

## **Proposal 76A**

### **Digest**

This proposed amendment would establish the operations and maintenance of city-owned multi-modal transportation systems under the unified responsibility of the Director of Transportation. Any operations and contracts or personnel at the Honolulu Authority for Rapid Transportation (HART) would be transferred to the Department of Transportation Services (DTS) upon completion of the construction of the rail system and before the system begins service. DTS would be solely responsible for integration and coordination of transit services. The mayor would appoint the members of a Fares and Rates Commission to review and provide advice annually regarding adjustments needed in fares, rates, and tariffs.

### **Question**

Should the City Charter be amended to create a unified multi-modal transportation system by:

- 1) Forming a Fares and Rates Commission to annually review and advise on the adjustment of bus and paratransit fares, rail fares and parking fees, and present its findings to the mayor and Council;
- 2) Placing operations and maintenance responsibilities for bus, paratransit and rail solely in the Department of Transportation Services (DTS) and providing for the transfer of rail operations positions to DTS once the rail is constructed; and
- 3) Clarifying the responsibility of the Honolulu Authority for Rapid Transportation Board to direct the agency's executive director and staff on the construction of the rail project?

Yes \_\_\_\_\_ No \_\_\_\_\_

### **Present Situation**

The Charter assigns fare setting for bus and paratransit to DTS and the Council and rail fares to HART. There is no advisory review board for fares and rates. The Charter assigns operations and maintenance of bus and paratransit to DTS and rail to HART. The Charter states that the HART Board is not to interfere in administrative matters related to the duties of the executive director.

### **If Proposal Passes**

The operations and maintenance of city-owned multi-modal transportation systems would be unified under the director of transportation. All operations and maintenance contracts and operations and maintenance personnel at HART would be transferred to DTS upon completion of construction of the rail system and before the system begins service. DTS would become solely responsible for the integration and coordination of service. The mayor would appoint the members of a Fares and Rates Commission, and the Commission will review and provide advice annually regarding adjustments needed

in fares, rates, and tariffs. The HART Board would have greater authority over the executive director to direct and provide more oversight of the construction of the rail system.