

Chapter 23 - Honolulu Authority for Rapid Transportation

The Honolulu Authority for Rapid Transportation (HART) is a semi-autonomous government unit of the City and County of Honolulu. HART is authorized to develop the city’s fixed guideway system. HART consists of a board of directors, an executive director and the necessary staff.

The Honolulu Rail Transit Project (H RTP) is a 20-mile rail transit system on O’ahu extending from East Kapolei to Ala Moana Center via the Daniel K. Inouye International Airport and the downtown business district. The project includes 21 transit stations and is expected to be fully integrated with the fixed-route (TheBus) and paratransit (HandiVan) services. Full revenue service is projected to begin in 2025.

<p>Administrative Services</p> <ul style="list-style-type: none"> Oversees services including human resources, information technology, and asset management 	<p>Planning, Permitting, & Right-of-Way</p> <ul style="list-style-type: none"> Negotiates with private utility owners Obtains required permits Carries out land acquisition activities for H RTP 	<p>Design & Construction</p> <ul style="list-style-type: none"> Responsible for planning, designing, and building the H RTP Collaborates with other departments on the development of a fare collection system 	<p>Budget and Finance</p> <ul style="list-style-type: none"> Manages H ART’s financial resources by providing support for functions including general accounting, grants and federal fund management, and risk management
<p>Readiness and Activation</p> <ul style="list-style-type: none"> Responsible for development and implementation of the H ART Rail Activation Plan and preparation of the rail system’s operational needs 	<p>System Safety and Security</p> <ul style="list-style-type: none"> Establishes and implements policies and procedures for system-wide safety and security according to applicable laws and guidelines 	<p>Quality Assurance</p> <ul style="list-style-type: none"> Implements the quality assurance system Conducts audits and trainings to ensure proficiency 	<p>Public Information</p> <ul style="list-style-type: none"> Provides comprehensive strategic and educational communication services and support Informs the public of construction-related traffic impacts
<p>Civil Rights</p> <ul style="list-style-type: none"> Administers various civil rights and related programs to ensure compliance with applicable laws. 	<p>Government Relations</p> <ul style="list-style-type: none"> Identifies legislation that may affect the H RTP Acts as a liaison to government entities 	<p>Project Controls</p> <ul style="list-style-type: none"> Uses the Contract Management System to manage contracts, provide project control, manage correspondence, handle scheduling, and produce reports 	

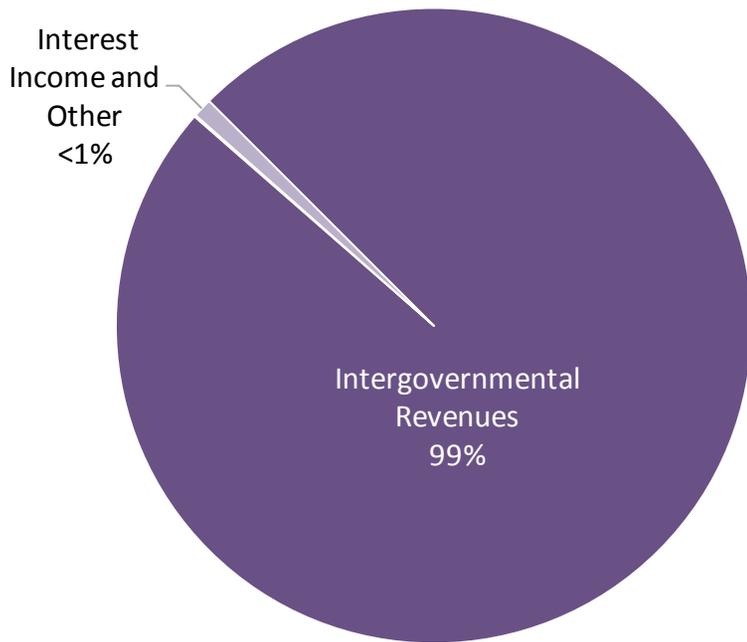


HART’s Mission is to plan, design and construct Honolulu’s high capacity, fixed guideway rapid transit system.

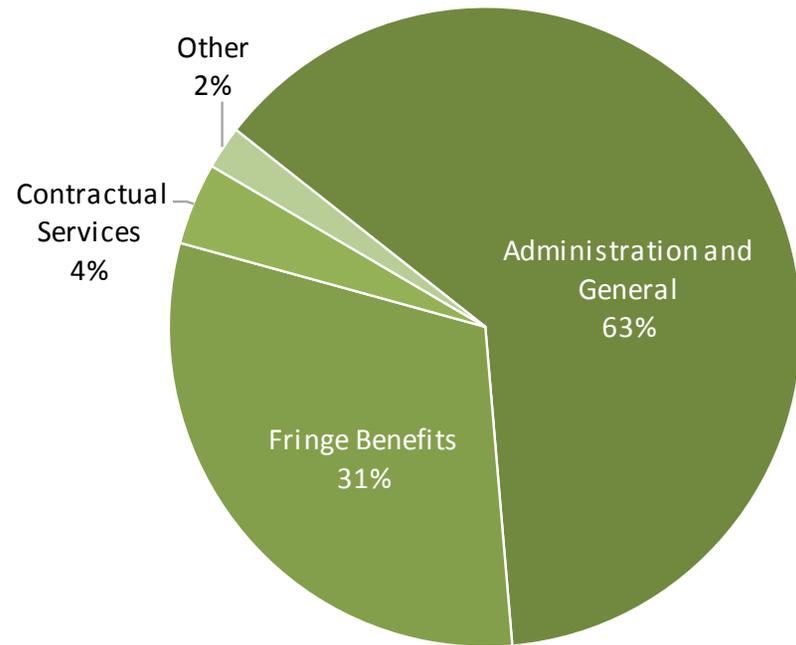
Mission Statement

Spending and Staffing

Fund Sources¹



Fund Uses



	Operating Expenditures (\$ millions)	Staffing		Total Overtime Expenditures
		Total Authorized FTE	Total Vacant FTE	
FY 2015	\$17.73	139	33	\$149,855
FY 2016	\$18.58	139	24	\$160,765
FY 2017	\$21.88	139	27	\$231,968
FY 2018	\$9.43	137	22	\$273,900
FY 2019 ²	\$7.13	135	20	\$261,716
Change from last year	-24%	-1%	-9%	-4%
Change over last 5 years	-60%	-3%	-39%	75%

Source: Honolulu Authority for Rapid Transportation. ¹Percentages do not total 100% due to rounding. ²FY 2019 totals are rounded as the financial audit has not been finalized as of this report.

Spending and Revenues



Operating Expenditures

\$7.13 M ▼ 24%

HART attributes the FY 2018 to FY 2019 decrease to its capitalization policy which took effect June 2018. The new policy evaluates the function of expenses to determine its direct impact on the project.



Overtime Expenditures

\$261.7 K ▼ 4%

HART attributes this 4% decrease in overtime expenditures to an expected year-to-year variance.



Revenues

\$372.3 M ▲ 24%

HART attributes the FY 2018 to FY 2019 increase to the increase in surcharge collections for the period year-over-year.

Five Year Trends



- Over the last five years, total operating expenditures decreased by 60%. HART attributes this to the capitalization policy.



- Over the last five years, total overtime expenditures have increased 75%. HART attributes this to vacancies in key positions, as well as an increase in activities in the project that contributed to the increase in overtime expenditures.

FY 2019 ACCOMPLISHMENTS

- Commenced procurement for the Public-Private Partnership (P3) for the City Center Guideway and Stations/Pearl Highlands Garage and Transit Center
- In September 2019, HART received approval from the Federal Transit Administration (FTA) for its Recovery Plan. Once the cost of the City Center procurement is identified and suitable financing is demonstrated, the FTA will evaluate releasing the remaining \$744 million of the city's Full Funding Grant Agreement with the federal government.

CHALLENGES MOVING FORWARD — FY 2020

- Focus will be placed on progress on the Airport Guideway and Stations contract, acquisitions of rights of way, relocation of City Center utilities, and the completion of the City Center Guideway and Stations segment
 - Completing station construction in time to begin limited passenger service by the end of 2020

Assets and Revenues

Capital assets increased 17% from \$3,314.18 million in FY 2018 and 126% from \$1,708.62 million in FY 2015 to \$3,865.64 million in FY 2019.

In FY 2019, HART received the Brownfields Cleanup and Assessment Grant with \$290,000 in eligible expenses.

Interest income and other non-operating revenues rose by 76% over the past year and by 469% over the past five years. HART attributes this largely to the city issuing \$250 million in bonds related to the rail project.

In FY 2019, Hawaiian names for the 12 rail stations between Pearl Harbor and Ala Moana were developed by a working group under HART leadership. Members of the working group used diverse community knowledge, oral accounts, and written history to recommend the names. They are:

- Makalapa—Joint Base Pearl Harbor-Hickam
- Lelepaua—Daniel K. Inouye International Airport
- Āhua—Lagoon Drive
- Kahauiki—Middle Street Transit Center
- Mokauea—Kalihi
- Niuhelewai—Kapālana
- Kūwili—Iwilei
- Hōlau—Chinatown
- Kuloloia—Downtown
- Ka’ākaukukui—Civic Center
- Kūkuluāe’o—Kakaako
- Kālia—Ala Moana



HART Project Progress & Status as of 11/29/2019

Source: Honolulu Authority for Rapid Transportation

	Capital Assets (\$ millions)	Non-Operating Revenues			Total Non-Operating Revenues (\$ millions) ¹
		Intergovernmental Revenues (\$ millions)	Federal Grants (\$ millions)	Interest Income and Other	
FY 2015	\$1708.62	\$223.67	\$158.03	\$573,117	\$382.27
FY 2016	\$2259.68	\$233.32	\$187.00	\$603,214	\$420.92
FY 2017	\$2838.95	\$223.35	\$126.50	\$663,825	\$350.51
FY 2018	\$3314.18	\$297.90	\$0.00	\$1,851,115	\$299.75
FY 2019 ²	\$3865.64	\$369.03	\$0.29	\$3,261,174	\$372.30
Change from last year	17%	24%	--	76%	24%
Change over last 5 years	126%	65%	-100%	469%	-3%

Source: Honolulu Authority for Rapid Transportation. ¹ Operating revenues of HART will be realized when rail system operations commence. ² FY 2019 totals are estimated as the financial audit has not been finalized as of this report.

Construction Progress

Rail Construction Progress as of June 21, 2019

Station Name	FY 2018 (% Complete)	FY 2019 (% Complete)
Kualaka`i: East Kapolei	54%	79%
Keone`ae: UH West O`ahu	72%	90%
Honouliuli: Ho`opili	67%	87%
Hō`ae`ae: West Loch	82%	93%
Pouhala: Waipahu Transit Center	71%	90%
Hālaulani: Leeward Community College	68%	86%
Waiawa: Pearl Highlands	53%	78%
Kalauao: Pearlridge	39%	72%
Hālawā: Aloha Stadium	28%	53%

Source: Honolulu Authority for Rapid Transportation



Rail Car Testing

Source: Honolulu Authority for Rapid Transportation



Rail Car Testing

Source: Honolulu Authority for Rapid Transportation

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