



HONOLULU AUTHORITY for RAPID TRANSPORTATION

Daniel A. Grabauskas  
EXECUTIVE DIRECTOR AND CEO

BOARD OF DIRECTORS

Ivan M. Lui-Kwan, Esq.  
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Damien T.K. Kim  
Glenn M. Okimoto, Ph.D.  
Carrie K.S. Okinaga, Esq.

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

### Agenda

- I. Call to Order by Chair
- II. Public Testimony on All Agenda Items
- III. Approval of Minutes of the November 21, 2013 Board of Directors Meeting
- IV. Committee Reports
  - A. December 19, 2013 Human Resources Committee Meeting
  - B. December 19, 2013 Joint Meeting of the Finance and Project Oversight Committees
- V. Presentation by Mark Garrity of the Department of Transportation Services on Fare Collection Study
- VI. Discussion of Fare Policy Permitted Interaction Group
- VII. Resolution 2013 – 9 Regarding the Smoke-Free Policy of the Honolulu Authority for Rapid Transportation
- VIII. Resolution 2013 – 10 Adopting a Six-Year Capital Program for FY 2015-2020
- 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
- X. Four-Car Train Configuration Presentation
- XI. Construction Update
- XII. Litigation Update
- XIII. Executive Director and CEO's Report
- XIV. Executive Session

Pursuant to Hawaii Revised Statutes Section 92-4 and Section 92-5(a)(4), the Committee(s) may enter into Executive Session to consult with its attorneys on questions and issues on a matter pertaining to the Board's powers, duties, privileges, immunities and liabilities.
- XV. Adjournment

Note: Persons wishing to testify on items listed on the agenda are requested to register by completing a speaker registration form at the meeting or online on the HART section of the [www.honolulutransit.org](http://www.honolulutransit.org) website. Each speaker is limited to a **two-minute** presentation. Persons who have not registered to speak in advance should raise their hands at the time designated for public testimony and they will be given an opportunity to speak following oral testimonies of the registered speakers. Any physically challenged person requiring special assistance should call (808) 768-6258 for details at least three days prior to the meeting date.

## 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:

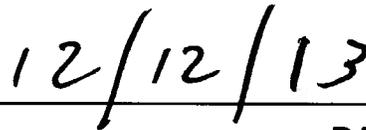
1. All spaces within any transit station, including but not limited to station plazas, ticketing areas, on stairways, escalators, concourses, bridges, or platforms;
2. Within 20 feet of transit station entrances and exits;
3. Within 20 feet of air intake ducts and vents, and of operable windows;
4. Within 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**

<b>TITLE:</b> REGARDING THE SMOKE-FREE POLICY OF THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION	<b>STAFF CONTACT:</b> Cindy Matsushita	<b>DATE:</b> December 19, 2013
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Type:	Goal	Focus Area	Reference Notes
<input checked="" type="checkbox"/> <b>Action/Approval</b>	<input type="checkbox"/> <b>Project Delivery</b>	<input checked="" type="checkbox"/> <b>Livability/Land Use</b>	
<input type="checkbox"/> <b>Information</b>	<input checked="" type="checkbox"/> <b>Service Delivery</b>	<input type="checkbox"/> <b>Partnerships</b>	
<input type="checkbox"/> <b>Follow-up</b>	<input type="checkbox"/> <b>Resource Stewardship</b>	<input checked="" type="checkbox"/> <b>Agency Admin.</b>	

**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

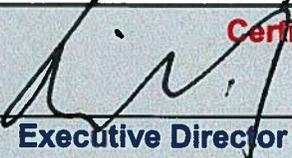
**5. Policy Impact**  
Consistent with the policies of the State of Hawaii and the City and County of Honolulu in establishing smoke-free facilities.

**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**

**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**

<b>Phase</b>	<b>Proposed FY 2015</b>	<b>Proposed FY 2016</b>	<b>Proposed FY 2017</b>	<b>Proposed FY 2018</b>	<b>Proposed FY 2019</b>	<b>Proposed FY 2020</b>	<b>Proposed 6 Yr Total</b>
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
<b>Grand Total</b>	<b>\$1,299,404,400</b>	<b>\$181,006,400</b>	<b>\$31,374,500</b>	<b>\$25,475,400</b>	<b>\$9,968,800</b>	<b>\$25,000</b>	<b>\$1,547,254,500</b>
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
<b>Total</b>	<b>\$1,560,404,400</b>	<b>\$269,006,400</b>	<b>\$84,374,500</b>	<b>\$61,475,400</b>	<b>\$95,968,800</b>	<b>\$25,000</b>	<b>\$2,071,254,500</b>

# 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

**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

DRAFT

# Honolulu Authority for Rapid Transportation

## STAFF SUMMARY

<b>TITLE</b> 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>STAFF CONTACT:</b> Joyce Oliveira	<b>DATE:</b> June 24, 2013
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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:**  
 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**

## 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**

# *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 & PMOC Recommendation

**May 2012 the PMOC Recommended Longer Trains**

**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

<b>Facilities</b>	<b>\$2M - \$3M</b>
<b>Vehicles</b>	<b>\$8M - \$12M</b>
<b>Train Control</b>	<b>\$6M - \$8M</b>
<b>Operations &amp; Maintenance</b>	<b>\$100k - \$300k annually</b>

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 is consistent with the Americans with Disabilities Act (ADA).

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](mailto:dcab@doh.hawaii.gov).

Sincerely,

MICHAEL S. OKAMOTO  
Vice Chairperson

c: Jeanne Mariani-Belding  
Director of Communications

Scott Ishikawa  
Information Specialist

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.

# Honolulu Star Advertiser Poll

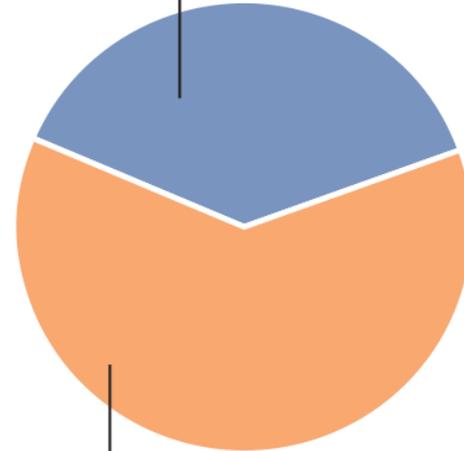
Monday, June 17, 2013

## 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!*