting to order at 11:35 a.m.

Mr. Lui-Kwan called for a moment of silence for rail advocate Senator Daniel K. Inouye, to commemorate the first anniversary of his death on December 17, 2013.

Mr. Lui-Kwan then announced the retirement of longtime City and County of Honolulu employees Faith Miyamoto and Phyllis Kurio. He commended and thanked them both for their

long histories of public service to the City and County of Honolulu and the State of Hawaii. He and Board member Donald Horner commemorated the retirements with lei.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan called for public testimony. Member of the public Russell Honma added his praise for both Ms. Kurio and Ms. Miyamoto.

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

Mr. Lui-Kwan called for the approval of the minutes of the November 21, 2013 Board of Directors meeting. There being no corrections, the minutes were approved as circulated.

IV. Committee Reports

A. December 19, 2013 Human Resources Committee Meeting

Human Resources Committee Chair Carrie Okinaga summarized the report received from HART staff regarding its Staffing Plan, and reported that going forward, the Committee agreed that updates to the Staffing Plan should be presented to the Board during the quarterly reporting of the Joint HART/Oahu Transit Services (OTS)/Department of Transportation Services (DTS) working group. Ms. Okinaga also reported that, regarding the Executive Director and CEO's Annual Evaluation, the Board would follow basically the same process as the previous year. Finally, she stated that Committee Member Bunda had inquired about the status of efforts to fill the Project Labor Agreement staff position, and that Mr. Grabauskas expected that the position would be filled soon.

B. December 19, 2013 Joint Meeting of the Finance and Project Oversight Committees

Finance Committee Chair Keslie Hui stated that as the full Board members were the same members as in the joint meeting, his report would stand as reflected in the minutes.

V. Presentation by Mark Garrity of the Department of Transportation Services on Fare Collection Study

Mark Garrity, Deputy Director of the Department of Transportation Services (DTS), said that he would be making a PowerPoint presentation about DTS' multi-modal fare collection study, a copy of which is attached as Attachment A. Mr. Garrity stated that he had previously reported to the Board on the HART/Oahu Transit Services (OTS)/DTS working group, whose task is to explore possible efficiencies and synergies, including fare collections. He introduced Trevor Findley of CH2MHill, whom DTS has engaged to assist in exploring fare collections.

Mr. Findley stated that his firm was tasked with exploring a next generation fare collection system, and targeting the opening of the rail system in 2017 for implementing a seamless multi-modal system. He outlined the project schedule and goals for the study, and gave a brief history of fare collections. Mr. Findley continued by detailing the status of current technologies with

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open and mobile payments. Although mobile payments are expected to increase in future years, the growth will be slow.

Mr. Findley detailed different options for fare vending machines, gates and validation devices. He outlined procurement and operating options, which include the design-build-operate-maintain scenario, in which all services would be performed by a third party contractor, and service-based options, where the City would select the services to be outsourced.

Mr. Findley detailed keys to success, which include cooperation between OTS, DTS, and HART, the determination of a governance model, and outreach.

Mr. Horner stated that while he recognized the need for simplicity in fare structure, he also saw the need for different fares for senior citizens and visitors. Mr. Findley replied that the goal is for the system to contain enough flexibility at initial launch, and then to allow adjustments later when more data is available.

Mr. Horner emphasized the importance of the information collected by the fare system, notably the fare gates. Mr. Garrity agreed, and said that it is important how riders utilize the system. The new system will increase the amount and type of data collected. Mr. Horner thanked Mr. Garrity, and said that there hasn't been a decision yet made on whether the bus and rail fares would be unified.

Mr. Hui remarked that, based on the presentation, it appeared that the requirement scoping had not yet occurred. Board member Michael Formby commented that Mr. Garrity and Mr. Findley were allowing for flexibility in the fare system, in consideration of the various policymaking and advisory bodies involved, such as the City Council, the Mayor's office, the Transportation Commission, and the HART Board of Directors.

Mr. Horner also inquired as to consideration being given to transporting schoolchildren, and Mr. Garrity confirmed that the Department of Education was among the stakeholders they had met with. HART Executive Director & CEO Daniel Grabauskas added that HART would encourage and work with DTS, OTS and the consultants on educating the Board on policy opportunities, background, and implications of fare policy.

Mr. Lui-Kwan asked about the whether fare policy would be determined by the OTS/DTS/HART working group. Mr. Formby replied that the joint working group does not determine policy, but will provide technical information and direction to policymakers and advisory bodies such as the City Council, the Mayor, the Transportation Commission, and the HART Board of Directors, who all have roles in setting fares. Mr. Lui-Kwan pointed out that although the City Charter provides clear authority for HART to set its fare policy, an integrated system will require the cooperation of all policymakers.

Mr. Garrity said that he would make a report to the Board the following month on the working group's progress. Mr. Lui-Kwan thanked Mr. Garrity and Mr. Findley for their presentation.

VI. Discussion of Fare Policy Permitted Interaction Group

Mr. Lui-Kwan thanked Ms. Okinaga for heading the Fare Policy Permitted Interaction Group. Ms. Okinaga said that in the past, there had been an effort to form the group, but that a flaw in its formation rendered another attempt necessary. She said that most of the fare policy briefing would be done to the full Board in public. However, as the investigation requires more flexibility for the technical discussions, the permitted interaction group would also have separate discussions, which it would report to the full Board.

Mr. Lui-Kwan called for public testimony on the formation of the Fare Policy Permitted Interaction Group, and there was none.

Ms. Okinaga said that the membership of the Fare Policy Permitted Interaction Group would include Mr. Horner, Mr. Bunda, Mr. Hui, Mr. Formby, and herself. She made a motion to recommend the formation of the Fare Policy Permitted Interaction Group to investigate the fare policies of other transit agencies, bus and rail farebox recovery ratios, possible alternative revenue sources, and fare collection and associated technologies. Mr. Horner seconded the motion. Mr. Grabauskas added that the workshop curriculum would be circulated to members. All being in favor, the motion carried unanimously.

VII. Resolution 2013 – 9 Regarding the Smoke-Free Policy of the Honolulu Authority for Rapid Transportation

Mr. Lui-Kwan called for public testimony on Resolution 2013 – 9, Regarding the Smoke-Free Policy of HART, and there was none.

Board administrator Cindy Matsushita said that the draft resolution had previously been brought before the Board. At that time, the Board requested that the resolution be made more consistent with existing City and State regulations concerning smoking. The draft before the Board now prohibited smoking within 20 feet of rail stops and facilities. A copy of the resolution is attached as Attachment B.

Mr. Horner moved for the adoption of Resolution 2013 – 9, and Mr. Bunda seconded the motion. All being in favor, the motion carried unanimously.

Mr. Formby thanked staff, and said that the mayor would be holding a press conference that afternoon on the smoking ban at bus stops.

VIII. Resolution 2013 – 10 Adopting a Six-Year Capital Program for FY 2015-2020

HART Chief Financial Officer Diane Arakaki introduced Resolution 2013 – 10, the adoption of the Six-Year Capital Program for FY 2015-2020, a copy of which is attached as Attachment C.

Mr. Lui-Kwan called for public testimony, and there was none.

Mr. Hui moved to adopt the resolution, and Board member Damien Kim seconded the motion.

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Ms. Okinaga requested that the various components of the 2015 Capital Improvement Budget be presented in detail to the Board, as they had in the previous year. Mr. Grabauskas said that the presentations would begin in January.

Mr. Horner requested a future discussion about debt financing. Ms. Arakaki said that the discussion could take place in less than 90 days.

All being in favor, the motion carried unanimously.

IX. HART Position on Legislative Matters

- A. Resolution 2013 – 11 Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on the County Tax Surcharge Proceeds Collected by the State of Hawaii for the Honolulu Rail Transit Project
- B. Resolution 2013 – 12 Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on Transit-Oriented Development

Mr. Grabauskas said that in the previous year's State Legislature session, HART was faced with challenges in participating in the legislative process due to the fact that the HART Board only meets once a month. Consequently, when legislative measures were considered, the HART staff was not always able to obtain the Board's input. He said that the two draft resolutions regarding the county tax surcharge and transit oriented development were designed to reflect the Board's general viewpoints on two matters that had previously been subjects of proposed legislation. Mr. Grabauskas said that the resolutions would enable the HART staff to advocate for the Board's position on specific pieces of legislation. He added, however, that he would also be seeking advice from specific Board members as appropriate. Copies of the resolutions are attached as Attachments D and E, respectively.

Mr. Lui-Kwan called for public testimony. There was none.

Mr. Kim moved for adoption of Resolution 2013 – 11, and Mr. Formby seconded the motion. All being in favor, the Resolution was adopted unanimously.

Mr. Lui-Kwan called for a motion for the adoption of Resolution 2013 – 12. Mr. Horner so moved and Mr. Formby seconded the motion, which carried unanimously.

X. Four-Car Train Configuration Presentation

Mr. Grabauskas reminded the Board that staff had previously introduced the concept of utilizing four-car trains instead of two-car trains for the Board's consideration. HART staff had conducted research and reviews, consulted with the Federal Transit Administration (FTA), and ultimately decided that the four-car train was the best option for its future ridership. The FTA Administrator agreed with HART. He said that HART Deputy Director of Core Systems Rainer Hombach would be making a PowerPoint presentation to the Board about the factors involved in HART's evaluation. A copy of the presentation is attached as Attachment F.

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Mr. Hombach said that the total number of cars would remain the same – 20 trains with four cars, for a total of 80 cars. Dwell times would increase slightly from 2.9 to 5.6 minutes. Mr. Hui asked what the shortest headway is, and Mr. Hombach replied that the shortest headway would be 2.7 minutes, but that HART will not have enough trains to achieve such a short headway initially.

Mr. Hombach said that four-car trains would allow HART to utilize the entire station platform, thus increasing efficiency and utilizing all of the infrastructure being purchased. Mr. Hombach also illustrated the trend of longer trains in other driverless systems. Mr. Hombach said that while the diagram provided is to scale, the loading criteria for the Taipei system is denser, resulting in a greater carrying capacity for a shorter train.

Mr. Hombach detailed the customer service benefits of four-car trains, which include improved station flow, doubled train capacity, customer perception improvement, and better special event service. He also said that utilizing four-car trains from the train's inception would eliminate future service disruptions of approximately one year to convert a two-car train to a four-car train. Mr. Hombach said that the FTA Administrator Peter Rogoff had approved HART's four-car train proposal in the previous month.

Mr. Hombach also outlined the cost savings involved in utilizing four-car trains. Middle cars, with no train control apparatus, cost less. By contrast, shorter trains require more train control equipment on the train and at the station. Longer trains also require less track storage space, and require less overall maintenance costs.

Mr. Hombach reported that utilizing four-car trains instead of two-car trains would save HART \$2–3 million in facilities costs, \$8–12 million in vehicle costs, \$6–8 million in train control costs, and \$100,000 to \$300,000 annually in operations and maintenance costs. Mr. Horner asked if those figures were net of utility costs, and Mr. Hombach confirmed they were.

Mr. Grabauskas stated that service delivery could be maintained by either changing the size of the consist, or set of cars, or adjusting the frequency of arrivals without changing the size of the consist. He said that four-car trains will allow HART to operate with fewer staff, with automated trains and a fully automated rail yard. Mr. Grabauskas pointed out that the Full Funding Grant Agreement had already anticipated the conversion to four-car trains in seven years following the opening. Therefore, opening the system with four-car trains eliminates the cost and service interruption associated with the conversion.

Mr. Horner asked about the power required to operate four-car trains. Mr. Hombach said that as two two-car trains would require two startup accelerations, as opposed to just one startup acceleration for a four-car train, the four-car train requires less electricity to run. Mr. Grabauskas summed up by saying that HART would be delivering more service for less money. Mr. Hombach pointed out that there was even the potential for greater revenue due to the increase in system capacity by 2 percent during peak hours and by 3 percent during off-peak hours.

Mr. Horner asked if four-car trains would be as safe as two-car trains. Mr. Grabauskas said they would.

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Mr. Hombach went on to say that the Disability and Communication Access Board had expressed its support for four-car trains, and a June 2013 Honolulu Star Advertiser poll showed that 62 percent of people were in favor of them.

Mr. Grabauskas complimented the Board, HART staff, the Project Management Oversight Consultant, and the FTA for their efforts in the switch to four-car trains. HART Director of Design and Construction Lorenzo Garrido recognized Director of Operations and Maintenance Duane Sayers, who had long been a proponent of the idea.

Mr. Formby pointed out the importance of moving people out of transit centers quickly, as the capacity of each train will effectively be doubled. He stressed the need for HART to continue to work with DTS. He also asked about the HART staff's discussions with the vendor regarding the cost for the four-car trains. Mr. Grabauskas said that HART staff believes a significant credit is due to HART, with the elimination of much of the equipment for the fleet. However, the vendor has said that there will be an increased cost. HART staff will negotiate in good faith.

XI. Construction Update

Mr. Garrido introduced Karley Halsted, West Oahu/Farrington Highway Project Manager, Matt Scanlon, Kamehameha Highway Guideway Project Manager, Akira Fujita, Maintenance and Storage Facility (MSF) Project Manager, and Martin Hall, MSF Resident Engineer, who would make a PowerPoint update on construction. A copy of the presentation is attached as Attachment G.

Ms. Halsted detailed the progress in the Precast Yard, and its bridge cranes and 13 anticipated casting beds. Utility relocation and demolition are ongoing, with roadway work to the site coming up. Column construction continues in the farm fields.

Mr. Scanlon said that three test shafts were being worked on in the Kamehameha Highway section.

Mr. Fujita contrasted a rendering of the MSF with recent aerial photographs of the site, showing the grading work that was being done. Approximately 190,000 yards of dirt had been excavated and moved at the site. Grading was expected to be complete by the end of January. Mr. Fujita then pointed out various features of the MSF utilizing a site plan.

XII. Litigation Update

Deputy Corporation Counsel Gary Takeuchi reported that a hearing had been set in the Honolulutraffic.com case for February 6, 2014 regarding HART's Notice of Compliance.

XIII. Executive Director and CEO's Report

Mr. Lui-Kwan acknowledged and thanked Mr. Grabauskas for his outstanding work.

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Mr. Grabauskas noted that one year ago to the day, the FTA and the City executed the Full Funding Grant Agreement. He commended the HART staff for weathering various challenges, and wished everyone a great holiday season.

XIV. Executive Session

There was no reason for executive session.

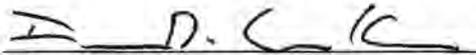
XV. Adjournment

Mr. Lui-Kwan adjourned the meeting at 1:10 p.m.

Respectfully Submitted,


Cindy Matsushita
Board Administrator

Approved:


Ivan Lui-Kwan
Chair, Board of Directors

JANUARY 22, 2014
Date

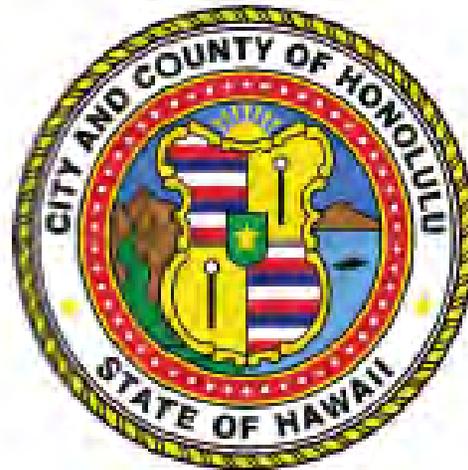
ATTACHMENT A

City and County of Honolulu

Multimodal Fare Collection Study

HART Board Briefing

December 19, 2013



CH2MHILL®



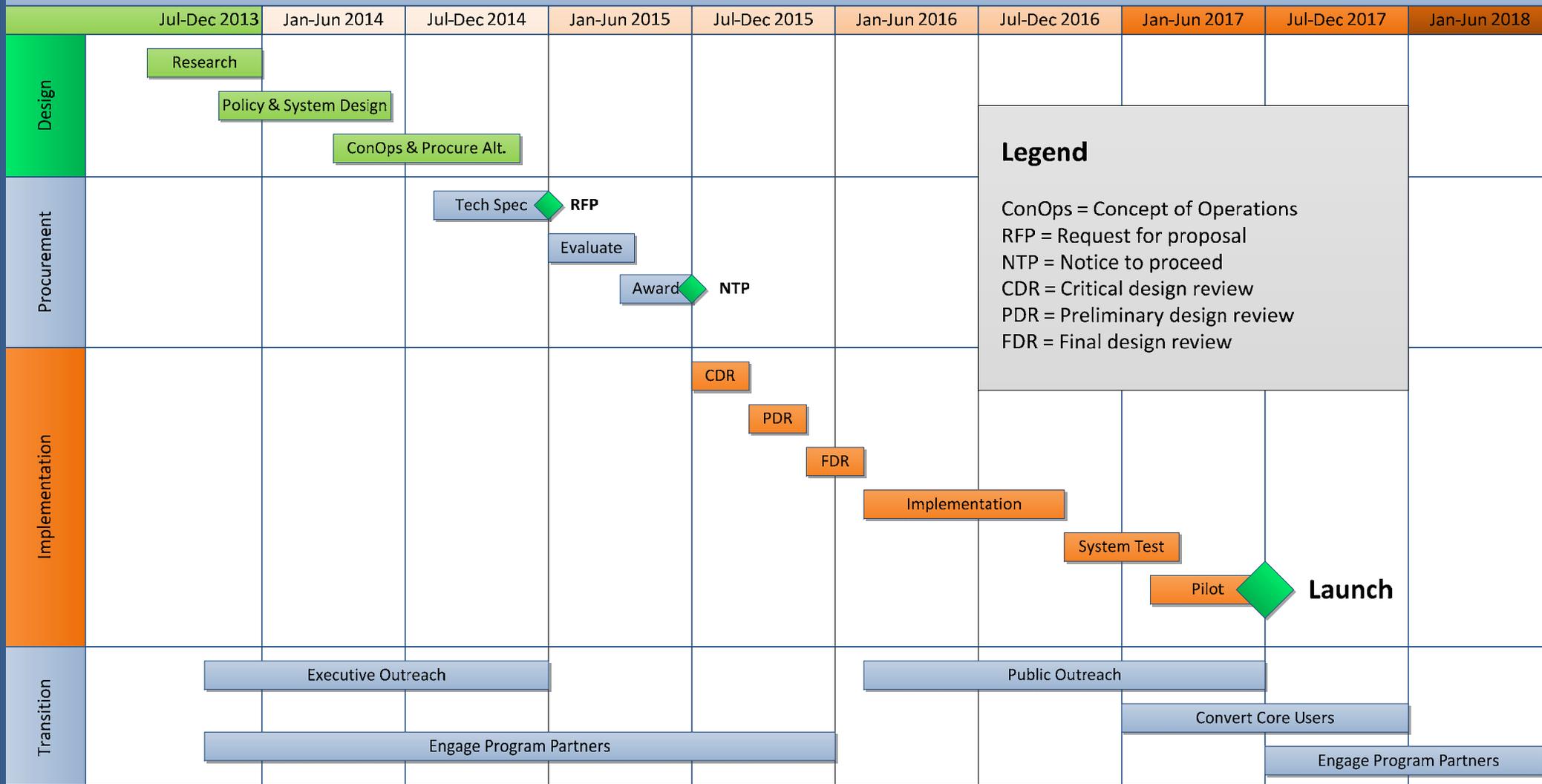
Project Origin

- Implement a “next generation” multimodal fare collection system to realize benefits offered by new technology and make improvements to existing fare collection operations
- Enable seamless passenger fare collection between TheBus, paratransit service (Handi-Van), and the new Honolulu Rail System
- Have a fare collection system in place for the Honolulu Rail System opening in 2017



Project Schedule

Honolulu Fare Collection System Project Schedule



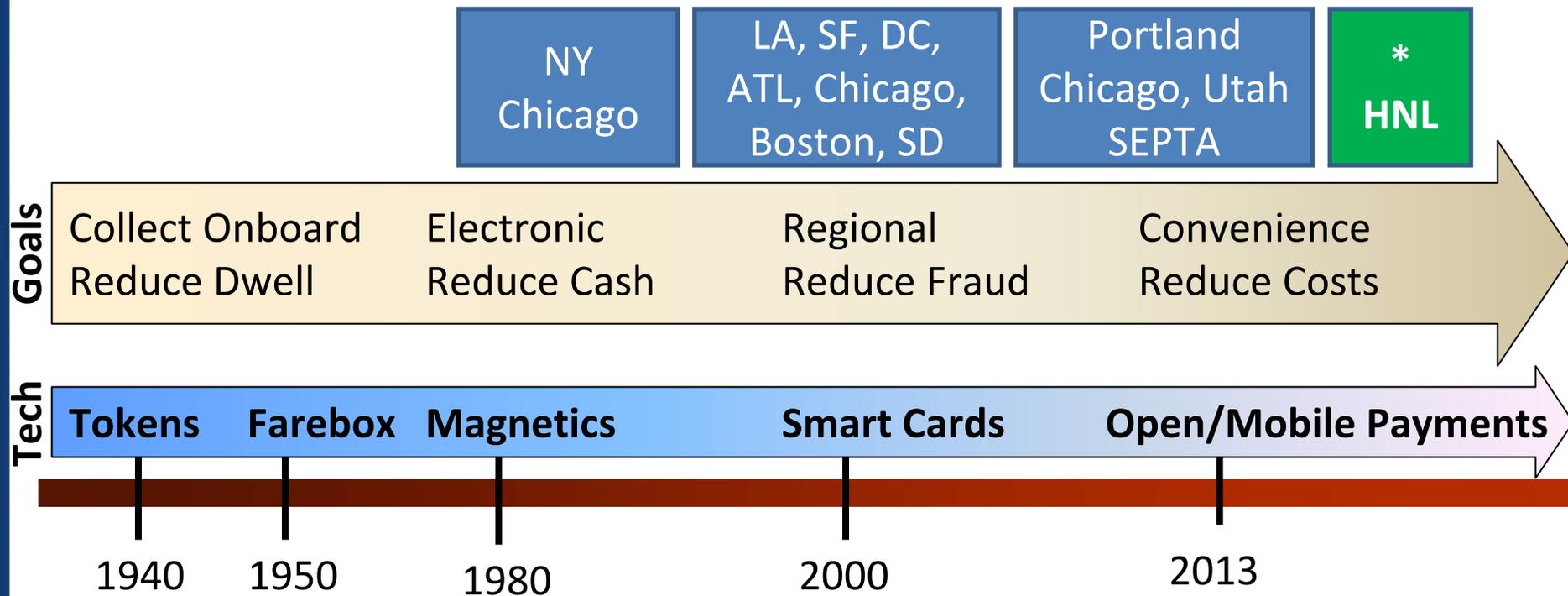
Fare Collection Study - Goals

- Propose a simple and convenient fare collection system that operates seamlessly between modes
- Reduce transit vehicle dwell time and minimize operator interaction
- Increase fare purchasing options
- Reduce cash payments
- Adopt proven fare collection technology
- Reduce fraud and enhance data collection
- Increase participation by institutions and special fare programs
- Minimize capital and operating costs



State of Fare Collection Industry

Fare collection has undergone significant changes over last 30 years



* In development

Major shift occurring in industry... Honolulu is well positioned to take advantage of it



Advantage of “Next Generation” Fare Collection

First Generation Smart Card Systems

- **Card-Based:** information stored on the card; complex fare payment devices and software; offline processing
- **Closed-Loop:** based on proprietary formats and protocols; limited fare media options
- **Single System Integrator:** reliance on single vendor for support, upgrades and maintenance; limited-flexibility; high-cost to upgrade and expand

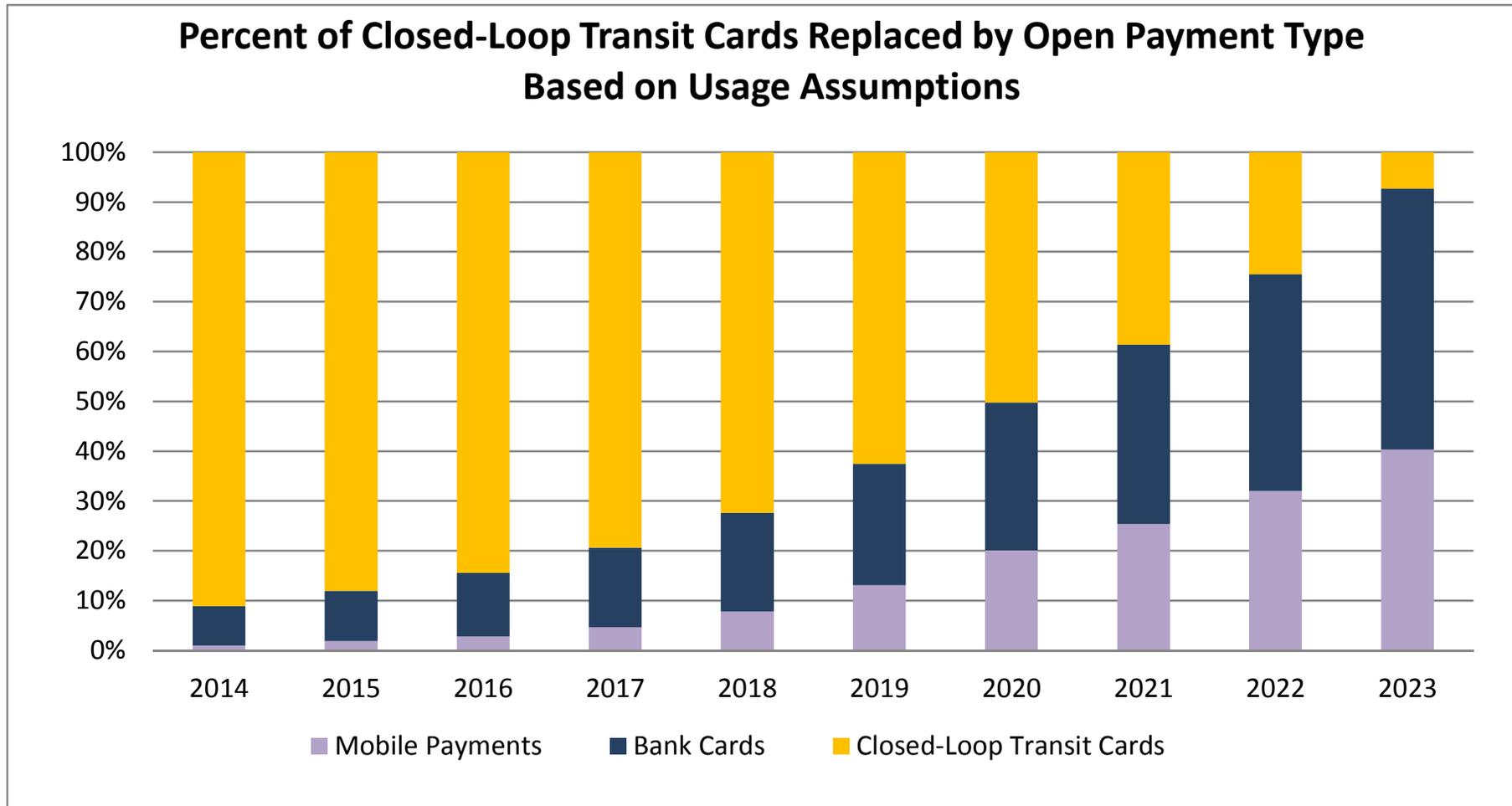
Next Generation Systems

- **Account-Based:** information stored in back office account; off-the-shelf fare payment devices; centralized fare calculation; online processing
- **Open Payments:** standardized card formats; credit and debit payment options; mobile payment options
- **Open Architecture:** agency-controlled interfaces; flexible procurement options; enhanced interoperability



Open and mobile payment adoption will take time

Open payments offer flexibility, but are unlikely to generate a majority of transactions in the near future



Source: BOG Fed Reserve System, March 13; Neilson, February 2012; Berg Insight, March 2012; Fed. Reserve Bank of Boston, 2011 & EMV Co Jan. 2012



Fare Distribution Strategy

- **Broad Network**

- Geographic distribution
- Multiple options (e.g., online, mobile, pass office, TVMs, retail)

- **Support Entire Customer Population**

- Low-tech: cash sales
- High-tech: online and mobile sales

- **Encourage use of Low-Cost Options**

- Limit availability of high-cost channels (e.g. TVMs)
- Limit product offerings at high-cost channels (e.g. day pass only)

- **Shift Liability and Management Responsibility**

- Develop comprehensive retail distribution strategy
- Look to make fare sales similar to other retail experiences



Fare Collection Devices

Ticket Vending Machines

- Traditional “Transit” TVM
- Express “Parking” TVM



Gates

- Tap/slide to enter only
- Tap/slide to enter & exit



Validation Devices

- Off vehicle
- On vehicle



Procurement Approach Options

Procurement approach has potential to impact design decisions

■ Traditional Design-Build

- Contract for system design and implementation only
- Fare Collection System owned and operated by the agency
- More design and operational flexibility by agency

■ Design-Build-Operate-Maintain (DBOM)

- Single supplier retained for design, implementation, operation, and maintenance of the system
- Complex and costly to separate from supplier

■ Service-Based

- Largely based on pre-existing design, with customization
- Certain operations performed by supplier as service
- Limited capital expenditures, usually fee based on % revenue



Keys to Ongoing Project Success

- Ongoing collaboration between DTS, HART, OTS, DIT and other partners
- Establish consensus on project goals and key decisions
- Determine preliminary governance and operations model prior to delivery of draft concept of operations (June 2014)
- Communicate realistic expectations of future fare system to policymakers and customers



Mahalo!



ATTACHMENT B

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2013 - 9

REGARDING THE SMOKE-FREE POLICY OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

WHEREAS, the Honolulu Authority for Rapid Transportation Board (HART) finds that tobacco smoke is dangerous to human beings and a hazard to public health and welfare; and

WHEREAS, numerous scientific studies have shown secondhand smoke is dangerous to all people exposed to it, greatly increasing the risk of heart disease and lung cancer, and devastating to non-smokers with cardiovascular problems or impaired respiratory function; and

WHEREAS, the adverse health effects of secondhand smoke are recognized by numerous medical and scientific authorities, including the American Medical Association, the U.S. Surgeon General, the National Institute on Occupational Safety and Health, the National Cancer Institute, the Environmental Protection Agency, the National Academy of Sciences, the National Toxicology Program, the Center of Disease Control and Prevention, and the World Health Organization; and

WHEREAS, the safety of electronic smoking devices has not been scientifically established, and the secondhand smoke or vapor emitted from electronic smoking devices may be harmful as such devices turn nicotine and other chemicals into a vapor that is exhaled into the air; and

WHEREAS, HART wishes to protect transit workers and patrons from the harmful effects of tobacco smoke and from the use of electronic smoking devices;

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

1. That the Smoke-Free Policy, as set forth in Exhibit A attached hereto and made a part hereof by reference, be and hereby is, adopted as the policy of HART; and
2. That the Executive Director/CEO is authorized to implement the policy described in Exhibit A and to ensure that HART patrons, staff and contractors, as appropriate, adhere to the policy; and
3. That this Resolution shall take effect immediately upon its adoption.

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

Exhibit A – Smoke-Free Policy of the Honolulu Authority for Rapid Transportation

Board Chair

ATTEST:

Board Administrator

DRAFT

Exhibit A

SMOKE-FREE POLICY FOR THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

I. PURPOSE

The Hawaii State Legislature and Honolulu City Council have declared that regulation of smoking is a matter of public health and welfare. To protect the public from exposure to secondhand smoke, the State has adopted legislation which prohibits the smoking of tobacco products in all enclosed and partially enclosed places open to the public, places of employment, sports arenas, and government buildings and vehicles. Similarly, the City and County of Honolulu has adopted legislation prohibiting the smoking of tobacco products in all City facilities, at bus stops and other places open to the public.

The Honolulu Authority for Rapid Transportation (HART) wishes to implement a similar ban on smoking and to ban the use of electronic smoking devices at its transit stations and facilities.

A. Policy Objectives

1. Improve the environment in and around HART transit stations and facilities.
2. Contribute to the health of rail patrons and employees at HART transit stations and facilities by eliminating the effects of secondhand smoke.
3. Ensure the safety of rail patrons and employees at HART transit stations and facilities.

B. Legal Authority

1. Hawaii Revised Statutes (HRS) § 328J-8
2. Revised Charter of Honolulu § 17-103.3(g)

II. DEFINITIONS

Electronic Smoking Device ("ESD") Any electronic product that can be used to simulate smoking in the delivery of nicotine or other substances to the person inhaling from the device, including but not limited to an electronic cigarette, electronic cigar, electronic cigarillo, or electronic pipe, and any cartridge or other component of the device or related product.

Smoking Inhaling and exhaling the fumes of burning tobacco or any other plant material, burning or carrying any lighted equipment for smoking tobacco or any other plant material, using an ESD, or the personal activity commonly known as smoking.

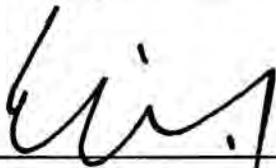
III. POLICY

Smoking is strictly prohibited in the following areas that are owned, operated or controlled by HART:

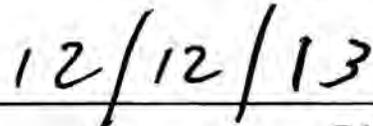
1. All spaces within any transit station, including but not limited to station plazas, ticketing areas, on stairways, escalators, concourses, bridges, or platforms;
2. Within 20 feet of transit station entrances and exits;
3. Within 20 feet of air intake ducts and vents, and of operable windows;
4. Within 20 feet of designated pick-up and drop-off points for Kiss-and-Ride, Park-and Ride, HandiVan, HART-provided TheBus Transit Centers, bus stops, or shelters; and
5. Any area in a HART facility that has been designated by HART as a non-smoking area.

IV. IMPLEMENTATION

Pursuant to HRS § 238J-9, clearly legible signs that include the words "Smoking Prohibited by Law" or the international "No Smoking" symbol, consisting of a pictorial representation of a burning cigarette enclosed in a red circle with a red bar across it, shall be clearly and conspicuously posted in and at the entrance to every HART facility or other place where smoking is regulated by this policy. Additional signs or language indicating that the use of ESDs are not allowed shall be clearly and conspicuously posted in and at the entrance to every HART facility or other place where smoking is regulated by this policy.



DANIEL A. GRABAUSKAS
EXECUTIVE DIRECTOR AND CEO



DATE

**Honolulu Authority for Rapid Transportation
STAFF SUMMARY**

| | | |
|---|---|-----------------------------------|
| TITLE: REGARDING THE SMOKE-FREE POLICY OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION | STAFF CONTACT: Cindy Matsushita | DATE: December 19, 2013 |
|---|---|-----------------------------------|

| Type: | Goal | Focus Area | Reference Notes |
|--|---|--|-----------------|
| <input checked="" type="checkbox"/> Action/Approval | <input type="checkbox"/> Project Delivery | <input checked="" type="checkbox"/> Livability/Land Use | |
| <input type="checkbox"/> Information | <input checked="" type="checkbox"/> Service Delivery | <input type="checkbox"/> Partnerships | |
| <input type="checkbox"/> Follow-up | <input type="checkbox"/> Resource Stewardship | <input checked="" type="checkbox"/> Agency Admin. | |

1. Purpose:
To establish an anti-smoking policy on HART premises.

2. Background/Justification
To protect transit workers and patrons from the harmful effects of secondhand smoke, and from the use of electronic smoking devices.

3. Procurement Background
N/A

4. Financial/Budget Impact
N/A

5. Policy Impact
Consistent with the policies of the State of Hawaii and the City and County of Honolulu in establishing smoke-free facilities.

6. Public Involvement
N/A

7. Alternatives
N/A

8. Exhibits
Exhibit A –Smoke-Free Policy of the Honolulu Authority for Rapid Transportation

Certified and Recommended by:



Executive Director and CEO

12/12/13

Date

ATTACHMENT C

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2013 - 10

ADOPTING A SIX-YEAR CAPITAL PROGRAM FOR FY 2015-2020

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 17-104(i) of the Charter directs the Executive Director to prepare and maintain a six-year capital program for the authority; and

WHEREAS, Section 17-103(3)(e) of the Charter directs the Board to review, modify as necessary, and adopt a six-year capital program within six months of the creation of the authority and annually update the six-year capital program, provided that such capital programs shall be submitted by the Executive Director; and

WHEREAS, a six-year capital program has been submitted by the Executive Director to the Board; and

WHEREAS, the Finance Committee and the Board have reviewed said six-year capital program for the Authority;

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

1. That the six-year capital program, shown in Exhibit A attached hereto and made a part hereof by reference, be and hereby is, adopted as the six-year capital program of HART for FY 2015-2020; and
2. That this Resolution shall take effect immediately upon its adoption.

ADOPTED BY THE Board of the Honolulu Authority for Rapid Transportation on

_____.

Exhibit A – SIX-YEAR CIP AND BUDGET FY 2015-2020

Board Chair

ATTEST:

Board Administrator

**Honolulu Authority for Rapid Transportation
Proposed Capital Improvement Budget for Fiscal Year 2015 Through 2020**

| Phase | Proposed FY 2015 | Proposed FY 2016 | Proposed FY 2017 | Proposed FY 2018 | Proposed FY 2019 | Proposed FY 2020 | Proposed 6 Yr Total |
|--------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|
| Planning | \$791,700 | \$606,500 | \$50,000 | \$50,000 | \$50,000 | \$25,000 | \$1,573,200 |
| Design | \$37,399,500 | \$1,020,000 | \$20,000 | \$20,000 | \$0 | \$0 | \$38,459,500 |
| Construction | \$1,096,534,000 | \$178,054,200 | \$31,153,500 | \$25,405,400 | \$9,918,800 | \$0 | \$1,341,065,900 |
| Inspection | \$26,101,800 | \$1,099,400 | \$0 | \$0 | \$0 | \$0 | \$27,201,200 |
| Land | \$126,888,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$126,888,700 |
| Relocation | \$11,688,700 | \$226,300 | \$151,000 | \$0 | \$0 | \$0 | \$12,066,000 |
| Equipment | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Grand Total | \$1,299,404,400 | \$181,006,400 | \$31,374,500 | \$25,475,400 | \$9,968,800 | \$25,000 | \$1,547,254,500 |
| Contingencies | \$161,000,000 | \$88,000,000 | \$53,000,000 | \$36,000,000 | \$86,000,000 | \$0 | \$424,000,000 |
| Recertification | \$100,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000,000 |
| Total | \$1,560,404,400 | \$269,006,400 | \$84,374,500 | \$61,475,400 | \$95,968,800 | \$25,000 | \$2,071,254,500 |

Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: Adopting a Six-Year Capital Program for FY 2015-2020

STAFF CONTACT:

Diane Arakaki

DATE:

December 19, 2013

| Type: | Goal | Focus | Area | Reference Notes |
|---|--|---|------|-----------------|
| <input checked="" type="checkbox"/> Action/Approval | <input type="checkbox"/> Project Delivery | <input type="checkbox"/> Livability/Land Use | | |
| <input type="checkbox"/> Information | <input type="checkbox"/> Service Delivery | <input type="checkbox"/> Partnerships | | |
| <input type="checkbox"/> Follow-up | <input checked="" type="checkbox"/> Resource Stewardship | <input checked="" type="checkbox"/> Agency Admin. | | |

1. Purpose:

Adoption of the FY 2015-2020 Six-Year Capital Program

2. Background/Justification

The FY 2014 Operating and Capital Budgets were approved by the HART Finance Committee on October 17, 2013 and referred to the full Board of Directors for adoption.

3. Procurement Background

N/A

4. Financial/Budget Impact

Forecasts capital budget for the upcoming six fiscal years

5. Policy Impact

N/A

6. Public Involvement

N/A

7. Alternatives

N/A

8. Exhibits

N/A

Certified and Recommended by:



 Executive Director and CEO

ATTACHMENT D

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2013 - 11

REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF THE
HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON THE COUNTY
TAX SURCHARGE PROCEEDS COLLECTED BY THE STATE OF HAWAII FOR
THE HONOLULU RAIL TRANSIT PROJECT

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; and

WHEREAS, with the enactment of Act 247, Hawaii Session Laws 2005, the Hawaii State Legislature authorized the City and County of Honolulu to levy a surcharge of one-half percent on the state general excise and use taxes by ordinance to fund operating or capital costs of a locally preferred alternative (LPA) for a mass transit project, and expenses in complying with the Americans with Disabilities Act of 1990 with respect to such project; and

WHEREAS, on August 10, 2005, the Honolulu City Council passed Ordinance 05-027 which established the one-half percent surcharge to be collected by the State beginning January 1, 2007; and

WHEREAS, through the approval of Ordinance 07-001, the Honolulu City Council selected a fixed guideway system as the LPA for the Honolulu High-Capacity Transit Corridor Project (now known as the Honolulu Rail Transit Project or HRTP); and

WHEREAS, Ordinance 07-001 requires that the LPA be financed only by general excise and use tax surcharge revenues, interest earned on the revenues, and any federal, state, or private revenues; and

WHEREAS, the State of Hawaii (State) retains ten percent of the gross proceeds of the county surcharge on state taxes to reimburse the State for the costs of assessment, collection, and disposition of the county surcharge; and

WHEREAS, the ten percent amount retained by the State is greater than the actual cost incurred by the State to administer the county surcharge on state taxes; and

WHEREAS, there needs to be a reasonable balance between the county surcharge amount paid to the City to support the HRTP and the amount retained by the State for its actual administrative costs in assessing, collecting and distributing the surcharge amounts; and

WHEREAS, any assurance of additional county surcharge amounts for building the HRTP will enhance HART's ability to avoid using funds from the Federal Transit Administration's Urbanized Area Formula Program (49 U.S.C. §5307) or from financing through bonds or other debt instruments.

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

1. The HART Board of Directors favors and supports legislative measures which seek to increase the amount that will be paid to the City for HART of the county surcharge on state tax revenues to construct the HRTTP.
2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein.
3. This Resolution shall take effect immediately upon its adoption.

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

Board Chair

ATTEST:

Board Administrator

Honolulu Authority for Rapid Transportation

STAFF SUMMARY

| | | |
|---|---|-------------------------------|
| TITLE Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on the County Tax Surcharge Proceeds Collected by the State of Hawaii for the Honolulu Rail Transit Project | STAFF CONTACT: Joyce Oliveira | DATE: June 24, 2013 |
|---|---|-------------------------------|

| Type: | Goal | Focus | Area | Reference Notes |
|---|--|---|------|-----------------|
| <input checked="" type="checkbox"/> Action/Approval | <input type="checkbox"/> Project Delivery | <input type="checkbox"/> Livability/Land Use | | |
| <input type="checkbox"/> Information | <input type="checkbox"/> Service Delivery | <input type="checkbox"/> Partnerships | | |
| <input type="checkbox"/> Follow-up | <input checked="" type="checkbox"/> Resource Stewardship | <input checked="" type="checkbox"/> Agency Admin. | | |

1. Purpose:
 Establish the Board of Director's position on the amount of the GET County Surcharge Tax paid to the City for the Honolulu Rapid Transit Project (H RTP)

2. Background/Justification
 The State of Hawaii retains ten percent of the gross proceeds of the county surcharge on state general excise and use taxes which is collected to fund the H RTP . The amount retained by the State is greater than the cost to administer the county surcharge, so the Board supports measures that seek to increase the amounts paid to the City for the H RTP.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 Potential to enhance HART's ability to avoid using FTA Urbanized Area Formula Program funds 49 USC §5307.

5. Policy Impact
 Part of HART's efforts to establish clarity on the State's assessment, collection and distribution of surcharge amounts.

6. Public Involvement
 N/A

7. Alternatives
 N/A

8. Exhibits
 N/A

Certified and Recommended by:



 Executive Director and CEO

ATTACHMENT E

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2013 - 12

REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON TRANSIT-ORIENTED DEVELOPMENT

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 (RCH); and

WHEREAS, RCH Section 17-103.1 authorizes HART to “develop, operate, maintain and expand the city fixed guideway system;” and

WHEREAS, RCH Section 17-103.2(n) empowers HART 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”; and

WHEREAS, the HART Board of Directors recognizes that transit oriented development (TOD) will benefit the Honolulu Rail Transit Project (HRTP) and its ridership through:

- Encouraging convenient, safe multi-modal access to transit;
- Encouraging the creation of mixed-use, pedestrian and bicycle-friendly communities that provide employment, housing, and services;
- Creating housing options including market-rate and affordable units;
- Supporting economic development efforts; and
- Promoting sustainability by reducing pollution, noise and reliance on automobiles; and

WHEREAS, TOD provides a unique opportunity to foster more livable communities that take advantage of the benefits of transit, specifically, reducing transportation costs for residents, businesses and workers while improving mobility and circulation in the station area for all modes of travel; and

WHEREAS, In order to capitalize on this tremendous opportunity, development around future rail station stations needs to be focused, balanced and well-planned.

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

1. The HART Board of Directors favors and supports legislative measures which maximize the potential for TOD, promote effective community planning and provide a vision for neighborhood improvements and future urban redevelopment.
2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein.

3. This Resolution shall take effect immediately upon its adoption.

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

Board Chair

ATTEST:

Board Administrator

DRAFT

Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on Transit-Oriented Development

STAFF CONTACT:
Joyce Oliveira

DATE:
December 19, 2013

| Type: | Goal | Focus | Area | Reference Notes |
|---|--|---|------|-----------------|
| <input checked="" type="checkbox"/> Action/Approval | <input type="checkbox"/> Project Delivery | <input checked="" type="checkbox"/> Livability/Land Use | | |
| <input type="checkbox"/> Information | <input type="checkbox"/> Service Delivery | <input checked="" type="checkbox"/> Partnerships | | |
| <input type="checkbox"/> Follow-up | <input checked="" type="checkbox"/> Resource Stewardship | <input type="checkbox"/> Agency Admin. | | |

1. Purpose:
Establish the Board of Director's position on Transit Oriented Development

2. Background/Justification
Revised Charter of the City and County of Honolulu Section 17-103.2(n) authorizes HART 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."

3. Procurement Background
N/A

4. Financial/Budget Impact
N/A

5. Policy Impact
Consistent with HART's policy of promoting development that encourages multi-modal access to transit, mixed-use, pedestrian and bicycle-friendly communities, the creation of various housing options, economic development, and sustainability

6. Public Involvement
N/A

7. Alternatives
N/A

8. Exhibits
N/A

Certified and Recommended by:



Executive Director and CEO

ATTACHMENT F

HART **4-Car trains**

December 19, 2013

HART 4-Car Train Proposal

- **Current Plan is 40 trains (2-Cars) = 80**



- **Proposal is 20 trains (4-cars) = 80**



- **Headways will increase from 2.9 to 5.6 minutes in first year of operation**

Longer Trains

Full Platform Utilization

The graphic on the next slide illustrates the trend in driverless metro's to use longer trains.

- *Don't* buy infrastructure you don't need long-term (HART has 4-car platforms).
- *Do* use all the infrastructure you build and buy (use all of the station platform).
- *Do* ensure the most convenient passenger flow through the station and on and off the trains. Key for elderly, disabled and customers with children.



Year / Passengers



4-Car Trains

Customer Service Benefits

•Improved Station Flow

- *Maximize utilization of the station platforms and maximize efficiency of boarding and de-boarding.*
- *With short trains, customers are forced to funnel to the middle of the platform.*

•Doubled Train Capacity

- *Unlikely to leave passengers on platform to wait for next train.*
- *Fewer passengers standing especially during off-peak service – more seats.*
- *Better availability of seats and special use areas - Wheelchairs, Prams, Bikes, Luggage and Surf Boards.*

•Customer Perception Improvement

- *Less crowding means a more enjoyable experience and attracting more customers.*
- *More Equalized passenger distribution through gangways of longer trains.*

•Better Special Event Service

- *Longer trains will more effectively disperse large crowds during special events by utilizing the entire platform and loading twice as many passengers.*

4-Car Trains

Service Disruptions

Future Expansion from 2, to 3, to 4-Car Trains Would Be Disruptive to Passenger Service

- *Additional Train Qualification Testing on Main Line*
- *Shop disruption while inserting M-Cars*
- *Loss of service while trains are out for modification*

FTA Recommendation

November 2013 FTA Administrator Approved HART's Proposal

4-Car Trains

Cost Savings

- **Middle Cars are Less Costly than End Cars**

- *Middle cars have no manual control stations, or train control equipment.*

- **Shorter Trains require twice as much train control equipment**

- *Both on the vehicles, and in the stations.*

- **Optimize Storage Yard**

- *Longer trains use less track storage space. Reduction in number of tracks.*

- **Lower Overall Maintenance Costs**

- *Less vehicle and wayside train control equipment.*
- *No “Extra” Platform Screen Gate Maint for Unused Doors with short trains.*
- *Longer trains mean Platform Screen Gate’s are fully utilized.*

HART's Estimated Cost Savings

| | |
|-------------------------------------|-------------------------------------|
| Facilities | \$2M - \$3M |
| Vehicles | \$8M - \$12M |
| Train Control | \$6M - \$8M |
| Operations & Maintenance | \$100k - \$300k annually |

APD
CME 00001



DISABILITY AND COMMUNICATION ACCESS BOARD

919 Ala Moana Boulevard, Room 101 • Honolulu, Hawaii 96814
Ph. (808) 586-8121 (V/TDD) • Fax (808) 586-8129

July 31, 2013 HART

Mr. Daniel A. Grabauskas
Executive Director and CEO
Honolulu Authority for Rapid Transportation
City and County of Honolulu
1099 Alakea Street
Seventeenth Floor
Honolulu, HI 96813

'13 AUG -1 22:00

Regarding: Disability and Communication Access Board Comments on Cars and Rail Stations

Dear Mr. Grabauskas,

The Disability and Communication Access Board (DCAB) appreciates the ongoing dialogue that has been established with the Honolulu Authority for Rapid Transportation (HART) with respect to ensuring access for persons with disabilities both in the physical design of the system and the operation of services.

During the presentation that was made at our community forum, you and your staff raised two (2) issues regarding the design of the station and the train that may impact individuals with disabilities. Our Board met on July 19, 2013 and voted to offer comments to you regarding those issues. While we recognize that the issues do not involve compliance with disability laws, they do impact the service level and potential riders with disabilities.

- (1) We understand that HART is considering the use of four (4) car, rather than two (2) car trains. We also understand that the stations are being designed to accommodate a four (4) car train choose the larger train. DCAB supports its use, as it will disperse the riders among the doors, making it less difficult for those who may be slow in ambulation, to board and disembark.
- (2) We understand that HART is considering the use of plexi-glass or other similar see-through barriers. We support its use, as it will provide a design measure that ensures Americans with Disabilities Act (ADA) compliance.

We understand that HART is considering the use of four (4) car, rather than two (2) car trains. We also understand that the stations are being designed to accommodate a four (4) car train and will not result in any redesign should you choose the larger train. DCAB supports the use of a four (4) car train because it will disperse the riders among more doors and thus reduce the "crowding" at the doors, making it less difficult for individuals with disabilities, particularly those who may be slow in ambulation, to board and disembark.

Mr. Daniel A. Grabauskas
Executive Director and CEO
Regarding: Disability and Communication Access Board Comments on Cars and Rail Stations
July 31, 2013
Page 2

DCAB also wishes to offer a comment regarding the staffing of the stations. We know that the use of a rail system may be a new concept to many people in Hawaii, including people with disabilities. Individuals with disabilities will have many challenges to understanding the system, including the use of the fare machines, security, access to the elevators and restrooms, access for service animals, etc. Understanding the system requirements by people who are deaf, hard of hearing, blind, have low vision, cognitively challenged, or with mobility limitations will require interaction with a human being, especially at the onset of service. We hope that HART will take this into consideration as you provide for customer service and support at the stations.

Should you have any questions regarding our comments, please feel free to contact us via our Executive Director, Francine Wai, at 586-8121 or via email at dcab@doh.hawaii.gov.

Sincerely,

MICHAEL S. OKAMOTO
Vice Chairperson

c: Jeanne Mariani-Belding
Director of Communications

Scott Ishikawa
Information Specialist

Honolulu Star Advertiser Poll

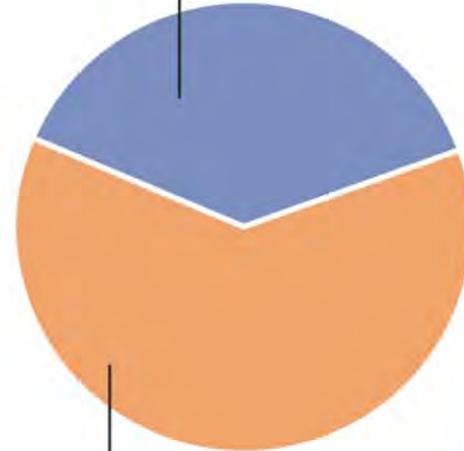
Monday, June 17, 2013

MONDAY'S BIG Q:

For Oahu's rail, do you favor 40 two-car trains (less capacity every three minutes) or 20 four-car trains (more capacity every five-plus minutes)?

40 two-car trains

A. 38%



20 four-car trains

B. 62%

Total votes: 2,030

Mahalo!

ATTACHMENT G

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Construction Update

December 19, 2013

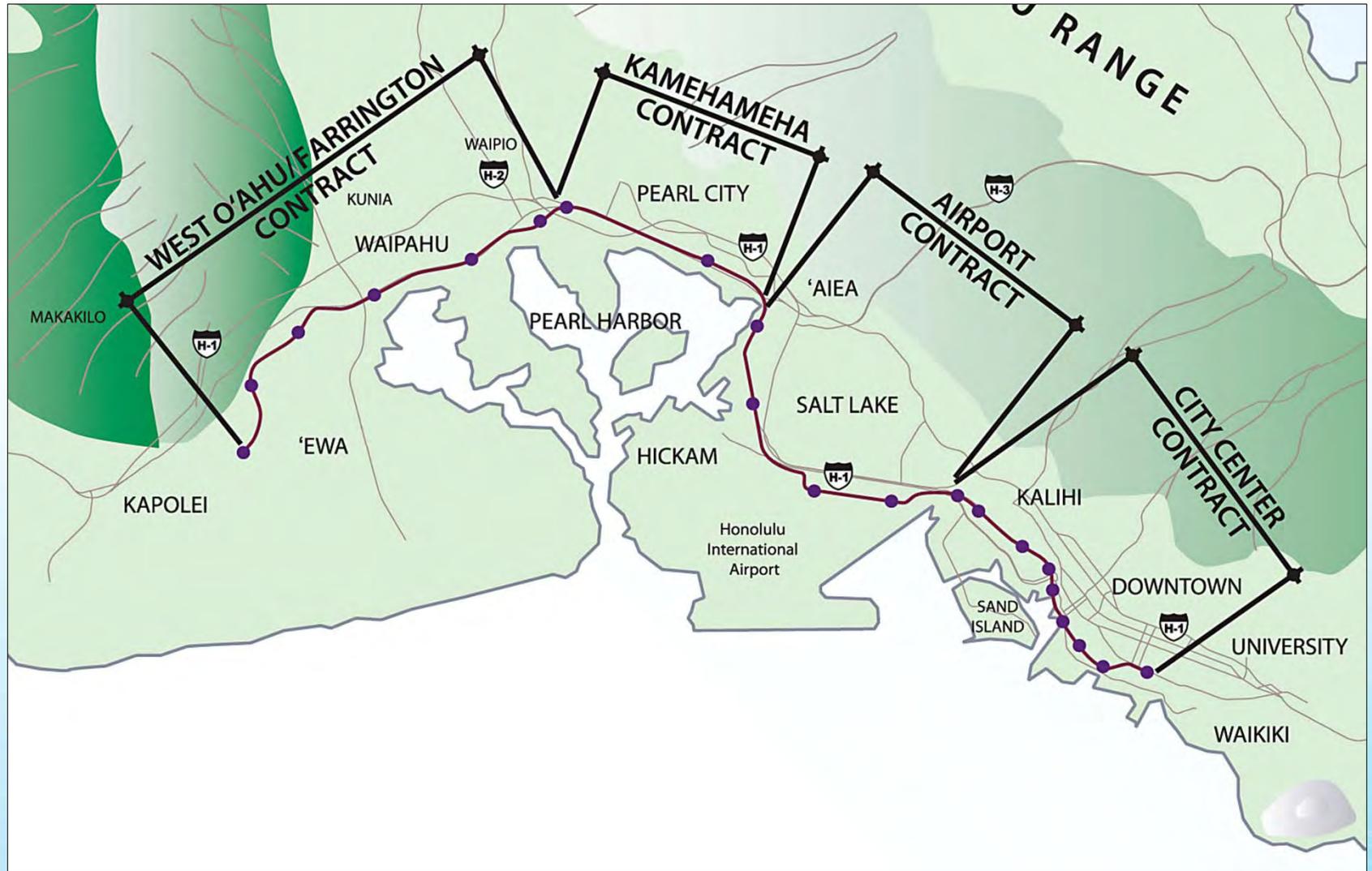
H O N O L U L U R A I L T R A N S I T P R O J E C T

WWW.HONOLULUTRANSIT.ORG

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Project Phases



LEEWARD COMMUNITY COLLEGE to HONOLULU INTERNATIONAL AIRPORT



West Oahu/Farrington Highway Guideway



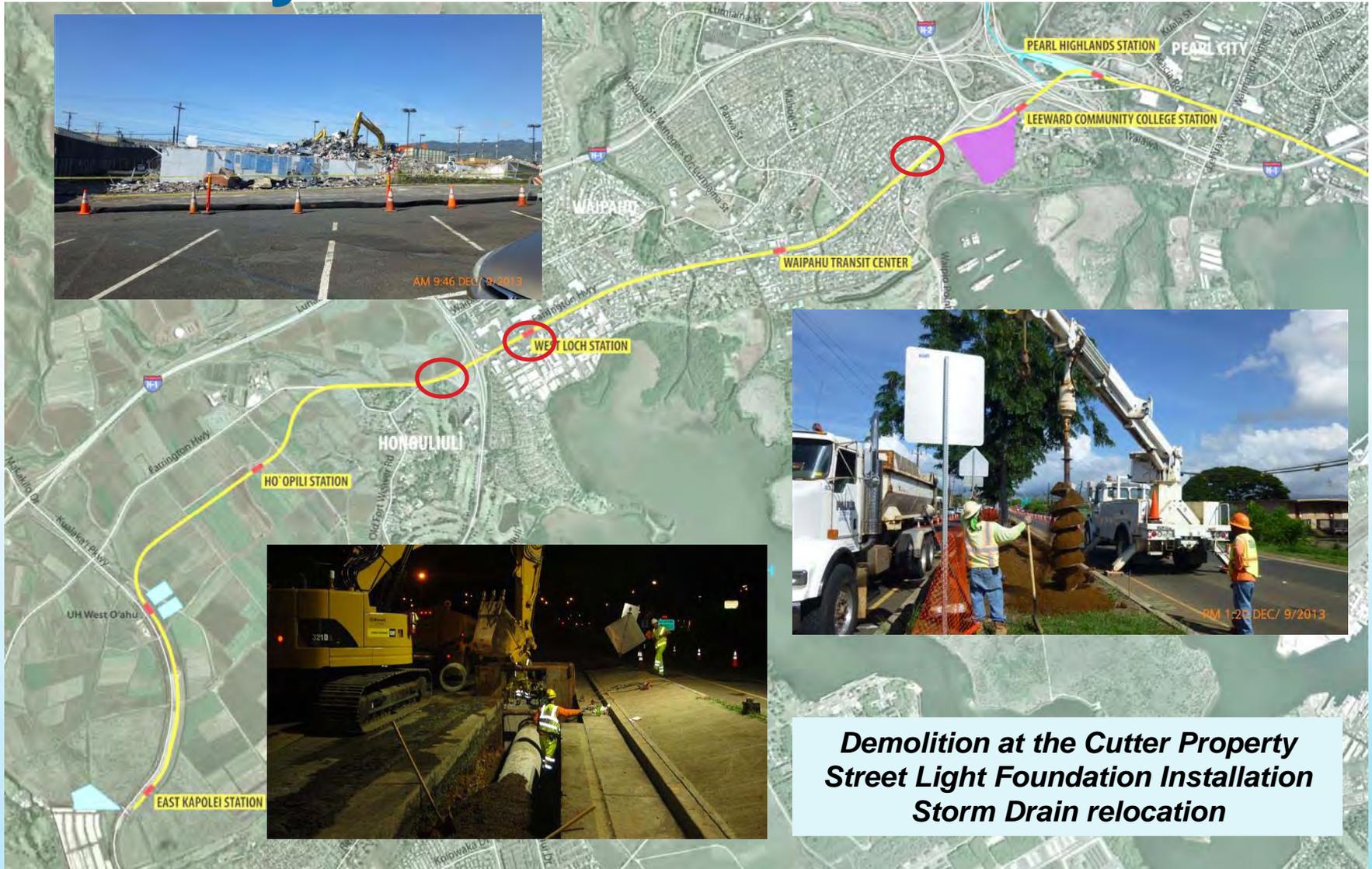
Precast Yard



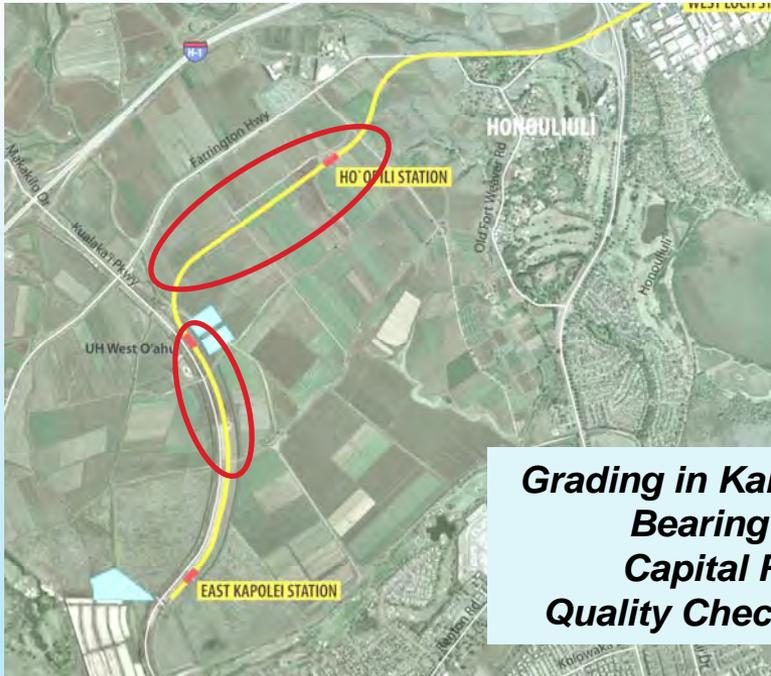
Bridge Crane and Casting Beds



Utility Relocation & Demolition

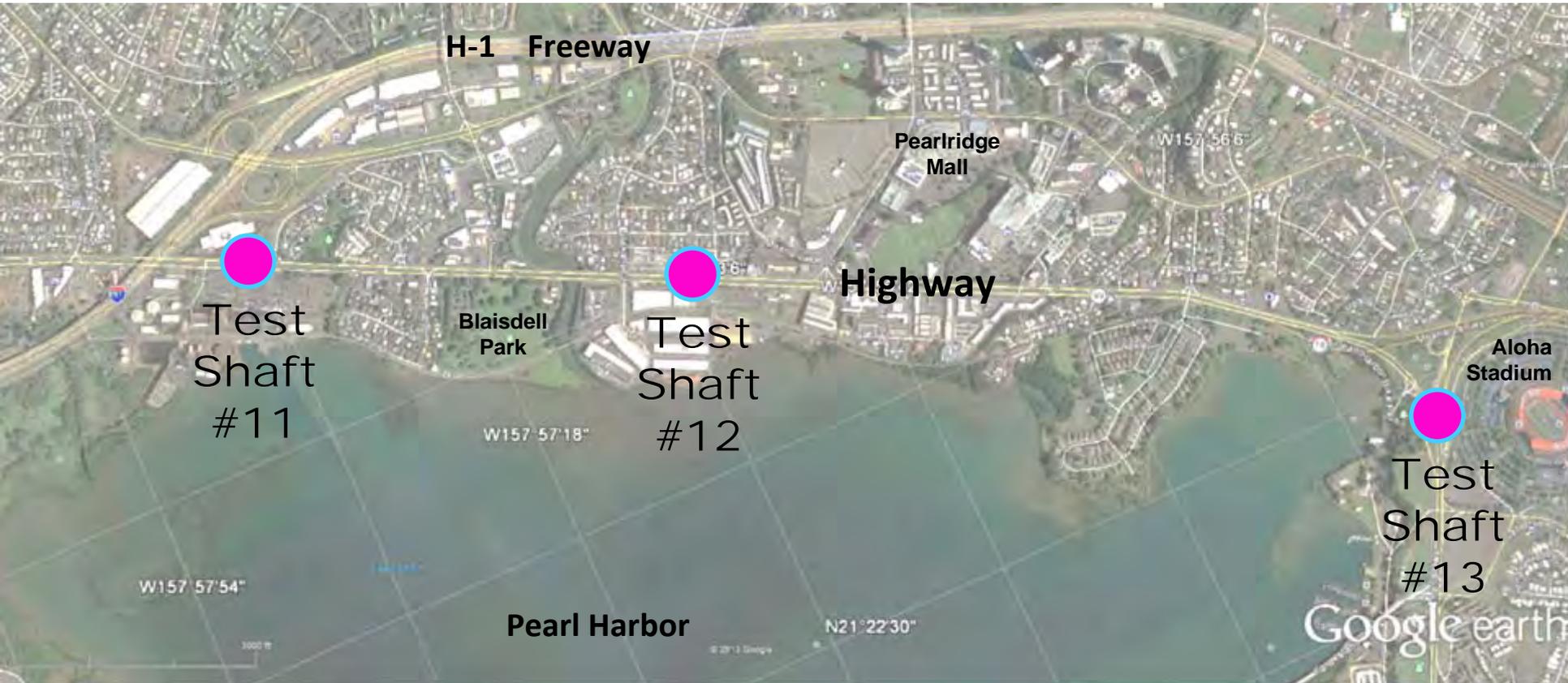


Column Construction



***Grading in Kaloii Canal for Drill Pads
Bearing Pad installation
Capital Rebar Placement
Quality Check of Form Placement***

Kamehameha Highway Guideway



Foundation Test Shafts



Maintenance & Storage Facility



MSF Site Overview

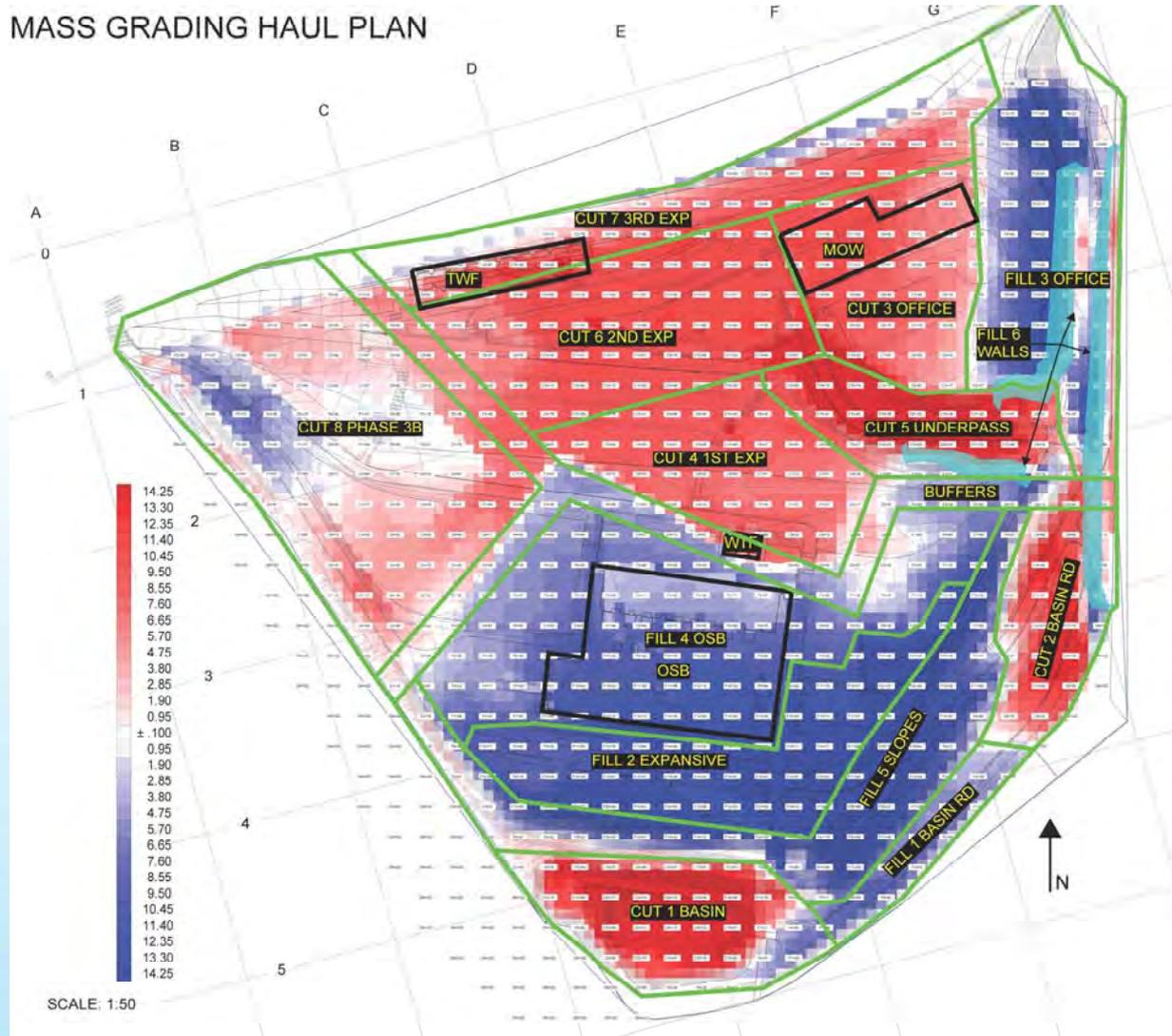


MSF Site Overview

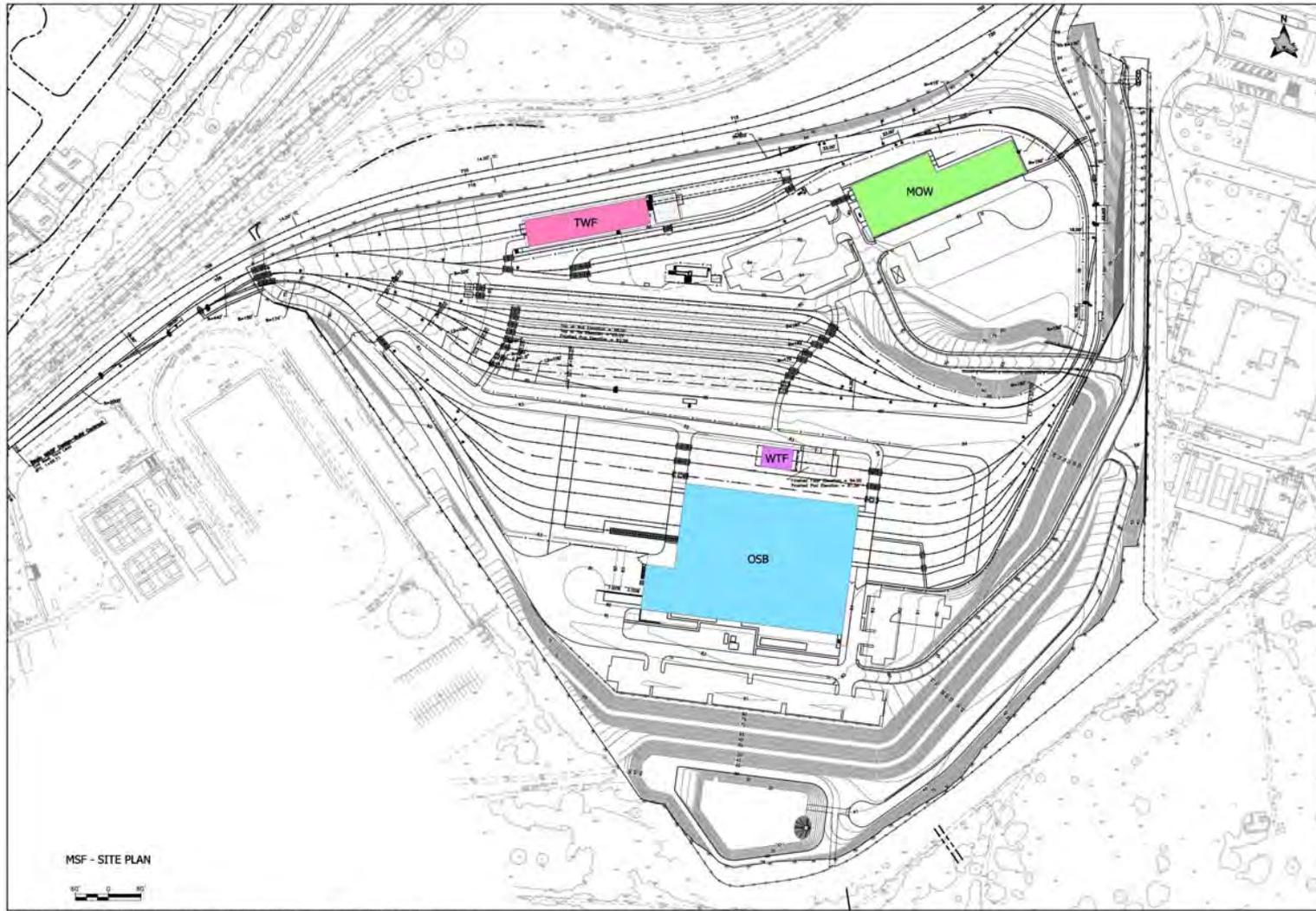


MSF Site Overview

MASS GRADING HAUL PLAN



MSF Site Overview



MSF Mass Grading



MSF Utility Installation



Mahalo!

