



HONOLULU AUTHORITY for RAPID TRANSPORTATION

**Board of Directors Meeting
Kapolei Hale, Conference Room B
1000 Uluohia Street, Kapolei, Hawaii
Thursday, January 29, 2015, 2014 10:00 am**

MINUTES

PRESENT:

Ivan Lui-Kwan	William "Buzz" Hong
Donald G. Horner	Damien Kim
Keslie Hui	Robert "Bobby" Bunda
Carrie Okinaga	Ford Fuchigami
	George Atta

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

Daniel Grabauskas	Kymberly Pine
Brennon Morioka	Mel Kahele
Diane Arakaki	Barbra Armentrout
David Sagherian	Rose Pou
Gary Takeuchi	Gail Jennings
Lorenzo Garrido	Russell Honma
Tom LeBeau	April Coloretti
Elizabeth Scanlon	Cynthia Frith
Morris Atta	Valerie Sadural
Rey Alconcel	Joyce Oliveira
Jeanne Mariani-Belding	Cindy Matsushita
Scott Ishikawa	Andrea Tantoco

EXCUSED:

Michael Formby

I. Call to Order by Chair

HART Board Chair Ivan Lui-Kwan called the meeting to order at 10:53 a.m.

II. Public Testimony on All Agenda Items

Mr. Lui-Kwan acknowledged City Councilmember Kymberly Pine, and invited her to address the Board. Councilmember Pine stated that she would like the rail project to succeed, but expressed her concern about cost increases. Board member William "Buzz" Hong thanked the Councilmember.

Mel Kahele of the Hawaii Iron Workers' Stabilization Fund provided testimony regarding the jurisdiction of the Project Labor Agreement (PLA). He also expressed his concern that 140 miles of steel rail would be installed without the utilization of steel workers. He requested to work with HART's contract administrator on the matter. Mr. Hong acknowledged the Iron Workers' support of the project, and said that Mr. Kahele's concerns should be addressed by the PLA administrator.

Russell Honma provided testimony regarding his concern about the project's procurements relative to its budget.

Rose Pou's testimony echoed Mr. Kahele's. She said that HART had promised to use local labor to build rail.

III. Approval of the Minutes of the December 18, 2014 Board of Directors Meeting

Mr. Lui-Kwan pointed out that a reference to 67% should be corrected to read 68%. He asked for any other corrections or comments, and there being none the minutes were approved as corrected.

Mr. Lui-Kwan offered the Board's condolences to Board member George Atta and his brother, HART Deputy Director of Right of Way (ROW) Morris Atta, on their mother's passing.

IV. Right of Way Update

HART Director of Planning and ROW Elizabeth Scanlon and Mr. Morris Atta gave a PowerPoint presentation on the ROW update, a copy of which is attached hereto as Attachment A. Ms. Scanlon said that HART had recently secured key rights of entry for Aloha Stadium and the University of Hawaii Urban Garden. She reported that in the Airport section, an easement was needed from the Navy for utility work. HART had also obtained a verbal commitment from the U.S. Post Office for an easement, with the confirming documents pending.

Ms. Scanlon said that the Real Estate Acquisition Management Plan had been approved by the Federal Transit Administration (FTA). The plan included the use of irrevocable rights of entry, a mechanism that would allow for more expedient access to properties. She thanked the FTA for their support and assistance. HART Executive Director and CEO Daniel

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Grabauskas also thanked the City and County of Honolulu's Corporation Counsel for their assistance as well, and said that the irrevocable rights of entry would allow HART to offer property owners a good faith payment of 75% of the property's value without compromising the owners' rights to challenge the value.

Ms. Scanlon reported on the acquisition progress by land area. She pointed out that 154 of the 162 outstanding parcels would be partial takes, in which the irrevocable rights of entry would likely help. She pointed out that due to the Aloha Stadium and Urban Garden rights of entry, the statistics for sections 1 and 2 would change in the following month's report.

Mr. Atta reported that over 80% of the required mapping had been completed. The remaining maps were primarily for government properties. He reported that appraisals should move forward significantly now that maps are substantially complete. He provided the acquisition summary, which included a recent acquisition along Dillingham Boulevard that had originally been a partial take, but was converted to a full acquisition at the owner's request. Ms. Scanlon reported that the HART remains under budget for ROW acquisitions. She added that the property on Dillingham Boulevard involved residential units within a commercial space. Ms. Scanlon reported that HART anticipated possible eminent domain actions to come before the Board the following month. However, staff would continue to negotiate with property owners.

Mr. Horner asked whether excess lands could later be sold. Mr. Atta replied that they could, and noted that the decisions to convert partial acquisitions to full acquisitions were based on design choices.

Mr. Horner asked about government owned properties in section four of the alignment. Mr. Atta said that the percentage of government owned properties in the urban core is significantly less than in the West Oahu/Farrington Highway (WOFH) and Kamehameha Highway Guideway (KHG) sections. He explained that cost estimates were based on appraisals and tax assessments. Mr. Horner asked if cost estimates were still holding in sections three and four, relative to City and County of Honolulu tax assessments. Mr. Atta replied that the values remained accurate except for a couple of areas in the City Center section.

Mr. Hong commended staff for their efforts, and asked whether geotechnical work could proceed. Mr. Atta said it could. Mr. Hong requested a presentation on HART-owned parcels with TOD potential.

V. Construction and Traffic Update

HART Director of Construction and Design Lorenzo Garrido, Deputy Director of Construction Tom LeBeau and Information Specialist Scott Ishikawa provided an update on construction and traffic, a copy of which is attached hereto as Attachment B.

Mr. LeBeau reported on the progress at the Rail Operations Center, which is 53% complete. Progress on the KHG section is tracking six months behind schedule at 29% complete. The

WOFH section is over 50% complete, and four months behind. He reported on progress of the balanced cantilever construction. Per Mr. Hong's previous request, Mr. LeBeau reported on mitigation measures being taken in the WOFH and KHG sections, which included the recent securing of site access to Aloha Stadium and increasing contractors' production rates. Mr. LeBeau reported that current risks include third party utility relocation and coordination. Mr. Hong asked how the Board could help, and suggested working with the governor's TOD representative. Mr. Grabauskas acknowledged the efforts of the governor and the University of Hawaii in helping to secure key agreements. Mr. Hong asked if there were any material deficiencies. Mr. LeBeau said that HART continues to work with the contractor on nonconformance reports, none of which were of major concern, as the quality of production was very good overall.

Mr. LeBeau reported on an issue with a precast segment, which Mr. Garrido said was compromised when it was moved. Mr. Grabauskas offered his compliments to staff and Kiewit, and assured the Board that the cost to remedy the segment was borne by the contractor, and not taxpayers. He said that staff would make a future report to the Board on the CAT scans performed on column shafts. To date, 21 foundations were found to have voids, which were corrected, and would result in a safer system. Mr. Hong thanked Mr. Grabauskas for his vigilance.

Mr. Ishikawa reported that HART's hotline had received 61 calls, including 12 for general information, and eight for traffic and noise. HART staff met with businesses in November, and would hold another meeting that night to create a business alliance.

Mr. Ishikawa reported on a Farrington Highway detour near Fort Weaver Road, as well as traffic impacts in Waipahu. He reported that HART was exploring the possibility of modifying a u-turn on Farrington Highway, per Board member Michael Formby's suggestion, in order to improve access to Tanioka's Seafoods and Catering.

Board member Robert Bunda asked where the meeting would be held that night, and Mr. Ishikawa responded that it would be held at Pearlridge Elementary.

Mr. Ishikawa also reported on a traffic modification near Waipahu High School, as well as on lane closures related to the balanced cantilever work. Board member Damien Kim asked when those closures would occur, and Mr. Ishikawa said that lane closures would occur Sunday through Thursday, from 8:00 pm to 4:00 am.

Mr. Bunda asked about the height of the balanced cantilever, and Mr. Garrido said that the photograph in the presentation depicted the top level of the guideway, which would also include a barrier.

Mr. Ishikawa reported on a lane closure on Kamehameha Highway near Sam's Club, as well as utility relocation work in the Airport area.

Mr. Hong asked about the master schedule. Mr. Garrido said that HART was on schedule in the first ten miles, noting that the interim opening had been moved to 2018.

VI. December Monthly Progress Report

Mr. Grabauskas said that the Board members had been provided with the December Monthly Progress Report, and solicited questions. There were none.

VII. Eminent Domain

A. Resolution 2015-1 Authorizing the Acquisition of the Real Property Identified as Tax Map Key 1-2-010:072 (Portion) By Eminent Domain

B. Resolution 2015-2 Authorizing the Acquisition of the Real Property Identified as Tax Map Key 9-9-003:066 By Eminent Domain

Mr. Grabauskas reminded members that they had recently approved two eminent domain proceedings, to be forwarded to the City Council for its review. The City Council had not taken action on either matter, and the required 45 days had elapsed. Two resolutions for the Board's final approval for the authorization of acquisition by eminent domain were therefore before the Board, and are attached hereto as Attachment C. He invited Ms. Scanlon and Mr. Atta to provide a recap of those proceedings.

Mr. Atta reported that both matters were actions to clear title, and had been requested by the sellers. The Kronick Trust matter involved a transfer to a successor trust. The title company was not satisfied that the representative of the successor trust had signature authority for the Kronick Trust, so eminent domain was required to settle the matter. The Kalahiki property involved issues regarding the identification of heirs. The owner of record had died intestate, and the estate was never probated. Accordingly, it was unclear who should receive the proceeds from the eminent domain proceeding.

Mr. Lui-Kwan invited a motion on Resolution 2015-1. Mr. Hong so moved, and Mr. Kim seconded the motion. Mr. Hui asked that the staff summary sheet include background information in the future. Mr. Lui-Kwan invited public testimony. There was none. Mr. Lui-Kwan called for the vote. All being in favor, the motion carried unanimously.

Mr. Lui-Kwan called for a motion for the approval of Resolution 2015-2. Mr. Hong so moved, and Mr. Kim seconded the motion. Mr. Lui-Kwan invited public testimony. There was none. Mr. Lui-Kwan called for the vote. All being in favor, the motion carried unanimously.

Mr. Grabauskas complimented the ROW staff.

VIII. Rail Car Manufacturing Progress Report

Deputy Director of Core Systems Justin Garrod gave a PowerPoint presentation on the Quality Assurance (QA) Audit and Readiness Review, performed in December 2014, a copy of which is attached hereto as Attachment D. He said that carshell manufacturing began in November on schedule. The purposes of the review included a QA audit of design and

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assembly work by AnsaldoBreda in Italy, and a readiness review of carshell assembly activities. He reported that the first vehicle was scheduled to arrive in Honolulu in the first quarter of 2016.

A review of the Reggio Calabria facility in Italy included an examination of carshell assembly, welding, painting, and testing facilities. Mr. Garrod reported that the facility included an entire area dedicated to the Honolulu project, with custom jigs erected to ensure compliance with HART specifications. He said that a very high degree of manufacturing quality was observed, utilizing suitable procedures and quality controls. AnsaldoBreda performed various types of testing, including structural and climactic testing for the heating and air conditioning systems.

In Naples, Mr. Garrod was able to observe electrical systems and acoustic design and testing. There, he reported that Ansaldo was utilizing service proven technologies, with good quality controls.

Mr. Garrod reported that overall, he found that AnsaldoBreda's processes and procedures were in compliance with HART's QA plan. Carshell assembly was on schedule, with high quality workmanship. The audit revealed one finding, for which AnsaldoBreda took appropriate action. He reported a high level of commitment on the part of AnsaldoBreda to deliver a quality and safe product for the Honolulu rail project.

Mr. Kim said he had visited the Pistoia facility on vacation the previous year and also found the facility impressive.

Mr. Horner asked whether the useful life of rail cars was 30 years, and Mr. Garrod confirmed it was. Mr. Horner asked what would happen in the event a rail car required repair. Mr. Garrod said that the typical repair of damaged vehicles could be done locally. Mr. Horner asked about replacement parts. Mr. Garrod replied that a typical replacement would involve replacing a single part, but would not require utilization of the custom jigs.

Mr. Horner asked how many vehicles would be in use versus vehicles that would be in the shop for repair. Mr. Grabauskas responded that when the system is in operation, there would usually be some vehicles out of service for maintenance.

Mr. Horner asked about the air conditioning systems. Mr. Garrod said that although the ductwork was incorporated into the cars, the air conditioning units themselves were modular, "off the shelf" units, as were various other components of the train. Mr. Horner asked if local tradespeople would install those units, and Mr. Garrod said they would. Mr. Grabauskas added that Leeward Community College had partnered with AnsaldoBreda on a class that would provide mechanical training on rail cars, in furtherance of the goal that 99% of the employees at the ROC be local. Mr. Horner said that most of the maintenance should be performed at the ROC.

Mr. Horner asked about efforts to reduce power consumption. Mr. Garrod said that the present design did not incorporate onboard energy storage devices, which are new in the industry and not yet proven. He said that the technology was currently being tested by some

transit authorities, but more information should be gathered before a decision is made. He said that the Honolulu rail cars incorporate regenerative braking, which recaptures some energy.

Mr. Bunda asked whether AnsaldoBreda's staff had provided any information about the sale of the company. Mr. Garrod replied that they had not, but emphasized that at the three facilities he visited, it was business as usual. The employees remained committed and focused. Mr. Lui-Kwan said that he was gratified that the review went well. He asked about any known concerns were AnsaldoBreda to be purchased by a non-Italian company, such as moving operations overseas. Mr. Grabauskas said that he was unaware of any, but hoped that the buyer would look at AnsaldoBreda as a skilled work force. He said that the media reported possible interest in acquisition by Hitachi and a Chinese consortium.

Board member Carrie Okinaga asked when the Ansaldo STS audit would be. Mr. Garrod said that for Ansaldo STS, which was providing signaling and communications equipment, quality management was achieved through design acceptance of sub systems and communications. Quality tests were ongoing with sub-suppliers.

IX. HART Position on Legislative Matters

- A. Resolution 2015-3 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 2015-4 Regarding the Position of the Board of Directors of the Honolulu Authority for Rapid Transportation on Transit-Oriented Development

Director of Government Relations Joyce Oliveira reminded the Board that the previous year, it had approved resolutions setting forth its position on the General Excise Tax (GET) and Transit Oriented Development (TOD). She presented two draft resolutions on those matters for the current legislative session. Copies of those resolutions are attached hereto as Attachment E.

Ms. Oliveira said that the GET resolution supports measures that increase revenues to the rail project, and directing the Executive Director and CEO to advocate for that position. The TOD resolution supports measures that maximize TOD opportunities. Mr. Lui-Kwan asked if these were the same resolutions as the previous year, and Ms. Oliveira replied that they were very similar. Mr. Lui-Kwan noted that the language was designed to support a broad array of different measures. Ms. Oliveira said that pending GET measures include bills that seek to increase the State of Hawaii's 10% take, increase the GET itself, and remove the sunset date. TOD measures seek financing for affordable housing.

Mr. Bunda asked how many TOD measures had been introduced. Ms. Oliveira said that she had seen two so far, but that the deadline for bill introduction was the following day. Board member Ford Fuchigami said that as the governor supports rail, but reserved comments regarding the GET, he would be abstaining from the vote on the GET resolution.

Ms. Okinaga proposed striking the language “any” and “or from financing through bonds or other debt instruments” from the last “whereas” paragraph of Resolution 2015-3. Mr. Lui-Kwan acknowledged her amendment.

Mr. Lui-Kwan called for public input.

Cynthia Frith provided testimony regarding a meeting that week of the joint Senate Ways and Means and House Finance Committees, in which Mayor Caldwell said that either the GET be extended, or the City would have to float bonds. She also drew the Board’s attention to a recent op-ed piece in the Star Advertiser by Natalie Iwasa in opposition to an extension of the GET, and registered her agreement with Ms. Iwasa. Mr. Lui-Kwan thanked her.

Mr. Lui-Kwan invited a motion for the approval of Resolution 2015-3 as amended. Mr. Kim so moved, and Mr. Hong seconded the motion. All being in favor, the motion carried, with one abstention.

Ms. Oliveira said that Resolution 2015-4 reflected the Board’s support of measures that maximize the use of potential TOD. Mr. Lui-Kwan recalled that the Board had adopted a similar measure the previous year, and Ms. Oliveira said that the only difference was the legislative year.

Mr. Lui-Kwan invited a motion for adoption of Resolution 2015-4. Mr. Kim so moved, and Mr. Bunda seconded the motion. All being in favor, the motion carried unanimously.

Ms. Okinaga requested a presentation on additional revenue opportunities in TOD. Mr. Lui-Kwan suggested that the TOD Stakeholders Advisory Group take the matter up. Board member George Atta suggested that HART consider dedicated staff to focus on TOD. Mr. Lui-Kwan agreed and said that HART should look for revenue enhancement opportunities, particularly with regard to its real estate holdings. Mr. Grabauskas agreed, and said that at the Massachusetts Bay Transit Authority, he had staff that focused on maximizing the revenue potential of its real estate portfolio.

Mr. Hong said that the TOD Stakeholders Committee had not accomplished what he hoped it would, but he was hopeful that it could continue. Mr. Lui-Kwan encouraged him to move forward, and to look to other resources such as the Department of Planning and Permitting (DPP) for assistance. Mr. Hong said the composition of the group needed strengthening, with perhaps the addition of developers to its membership. Mr. Horner also suggested more involvement by the Finance Committee with DPP on TOD. Mr. Bunda registered his concern that the Stakeholders Group’s efforts were duplicative, and suggested that it focus on revenue enhancements. Mr. Lui-Kwan agreed, but distinguished the focus of HART’s efforts from DPP’s. Mr. Atta added that the timing was right for HART to be the connecting link between DPP and other government entities regarding its ROW acquisitions. Mr. Lui-Kwan agreed, particularly in light of the new State administration. Mr. Bunda suggested an assessment on developers to make up for operating costs, as rail would create revenue. Mr. Hong opined that the lack of clear lines of authority posed a problem.

Board member Keslie Hui suggested that HART inform legislators of the value being created along the alignment via different value capture mechanisms such as increased property value. Mr. Hong agreed, and pointed out that the State of Hawaii, as the largest landowner along the alignment, would be the biggest beneficiary of that value capture.

Mr. Horner fully supported Mr. Bunda's position that a record be made to reflect the revenue created by rail.

X. Aloha Stadium Station Site Considerations

Mr. Grabauskas reported that HART had very recently come to an agreement with the Honolulu Stadium Authority on a right of entry. He said that HART would likely be able to give its contractor Kiewit access to the property the following week.

Mr. Lui-Kwan thanked State Department of Transportation Director Ford Fuchigami for his assistance in securing the agreement.

Mr. Grabauskas thanked the Stadium Authority Board, the State Department of Accounting and General Services, Ms. Scanlon, and HART Deputy Executive Director Brennon Morioka for their efforts.

XI. Executive Director and CEO's Report

Mr. Grabauskas reported that he had appeared that morning on the Hawaii News Now Sunrise Morning Show, which had broadcast its show live from atop the guideway. He thanked the HART Public Involvement Team, the HART Safety and Security team, WOFH Project Manager Karley Halsted, Kiewit, and Mr. Garrido. He said that the hosts had done an excellent job of conveying information about the project to the public.

Mr. Grabauskas reported that the Federal Transit Administration's Region Nine office had held their quarterly meeting with HART the previous week in San Francisco. He said that the FTA regional administrator reiterated the FTA's support and partnership with HART in delivering the 20 miles and 21 stations in the Full Funding Grant Agreement. The FTA endorses HART's cost mitigation measure of breaking up the west side station package.

Mr. Grabauskas also reported on various legislative meetings he has had, along with Board members, to keep lawmakers informed in the interest of transparency and to inform them of HART's cost cutting measures and search for alternative sources of funding for future extensions and the operating subsidy.

Mr. Horner pointed out that the GET revenue would cover the entire operating subsidy for rail, bus and HandiVan.

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Mr. Grabauskas concluded by saying that HART had secured the services of the Solis Group to manage the project labor agreements. He said that there had been very productive meetings with labor unions.

XII. Executive Session

Mr. Lui-Kwan called for a motion for executive session.

Mr. Bunda moved to enter into executive session to confer with the Board's attorneys on questions and issues pertaining to its powers, duties, privileges, immunities and liabilities regarding Office of Information Practices Notice of Appeal of Sunshine Law Complaint S APPEAL 15-17, pursuant to Hawaii Revised Statutes 92-4 and 92-5. Ms. Okinaga seconded the motion.

All being in favor, the motion carried unanimously. The Board entered into executive session at 1:33 p.m.

The Board reconvened in public session at 2:16 p.m.

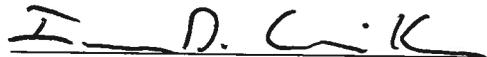
XIII. Adjournment

Mr. Lui-Kwan adjourned the meeting at 2:16 p.m.

Respectfully Submitted,


Cindy Matshita
Board Administrator

Approved:


Ivan Lui-Kwan, Esq.
Board Chair

FEB 19 2015
Date

ATTACHMENT A

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

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

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HART Board Right-of-Way Status Update

January 29, 2015

**Elizabeth Scanlon
Director of Planning & Right-of-Way**

**Morris M. Atta
Deputy Director of Right-of-Way**

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

Status Summary

- **ROW continues to meet the schedule for City Center acquisitions relative to program procurement needs**
- **Secured Construction Rights of Entry**
 - Aloha Stadium
 - University of Hawaii, Urban Gardens
- **ROW needs are being closely monitored for Airport Section**
 - Easements from US Navy are needed for utilities work
 - Post Office easement documents are pending
- **Real Estate Acquisition Management Plan (RAMP) approval by FTA is imminent**

Progress Acquisition by Land Area

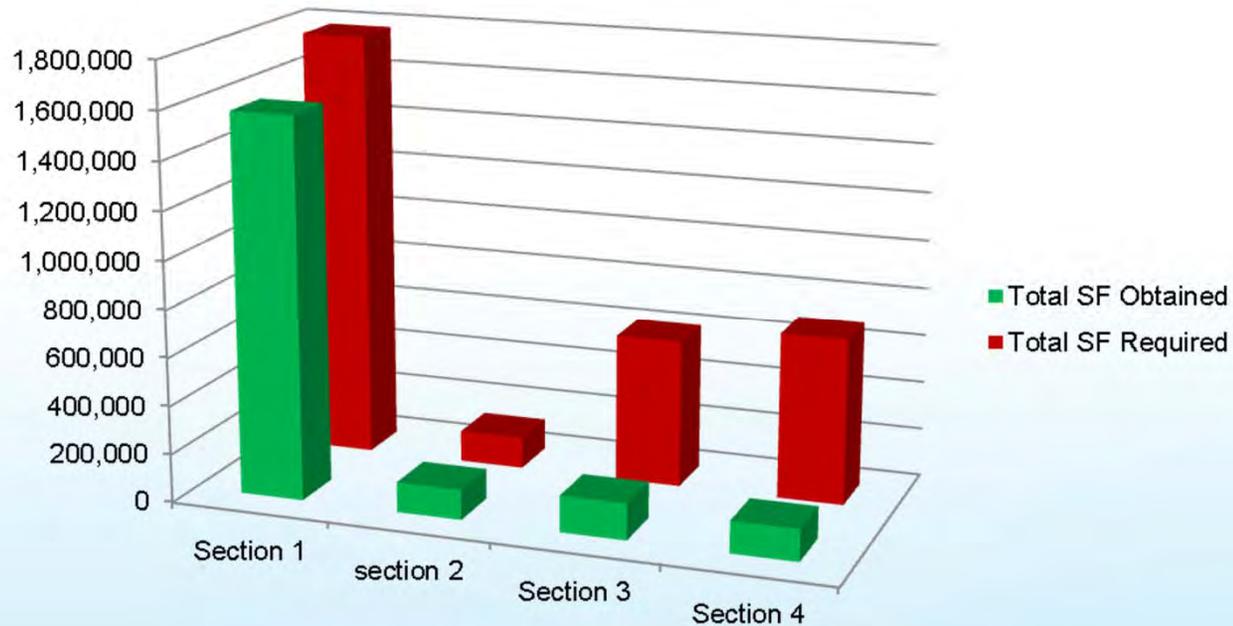
as of 12/18/2014



Permanent ROW (SF)	Total Land Requirement for Project (Entire Alignment)	2,711,774
	Total Available for Contractor	1,984,940
	Total Land Remaining to be Acquired	727,734
	% Complete	73%

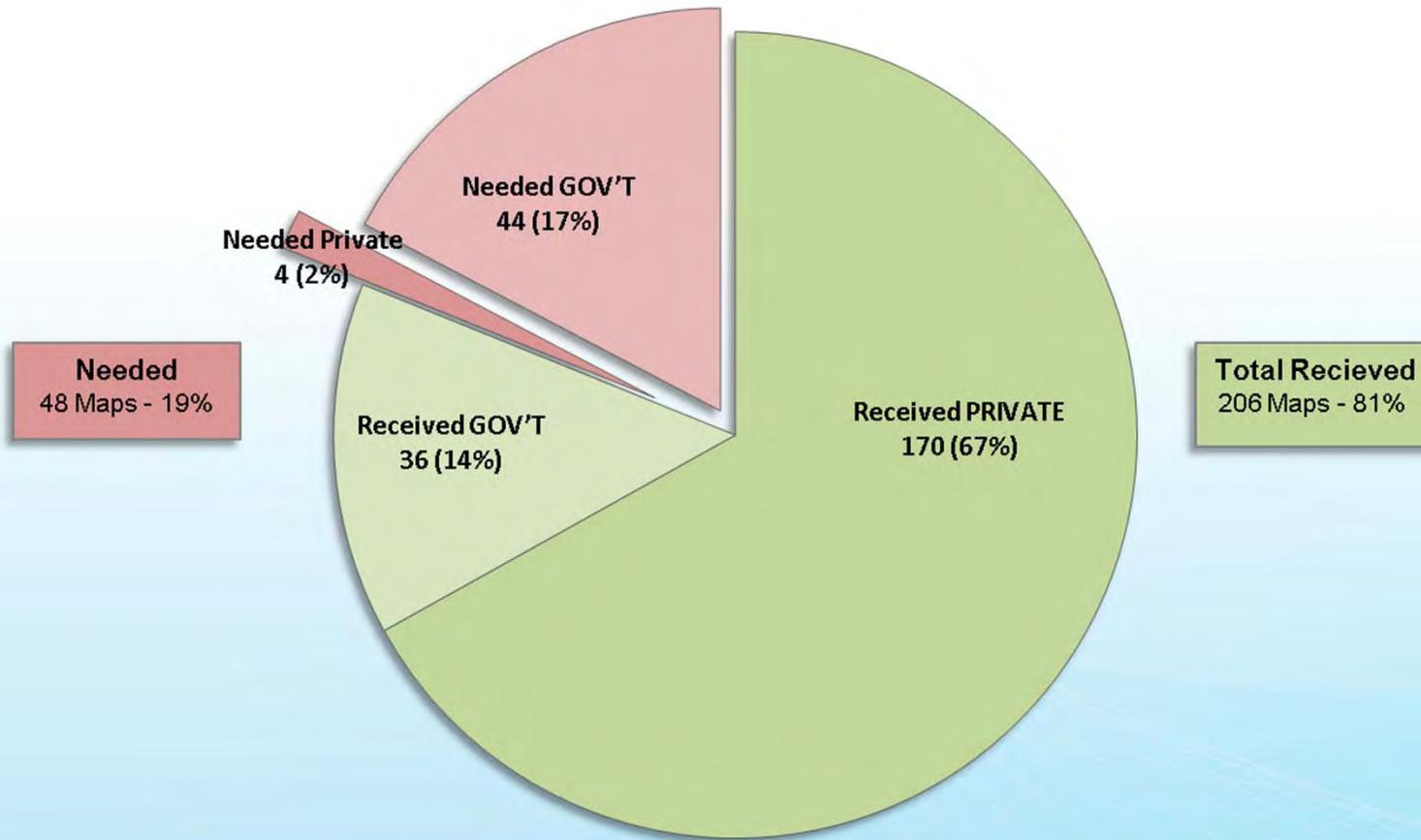
Progress Acquisition by Land Area

as of 12/18/2014

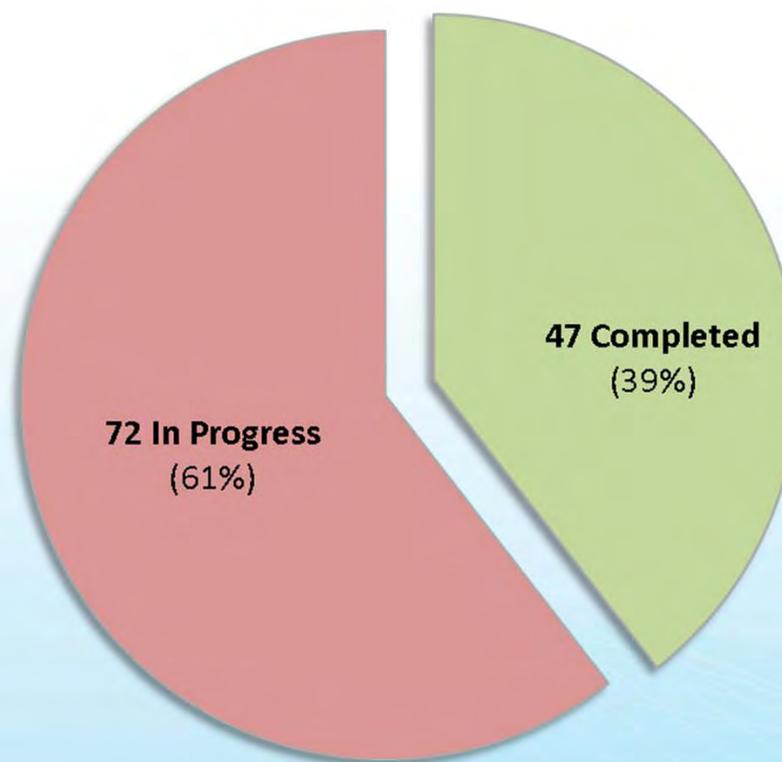


	Section 1	Section 2	Section 3	Section 4
Total SF Obtained	1,578,404	124,471	150,861	130,892
Total SF Required	1,778,460	129,387	611,093	687,180
% Progress	89%	96%	25%	19%

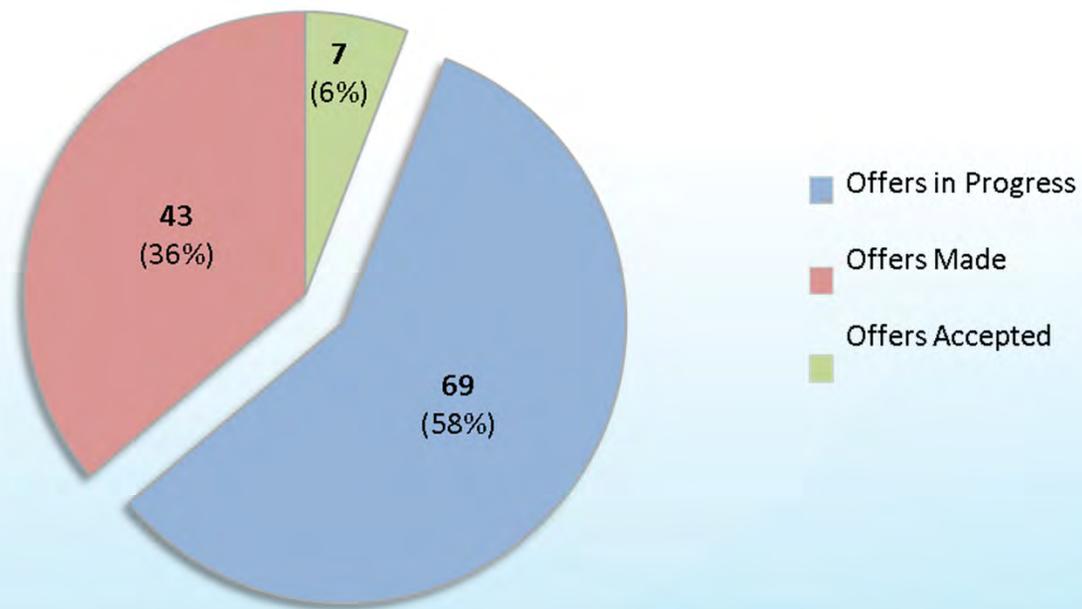
Survey Maps (Privately Owned + Government Parcels) as of 12/18/2014



Appraisal Status on Privately Owned Parcels to be Acquired as of 12/18/2014



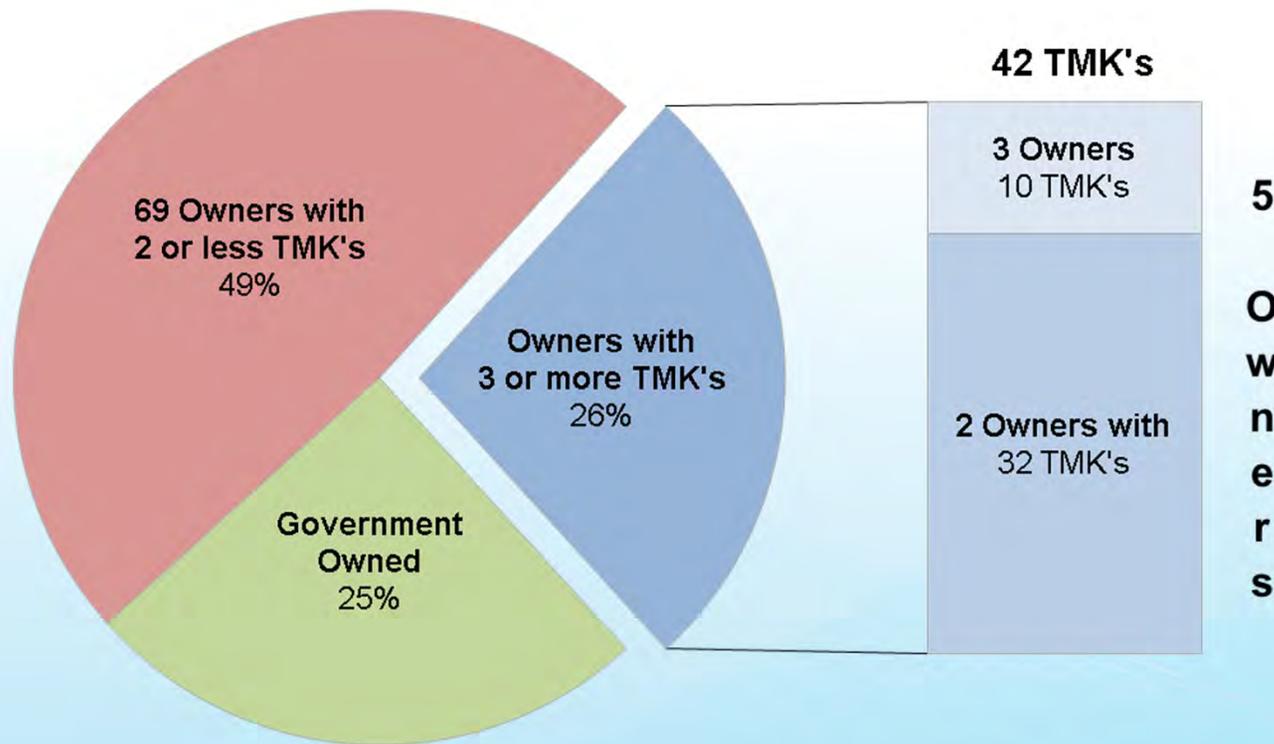
Offer Status on Privately Owned Parcels to be Acquired as of 12/18/2014



*40 of the 159 needed parcels are government owned and excluded from the figures above since only negotiated agreements are necessary for acquisition.

Parcels to be Acquired by Tax Map Key

(Privately Owned + Government Parcels)
as of 12/18/2014



Acquisition Summary as of 12/18/2014

Summary:

34 Acquisitions

38 Agreements/Easements/ROE

72 total closed transactions

4 site control obtained title transfer pending

76 Total Acquisitions

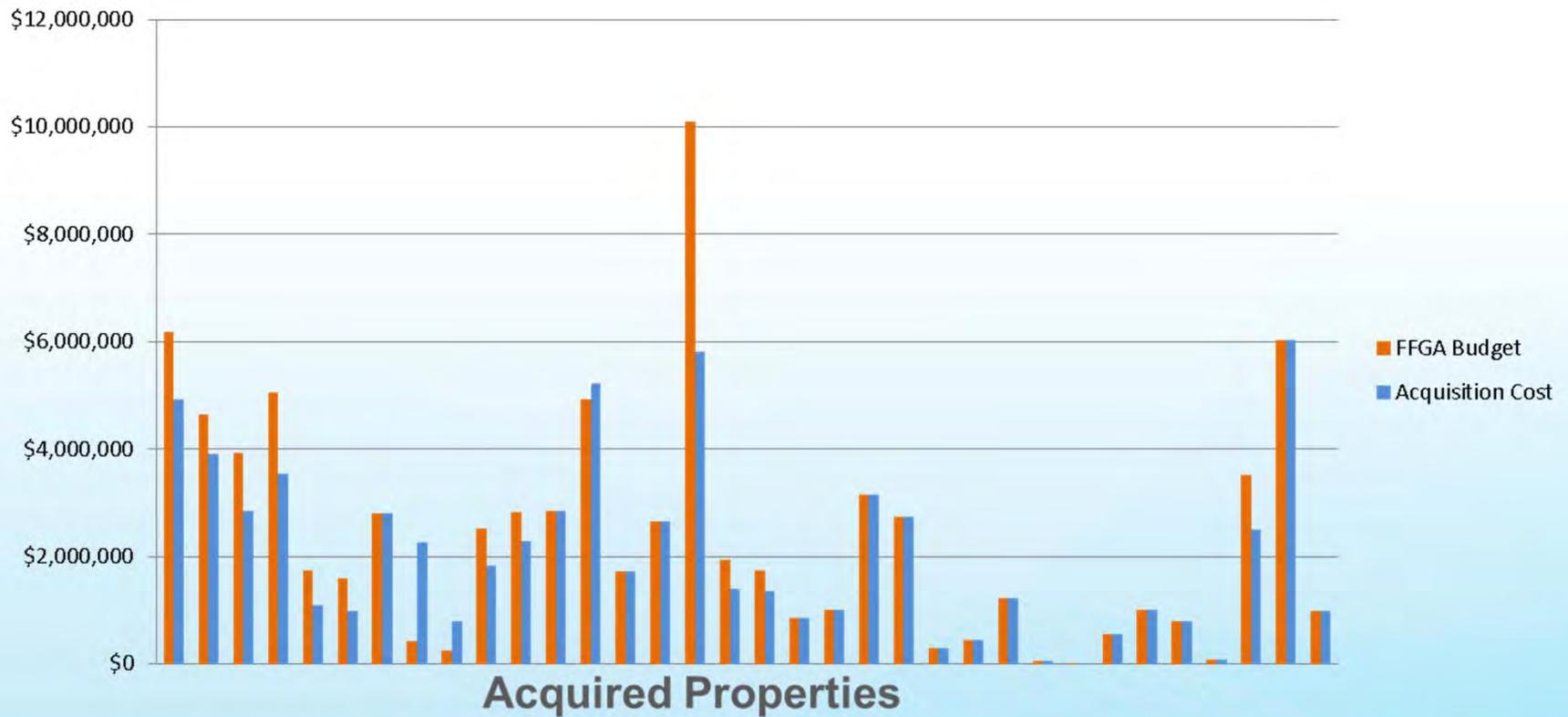
No	TMK	Take	Address	Total Acquisition (\$)	FFGA Budget	Note	Remaining Balance in Budget
1	1-1-016-005	Full	2676 Waiwai Lp	4,924,144	6,173,973		1,249,829
2	1-1-016-006	Full	2668 Waiwai Lp	3,918,089	4,648,445		730,356
3	1-1-016-014	Full	479 Lagoon Dr	2,843,274	3,930,328		1,087,055
4	1-1-016-015	Full	515 Lagoon Dr	3,551,508	5,067,659		1,516,151
5	1-2-003-016	Full	1819 Dillingham Blvd	1,106,416	1,741,689		635,273
6	1-2-003-082	Full	1825 Dillingham Blvd	984,299	1,596,625		612,326
7	1-2-009-001	Full	1901 Dillingham Blvd	2,805,135	2,814,000		8,865
8	1-2-009-017	Full	1953 Dillingham Blvd	2,257,359	436,620	**	-1,820,739
9	1-2-009-018	Full	1927 Dillingham Blvd	804,686	261,258	**	-543,428
10	1-2-010-068	Full	1900 Dillingham Blvd	1,831,279	2,529,000		697,721
11	1-5-007-021	Full	545 Kaaahi St	2,285,004	2,819,500		534,496
12	1-5-007-023	Full	533 Kaaahi St	2,850,000	2,850,000	*	0
13	1-7-002-026	Full	902 Kekaulike St	5,219,351	4,927,000	**	-292,351
14	2-3-004-048	Full	1156 Waimanu St	1,730,578	1,730,578		0
15	2-3-004-069	Full	1168 Waimanu St	2,660,398	2,658,317		-2,081
16	2-3-007-033	Full	1169 Kona St	5,824,643	10,102,669		4,278,026
17	2-3-007-036	Full	1174 Waimanu St	1,407,845	1,951,386		543,541
18	2-3-007-044	Full	1201 Kona St	1,357,540	1,751,700		394,160
19	9-4-017-011	Full	94-818 Moloalo St	870,000	870,000	*	0
20	9-4-019-050	Full	94-819 Farrington Hwy	1,004,277	1,005,000		723
21	9-4-048-046	Full	94-119 Farrington Hwy	3,159,142	3,159,142	*	0
22	9-4-048-047	Full	94-136 Leonui St	2,749,142	2,749,142	*	0
23	9-6-003-012	Full	96-171 Kamehameha Hwy	287,030	287,030	*	0
24	9-6-003-013	Full	96-165/169 Kamehameha Hwy	455,588	455,588	*	0
25	9-6-003-014	Full	96-157 Kamehameha Hwy	1,216,787	1,216,787	*	0
26	9-6-003-015	Full	96-159 Kamehameha Hwy	53,304	53,304	*	0
27	9-6-003-016	Full	96-149A Kamehameha Hwy	22,304	22,304	*	0
28	9-6-003-017	Full	96-149 Kamehameha Hwy	559,914	559,914	*	0
29	9-6-003-018	Full	96-137 Kamehameha Hwy	1,017,915	1,017,915	*	0
30	9-6-004-002	Full	96-93 Kamehameha Hwy	790,000	790,000	*	0
31	9-6-004-017	Full	Kamehameha Hwy	90,000	90,000	*	0
32	9-8-009-017	Full	98-077 Kamehameha Hwy	2,509,030	3,512,500		1,003,470
33	9-8-010-002	Full	98-080 Kamehameha Hwy	6,027,021	6,027,021	*	0
34	9-9-003-068	Full	99-140 Kohomua St	993,783	993,783	*	0
				70,166,783	80,800,178		10,633,394

Notes:

* Baseline assumes zero variance (budget = actual) during FFGA approval process.

** Cost exceeded budgeted amount due to conversion from partial to full acquisition.

Acquisition Cost as of 12/18/2014



Mahalo!



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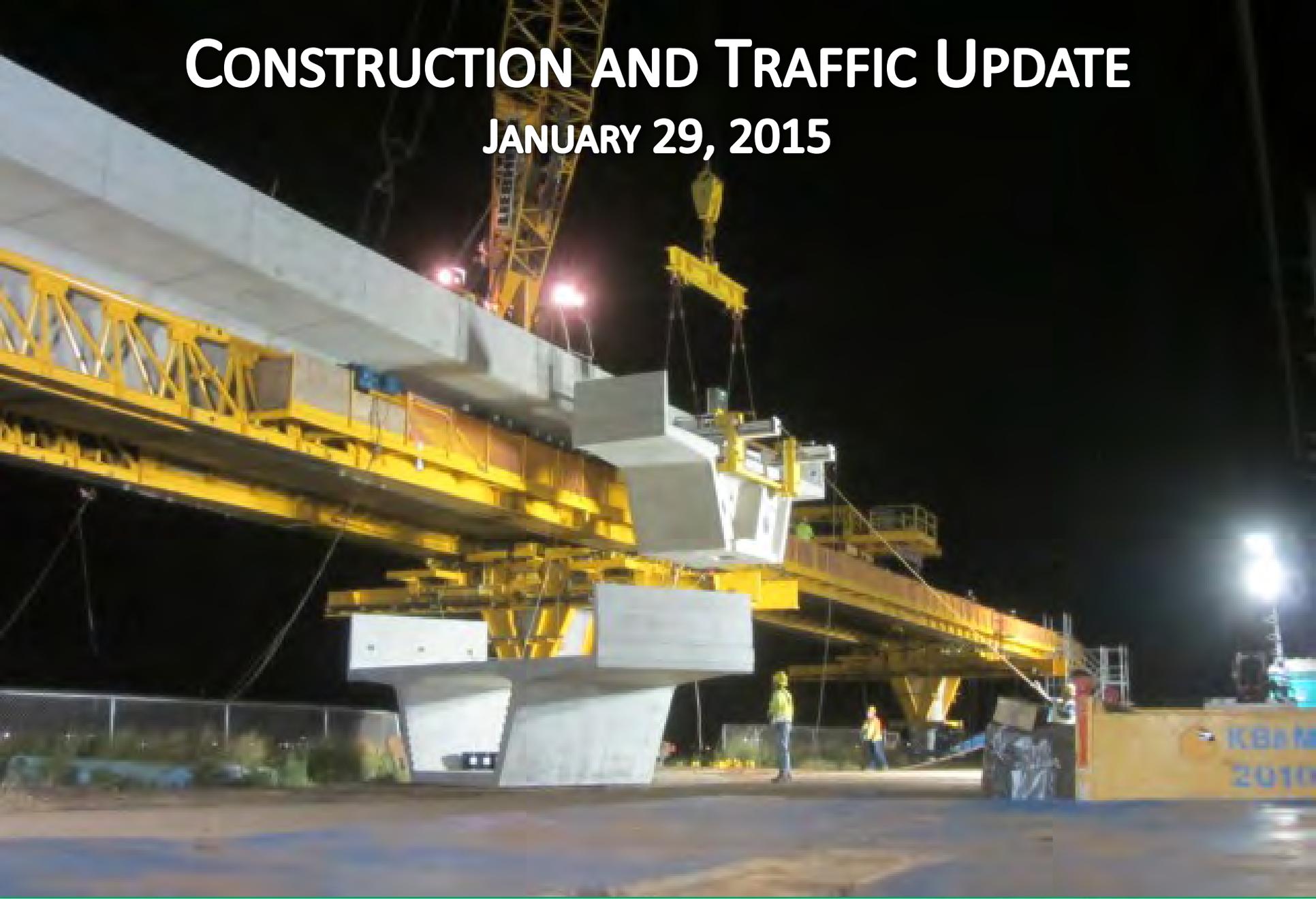
HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

ATTACHMENT B

CONSTRUCTION AND TRAFFIC UPDATE

JANUARY 29, 2015



Construction Update

WOFH, KHG Guideway and Rail Operations Center



Rail Operations Center Design-Build



Physical Construction Completion	53%
Contract Billed to Date	57%
Contract Billing Planned Per Schedule	62%

** ROC construction currently tracking to the planned Substantial Completion date.*

** Contractors Billings may lag behind physical work completed due to milestone based payment contract.*

Operations Services Building (OSB)



Maintenance of Way (MOW) Building



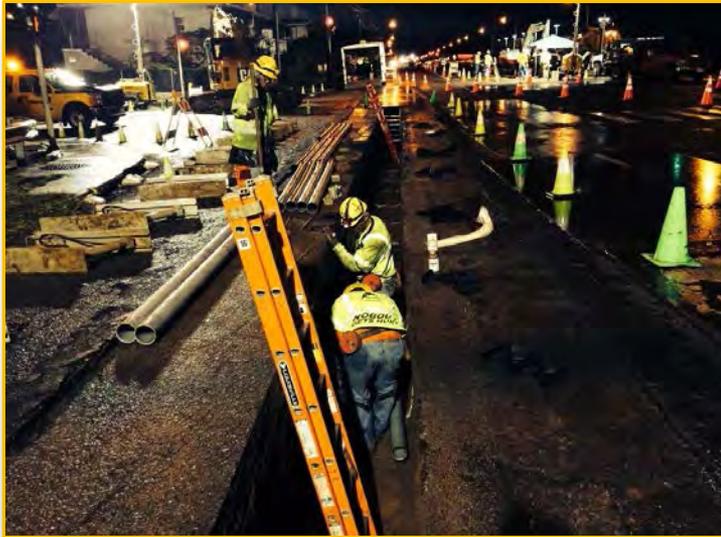
Wheel Truing Building (WTB)



Rail Operations Center Design-Build



KHG Design-Build



Physical Construction Completion	29%
Contract Billed to Date	32%
Contract Billing Planned Per Schedule	54%

- *KHG construction currently tracking 6 months behind the planned Substantial Completion date. Kiewit recently submitted a revised schedule that is currently under review by HART.*
- *Contractors Billings may lag behind physical work completed due to milestone based payment contract.*



WOFH Design-Build

Construction Completion 55%

Contract Billed to Date 54%

Contract Billing Planned Per Schedule 62%

** WOFH construction currently tracking 4 months behind the planned Substantial Completion date. Kiewit recently submitted a revised schedule that is currently under review by HART.*

** Contractors Billings lag behind physical work completed due to milestone based payment contract.*



Balanced Cantilever Work



WOFH/KHG Schedule

Primary Schedule Drivers and Mitigation Measures:

- WOFH – LCC Site Access
 - Advance Procurement of LCC Portable Classroom Facilities
 - Execute HART and Contractors Construction Right-of-Entry with UH
- KHG – UH Urban Gardens Site Access
 - Execute Contractors Construction Right-of-Entry with UH
- KHG – Aloha Stadium Site Access
 - Executed HART Construction Right-of-Entry (January 27, 2015)
- WOFH/KHG – Contractors Production Rates
 - Construction Activity Re-sequencing
 - Mobilization of additional resources
 - ✓ Equipment: Truss, Traveler Forms and Drill Rigs
 - ✓ Labor
 - ✓ Sr. Project Management

WOFH/KHG Schedule

Ongoing Schedule Critical Risks:

- WOFH/KHG – Third Party Utility Relocation and Coordination

- Close Coordination required with all third party utilities

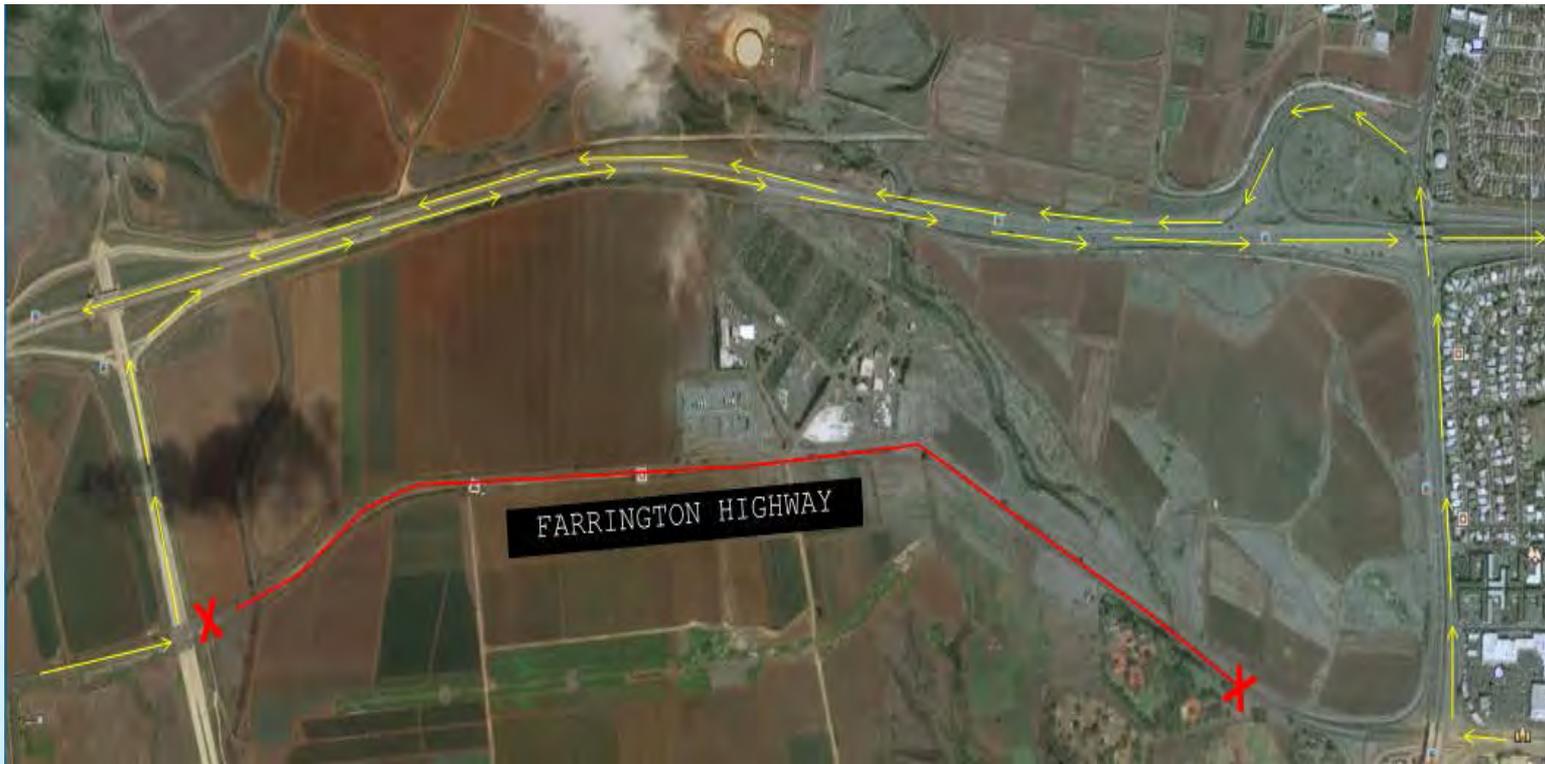
- ✓ Third Party Work Activities and Schedule Coordination (Contractor)

- ✓ Third Party Commitment to Schedule and Coordination (HART)

HART Traffic Update



Farrington Highway Detour



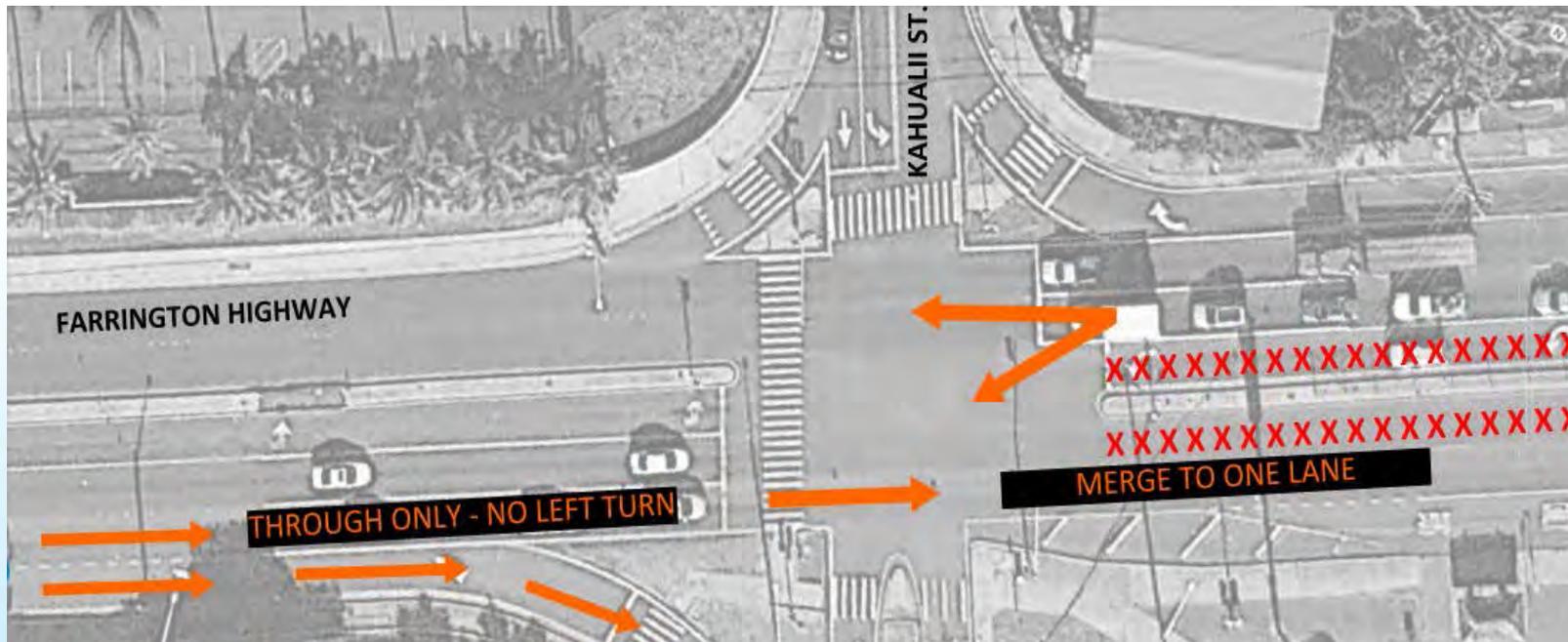
Farrington Highway in Waipahu



Farrington Highway in Waipahu



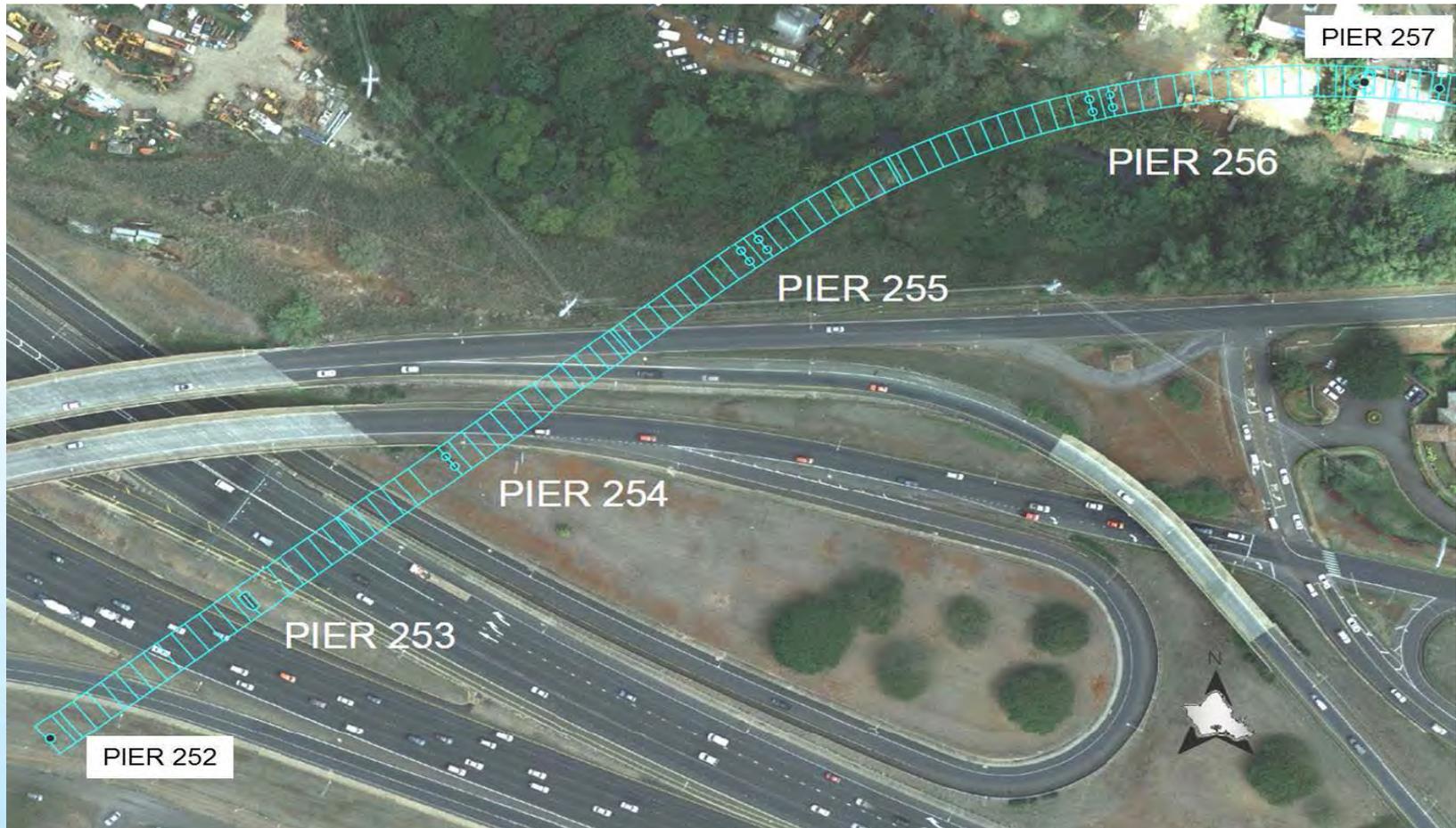
Farrington Highway in Waipahu



Balanced Cantilever Work



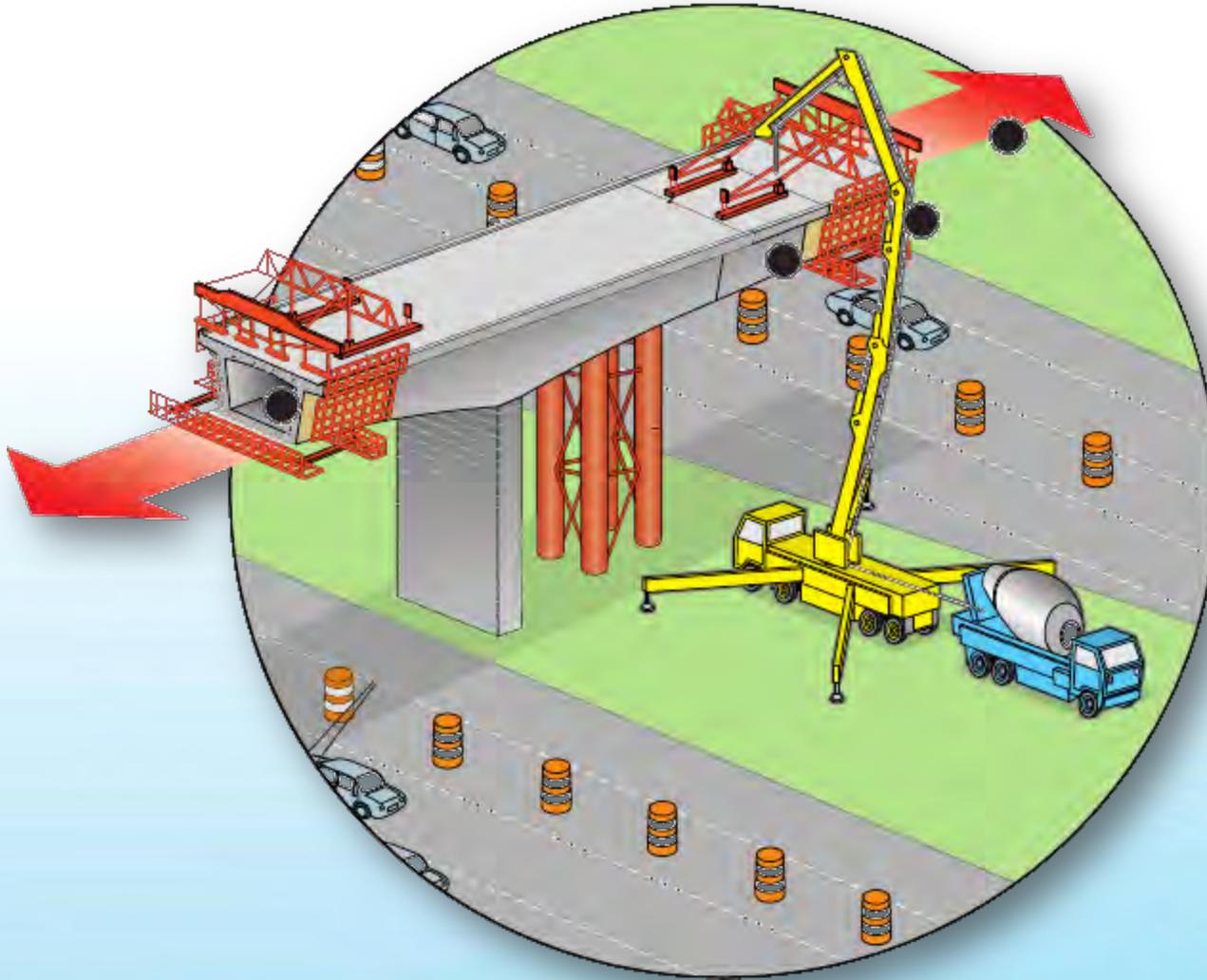
Balanced Cantilever Work



Balanced Cantilever Work



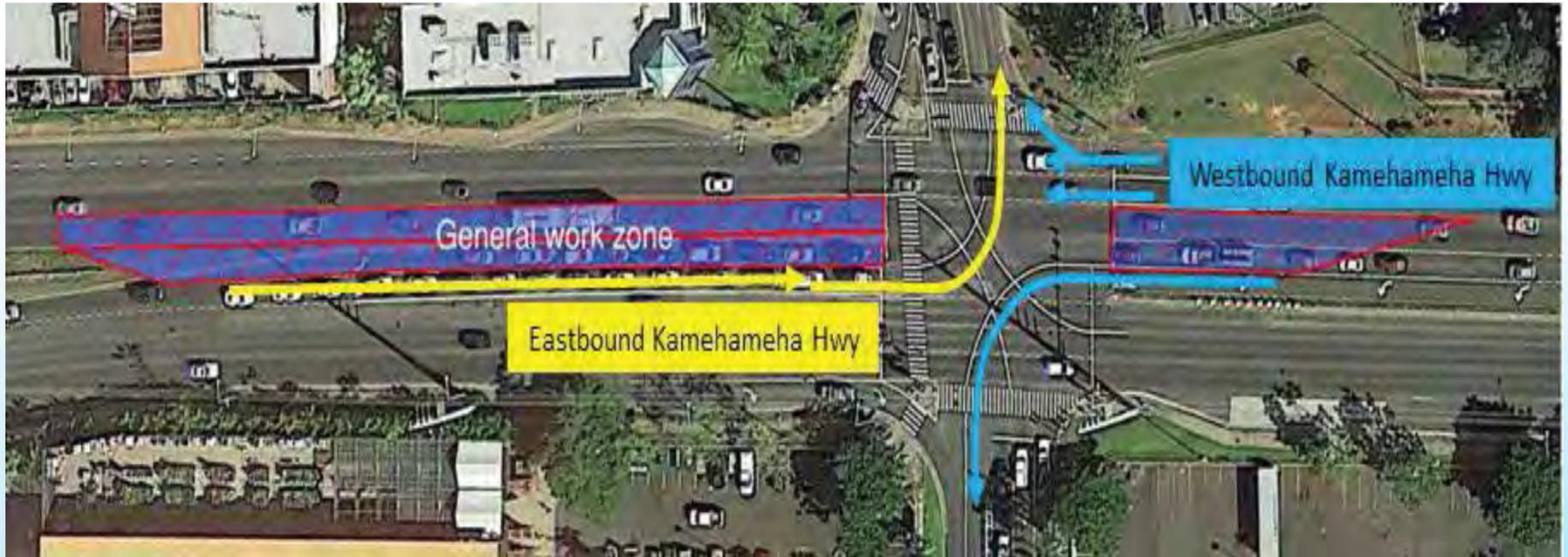
Balanced Cantilever Work



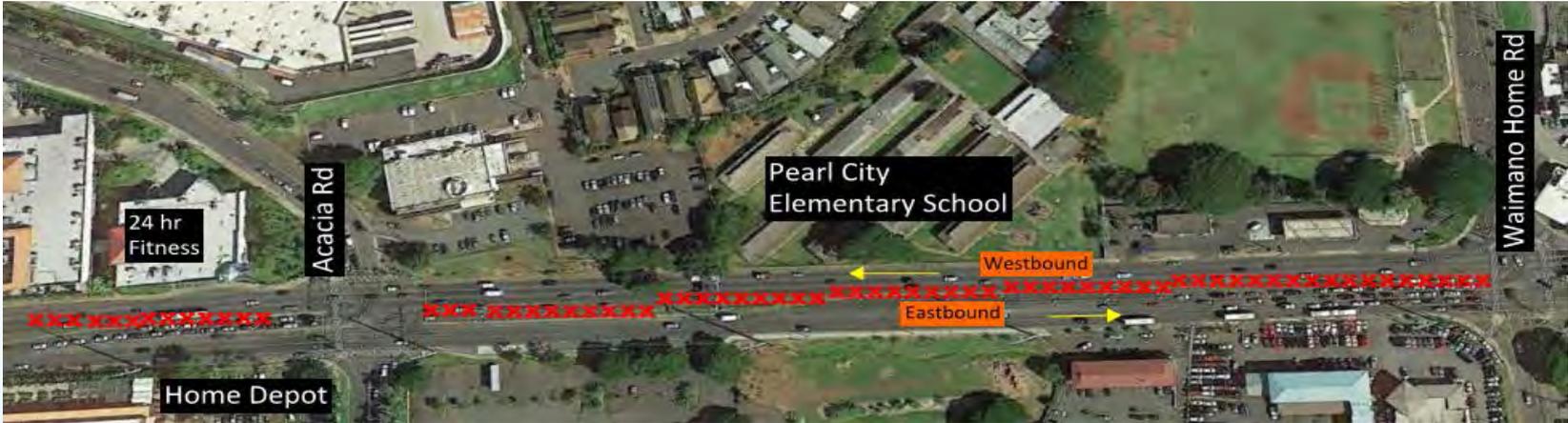
Balanced Cantilever Work



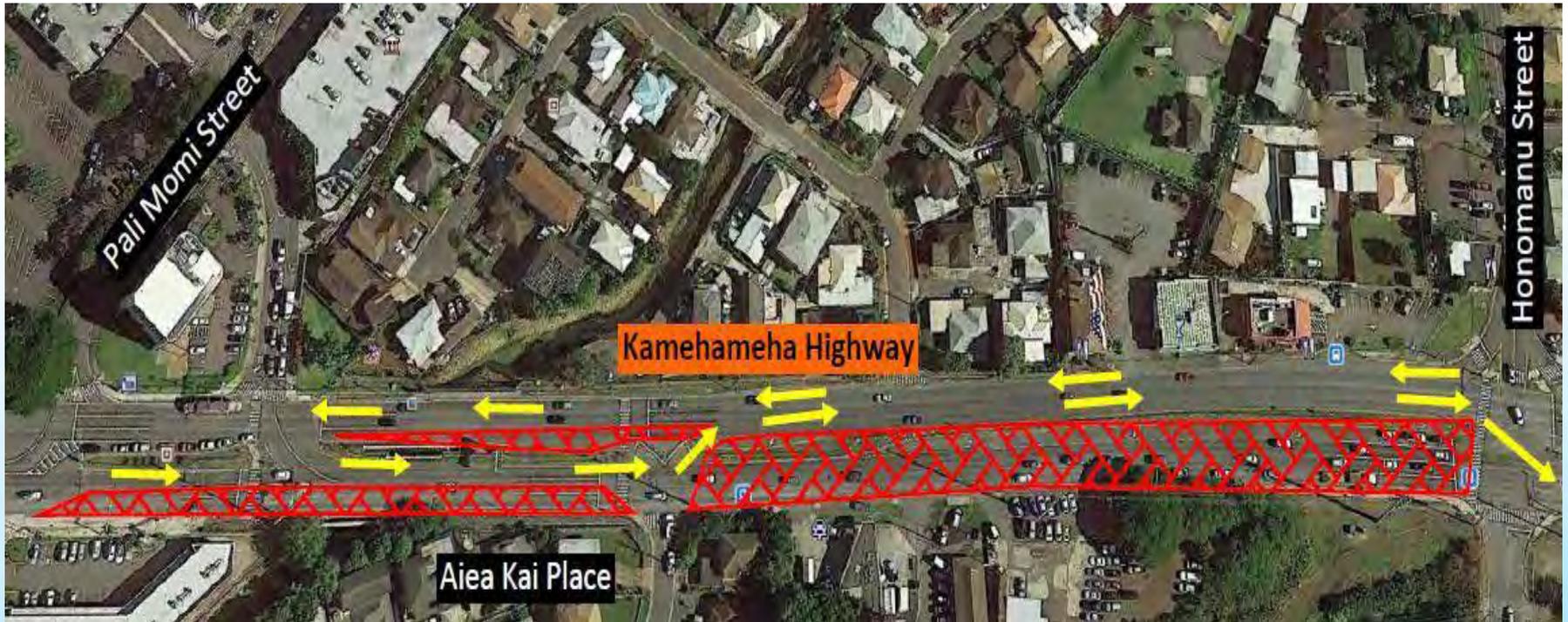
Kamehameha Highway in Pearl City



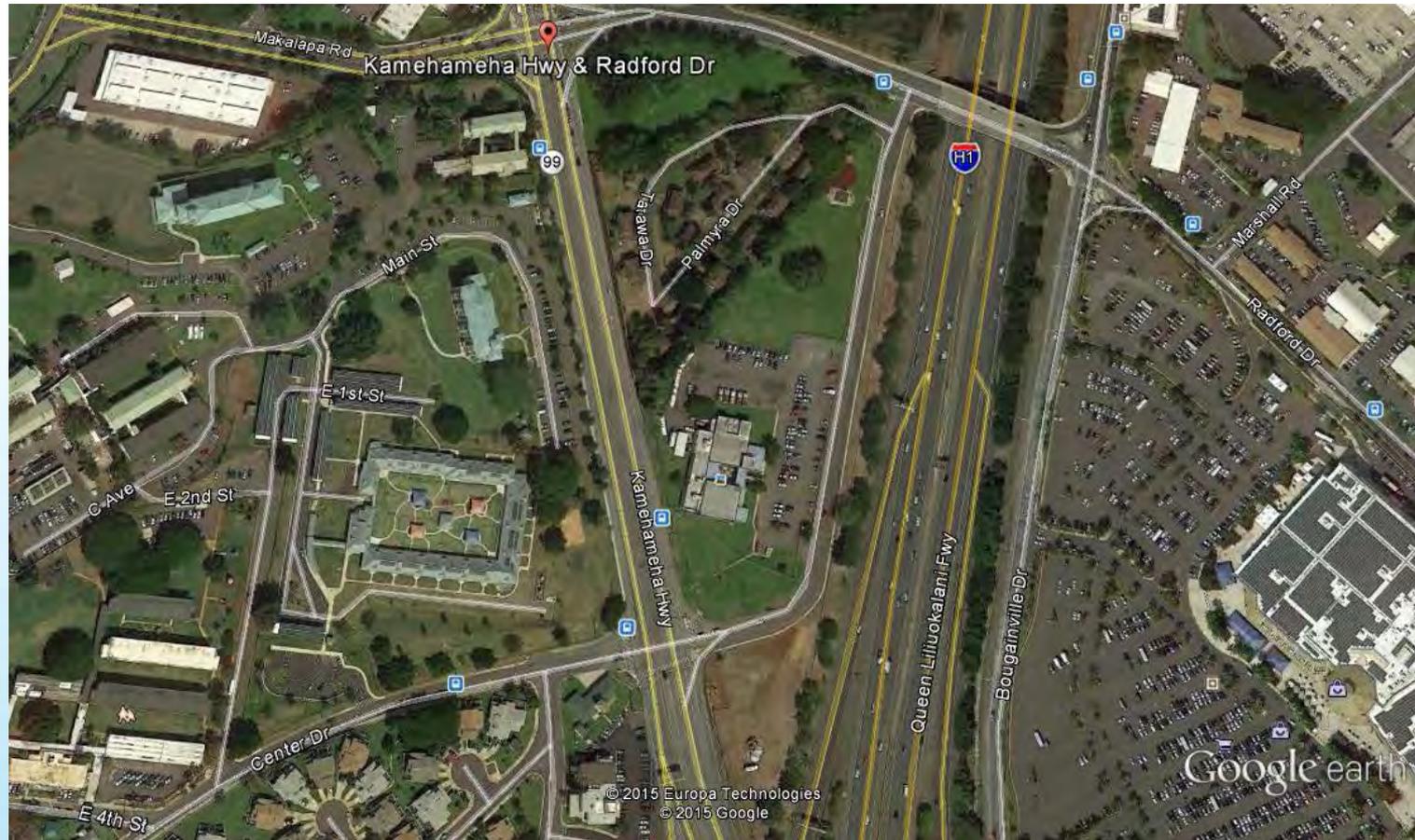
Kamehameha Highway in Pearl City



Kamehameha Highway in Aiea



Kamehameha Highway near Pearl Harbor



Mahalo!



ATTACHMENT C

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-1

AUTHORIZING THE ACQUISITION OF EASEMENT OVER, ON, AND ACROSS THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-2-010:072 (PORTION) BY EMINENT DOMAIN

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 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain . . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of an electrical easement over, on, and across the real property identified as Tax Map Key (TMK) 1-2-010:072 (por.) by eminent domain after written notification by HART; and

WHEREAS, the acquisition by eminent domain of said easement over, on, and across the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

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

1. That acquisition by eminent domain of an electrical easement over, on, and across the real property identified as TMK 1-2-010:072 (por.) is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of said easement by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of said easement by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and
4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate

terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and

5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

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

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal Description of TMK 1-2-010:072 (por.)

DRAFT

Easement A
For Electrical Purposes
Affecting a Portion of Lot 18, Block 7 of "Kapiolani Tract"
In favor of Hawaiian Electric Company

Being a portion of Royal Patent Number 8194, Land Commission
Award Number 6450, Apana 1 to Kaumohua no Moehonua

SITUATE AT MOKAUEA, KALIHI, HONOLULU, ISLAND OF OAHU, HAWAII

Beginning at the West corner of this easement, along the Northeast side of Dillingham Boulevard, the coordinates of said point of beginning referred to Government Survey Triangulation Station "MOKAUEA" being 4,737.45 feet South and 4,780.48 feet East, thence running by azimuths measured clockwise from true South:

- 1. 222° 20' 8.61 feet;
- 2. 312° 20' 16.33 feet;
- 3. 42° 20' 8.61 feet;
- 4. 132° 20' 16.33 feet along the Southeast side of Dillingham Boulevard to the point of beginning and containing an area of 141 Square Feet, more or less.

R. M. TOWILL CORPORATION

Description prepared by:



Ryan M. Suzuki

Ryan M. Suzuki Exp: 4/30/16
Licensed Professional Land Surveyor
Certificate Number 10059

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
November 3, 2014



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 1 AUTHORIZING THE ACQUISITION OF THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 1-2-010:072 (PORTION) BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: January 29, 2015
--	--------------------------------------	----------------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" 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 type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 9-9-003:066, and situated at 1968 Dillingham Boulevard, Honolulu, which is required for guideway construction of the Honolulu Rail Transit Project (HRTTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2014-4 on November 13, 2014. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

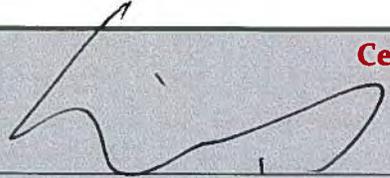
5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 1050.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

7. Alternatives
 There is no alternative given the proposed project schedule and the need to acquire the property as soon as possible in order to not delay the contractor in constructing the guideway.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

1/28/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015 – 2

AUTHORIZING THE ACQUISITION OF THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 9-9-003:066 BY EMINENT DOMAIN

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 17-103.2(b) of the Charter empowers HART “to acquire by eminent domain. . . all real property or any interest therein necessary for the construction, maintenance, repair, extension or operation of the fixed guideway system;” and

WHEREAS, the City Council approved or did not object to the acquisition of the real property identified as Tax Map Key (TMK) 9-9-003:066 by eminent domain in fee simple after written notification by HART; and

WHEREAS, the acquisition by eminent domain in fee simple of the above-identified real property, which is more particularly described in the attached legal description marked as Exhibit A, is necessary for the Honolulu Rail Transit Project fixed guideway system, a valid public use and purpose;

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

1. That acquisition by eminent domain in fee simple of the real property identified as TMK 9-9-003:066 is hereby authorized and the Corporation Counsel of the City and County of Honolulu is empowered to institute eminent domain proceedings as provided by law for the acquisition thereof; and
2. That the acquisition of the above-identified property by eminent domain is determined and declared to be for a valid public use and purpose as aforesaid; and
3. That the acquisition of the above-identified property by eminent domain is determined and declared to be necessary for the aforesaid public use and purpose; and
4. That in the process of said proceedings in eminent domain, the Corporation Counsel is authorized and empowered to negotiate

terms of settlement, subject to the approval of HART and/or the Court before which such proceedings are commenced; and

5. That the Board Administrator be directed to transmit copies of this resolution to HART and the Department of the Corporation Counsel.

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

Board Chair

ATTEST:

Board Administrator

Exhibit A – Legal description of TMK 9-9-003:066

PARCEL 1**Honolulu Rail Transit Project**

Being a Portion of Royal Patent 6717,

Land Commission Award 7712 and 8516-B to M. Kekuaaoa and Kamaikui

And Royal Patent 457, Land Commission Award 2131 Apana 1 to Kanihoalii for Kaukiwaa

Situate at Halawa, Ewa, Island of Oahu, Hawaii

Beginning at the West corner of this parcel of land and along the East side of Kamehameha Highway, the coordinates of said point of beginning referred to Government Survey Triangulation Station "SALT LAKE" being 653.17 feet North and 9,331.23 feet West, thence running by azimuths measured clockwise from true South:

1. 203° 32' 116.70 feet along the East side of Kamehameha Highway;
2. 293° 32' 15.00 feet along the East side of Kamehameha Highway;
3. 203° 32' 710.19 feet along the East side of Kamehameha Highway;
4. Thence along the East side of Kamehameha Highway, on a curve to the right with a radius of 5,679.65 feet, the chord azimuth and distance being:
203° 46' 00.5" 46.29 feet;
5. 267° 30' 17.39 feet along Lot A, being a portion of R. P. 6717, L.C. Aw. 7712 and 8516-B to M. Kekuaaoa and Kamaikui;
6. 17° 33' 30" 577.95 feet along Lot 4-B, being a portion of R. P. 6717, L.C. Aw. 7712 and 8516-B to M. Kekuaaoa and Kamaikui, a portion of R. P. 157, L. C. Aw. 2131, Apana 1 to Kanihoalii for Kaukiwaa, Kalaloa Street, and Lot A, being a portion of R. P. 6717, L.C. Aw. 7712 and 8516-B to M. Kekuaaoa and Kamaikui;
7. 23° 32' 322.54 feet along Lot A, being a portion of R. P. 6717, L.C. Aw. 7712 and 8516-B to M. Kekuaaoa and Kamaikui;

-1-



8. 123° 50'

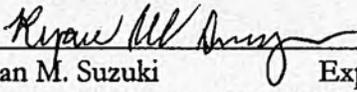
92.49 feet along Kamehameha Highway, to the point of beginning and containing an area of 1.196 Acres, more or less.



R. M. TOWILL CORPORATION

Description prepared by:

2024 North King Street, Suite 200
Honolulu, Hawaii 96819
December 19, 2012


 Ryan M. Suzuki Exp: 4/30/16
 Licensed Professional Land Surveyor
 Certificate Number 10059

This description is for exhibit purposes and does not purport a legally subdivided lot.



Honolulu Authority for Rapid Transportation

STAFF SUMMARY

TITLE: RESOLUTION NO. 2015 – 2 AUTHORIZING THE ACQUISITION OF THE REAL PROPERTY IDENTIFIED AS TAX MAP KEY 9-9-003:066 BY EMINENT DOMAIN	STAFF CONTACT: Morris Atta	DATE: January 29, 2015
--	--------------------------------------	----------------------------------

Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> Action/Approval	<input checked="" 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 type="checkbox"/> Resource Stewardship	<input type="checkbox"/> Agency Admin.	

1. Purpose:
 Final action of the Board in authorizing the condemnation of the parcel identified as Tax Map Key 9-9-003:066, and situated at Kamehameha Highway, Aiea, which is required for guideway construction of the Honolulu Rail Transit Project (HRTP).

2. Background/Justification
 Notification of the intent to exercise eminent domain had previously been sent to the Honolulu City Council along with HART Resolution 2014-5 on November 13, 2014. More than 45 days has elapsed since the notice. The City Council neither approved or adopted a resolution in objection of the action. Accordingly, under the Charter of the City and County of Honolulu section 17-103.2(b), HART may now properly proceed with the condemnation proceedings for this parcel.

3. Procurement Background
 N/A

4. Financial/Budget Impact
 The project budget includes an estimated cost for legal action associated with the condemnation of the property.

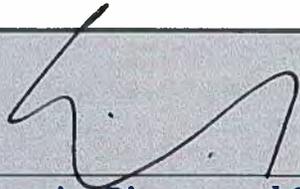
5. Policy Impact
 There is no policy impact since this action conforms to the requirement of the Uniform Relocation Act, FTA 1050.1D and Article XVII of the Charter of the City and County of Honolulu.

6. Public Involvement
 N/A

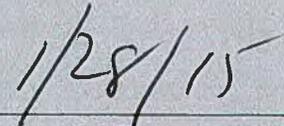
7. Alternatives
 The alternative to condemnation is to allow the potential Trustees of Harry B. Kronick Trust to file a court order to establish a Trustee of the Trust. This alternative would be costly and time consuming. In the interest of time, condemnation is the faster method of HART obtaining clear title to the property.

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO



Date

ATTACHMENT D

Honolulu HART QA Audit & Readiness Review December 10th – 17th



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HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

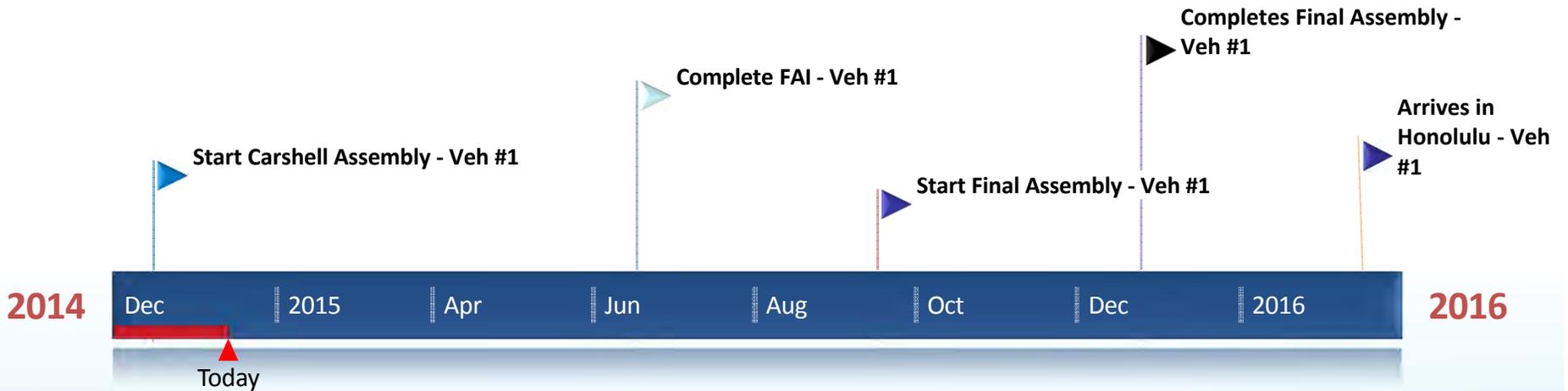
Objectives

- Perform a QA Audit of the Design Activities and Assembly Work performed in Italy
 - Reggio Calabria, Carshell Assembly, Welding and Paint
 - Pistoia, Carshell Design, Truck Design, Mechanical System Design and Testing
 - Naples, Electrical Systems Design and Testing
- Perform a readiness review of Carshell Assembly activities
 - Review work in progress
 - Review Project Schedule and HART expectations for meeting the delivery milestones
 - Review quality of workmanship and reinforce HART's expectation of high quality and reliability

Vehicle Trip Report

Ansaldo Breda - Italy





- 4th Qtr 2014: Start Carshell Assembly
- 2nd Qtr 2015: Carshell First Article Inspection
- 3rd Qtr 2015: Start Final Assembly Facility
- 4th Qtr 2015: Complete Final Assembly
- 1st Qtr 2016: Vehicle Arrives in Honolulu

Reggio Calabria - Carshell Assembly



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HART
HONOLULU AUTHORITY for RAPID TRANSPORTATION

Reggio Calabria Facility Overview

Welding



Welding



Painting



Assembly



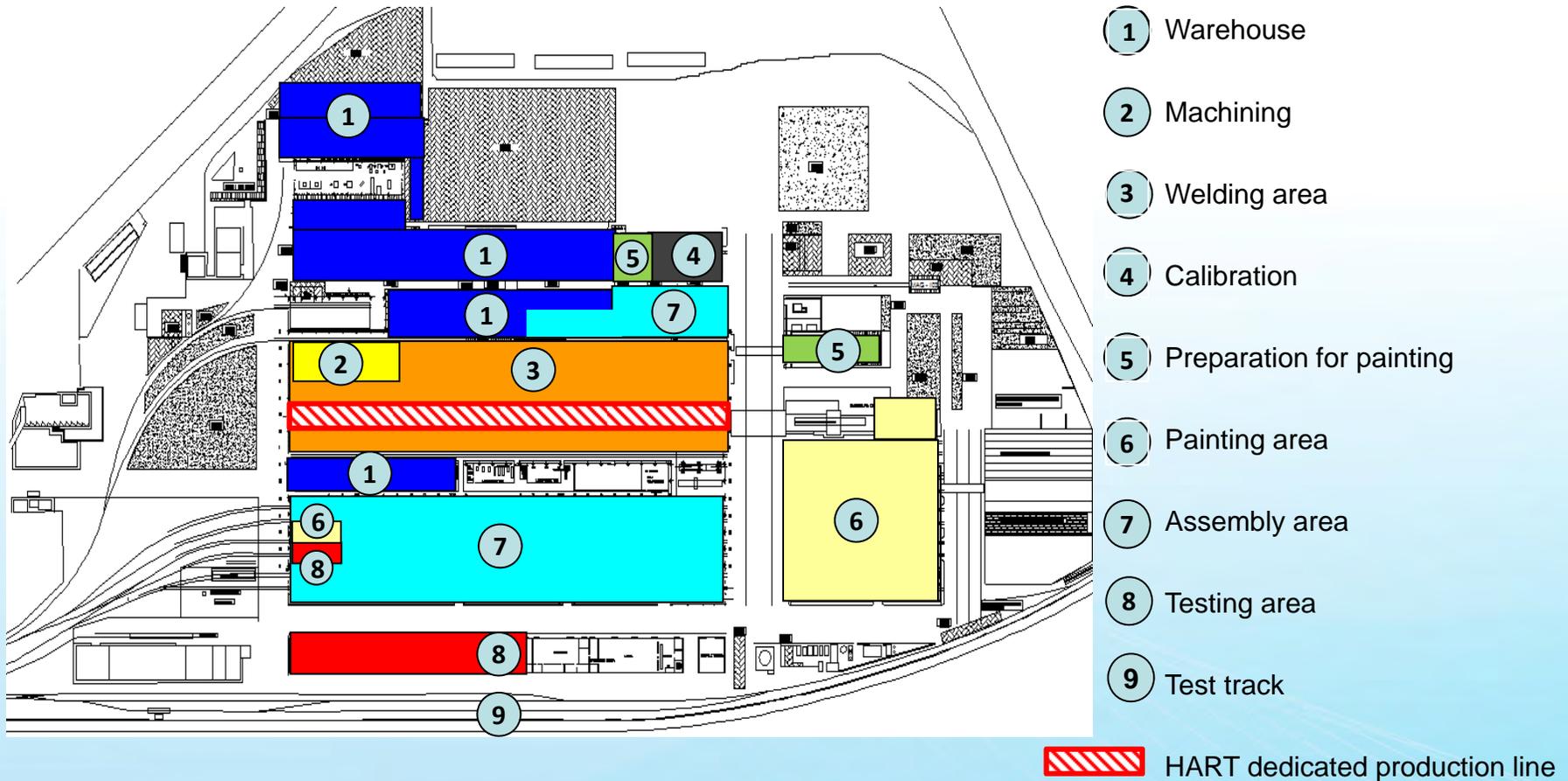
Testing



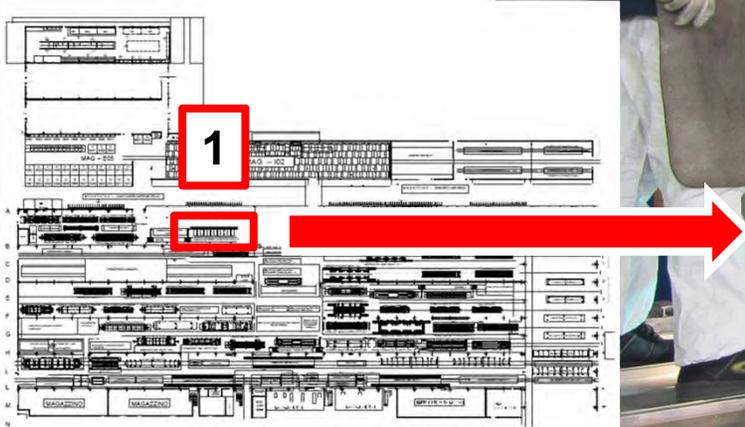
Objectives

- Perform a QA Audit of the Design Activities and Assembly work performed in Italy
 - **Reggio Calabria, Carshell Assembly, Welding and Paint**
 - Pistoia, Carshell Design, Truck Design, Mechanical System Design and Testing
 - Naples, Electrical Systems Design and Testing
- Perform a readiness review of Carshell Assembly activities
 - **Review work performed**
 - **Review Project Schedule and HART expectations for meeting the delivery milestones**
 - **Review quality of workmanship and reinforce HART's expectation of high quality and reliability**

Reggio Calabria Plant Layout

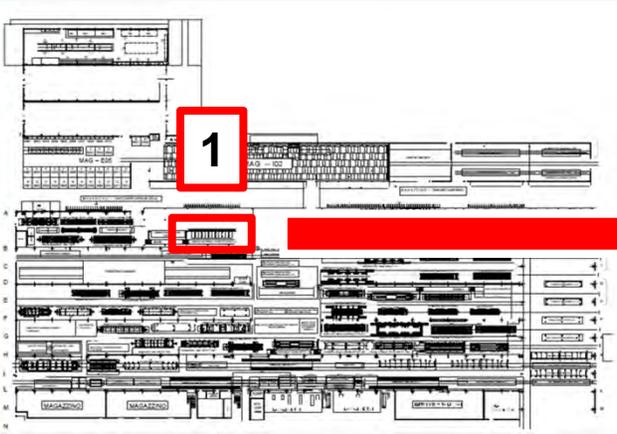
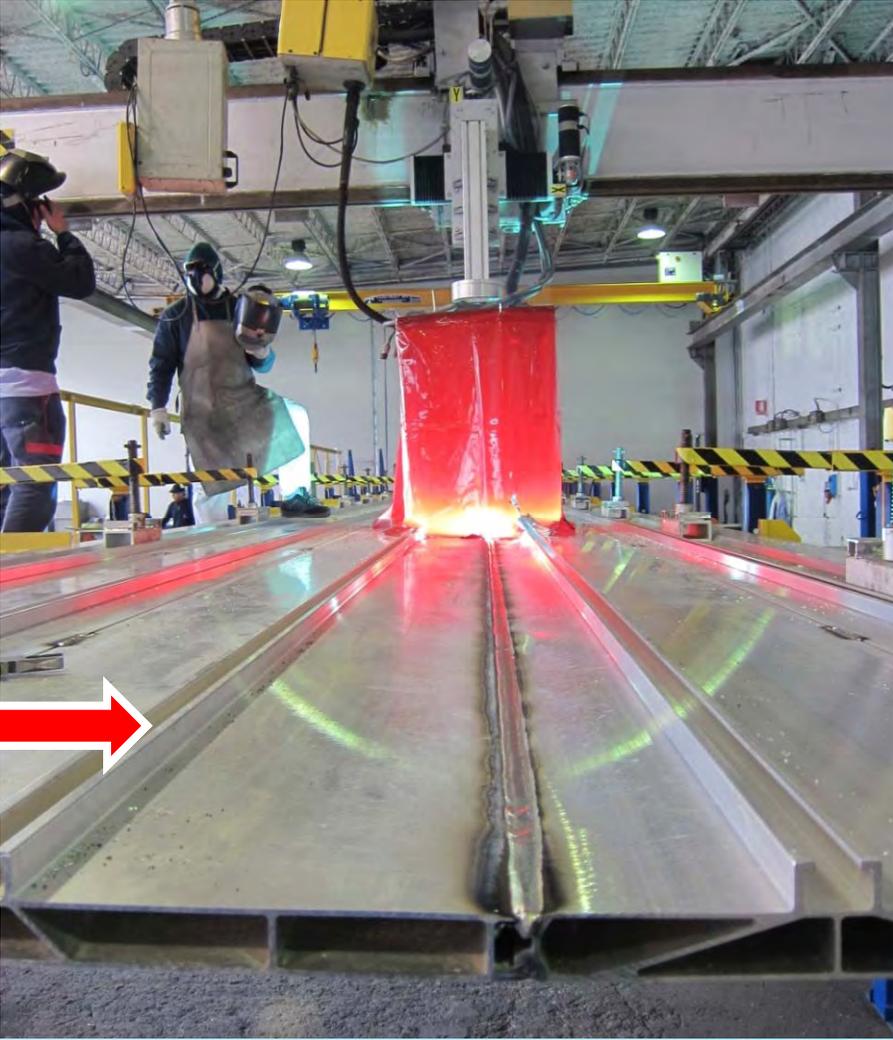


Roof Assembly and Welding



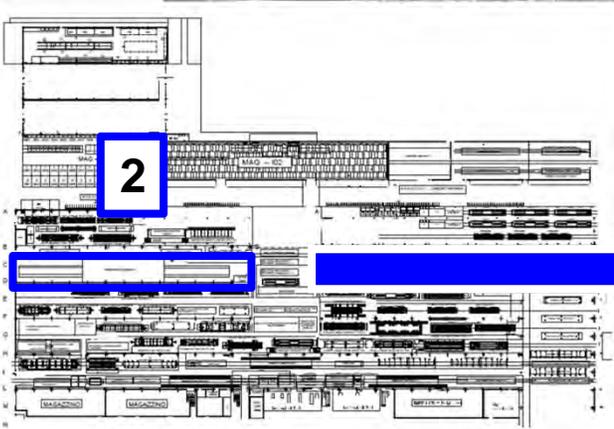
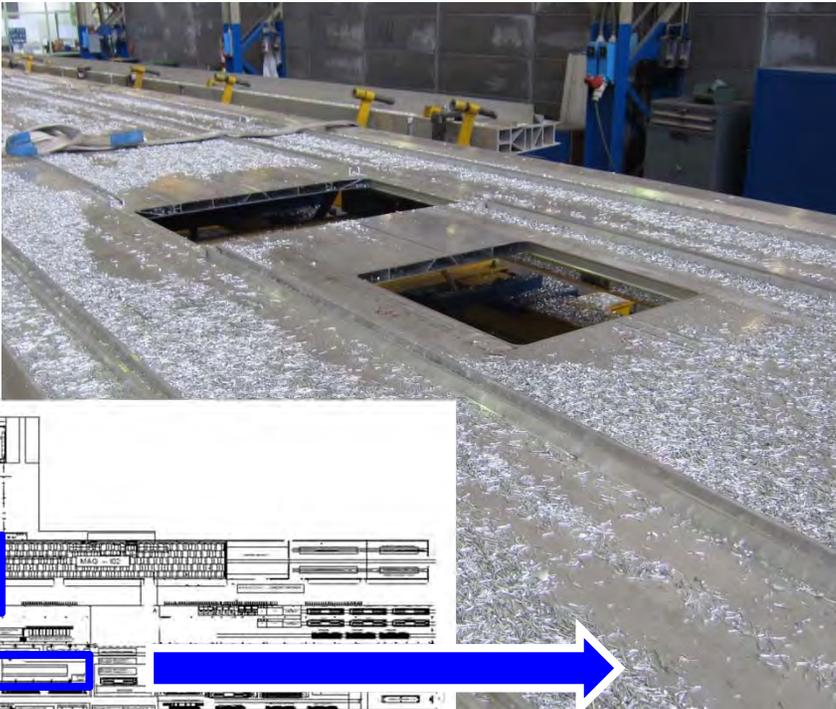
Assembly and Welding of H RTP Roof Assembly with automatic gantry welding machine

Roof Assembly and Welding (Cont'd)



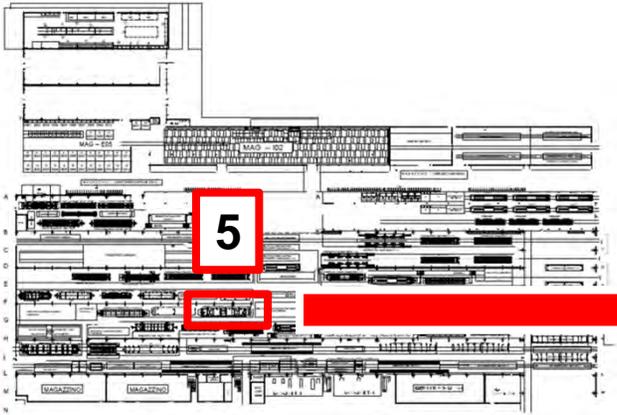
Assembly and Welding of H RTP Roof Assembly with automatic gantry welding machine

Roof Panel Machining



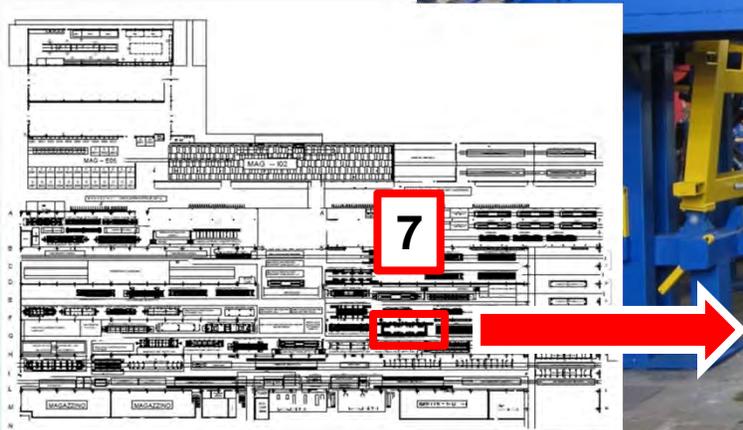
H RTP Center Roof Assembly machined by 5-axis milling machine

Floor/Underframe Assembly & Welding



H RTP Floor/Underframe Assembly & Welding

Car Shell Assembly & Welding



H RTP Car Shell Assembly & Welding Area is complete

Pistoia – Carshell & Truck Design, Structural & Climate Room Testing



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HART

HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

Objectives

- Perform a QA Audit of the Design Activities and Assembly work performed in Italy
 - Reggio Calabria, Carshell Assembly, Welding and Paint
 - **Pistoia, Carshell Design, Truck Design, Mechanical System Design and Testing**
 - Naples, Electrical Systems Design and Testing
- Perform a readiness review of Carshell Assembly activities
 - Review work performed
 - Review Project Schedule and HART expectations for meeting the delivery milestones
 - Review quality of workmanship and reinforce HART's expectation of high quality and reliability

AB Pistoia Structural Testing



Carshell Static Testing



Bogie Fatigue Testing

AB Pistoia Climactic Chamber

- Dimensions: approx. 7 m x 37 m
- Testing temperature range: -40 °C / +50 °C
- Climatic testing on complete vehicles and equipment



Naples – Electrical Systems Design and Testing Facilities



Objectives

- Perform a QA Audit of the Design Activities and Assembly work performed in Italy
 - Reggio Calabria, Carshell Assembly, Welding and Paint
 - Pistoia, Carshell Design, Truck Design, Mechanical System Design and Testing
 - **Naples, Electrical Systems Design and Testing**
- Perform a readiness review of Carshell Assembly activities
 - Review work performed
 - Review Project Schedule and HART expectations for meeting the delivery milestones
 - Review quality of workmanship and reinforce HART's expectation of high quality and reliability

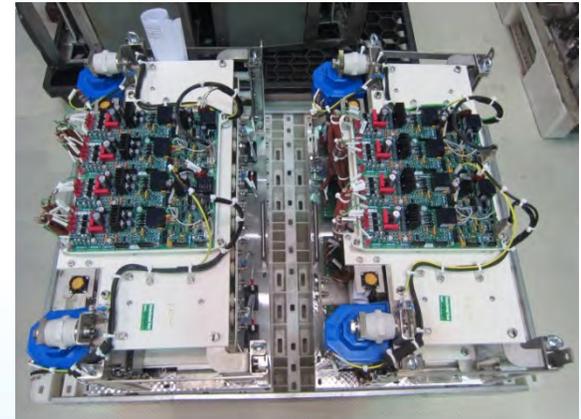
AB Service Proven Technologies on HART Project



Environmental Chamber



Low Voltage Power Supply



Traction Inverter Module

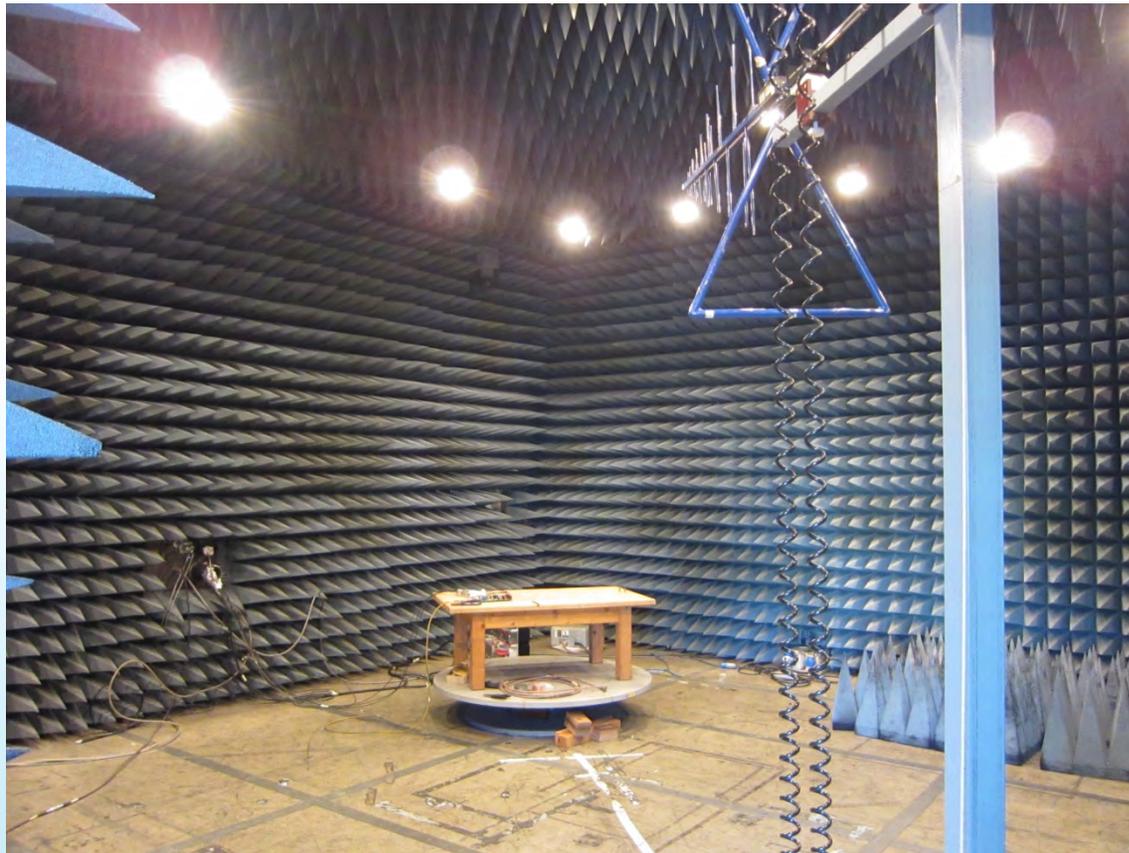


Train Control & Monitoring System



Auxiliary Power Supply

AB Naples EMI/EMC, Acoustic Testing



- Test susceptibility to radiated and conducted emissions
- Frequency range: from 14 kHz to 1 GHz

AB Naples Test Facility



Overall Findings

1. AnsaldoBreda are utilizing processes and procedures in compliance with their approved Quality Assurance Plan
2. The Carshell Assembly has started on Schedule and is making good progress towards meeting the next key milestones
3. The audit team found High Quality workmanship at each of the 3 Facilities we visited.
4. The AnsaldoBreda Management Team recognized the importance of the HART Vehicle delivery schedule, quality and reliability requirements.

Questions?

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

ATTACHMENT E

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-3

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, during the Twenty-Eighth State Legislature (2015-2016), there will be various legislative measures introduced and discussed relating to the county surcharge on state general excise tax; and

WHEREAS, in order to meet current and future financial needs of the HRTP, 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, and without adversely impacting the city and county of Honolulu's fiscal status;

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 HRTP; and

2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein; and
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:
RESOLUTION NO. 2015-3 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:
 January 29, 2015

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:

Express 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

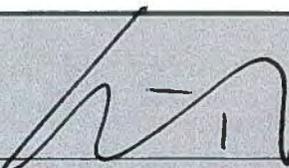
7. Alternatives

N/A

8. Exhibits

N/A

Certified and Recommended by:



Executive Director and CEO

1/28/15

Date

Honolulu Authority for Rapid Transportation

RESOLUTION NO. 2015-4

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 (H RTP) 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; and

WHEREAS, during the Twenty-Eighth State Legislature (2015-2016), there will be various legislative measures introduced and discussed seeking to maximize the potential for TOD;

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; and

2. The HART Executive Director and CEO is authorized to submit testimony on pertinent legislation consistent with the overall policies set forth herein; and
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: RESOLUTION NO. 2015-4 REGARDING THE POSITION OF THE BOARD OF DIRECTORS OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION ON TRANSIT-ORIENTED DEVELOPMENT	STAFF CONTACT: Joyce Oliveira	DATE: January 29, 2015
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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:
 Express the Board of Director's position on Transit Oriented Development

2. Background/Justification
 Revised Charter of the City and County of Honolulu Section 17-1 03.2(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

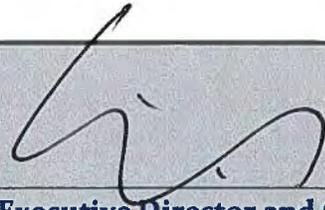
5. Policy Impact
 Consistent with HART's policy of promoting development that encourages multi-modal access to transit, mixed-use, pedestrian and bicycle-friendly communities, the creation of various housing options, economic development, and sustainability.

6. Public Involvement
 N/A

7. Alternatives
 N/A

8. Exhibits
 N/A

Certified and Recommended by:



Executive Director and CEO

1/28/15

Date