



County of Hawai'i Transportation Commission Agenda

Notice is hereby given of a meeting to be held by the Transportation Commission of the County of Hawai'i in accordance with the provisions of Chapter 91, Hawai'i Revised Statutes, Chapter 18, Divisions 2 and 3 of the Hawai'i County Code.

DATE: Friday, December 9, 2022
TIME: 9:00 a.m.
PLACE: County of Hawai'i Mass Transit Agency
 2299 Ho`olaulima Road
 Hilo, Hawai'i 96720

This meeting is also available via Microsoft Teams at the following link: [Click here to join the meeting](#) | [Download Teams](#) | [Join on the web](#). Meeting ID: 284 646 964 696, Passcode: TwQCNi

Or call in (audio only)

[+1 808-909-3042,,344486389#](tel:+18089093042344486389) United States, Honolulu

Phone Conference ID: 344 486 389#

The purpose of the meeting is to afford all interested persons a reasonable opportunity to be heard on the following matters. All person(s) wishing to testify should email your testimony to john.andoh@hawaiicounty.gov no later than 12:00 noon on Tuesday, December 6, 2022.

- I. Call to Order
- II. Roll Call
- III. Approval of Agenda for April 4, 2022 Page 1
- IV. Approval of Minutes from April 4, 2022 Pages 4-7
- V. Public Statements on Agenda Items
- VI. New Business
 - A. Review taxicab application for NEW Certificate of Public Convenience & Necessity to operate in the County of Hawai'i. Pages 8-9
 - 1. Jessie B. Robianes on behalf of Angel's Taxi, Waikola
 - 2. Branden Hensen on behalf of B & H Taxi, Hilo
 - 3. Antonia Imada on behalf of Donna's Taxi & Tours, Honoka'a
 - 4. Generosa B. Garcia on behalf of Gene's Taxi, Hilo
 - 5. Jelsa Isidro on behalf of Hawai'i Transportation and Tours, Kailua-Kona
 - 6. Jhomel Badua on behalf of JB's Taxi, Kea'au
 - 7. Randy Llaneza on behalf of Kai's Taxi, Waikoloa
 - 8. Larry Domingo on behalf of Loren's Taxi, Kea'au
 - 9. Rosito Piementero on behalf of RODDEI, Kailua-Kona
 - 10. Joanne Louise Voriano on behalf of Xyleanne Taxi, Waikoloa
 - 1. B. Hearing on revocation of the following Certificate of Public Conveniences due to the discontinuance by the carrier of the business of transporting passengers as a common carrier of passengers operating upon and using the public highways for a period of thirty (30) consecutive days or more or failure to renew his/her taxicab license for the year. Page 10
 - No Revocations.
- VII. Proposed Chapter 18 Changes to County Code Pages 11-38
- VIII. Proposed Changes to Taxi Fares Pages 39-42
- IX. Mass Transit Administrator's Report Pages 51-178
- X. Commissioner's Reports
- XI. Next Meeting – February, 2023
- XII. Adjournment

The meeting facility is accessible to persons with disabilities. Anyone who requires an auxiliary aid or service for effective communication to participate in this meeting should contact the County of Hawai'i Mass Transit Agency at (808) 961-8555 as soon as possible, but no later than Tuesday, December 6, 2022. If a response is received after December 6, 2022, we will try to obtain the

auxiliary aid/service or accommodation, but we cannot guarantee that the request will be fulfilled. Upon request, this notice is available in alternate formats such as large print, Braille, or electronic copy.

Commissioners may also be present at the meeting facility as listed above on the agenda and/or participating via interactive conference technology from other locations.

The full text of the agendas are made available on the County of Hawai'i Mass Transit Agency website at <http://www.heleonbus.org/transportation-commission> to navigate to the current agenda. For copies of the current agenda or questions, please call (808) 961-8555 or email heleonbus@hawaiicounty.gov.

Hawai'i County is an Equal Opportunity Provider and Employer

TRANSPORTATION COMMISSION

8/1/2022

Purpose:	To regulate passenger carrying motor vehicles such as sampan buses, taxis and other vehicles exempted by the Public Utilities Commission, and to serve as an advisory commission on mass transit and other transportation-related matters.	
Authority:	Hawai'i County Code, Section 18-3, as amended.	
Appointment:	Mayor with Council approval. Normal five-year staggered terms.	
Full Membership:	Nine members.	
Specific Representation:	One member from each council district (CD).	
Requirements:	None specified.	
Meetings:	Normally, meetings are held on a rotating basis in Hilo, Waimea, and Kailua-Kona and via videoconferencing.	
Financial Disclosure:	Members must file Financial Disclosure within 20 working days of taking the oath of office. Thereafter, annual disclosures must be filed on or before January 31. The disclosures are confidential and will be kept on file by the Board of Ethics. County Code, Chapter 2, Section 2-91.1.	
Reappointment:	Following the expiration of a term, no member may be reappointed for at least two years.	
Qualities:	Respected by the community as being community-minded and oriented. Able to focus on the community needs as a whole without catering to special or self-interest. Understanding of transportation issues – mass transit and taxis.	
Current Members:		CD
	Matthew Terlep 12/31/26	1
	James "Kimo" Lee 12/31/24	2
	Neva Supe-Roque 12/31/25	3
	Vacant, 12/31/22	4
	Kristy Cruz 12/31/26	5
	Vacant 12/31/22	6
	Rosalyn Molina, 12/31/26	7
	Benjamin Agdeppa, 12/31/23	8
	Michael O'Loughlin 12/31/23	9
Secretary/Contact Person:	John Andoh (808) 961-8555	
Deputy Corp. Counsel Assigned:	Suzanna L. Tiapula (808) 961-8251	

****The information on this sheet is condensed. For full information see appropriate Sections of the County Charter, County Code and/or Hawai'i Revised Statutes.***

Transportation Commission Meeting Minutes

County of Hawai'i

Friday, April 8, 2022

I. CALL TO ORDER

Chairman O'Loughlin called meeting to order at 9:05 a.m.

II ROLL CALL

Chairman O'Loughlin called the roll.

Present: Michael O'Loughlin, Chairman
James Lee, Kristy Cruz, Neva Supe-Roque,
Roselyn Molina, Matthew Terlep, Commissioners

Staff: John Andoh, Mass Transit Administrator & General Manager
Betty Alcover, Interim Commission Secretary
Keyra Wong, Deputy Corporation Counsel

Absent: Benjamin Agdeppa

A quorum was determined.

III. APPROVAL OF APRIL 8, 2022 AGENDA

Commissioner O'Laughlin introduced the item and Commissioner Cruz moved that agenda be approved, seconded the motion by Commissioner Terlep, it carried unanimously, 6 ayes. Agenda approved.

IV. APPROVAL OF DECEMBER 17, 2021 MINUTES

Commissioner O'Laughlin introduced the item and Commissioner Cruz moved that the minutes be approved. Commissioner Terlep seconded, 6 ayes. Minutes approved.

V. PUBLIC STATEMENTS ON AGENDA ITEMS

Chairman O'Loughlin opened the opportunity for public statements. Seeing no individuals present who wished to speak, Chairman O'Loughlin closed the public statement period.

VI. NEW BUSINESS

As there are two new commissioners, Deputy Corporation Counsel Keyra Wong asked that Mr. Andoh give a little background on New Certificate and revocations. Mr. Andoh proceeded with the following: Chapter 18 of the County Code, which was included in their packets, what the role is for the commissioners is, such as to review taxicabs applications for a new Certificate of Public Convenience. He summarized pages 7 through 37, which determines if they are fit to become taxicabs owners and that the commission members can grant approval for the certificates to be issued. He further discussed revocations, of which commissioners can determine to revoke their licenses due to applications not being submitted for renewal.

NEW BUSINESS

A. Review taxicab application for NEW Certificate of Public Convenience & Necessity to operate in the County of Hawai'i.

Commissioner O'Laughlin introduced the item and Administrator Andoh discussed the following:

1. Jhomel Baduadba, JB's Taxi applying for two certificates. Mr. Baduadba was present and had no statements. Motion to approve was made by Commissioner Cruz and seconded Commissioner Supe-Roque. 6 ayes to approve Certificate.
2. Rosito Pimentero is applying for one taxi certificates. Ms. Pimentero was present and had no statements. Motion to approve was made by Commissioner Cruz and seconded Commissioner Supe-Roque. 6 ayes to approve Certificate.
3. Aneterea Pogai is applying for one certificate. Mr. Pogai was present and had no statements. Motion to approve Commissioner Cruz, seconded by Commissioner Molina. 6 ayes to approve the certificate.

B. Hearing on revocation of the following Certificate of Public Conveniences due to the discontinuance by the carrier of the business of transporting passengers as a common carrier of passengers operating upon and using the public highways for a period of thirty consecutive days or more or failure to renew his/her taxicab license for the year.

Administrator Andoh reported no revocations.

VII. DISCUSSION OF CHAPTER 18 AMENDMENTS

Administrator Andoh discussed the proposed additions and deletions to what is within Chapter 18. This includes Rules of the Road when riding Hele-On buses. This would also include what would happen if rider violated any of the rules; as of right now and how the police and prosecuting attorney would handle the impacts of these rules. Deputy Corporation Counsel Wong is working on reviewing the changes and advised that the proposed changes should be brought before the Commission for consideration. Administrator Andoh agreed to do so.

VIII. TRANSPORTATION FUNDING UPDATE

Administrator Andoh introduced the item and the Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act, authorizes up to \$108 billion for public transportation – the largest federal investment in public transportation in the nation's history. The legislation will advance public transportation in America's communities through four key priorities: Safety, Modernization, Climate and Equity.

- HDOT will issue 40% of funds to Hawaii infrastructure.
- Section 5311 Rural Grant Funds – The Agency will receive approximately \$1.4 million dollars.
- Section 5339 Grant will help us with purchasing buses and obtaining a Kailua Kona baseyard.
- Low-No grants will help us obtain electric and hydrogen buses.

- Working with HDOT to finalize grants and get them implemented for expending funds.

IX. MASS TRANSIT ADMINISTRATOR'S REPORT

Administrator Andoh introduced this item and also the operational contractor teams from Transdev and Roberts Hawaii to the Commission. Sean Powers of Transdev talked briefly about Transdev and Intelliride. Randy Baldemor of Roberts Hawaii talked briefly about Roberts Hawaii. He further presented the following items as explained below:

- Made revisions to transit services on April 3 and on April 17 to add additional trip on Route 90, create a new route between Volcano and Ocean View, address on time performance in Kailua-Kona and Hilo routes, add additional trips, convert deadhead trips along the South Kohala coast to revenue trips between Hilton, Marriott and Kona International Airport and add Saturday service on Route 104
- Continue to procure transit buses. Two IFBs and one RFP has been released or in process of being released
- Working on procurement of a vendor to do bus shelters and bus washing
- Negotiating with Sustainability Partners
- Working on rebranding the transit fleet
- New website @ www.heleonbus.org in development
- Training mechanics and providing tools to maintain buses
- Starting hydrogen operations
- Ensuring Roberts Hawaii is compliant with RFP 3909
- Seeking consultants to assist with bus stop engineering projects and transit hub development
- Reviewing proposal for paratransit operations and eligibility
- Launched fare free
- Finalizing contracts with Commute with Enterprise, Lyft, and Uber and SSFM for Paho Transit Hub
- Working on changes to Chapter 18
- Transitioned paratransit operations to an interim operations contractor, Transdev
- Studying scooters
- Using County employees for customer service at Mo'ohau Bus Terminal
- Building relationships with other transit agencies in the State
- Working on expansion of HIBIKE using a TAP grant
- Continued to work on implementing Waikoloa Breakroom for operators to use
- Free HIBIKE rides for Hele-On riders
- Continuous training of staff to understand Mass Transit Agency administration, operations, and maintenance
- Launching of a vanpool program
- Studying a fare free implementation for two years
- Replacement of the entire Hele-On fleet with new battery electric, hydrogen, and diesel-hybrid buses
- Restructure of the shared ride taxi program
- Planning and construction of transit hubs in Paho, Kailua-Kona, Waimea, and Hilo
- Additional maintenance staff to support maintenance efforts of a new fleet
- Increased marketing and community outreach about Hele-On and its services
- Formalization of bus stops and additional bus shelters added, Island-wide
- Training for Transportation Commission members about their role.

There was a brief discussion from the Commissioners on these activities. Commissioner Cruz asked about local paratransit providers on island. Administrator Andoh explained that there was no able provider on island to perform the services as quickly as Ace 1 Taxi declined to provide services beyond March 7, 2022. He stated that Transdev using local subcontractors to perform the trips that are from Hawai'i Island and also mentioned that as an FTA recipient, local preference can't be mandated.

X. COMMISSIONER'S REPORTS

Chairman O'Loughlin stated he was pleased with the direction of the Mass Transit Agency and appreciative of their involvement in being able to assist. The other commissioners each echoed their comments on this matter.

XI. NEXT MEETING – JULY, 2022

Administrator Andoh announced the next meeting will be in July, 2022.

XII. ADJOURNMENT

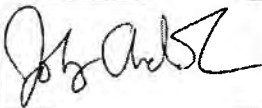
Commissioner Cruz moved to adjourn the meeting, seconded by Commissioner Molina. Meeting adjourned at 9:55 a.m. 6 Ayes.

Minutes prepared by:



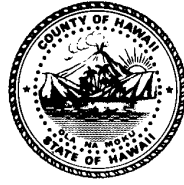
Betty Alcover, Interim Transportation Commission Secretary

Approved by:



John Andoh, Mass Transit Administrator and General Manager

Mitchell D. Roth
Mayor



John C. Andoh
Mass Transit
Administrator

County of Hawai'i Mass Transit Agency

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www.heleonbus.org • heleonbus@hawaiicounty.gov

Monday, December 5, 2022

Agenda Item # VI (A)

To: Hawai'i County Transportation Commission
From: John Andoh, Mass Transit Administrator & General Manager
Subject: Review taxicab application for NEW Certificate of Public Convenience & Necessity to operate in the County of Hawai'i.

Requested Action: Staff recommends that the Transportation Commission review and accept new taxicab applications for NEW Certificate of Public Convenience & Necessity to operate in the County of Hawai'i.

Background and Summary: The following applications are being presented for the Transportation Commission's review as required in Chapter 18:

1. Jessie B. Robianes on behalf of Angel's Taxi, Waikola (1)
2. Branden Hensen on behalf of B & H Taxi, Hilo (1)
3. Antonia Imada on behalf of Donna's Taxi & Tours, Honoka'a (1)
4. Generosa B. Garcia on behalf of Gene's Taxi, Hilo (1)
5. Jelsa Isidro on behalf of Hawai'i Transportation and Tours, Kailua-Kona (1)
6. Jhomel Badua on behalf of JB's Taxi, Kea'au (2)
7. Randy Llanceza on behalf of Kai's Taxi, Waikoloa (1)
8. Larry Domingo on behalf of Loren's Taxi, Kea'au (1)
9. Rosito Pimentero on behalf of RODDEI, Kailua-Kona (1)
10. Joanne Louise Voriano on behalf of Xyleanne Taxi, Waikoloa (2)

Fiscal Impacts: None.

Corporation Counsel Review: None.

Attachments: Applications for Jhomel Baduadba, Rosito Pimentero and Aneterea Pogai.

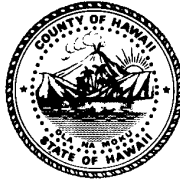
For information regarding this staff report, please contact John Andoh, Mass Transit Administrator & General Manager at (808) 961-8555 or email john.andoh@hawaiicounty.gov.

Approved for Submission,

A handwritten signature in black ink, appearing to read "John Andoh". The signature is fluid and cursive, with the first name "John" and last name "Andoh" clearly distinguishable.

John Andoh, Mass Transit Administrator & General Manager

Mitchell D. Roth
Mayor



John C. Andoh
Mass Transit
Administrator

County of Hawai'i Mass Transit Agency

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Monday, December 5, 2022

Agenda Item # VI (B)

To: Hawai'i County Transportation Commission
From: John Andoh, Mass Transit Administrator & General Manager
Subject: Hearing on revocation of the following Certificate of Public Conveniences due to the discontinuance by the carrier of the business of transporting passengers as a common carrier of passengers operating upon and using the public highways for a period of thirty (30) consecutive days or more or failure to renew his/her taxicab license for the year

Requested Action: Staff recommends that the Transportation Commission review and revoke the following Certificate of Public Conveniences due to the discontinuance by the carrier of the business of transporting passengers as a common carrier of passengers operating upon and using the public highways for a period of thirty (30) consecutive days or more or failure to renew his/her taxicab license for the year.

Background and Summary: There are no revocations for this meeting.

Fiscal Impacts: None.

Corporation Counsel Review: None.

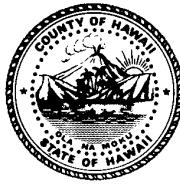
Attachments: None.

For information regarding this staff report, please contact John Andoh, Mass Transit Administrator & General Manager at (808) 961-8555 or email john.andoh@hawaiicounty.gov.

Approved for Submission,

John Andoh, Mass Transit Administrator and General Manager

Mitchell D. Roth
Mayor



John C. Andoh
Mass Transit
Administrator

County of Hawai'i Mass Transit Agency

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Monday, December 5, 2022

Agenda Item # VII

To: Hawai'i County Transportation Commission
From: John Andoh, Mass Transit Administrator & General Manager
Subject: Proposed Chapter 18 Changes to County Code

Requested Action: Staff recommends that the Transportation Commission have a discussion about amendments to Chapter 18.

Background and Summary: With the implementation of the Transit and Multi-Modal Transportation Master Plan, there is a need to update several sections of Chapter 18 – Public Transportation within the Hawai'i County Code to allow for the following:

- Suspension of fares on the fixed route and paratransit system and annual reporting to the Council
- Creating special revenue generating programs such as partnerships with schools, colleges, low-income organizations and selling advertisements on buses to cover costs of providing the mass transit system
- Adding the roles and responsibilities of the Mass Transit Agency
- Removal of the Director of Finance from taxi oversight and shifting that to the Mass Transit Administrator (a current practice)
- Adding rules regarding use of the mass transit system
- Updating the provisions of the Shared Ride program to include transportation network companies
- General clean-up of the Chapter to ensure consistency and applicability

Staff is drafting a revision to Chapter 18 for review by Corporation Counsel, Office of Management/Mayor and Finance. Upon their concurrence, the proposed Chapter 18 will be forwarded to Council for consideration by way of resolution.

Fiscal Impacts: None as this is an update to the Transportation Commission.

Corporation Counsel Review: Draft changes are being reviewed by Corporation Counsel.

Attachments: Draft Changes.

For information regarding this staff report, please contact John Andoh, Mass Transit Administrator & General Manager at (808) 961-8555 or email john.andoh@hawaiicounty.gov.

Approved for Submission,

A handwritten signature in black ink, appearing to read "John Andoh". The signature is fluid and cursive, with the first name "John" and last name "Andoh" clearly distinguishable.

John Andoh, Mass Transit Administrator & General Manager

PUBLIC TRANSPORTATION

§ 18-1

CHAPTER 18

PUBLIC TRANSPORTATION

Article 1. Common Carriers.

Division 1. General Provisions.

Section 18-1. Definitions.

As used in this chapter:

“Carrier” means every person, individual, corporation, joint stock company, firm, association, lessee, trustee, receiver, or trustee appointed by any court, who or which owns, controls, operates, or manages a passenger-carrying motor vehicle, such as a sampan bus, taxi or other vehicle exempted from chapter 271, Hawai‘i Revised Statutes, operated in the transportation of the general public, over a prescribed route on a regular schedule over any public street or highway within the County, but not including:

- (1) Persons transporting passengers without charge in motor vehicles owned or operated by such person, where such transportation is provided in conjunction with and in furtherance of a related primary business purpose or enterprise of that person, except that this exemption shall not apply to persons making any contract, agreement, or arrangement to provide, procure, furnish, or arrange for transportation as a travel agent or broker or a person engaged in tour or sightseeing activities, nor shall this exemption apply where the transportation is undertaken by a person to evade the regulatory purposes of this chapter;
- (2) Sightseeing buses;
- (3) Private transportation services of churches and employers;
- (4) Student transportation; and
- (5) Any mass transit system owned, maintained, and operated by the County including, but not limited to, motor buses, street railroads, and fixed rail facilities.

~~(6) “County Bus System” or “County Transit Bus” means the fixed, flex route bus service, commuter bus service, vanpool, subsidized transportation programs, demand response and ADA paratransit service as defined by the National Transit Database, that receives moneys from the County by contract or grant agreement. The term includes all County bus stops, all transit facilities, buses and all transit facility amenities.~~

“Commission” means the County transportation commission.

“Director of finance” means the director of finance or a person designated by the director of finance.

~~“Designated transit facility” means a facility owned by the County and managed by the mass transit agency for the purposes of public transportation such as transit hubs, transit centers, transit facilities, park and ride lots, bus shelters and bus stops.~~

~~“Fare” also means bus tokens, passes, coupons, or approved card used to pay for a fare to ride the County Bus System.~~

~~“Mass transit administrator” means the County of Hawai‘i Mass Transit Administrator or a person designated by the mass transit administrator, his or her designee.~~

~~“Handicapped Person with Disabilities” means any individual meeting one~~

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or more of the following standards and guidelines:

- (1) Any individual who by reason of illness, injury, advanced age, congenital malfunction, or other incapacity or disability, is unable to compete in the open job market for a period of more than one year.
- (2) Any individual unable to perform one or more of the following functions necessary to effectively utilize public transportation facilities without significant difficulty:
 - (A) Negotiate a flight of stairs;
 - (B) Boarding or alighting from a public transit vehicle; or
 - (C) Walking more than two hundred feet.
- (3) Any individual unable without special facilities, special assistance, and special planning or design to utilize the County bus system and public transit system as effectively as persons who are not so affected.

Supporting evidence of the ~~handicapped person with a disability~~ shall be required by a licensed physician or agency involved in physical or mental ~~handicapped person with a disability~~ programs. The ~~handicapped person with a disability~~ identification card issued by the County ~~transportation mass transit agency agency~~ shall be recognized for certified ~~handicapped persons with disabilities~~ ~~ped~~ individuals.

“Public highways” mean the same as the definition of public highways in section 264-1, Hawai‘i Revised Statutes, including both State and County highways, but operation upon rails is not transportation on the public highways.

“Safety glass” means any product composed of glass, manufactured, fabricated, or treated so as to substantially prevent shattering and flying of the glass when struck or broken or any other or similar product as may be approved by the director of finance.

“Senior citizen” means any individual age sixty and over ~~who maintains a senior citizen identification card issued by the County department of parks and recreation, elderly activities division.~~

“Student” means any individual currently attending an educational institution ~~certified by the State~~ and maintains supporting evidence of present enrollment such as a student identification card.

“Taxi” or “taxicab” means a vehicle designed to carry not more than eight passengers operated by a taxicab driver, which is used in the movement of passengers for hire on the public highways and which is directed to a destination by the passenger for hire or on the passenger’s behalf and which operates on call or demand.

~~“Transit and multi-modal transportation master plan” is the master plan that guides the mass transit agency, and any amendments thereof.~~

~~“Transportation Network Company” or “TNC” means an entity that uses a digital network or software application service to connect passengers to transportation network company drivers; provided that the person or entity:~~

- ~~(1) Does not own, control, operate, or manage the personal vehicles used by transportation network company drivers; and~~
- ~~(2) Is not a taxicab company or a for-hire vehicle owner.~~

~~“Transportation network company driver” means a person who receives connections to potential riders and related services from a transportation network company in exchange for payment of a fee to the transportation network company and uses a personal vehicle to offer or provide a prearranged ride to riders upon connection through a digital network controlled by a transportation network company in return for compensation or payment of a fee.~~

(1983 CC, c 18, art 1, sec 18-1; am 1979, ord 464, sec 1; am 1982, ord 805, sec 1; am 1986, ord 86-15, sec 1; am 1990, ord 90-19, sec 2; am 2008, ord 08-107, sec 2; am 2009, ord 09-74, sec 2.)

Section 18-2. Safety glass required.

No person shall sell any new motor vehicle nor shall a reconstructed motor vehicle be registered which is designed or to be used for the purpose of transporting passengers for compensation or as a school bus unless the vehicle is equipped with safety glass wherever glass is used in doors, windows, and windshields.
(1983 CC, c 18, art 1, sec 18-2.)

DRAFT

CHAPTER 18

PUBLIC TRANSPORTATION

Article 1. Common Carriers.

Division 1. General Provisions.

- Section 18-1. Definitions.
 Section 18-2. Safety glass required.

Division 2. County Transportation Commission.

- Section 18-3. Membership.
 Section 18-4. Mass transit administrator as chief administrator.
 Section 18-5. Commission's powers and duties.

Division 3. Certificate of Public Convenience and Necessity.

- Section 18-6. Required; hearing; issuance.
 Section 18-7. Issuance in two or more names.
 Section 18-8. Revocation; causes.
 Section 18-9. Rates, routes, safety standards, and insurance set by commission.
 Section 18-10. Rules; procedure and evidence.
 Section 18-11. Notice of hearing.
 Section 18-12. Penalty; injunction.
 Section 18-13. Appeals.
 Section 18-14. Applicability of other laws.

Division 4. Passenger Capacity.

- Section 18-15. Determination of carrier capacity.
 Section 18-16. Children excepted from consideration.
 Section 18-17. Seating capacity determined by examiner of chauffeurs.
 Section 18-18. Vehicle to bear notice of seating capacity.
 Section 18-19. Rated capacity limit.
 Section 18-20. Penalty.

Division 5. Bus Terminals and Parking.

- Section 18-21. Bus terminal location; ~~city~~-buses in Hilo.
 Section 18-22. Bus terminal location; country buses.
 Section 18-23. Rules and regulations.
 Section 18-24. Parking fee.

Article 2. Taxicabs.

Division 1. General Provisions.

Section 18-31.	Purpose; scope; definitions.
Section 18-32.	Certificate of public convenience and necessity.
Section 18-33.	Hearing; factors considered; revocation.
Section 18-34.	Personal use by driver.
Section 18-35.	Cruising.
Section 18-36.	Unauthorized possession of taxicab paraphernalia.
Section 18-37.	Penalties.
Section 18-37.1.	Taxicab license.
Section 18-37.2.	Establishment of road taxi stands.
Section 18-37.3.	Prohibited acts.
Section 18-37.4.	Fraudulent call and nonpayment.
Section 18-37.5.	Notice required.
Section 18-37.6.	Bulky items.
Section 18-37.7.	Disorderly persons.
Section 18-37.8.	Soiling of taxicab.
Section 18-37.9.	Condition of taxicabs.
Section 18-37.10.	Taxi sign.
Section 18-37.11.	Taxicab control numbers.
Section 18-37.12.	Trip route.
Section 18-37.13.	Evidence of financial responsibility.
Section 18-37.14.	Rulemaking powers.
Section 18-37.15.	Appeals.
Section 18-37.16.	Trade names and markings.
Section 18-37.17.	Shared-ride taxi service.

Division 2. Driver's Permit.

Section 18-38.	Permit required; content.
Section 18-39.	Issuance requirements; exception.
Section 18-40.	Expiration; renewal; waiver of examination.
Section 18-41.	Permit fee.
Section 18-42.	Permit revocation or suspension.
Section 18-43.	Appeal to circuit court.

Division 3. Taximeters and Fares.

Section 18-44.	Installation requirements.
Section 18-45.	Operation during taxi use.
Section 18-46.	Registration and inspection required.
Section 18-47.	Inspection fees.

Section 18-48.	Repair and testing of defective meter.
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Section 18-50.	Waiting time stipulation.
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cards.

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~~18-99.14.~~

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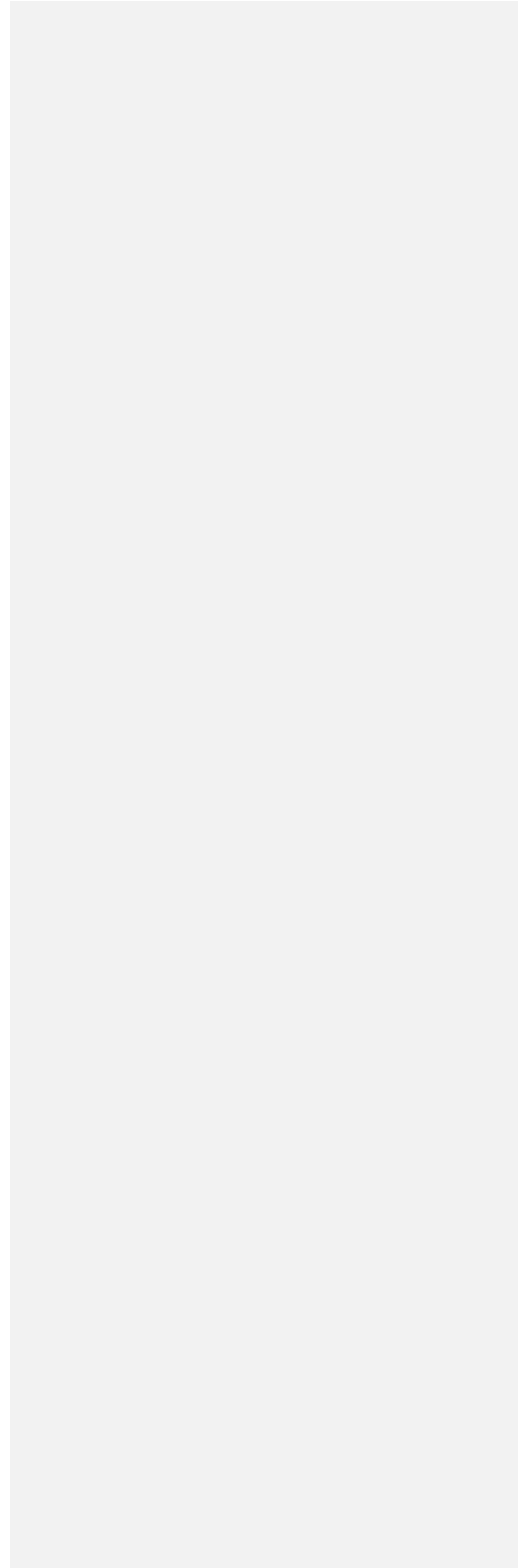
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Article 4. Public Transit System.**Division 1. Island-Wide Fare Structure.****Section 18-90. Fares.**

- (a) Unless otherwise provided for in this section, every person using the fixed or flex route mass transit service owned, ~~maintained or~~ maintained or operated by the County shall be charged a \$2 ~~each one-way~~ two-hour fare and shall be classified as the "General" fare category.
- (b) Discounted fares for seniors ~~citizens~~, person with a disability, youth, Medicare card holders, Veterans and students. The following persons shall be charged a \$1 ~~each one-way~~ two-hour fare on the fixed route mass transit service and shall be classified as the "Discount" fare category:
- (1) Senior ~~citizens~~ age sixty and older after providing proof of age from a valid state ID card, County of Hawai'i senior ID card, driver's license, birth certificate, other transit system discount ID card or passport;
 - (2) A person with a disability with a valid, "Person With Disability Identification Card" issued by the County of ~~Hawai'i~~ Hawai'i, disability parking placard from the County of Hawai'i Office on Aging, other transit system discount ID card, Americans with Disabilities Act (ADA) paratransit card issued by the County of Hawai'i or other transit system discount ID card; and
 - (3) Students (through college) with a valid school identification card.
 - (4) Youth ages ~~five~~5 through ~~seventeen~~17 years old who ~~may~~ may not have a valid school identification card.
 - (5) Medicare card holders with a ~~valid~~valid Medicare card.
 - ~~(3)~~(6) Veterans with a valid DD-214 document.
- (c) Any fixed route that flex off route to pick up or drop off passengers shall be charged an upcharge of \$2.00 per pick up or drop off from the route.
- (1) Up to two flexible deviations shall be allowed per one way trip.
 - (2) The mass transit agency may create a ten-ride deviation pass for a non-discounted rate of \$10.00.
- ~~(e)~~(d) Fare prepayment discounts.
- (1) General 24-hour passes shall be available for \$5.00 and expire 24 hours after validated by the farebox.
 - (2) Discount 24-hour passes shall be available for \$2.50 and expire 24 hours after validated by the farebox. All Discount pass uses shall show appropriate ID in order to utilize pass on the mass transit service.
 - (3) General 7-day passes shall be available for \$30.00 and expire after use of seven individual times within a one-year period with each day being validated on the bus for a 24-hour period. There shall be no refunds or exchanges if all 7-days are not used.
 - (4) Discount 7-day passes shall be available for \$15.00 and expire after use of seven individual times within a one-year period with each day being validated on the bus for a 24-hour period. There shall be no refunds or exchanges if all 7-days are not used.
 - (5) General 31-day passes shall be available for \$60.00 and expire after 31 consecutive days with each day being validated on the bus for a 24-hour period. There shall be no refunds or exchanges.
 - (6) Discount 31-day passes shall be available for \$60.00 and expire after 31

consecutive days with each day being validated on the bus for a 24-hour period. There shall be no refunds or exchanges.

- ~~(1) All tickets for travel can be prepurchased at a discount of twenty five percent off the scheduled cash fare by purchasing a sheet of ten tickets for \$15 per sheet with no expiration date ("Ten Ride Discount Sheet").~~
- ~~(2) Senior citizens age sixty and older may prepurchase a sheet of ten tickets for \$7.50 per sheet with no expiration date ("Ten Ride Discount Sheet"), after providing proof of age from a valid state ID card, County of Hawai'i senior ID card, driver's license, birth certificate or passport.~~
- ~~(3) A person with a disability may prepurchase a sheet of ten tickets for \$7.50 per sheet with no expiration date ("Ten Ride Discount Sheet"), with a valid, "Person With Disability Identification Card" issued by the County of Hawai'i.~~
- ~~(4) Students (through college) may prepurchase a sheet of ten tickets for \$7.50 per sheet with no expiration date ("Ten Ride Discount Sheet"), with a valid school identification card.~~
- ~~(5) A monthly bus pass fare plan may be purchased at a cost of \$60 for unlimited rides on all routes. Monthly passes shall be valid through the last calendar day of each month with no grace period.~~
- ~~(6) Senior Citizens age sixty and older may purchase a discounted monthly bus pass offered at a cost of \$45 for unlimited rides on all routes, after providing proof of age from a valid state ID card, County of Hawai'i senior ID card, driver's license, birth certificate or passport. Monthly passes shall be valid through the last calendar day of each month with no grace period.~~
- ~~(7) A person with a disability may purchase a discounted monthly bus pass offered at a cost of \$45 for unlimited rides on all routes, with a valid, "Person with Disability Identification Card" issued by the County of Hawai'i. Monthly passes shall be valid through the last calendar day of each month with no grace period.~~

~~(8) Students (through college) may purchase a discounted monthly bus pass offered at a cost of \$45 for unlimited rides on all routes, after providing a valid school identification card. Monthly passes shall be valid through the last calendar day of each month with no grace period.~~

~~(9) The Ten Ride Discount Sheet, the monthly pass, and any pilot program pass must be purchased directly from the mass transit agency or its designated representative.~~

(e) Free Fares.

Fares shall be waived for the following:

~~(1) C~~waived for children under the age of five;

~~(2) County of Hawai'i employees of the County by showing who show a valid County employee identification card or ID badge;~~

~~(3) E~~mployees of any of the following ~~the contractors who currently have active and unexpired contracts with the mass transit agency and that provide the following services to the County: providing transit operational services, security services, travel training, paratransit eligibility services, or cleaning of transit vehicles or bus shelters. All contractors shall have to the mass transit agency by showing a valid identification card or ID badge issued by the mass transit agency.~~

~~(4) passengers designated by the mass transit administrator doing business for the mass transit agency by showing a pass issued by the mass transit agency.~~

~~(5) eligible paratransit passengers riding fixed and flex route transit service and personal care attendants with a paratransit eligibility ID card issued by the mass transit agency.~~

~~(5) police officers.~~

~~(5) Youth in need of seeking assistance through the National Safe Place Program, if the County of Hawai'i is currently participating in such program. -~~

~~All fares for travel by children under the age of five shall be waived.~~

(f) Transfers

~~(1) Passengers shall have unlimited transfers between buses within the time frame of the fare or pass purchased. A new fare shall be purchased when the fare or pass has expired.~~

~~(2) There shall be no transfers between fixed route and ADA paratransit unless the passenger has been granted conditional eligibility based on the criteria set forth by the mass transit agency and the ADA which requires a transfer to the fixed route system. at that point. The passenger shall show his or her ID paratransit identification ID card to the fixed or flex route driver.~~

(g) Paratransit service fares.

Under the ~~Americans with Disabilities Act (ADA)~~, the fare for a trip charged to an ADA paratransit eligible ~~user passenger~~ of the complementary paratransit service shall not exceed twice the fare that would be charged to a ~~passenger individual~~ paying full fare (i.e., without regard to discounts) for a trip of similar length, at a similar time of day, on the ~~entity's County's~~ fixed route system:

(1) A one-way paratransit ~~ride passenger~~ fare shall be twice the fare of the current full fare (e.g., without any discounts) on the ~~County's~~ fixed-route system;

(2) The fares for ~~individuals companions~~ accompanying ADA paratransit eligible

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~~individuals~~passengers, who are provided service under section 37.123 (f) of the ADA, shall be the same as for the ADA paratransit eligible ~~individuals~~ ~~the passengers they~~ are accompanying; and

- (3) A personal care attendant shall not be charged for complementary paratransit service.

~~(e)~~(h) Shared-ride fares.

Shared-ride program ~~coupons~~ fares shall be subsidized at the following rates ~~may be purchased by the public through the mass transit agency and its designated coupon sales outlets~~ in accordance with the following schedule:

Coupon Price Subsidy Rate	
Single-coupon Subsidy Rate	Up to \$12\$6
5 coupon book	\$15 (\$3 per coupon)
10 coupon book	\$25 (\$2.50 per coupon)
15 coupon book	\$30 (\$2 per coupon)

~~Should the subsidy rate be exceeded, the passenger shall cover the additional cost based on the fare schedule as defined in Section 18-49 for taxicabs or as defined by transportation network companies or "TNC". For one way travel limited to a maximum of nine miles under the shared ride program the fare to be collected is set out in fare schedule A in section 18-92.~~

~~(f)~~(i) Promotional fares.

- (1) ~~The purpose of this subsection is to provide lower or eliminate bus fares when a new route or service is provided or to boost ridership on established routes as defined by the mass transit administrator.~~

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~~(2)~~(1) The mass transit administrator may establish or suspend fares on a temporary basis for a period not to exceed one hundred and eighty calendar days for bus routes and services.

(1986, ord 86-15, sec 2; am 1990, ord 90-37, sec 7; ord 90-91, sec 1; am 2004, ord 04-141, sec 1; am 2005, ord 05-151, sec 1; am 2007, ord 07-141, sec 2; am 2009, ord 09-160, sec 2; am 2011, ord 11-62, sec 2; am 2012, ord 12-36, sec 1; am 2013, ord 13-32, sec 1; ord 13-76, sec 2; ord 13-109, sec 1; am 2016, ord 16-95, sec 2.)

(j) Special fares.

(1) The mass transit agency may establish a program for the issuance of the State of Hawai'i Department of Education "DOE" or college and university student, faculty, and staffbus passes. Such passes may be issued to students, faculty and staff by DOE, or a college or university and will be subject to terms to be agreed upon between either DOE, or the college or university and the mass transit agency. Students, faculty, and staff to whom such passes are issued shall pay the fare negotiated rather than a fare established under Section 18-90.

(2) The mass transit agency shall offer a bus pass program for individuals whose household incomes meet the federal department of housing and urban development guidelines for households with "extremely low income" within the County for the applicable household size. The "Discount" fare category shall apply to passengers with extremely low income as established by the mass transit agency .

(3) The mass transit agency may establish a program for the use of bus passes issued to passengers upon payment of the designated bus fare and which may be used for the duration specified on the pass. The passes will be issued at various locations to be selected and advertised by the mass transit agency. The mass transit agency may enter into contractual arrangements with any parties, private or public, when such arrangements are deemed to be in the best public interest for the sale and issuance of bus passes.

(4) The mass transit agency may sell its passes at sales outlets throughout the island as established by a contract or purchase order between the County and the sales outlet with commission paid up to 8% per pass sold.

administrative-

(h) Suspension of fares; non-applicability to some services; terminates December 31, 2024~~3~~.

(1)

Suspension of fares; non-applicability to some services; terminates December 31, ~~[2023]~~ 2025.

(1) All fares established by this section shall be suspended ~~[fifteen days after the effective date of this ordinance.]~~ through December 31, 2025. Riders boarding and alighting any mass transit service owned, maintained, or operated by the County, shall ride free of charge.

(2) This subsection shall not apply to County-contracted shared-ride services~~;~~ and County-operated curb-to-curb van services operated by the department of parks and recreation~~;~~ or County operated non fixed bus services provided in partnership with non profit organizations~~].~~

(3) The suspension of fares shall automatically terminate on December 31, ~~[2023]~~ 2025, unless extended by the council.

(4) Each year, no later than July 30 after the close of the fiscal year, the mass transit administrator shall provide a report to the council regarding the performance of the mass transit system, including passenger trips carried by route, comparison to the prior year and any other service performance data requested by the council to

evaluate the suspension of fares prescribed by this subsection.”

Section 18-91. Baggage.

~~Repealed. A driver of any mass transit bus owned, maintained and operated by the County shall charge \$1 for each piece of baggage, including large backpacks, except that any small bag such as a train case, handbag, briefcase, or a package that can be carried on the lap of the passenger and within the passenger’s respective seat shall be conveyed without charge.~~
(1986, ord 86-15, sec 2; am 2011, ord 11-62, sec 2.)

Section 18-92. Fare schedules.

~~Repealed.~~

FARE SCHEDULE A	
Shared Ride Fares	
One-Way Mileage	No. of Coupons (Per Person)
0 — 4.0 miles	1 coupon
4.1 — 9.0 miles	2 coupons

~~Rates are maximum charge per zone. Shared ride carriers may charge less at their discretion.~~
(1990, ord 90-37, sec 8; ord 90-91, sec 4; am 2001, ord 01-82, sec 1; ord 01-84, sec 1; am 2011, ord 11-62, sec 2.)

Division 2. Paratransit Service.

Section 18-93. Establishment of paratransit service.

- (a) The mass transit agency shall provide a paratransit service to complement the fixed route services operated by the County. This paratransit service shall be referred to as Hele-On Kāko’o.
 - (b) Hele-On Kāko’o shall comply with all federal and state regulations that relate to paratransit as a complement to fixed route services for public transportation.
- (2016, ord 16-108, sec 1.)

Section 18-94. Definitions.

As used in this division, unless the context otherwise requires:

“Paratransit service” means the County public transportation service which complements the current fixed routes providing origin-to-destination service to eligible ~~individuals-passengers~~ under the Americans with Disabilities Act of 1990.

“~~Rider~~Passenger” means a person deemed eligible to ride on the paratransit service in accordance with the Americans with Disabilities Act of 1990; Code of Federal Regulations 49, part 37, subpart F, section 37.123 or a person certified as eligible for paratransit services by the mass transit agency. (2016, ord 16-108, sec 1.)

Section 18-95. Eligibility.

- (a) The mass transit agency shall approve or deny applications for Hele-On Kāko’o services within twenty-one calendar days after receipt. Approval may include a finding that an applicant is eligible for some but not all of Hele-On Kāko’o services. Specific reasons shall be cited for any decision other than complete approval.
- (b) If a decision has not been made within twenty-one calendar days, the applicant shall be deemed eligible for paratransit service on a temporary basis until a decision has been made.
- (c) ~~Individuals-Passengers~~ found eligible for Hele-On Kāko’o service will be issued a paratransit identification card. (2016, ord 16-108, sec 1.)

Section 18-96. Suspension of service.

- (a) The mass transit agency may suspend the provision of Hele-On Kāko’o services to ~~rider-passengers~~ who ~~miss three or more scheduled trips violate the no-show and late cancellation policy established by the mass transit agency in compliance with the ADA Code of Federal Regulations 49, part 37, subpart F, section 37.125 (h) as amended.~~
- (b) Trips missed by a ~~passenger or individual~~ for reasons beyond the ~~individual’s passenger’s~~ control including, but not limited to, trips missed due to ~~operator driver~~ error, shall not be included in any count of missed scheduled trips.
- (c) Before suspending service, the mass transit agency shall notify the ~~individual passenger~~ in writing:
 - (1) That the County proposes to suspend service, citing the extent of the suspension, the basis for, and the length of the proposed suspension or restriction of service; and
 - (2) Of their opportunity to appeal the mass transit agency’s decision to the transportation commission. (2016, ord 16-108, sec 1.)

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Section 18-97. Appeals.

- (a) Any applicant or ~~ride~~passenger who is aggrieved by a decision by the mass transit agency regarding eligibility or suspension, may appeal the decision to the County transportation commission.
- (b) Appeals must be filed with the commission within sixty days of the date on the notification of the mass transit agency's determination. The appeal shall be effected by filling out the notice of appeal in a form prescribed by the mass transit agency and filing the same with the transportation commission.
- (c) Within sixty days from the date of mailing or personal service of such notice of appeal upon the mass transit agency, tThe commission shall afford the applicant or ~~ride~~passenger an opportunity to be heard and to present information or arguments or both. The notice and hearing requirements shall conform to the applicable provisions of Chapter 91, Hawai'i Revised Statutes, as amended.
- ~~(d)~~ The transportation commission may affirm, reverse, or modify the decision under appeal based upon findings of facts which justify the decision.
- ~~(e)~~ The commission shall provide a final written decision within thirty days of the completion of the appeal process close of the hearing. The County shall not be required to provide paratransit service to the individual passenger pending the resolution of the appeal. However, if the commission does not provide a decision within this time, service shall resume or be provided to the individual passenger.
- (2016, ord 16-108, sec 1.)

Division 3. Fixed Route Service.**Section 18-98. County Bus System.**

- ~~The mass transit agency shall be responsible for the operation and maintenance of the County bus system :~~
~~in accordance with the County charter, this chapter, and other applicable statutes and ordinances ; and~~
~~Within the limits of available council appropriations and~~
~~In the most efficient and effective manner; and~~
- (a) ~~In accordance with sound management practices.~~
- (b) ~~Subject to council appropriations, t~~The mass transit agency shall establish the routes, schedules, and levels of service of the County bus system. The routes, schedules, and levels of service shall be in conformance with the transit and multi-modal transportation master plan and any update thereof.
- (c) ~~Fares for passengers of the County bus system shall be as established under d~~Division 1 of this article.
- (d) ~~The mass transit agency shall have the power to establish or designate park and ride facilities to be served by the County bus system. Park and ride facilities established or designated by the mass transit agency shall be:~~
- (1) ~~In conformance with the transit and multi-modal transportation master plan and any update thereof; and~~
 - (2) ~~In compliance with general plan and zoning ordinances and maps, the building code and fire code, and other applicable laws or ordinances concerning land use, planning, and building construction.~~

Park and ride facilities "established" by the mass transit agency mean facilities under the management of the mass transit agency. Park and ride facilities "designated" by the mass transit agency mean those which, although served by the County bus system, are not under the

management of the mass transit agency.

Section 18-99. Contracts for operation and maintenance of the County bus system.

- (a) The mass transit agency may contract with a private company for services to manage, operate, and maintain the County bus system.

Division 4. Taxicab and Transportation Network Companies Subsidies

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Section 189-99.010. Authorization.

The mass transit agency may establish a taxicab and TNC subsidy program as a transportation alternative for passengers as a supplement to the County bus and paratransit system as defined in Chapter 18-37.17.

Division 5. Use of Designated Transit Facilities

Section 18-99.219.01. Fee for use of designated transit facilities.

- (a) Any individual, group or organization that uses a designated transit facility controlled by the mass transit agency shall pay to the County a fee of \$15.00 per hour for the use of the facility. The use of a designated transit facility shall require an attendant or custodian to open and close the facility.
- (b) The mass transit administrator may shall adopt rules in accordance with Hawai'i Revised Statutes Chapter 91 for the implementation, administration, and enforcement of this article section.

As used in this section, a "designated transit facility" means a facility owned by the County and managed by the mass transit agency for the purposes of public transportation such as transit hubs, transit centers, transit facilities, park and ride lots, bus shelters and bus stops.

Division 6. Activities Prohibited While Using Public Transportation

Section. 18-99.39.0.2 Activities and conduct prohibited on transit buses County bus system, and at transit facilities.

- (a) The following activities or conduct shall be prohibited on the County bus system and at all transit facilities: It shall be a violation of this section for a person, who is doing or has done any of the following activities on a County transit bus, to either refuse or fail to immediately cease and desist from doing any of the following activities after being requested to do so by the driver, or another agent of the mass transit system, or any police officer, or to fail or refuse to immediately exit a transit bus if requested to do so by the driver of the bus or vehicle, or another agent of the transit system, or a police officer:
- (1) Smoking in any bus, or within any designated non-smoking areas at any County bus stop or transit facility as defined in HRS Chapter 328 of Title 19. Chapter 328 of Title 19 of the Hawai'i Revised Statutes prohibits smoking in all enclosed or partially enclosed areas, including buildings and vehicles owned, leased, or operated by the State or any county.
 - (2) Consuming any form of food or beverage, including alcohol, or carrying or possessing any food or beverage in a container other than a container that is tightly closed, covered or packaged so as to minimize the possibility of accidental spillage when the container is shaken or dropped; provided that nothing in this paragraph shall be construed as prohibiting the carrying or possession of groceries in a suitable bag or other container. No eating or drinking on transit buses.
 - (1) Unsealed or consumption of alcoholic beverages are not permitted on County vehicles under Federal law.
 - (3) Using or playing any electronic device, musical instrument, or other sound-producing

- or sound-emitting device, unless the device is connected to a headphone or earphone, which limits the sound produced or emitted to the individual ~~user~~passenger; or, in the case of using a telephone, cell phone, pager, or other two-way communication device, unless it is placed on "silent" or "vibrate" mode that prevents the sound produced or emitted from being audible to other passengers; provided that nothing contained in this paragraph shall be construed as prohibiting the driver of the bus or vehicle from using or playing such devices for official business. Further, nothing contained in this paragraph shall be construed as prohibiting passengers from using telephones and pagers for communication purposes; provided they are used in accordance with this paragraph. As used in this paragraph, "electronic device" includes, but is not limited to, televisions, radios, recording devices, portable stereos or speakers, electronic games, telephones, cell phones, walkie-talkies, pagers, and the like.
- (4) Carrying or possessing any live animals, except a service animal properly harnessed and accompanied by the individual with a disability owning the service animal or to whom the service animal has been furnished, and except for small animals properly kept in enclosed containers; provided that nothing contained in this paragraph shall be construed as prohibiting a police officer from carrying or possessing an animal used for law enforcement purposes.
 - (5) Discarding, disposing of, placing, throwing, or dropping any litter, as defined in HRS Chapter 339-1, in, on, or from the County bus, vehicle, or transit facility, except into proper receptacles designated for that purpose.
 - (6) Failing or refusing to vacate seats designated as priority seating for senior or persons with disabilities passengers or the fold-down or other movable seat area designated for wheelchair securement, when requested to do so by the driver, or any other agent of the transit system, or a police officer; provided that nothing contained in this paragraph shall be construed as requiring other elderly or disabled passengers to vacate seats designated as priority seating for elderly or disabled passengers; and further provided that nothing contained in this paragraph shall be construed as requiring the driver or other agent of the County bus system to enforce a request that other passengers move from the priority seating area or wheelchair securement area.
 - (7) Carrying or possessing any flammable, combustible, explosive, corrosive, or highly toxic liquid or other substance, article, or material that is likely to cause harm to others or to emit any foul or noxious dust, mist, flume, gas, vapor, or odor; provided that nothing contained in this paragraph shall be construed as prohibiting a person from carrying or possessing any match or cigar, cigarette, or lighter, which is not lighted or smoldering; and further provided that nothing contained in this paragraph shall be construed as prohibiting a person from boarding the County bus system with an oxygen tank.
 - (8) ~~No Spitting, defecating, urinating, or expectorating on the bus~~ provided that nothing contained in this ~~subparagraph~~division shall be construed as applying to any person who cannot comply with this ~~subsection~~division as a result of a disability, age, or a medical condition.
 - (9) Obstructing, impeding, hindering, interfering with, or otherwise disrupting the safe and efficient operation of the bus or vehicle or any driver or other agent of the County bus system in the performance of that individual's official duties.
 - (10) Standing in front of the white or yellow "standee" line, in doorways or stepwells while the bus or vehicle is in motion.
 - (11) Erecting, installing, or placing any structure, fixture, tarp, towel, blanket, sleeping bag, bedding, chair, tent, cardboard, ply board, shopping cart, or any other object or material at any County bus system stop or transit facility.
 - (12) Placing unauthorized signs or advertisements within the interior or exterior of any County ~~transit~~ bus or vehicle or transit facility.
 - (13) Vandalizing, defacing, destroying, damaging, or placing graffiti on any County

transit bus or vehicle, or upon any transit facility.

(14) Extending any portion of one's body outside of the window of any County transit bus or vehicle.

(15) Riding on any part of the exterior of any County transit bus or vehicle.

(16) Boarding the bus through the rear exit door, unless directed to do so by the driver, any other agent of the transit system, or any police officer.

(17) Violating HRS 711-1101; HRS 707 Part 3; 711-1112; and 711-1106 as amended, a police officer.

(18) Refusing or failing to immediately exit a bus after being specifically requested to do so by the driver, any agent of the County bus system, or any police officer.

Refusing or failing to immediately cease and desist from doing any of the activities described in this section after being specifically requested to cease and desist by the driver, any agent of the County bus system, or any police officer.

(2) In addition, the driver of any County transit bus or any other agent of the transit system may refuse to transport any such person who has already boarded the bus and the driver, agent or any police officer may cause such person to be ejected from the bus. It shall be a violation of this section for a person to board a County transit bus after being requested not to do so by the driver, another agent of the transit system or police officer for the reasons specified in this subsection, or for a person to refuse or fail to immediately exit a County transit bus when requested by the driver, another agent of the transit system, or police officer to do so for any of the reasons specified in this subsection.

(19)

(20) When boarding a County bus or vehicle:

(i) Knowingly failing or refusing to pay the applicable fare for transportation on the County bus system.

(ii) Presenting a pass or other fare medium for transportation on the County bus system, when the person presenting such fare medium knows it has not been provided, authorized, or sold by or for the County bus system, or knows that the pass or other fare medium is not valid for the place, time, and manner in which it is presented, or knows that presentation of the pass or other fare medium violates a restriction on the use of such fare medium imposed by this chapter or any mass transit agency administrative rules.

(iii) Not having a final destination when riding. All passengers must have a destination when riding. At the end of the designated route, the passenger shall disembark the County bus or vehicle and wait for the next one and pay a new fare or show a pass.

(iv) Failing to store articles properly. All strollers, scooters, folding carts, and large packages must be stowed away under the passenger's seat. Baggage that can be stored under a passenger's seat or on a passenger's lap, that will not protrude to another seat or otherwise interfere with other passengers, will be admitted at no charge. No baggage may be stored in the aisle or on the seats. Baggage shall not exceed five.

Failing to use exact cash and/or currency for the fare. No change due to overpayment of the fare may be provided by the driver. Up to five shopping bags, luggage or packages are allowed. Bus operators cannot assist in carrying packages. These items must be stowed under the seat, in the passenger lap or out of the aisle way.

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(b) The driver of any County transit bus or vehicle or any other designated agent of the County bus system or any police officer may refuse to allow any person to board the County transit bus or vehicle:

(1) When the person appears to be intoxicated on liquor and/or drugs:

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- (2) When a person is not wearing a shirt, pants, shorts, or dress, or both, and proper footwear. Rollerblades and skates are not allowed to be worn on buses.
- (4) When a person attempts to board with any of the following: weed eaters, flat screen televisions, surfboards, boogie boards, body boards, fishing poles, rods and spears or canoe oars/paddles; provided that nothing in this paragraph shall be construed to prohibit the on-boarding of bicycles inside buses at the discretion of the driver and as space permits. Intoxicated passengers on liquor and/or drugs shall be refused service.
- (3)
- (4) When the person is a child who is not accompanied by a responsible adult, provided that nothing in this paragraph shall be construed to prohibit the on-boarding of any youth who is seeking assistance from the driver under the National Safe Place Program, if such program is in effect at the time the youth is seeking assistance. ~~Not standing in front of the white or yellow "standee" line, in doorways or stepwells while the bus is in motion.~~
- (4) When a person attempts to board with any refuse, including solid waste, recyclables, reusable materials, household hazardous waste, or ~~greenwaste~~green waste, whether or not such items are contained in any open or closed package, trash bag, cardboard box, or container.
- (5) When the person is engaged in activities or conduct that, if such activities or conduct occurred in the County transit bus or vehicle, would violate the provisions of subsection (a).
- (6) When the person is engaged in activities or conduct that, if such activities or conduct occurred in the County transit bus or vehicle, would violate any other law or ordinance.
- (c) The driver of any County transit bus or any other agent of the transit system may refuse to transport any such person who has already boarded the County transit bus. The driver, agent or any police officer may cause such person to be ejected from the County transit bus. It shall be a violation of this section for a person to board a County transit bus after being requested not to do so by the driver, another agent of the transit system or police officer for the reasons specified in this subsection, or for a person to refuse or fail to immediately exit a County transit bus when requested by the driver, another agent of the ~~transit~~County bus system, or police officer to do so for any of the reasons specified in this subsection.
- ~~— No unnecessary conversation or interference with bus operator for safety reasons.~~
 - ~~— No fighting, using vulgar or offensive language, pushing, shouting, or participating in rough behavior on the bus or at transit facilities.~~
 - ~~— All electronic devices in use require the use of headphones. Amplified music is not allowed on buses or at transit facilities.~~
 - ~~— No flammable, hazardous materials, explosive, sharp or toxic materials or weapons of kind (unless legally allowed under a concealed weapons permit or a police officer) shall be allowed on board the bus (except oxygen).~~
 - ~~— No large objects that cannot be placed under seat or out of the aisle way is allowed on board the bus. Bicycles are allowed inside buses at the discretion of the driver and as space permits.~~
 - ~~— Passengers must have a destination when riding buses. At the end of the route, the passenger would need to deboard the bus and wait for the next one and pay a new fare.~~
 - ~~— No boarding buses with weed eaters, flat screen televisions, batteries, surfboards, boogie boards, body boards, fishing poles, rods and spears or canoe oars/paddles.~~
- (1) ~~No spitting, defecating, urinating, or expectorating on the bus provided that nothing contained in this subdivision shall be construed as applying to any person who cannot comply with this subdivision as a result of a disability, age, or a medical condition.~~
- ~~— All animals brought on board must be in an approved pet carrier, except service animals, which are trained to assist individuals with a disability as defined by the Americans with Disabilities Act (ADA). No animals that are uncaged or unmuzzled~~

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- ~~shall be allowed to ride the bus.~~
- ~~No signs or advertisements may be placed on board vehicles or facilities controlled or owned by the County unless allowable in Division 7 of this chapter.~~
- ~~No vandalism, defacing, destroying, damaging, or placing graffiti on buses or at transit facilities.~~
- ~~No illegal activity of any kind shall be tolerated on board buses or at transit facilities.~~
- ~~All strollers, scooters, folding carts, and large packages must be stowed away under the seat.~~
- ~~Rollerblades and skates are not allowed to be worn on buses.~~
- ~~Shoes and shirts are required to ride buses.~~
- ~~No littering on buses or at transit facilities as defined in Hawai'i Revised Statutes Section 330 1.~~
- ~~No refuse (including recyclable items) on board buses.~~
- ~~Not paying the established fare or misuse of transfers, passes or tickets with the intent to evade fare payment is illegal.~~
- ~~(1) Up to five chopping bags, luggage or packages are allowed. Bus operators cannot assist in carrying packages. These items must be stowed under the seat, in the passenger lap or out of the aisle way.~~
- ~~Have exact change ready as the bus operator cannot make change and no refunds are provided for overpayment.~~
- ~~Never extend your body from, throw any object outside the window or door or ride on any part of the exterior of a bus.~~
- ~~Holding of meetings or ceremonies is prohibited on buses or at transit facilities.~~
- ~~Use of a transit facility or bus for sleeping, camping or general use in lieu of regular housing is illegal.~~
- ~~Improper use of the waiting area as a cooking, washing or toilet facility is illegal.~~
- ~~Any behavior which annoys, disturbs, injures, or endangers the comfort, health, peace, and safety of others properly utilizing the transit facility or riding a bus is illegal.~~
- ~~A person who commits an assault or battery upon a transit operator with a deadly weapon or presents the ability to use a deadly weapon is subject to a class C felony per Hawai'i Revised Statutes §711-1112.~~
- ~~Failing or refusing to vacate seats designated as priority seating for senior or persons with disabilities passengers or the fold-down or other movable seat area designated for wheelchair securement, when requested to do so by the driver, or any other agent of the transit system, or a police officer.~~
- ~~(1) Boarding the bus through the rear exit door, unless directed to do so by the driver, any other agent of the transit system, or a police officer.~~
- ~~(a) In addition, the driver of any County transit bus or any other agent of the transit system may refuse to transport any such person who has already boarded the bus and the driver, agent or any police officer may cause such person to be ejected from the bus. It shall be a violation of this section for a person to board a County transit bus after being requested not to do so by the driver, another agent of the transit system or police officer for the reasons specified in this subsection, or for a person to refuse or fail to immediately exit a County transit bus when requested by the driver, another agent of the transit system, or police officer to do so for any of the reasons specified in this subsection.~~

8-99.4.

Section 18-999.04.5. –Signs required.

The mass transit agency shall require the conspicuous display within each County transit bus, and vehicle and facility a sign clearly setting forth all of the prohibitions of

Section 18-99.39-02.**Section 18-99.605. Removal or defacing of signs.**

No person shall remove or deface signs required to be erected by or under the authority of this article.

Section 18-99.97-06. Non transference of bus pass and identification card~~Penalty.~~

Any bus pass or identification card issued under sSections 18--90 and 18--95 is nontransferable and shall not be used by any person other than by the person to whom it was issued. No person shall obtain or attempt to obtain a bus pass or identification card issuable under sSections 18--90 and 18--95 based on a false application or certification. No person shall alter a bus pass or identification card issued under sSections 18--90 and 18--95, unless authorized by the mass transit agency. In addition to the penalty under subsection (b), any person who is issued such a bus pass or identification card based upon a false application/certification, who knowingly permits another to use the bus pass or identification card, or who alters, without authorization from the mass transit agency, the person's bus pass or identification card shall be penalized by having the person's bus pass or identification card immediately revoked and shall be prohibited from obtaining a bus pass or identification card for a period of one year from the date of conviction. ;

Suspending the person's pass or identification card for a period of one year from the date of conviction; or
If the remaining term of the bus pass or identification card is less than one year from the date of conviction:

Suspending the bus pass or identification card for the remainder of the term; and

Prohibiting until one year from the date of conviction the:

Renewal or replacement of the bus pass or identification card; and

(a) Issuance of a new bus pass or identification card.

— The following persons shall be guilty of a misdemeanor in violation of this section, and if convicted, be fined not more than five hundred dollars (\$500.00):

(b) Any person who uses a bus pass or identification card issued to another under Sections 18-90 and 18-95;

(1) Any person who knowingly uses a bus pass or identification card issued to another under section 18-90 and 18-95.

(2) Any person to whom a bus pass or identification card has been issued under sSections 18--90 and 18--95, who knowingly permits another to use that bus pass or identification card;

(3) Any person who obtains or attempts to obtain a bus pass or identification card issuable under sSections 18-9-90 and 18-95 based upon a false application or certification; or

(4) Any person who alters a bus pass or identification card issued under sSections 18-9-90 and 18-8-95 without prior authorization from the mass transit agency.

Section 18-99.9-08.7 Penalty for counterfeiting or using counterfeit tokens, passes, coupons, or approved cards.

Any person who makes or issues any imitation or counterfeit of a bus token, passes, coupon, or approved card, or knowingly uses such imitation or counterfeit token, passes, coupon, or approved card for bus fare shall, upon conviction thereof, be fined not more than \$2,000.00 or imprisoned for not more than one year, or both.

Section 18-99.99-08 Penalty.

(a) Any person violating sSections 18-999-302 or aiding, abetting, or assisting in any manner whatsoever another person in violating any of such provisions shall, upon conviction thereof, be fined in an amount not exceeding \$500.00 or be imprisoned for a period not exceeding five days or be both so fined and imprisoned.

(b) Each day a violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such under this section.

(c) Any authorized police officer, upon arresting a person for a violation of this article/division, shall take the name and address of the alleged violator and shall issue thereto

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in writing a summons or citation hereinafter described, notifying such person to answer to the complaint to be entered against such person at a place and at a time provided in the summons or citation, except that the officer may make a physical arrest in instances when:

- (1) The alleged violator refuses to provide the officer with such person's name and address or any proof thereof as may be reasonably available to the alleged violator;
 - (2) The alleged violator fails or refuses to immediately cease and desist from such person's prohibited activity or to immediately exit the County transit bus, as determined by the driver of the bus or vehicle, and/or other agent of the transit system, or a police officer if the officer is on the bus, after the alleged violator is issued a summons or citation.
- (d) There shall be provided for use by police officers a form of summons or citation for use in citing violators of this article where the circumstances do not mandate the physical arrest of such violators. The form of the summons or citation shall be commensurate with the form of other summonses or citations used in modern methods of arrest, so designed to include all necessary information to make the same valid within the laws and rules of the State of Hawai'i and the County.
- (e) The provisions of this article are in addition to and shall in no way limit the provisions of any other federal, state or County law, ordinance, or rule.

Section 18-99.109.09. Suspension of service.

- (d) The mass transit agency may suspend the provision of mass transit services to passengers who violate the provisions of Sections ~~18-99.93-02, 18-99.96-05, 18-99.79-06~~ and ~~18-99.198-07~~.
- (e) Before suspending service, the mass transit agency shall notify the individual in writing:
 - (1) That the County proposes to suspend service, citing the extent of the suspension, the basis for, and the length of the proposed suspension or restriction of service; and
 - (2) Of their opportunity to appeal the mass transit agency's decision.

Section 18-99.119.10. Appeals.

- (f) Any applicant or passenger who is aggrieved by a decision by the mass transit agency regarding eligibility or suspension, may appeal the decision to the County transportation commission.
- (g) Appeals must be filed with the commission within sixty days of the date on the notification of the agency's determination. The appeal shall be effected by filling out the notice of appeal in a form prescribed by the mass transit agency and filing the same with the transportation commission.
- (h) Within sixty days from the date of mailing or personal service of such notice of appeal upon the mass transit agency, the commission shall afford the applicant or passenger an opportunity to be heard and to present information or arguments or both. The notice and hearing requirements shall conform to the applicable provisions of Chapter 91, Hawai'i Revised Statutes, as amended.
- (i) The transportation commission may affirm, reverse, or modify the decision under appeal based upon findings of facts which justify the decision.
- (j) The commission shall provide a final written decision within thirty days of the close of the hearing. The County shall not be required to provide services to the passenger pending the resolution of the appeal. However, if the commission does not provide a decision within this time, service shall resume or be provided to the passenger.

(2016, ord 16-108, see 1.)

Division 7. Advertising

Section 18-99.129.11. Advertising inside and outside County transit buses.

- (a) The mass transit agency may rent or let advertising spaces inside and outside County transit buses. The mass transit agency shall promulgate administrative rules for advertising; provided, that the following types of advertising shall not be accepted:
- Advertising which bears the name, signature, picture or likeness of any elected federal, state, or County official or of any candidate for federal, state or County elective office;
 - Advertising which, by reason of design, format, or subject matter, promotes or appeals to racial, religious, or ethnic prejudice or violence;
 - Advertising which contains pictures, words, or symbols of an obscene, lewd, lascivious, or indecent character;
 - Advertising which promotes any illegal, indecent, or immoral purpose; and
 - Advertising of any product or service which is prohibited by law to be sold or offered for sale to minors or an age-based subgroup of minors.
- (b) Six standard advertising spaces inside or outside each County transit bus shall be made available for announcements of a public service, civic or charitable nature. Three of the spaces shall be made available free of charge to organizations exempt from federal income taxation under Section 501(c)(3) of the federal Internal Revenue Code. A tax-exempt organization shall not be denied the use of advertising space in a County transit bus solely because the announcement or advertisement refers to the location of an event sponsored by the tax-exempt organization, even if the location of the event is not owned or operated by a tax-exempt organization. For the purpose of this subsection, "standard advertising space" means a space 11 inches wide and 28 inches long.
- (c) The mass transit agency shall set the rates for the renting or letting of advertising spaces as well as defining a process to accept advertisements. Rates and such process shall be set by rules adopted in accordance with Hawai'i Revised Statutes Chapter 91.

Section 18-99.139.12. Advertising on County bus passes.

- (a) The mass transit agency may allow advertisements on bus passes issued under the County bus system fare structure.
- (b) The types of advertising that are not permitted on the inside or outside of County bus transit buses are not permitted on County bus passes.

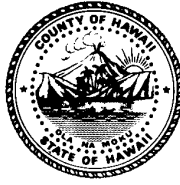
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DRAFT

Mitchell D. Roth
Mayor



John C. Andoh
Mass Transit
Administrator

County of Hawai'i Mass Transit Agency

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Monday, December 5, 2022

Agenda Item # VIII

To: Hawai'i County Transportation Commission
From: John Andoh, Mass Transit Administrator & General Manager
Subject: Proposed Changes to Taxi Fares

Requested Action: Staff recommends that the Transportation Commission review and consider a change to taxicab fares and forward a recommendation to the County Council.

Background and Summary: When the County Council adopted the last fare changes for taxi, it was done in June of 2005 and November 2008. The current fare structure is below:

County	Pick Up	Each Segment	Baggage	Surfboard & Bicycles	Shared Ride	Effective Date
Hawai'i	\$3.00 First 1/8th mile or one minute waiting time or fraction of either	40 cents for each additional 1/8th mile or one minute or fraction of either	\$1.00 per piece	\$3.00	20% Reduction	2005, 2008
Honolulu	\$3.10 and shall entitle passenger to 1/8th mile or less, or one minute waiting time or less	45 cents for each additional 1/8th mile or fraction thereof	60 cents per piece	\$5.10	Rate to be filed with Director of Customer Services	2021
Maui	\$3.50 and shall entitle passenger to 1/10th mile or less, or one minute waiting time or less	30 cents for each additional 1/10th mile or fraction thereof	30 cents per piece	\$3.00	None	2000
Kaua'i	\$3.50 initial meter actuation (entitles passenger to 1/10 mile or less, or 45 seconds standing time or less)	45 cents each 1/10 mile additional, or less, after initial meter actuation	\$1.00 per piece	\$5.00	None	2018

As comparison, below is the current fares for transportation network companies (TNC)s which are regulated by the State of Hawai'i at the present time.

	Lyft	Uber	HoloHolo
Base Fare	\$ 2.00	\$ 1.88	Unknown
Cancel Penalty	\$5 to \$10	\$5 to \$10	\$ 5.00
Cost Per Mile	\$ 1.50	\$ 1.41	Varies
Cost Per Minute	\$ 0.22	\$ 0.21	Varies
Maximum Fare	\$ 400.00	No limit	Unknown
Minimum Fare	\$ 4.97	\$ 6.91	Unknown
Scheduled Ride Cancel Penalty	\$ 10.00	\$ 10.00	Unknown
Scheduled Ride Minimum Fare	\$ 17.00	\$ 27.00	Unknown
Service Fee	\$ 3.43	\$ 2.31	\$ 2.75
Airport Fees	\$ 0.07	\$ 0.08	Unknown
GET	Yes	Yes	Yes

A petition was received recommending a increase in taxi fares for Hawai'i County due to the increase of fuel, insurance, licensing and maintenance costs. Below is a proposed recommendation for a fare increase.

During FY 2020-21, a total of 92 (36 in Hilo; 56 in Kona) taxicab companies were registered in the County of Hawai'i.

During FY 2022-23, a total of 74 (31 in Hilo; 43 in Kona) taxicab companies were registered in the County of Hawai'i.

There has been a decline of taxi cabs countywide due to the costs to operate a taxi cab in Hawai'i County with limited passenger demand. Nationwide, there has been a decline due to the availability and competition from transportation network companies as well. Some taxicabs have opted to join these networks due to higher revenue potential.

County	Pick Up	Each Segment	Baggage	Surfboard & Bicycles	Shared Ride	Effective Date
Hawai'i Proposed	\$4.00 First 1/8th mile or one minute waiting time or fraction of either	50 cents for each additional 1/8th mile or one minute or fraction of either	None	\$5.00	25% Reduction	2023

Upon approval of this recommendation, it will be forward to the County Council to have two readings to give the public the opportunity to comment.

Fiscal Impacts: None to the County of Hawai'i, however, it will provide additional revenue for taxicabs to remain sustainable.

Corporation Counsel Review: None.

Attachments: None.

For information regarding this staff report, please contact John Andoh, Mass Transit Administrator & General Manager at (808) 961-8555 or email john.andoh@hawaiicounty.gov.

Approved for Submission,



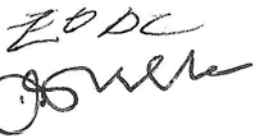


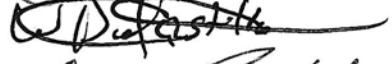


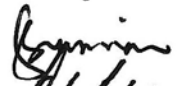





A handwritten signature in black ink, appearing to read "John Andoh". The signature is fluid and cursive, with the first name "John" and last name "Andoh" clearly distinguishable.

John Andoh, Mass Transit Administrator and General Manager

Aloha Mass Transit Administrator,

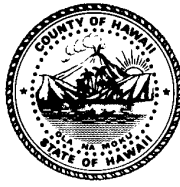
We are writing this letter to humbly ask that a rate increase be considered, due to the price increases on gas. The last time the taxi rate has been raised was back in November 2008, when gas prices was \$2.86 per gallon. And now the current avg. gas has nearly doubled to \$5.44 per gallon. This increase amongst other living increases in Hawaii makes it hard to sustain a living here in Hawaii (our home). We have already took a large loss in volume do to the unregulated uber and lyft drivers here in Hawaii and will still remain taxis drivers because we believe in the regulations set forth to protect our ohana with safe drivers. We would like to ask that the rate be increased from \$3.20 per mile to \$4.00 per mile.

Mahalo Nui Loa,

<u>Company Name</u>	<u>Representative Name</u>	<u>Signature</u>
1, RSL TAXI	Randy Lucero	
2 JUN'S TAXI	ALEJANDRO BUSQUENR	
3 Elpidio DelCastillo	Do E Taxi	
4- MARINA TAXI	ADMAR ULARTE	
5 YAGI TAXI	JONAS MONTGOMERY	
6 Winston Del Castillo	D + E TAXI	
7 HERMAN RAJOL	ESTEE TAXI	
8 RICHARD NAMNAMA	JERICH TAXI	
9. JEAN NAMNAMA	JERICH TAXI	
10. ORLINO VALIENTE	Jovi's TAXI	
11 Carmelo Caehola	ALANATA TAXI	
12 Jimmy Inocencio	JIL TAXI	
13: VILNA FRONDA	Princess taxi Vilna Fronda	
14 Rey & Linda Hamakua Taxi		

6/1/2022

Mitchell D. Roth
Mayor



John C. Andoh
Mass Transit
Administrator

County of Hawai‘i Mass Transit Agency

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Monday, December 5, 2022

Agenda Item # IX

To: Hawai‘i County Transportation Commission
From: John Andoh, Mass Transit Administrator & General Manager
Subject: Mass Transit Administrator Report

Requested Action: Staff recommends that the Transportation Commission receive a verbal update regarding activities of the Mass Transit Administrator.

Background and Summary: Since the last meeting, the following items has been completed or worked on by the Mass Transit Administrator:

- Made revisions to transit services on August 28 and October 23 to add additional trip on Route 90, create Route 203 and make minor revisions to the transit system.
- Launched two pilot tripper routes to support schools in West Hawai‘i with funds from the Department of Education.
- Continue to procure transit buses. RFP for electric buses and chargers drafted, IFB for diesel, diesel-hybrid and commuter buses released.
- Completed procurement of a bus washing and security contractor, paratransit and bus shelter cleaning contractor.
- Continued work on implementing a sustainability as a service model for electric charging infrastructure and electric buses.
- Starting to implement fleet rebranding.
- New website @ www.heleonbus.org is done and being reviewed.
- Launched Transit – mobility as a service app.
- Received 13 donated buses from City and County of Honolulu and placed six of the worse performing and oldest buses out of service.
- In the process of receiving 8 additional donated buses from City and County of Honolulu.
- Starting hydrogen operations.
- Launched Hele-On Hoa Holo (vanpool) and preparing to launch a partnership with Uber.
- Launched HI Rideshare.
- Studying scooters.
- Launched Safe Place to allow for youth in trouble to get a safe place while being connected to resources.
- Completed cash handling audit update.
- Starting to hire nine positions to grow the Mass Transit Agency capacity.

- Increased marketing efforts, including new schedules and maps being designed.
- Received more grants to support capital and planning efforts.
- Conducted systemwide bus stop inventory as part of ADA compliance.
- Continued work to implement bus shelters island-wide.
- Relocated office at West Hawai'i Civic Center to a better office location – Building D with better customer service access.
- Launching at “Get Around Hawai'i” website for tourists.
- Completed Master Plan Update.
- Started Pahoia Transit Hub Planning Project in conjunction with the Hawai'i State Public Library.
- Working on Bus Stop Accessibility Report and ADA Bus Stop Improvements to comply with the ADA Settlement Agreement.
- Extended Fare Free to December 31, 2025.

Attached is a power point presentation regarding the Mass Transit Agency activities and direction where we are going to implement all aspects of the Transit and Multi-Modal Transportation Plan. The following topics will be discussed:

1. Ridership
2. Grants
3. Projects
4. Master Plan Update (review on the final draft)
5. Pahoia Transit Hub Project
6. Bus Fleet Replacement
7. Other Items of Interest

Upcoming elements:

- Restructure of the shared ride taxi program
- Planning and construction of transit hubs in Kailua-Kona, Waimea, and Hilo
- Formalization of bus stops and additional bus shelters added, Island-wide
- Training for Transportation Commission members about their role.

Today, I will also introduce the MTM team for the paratransit operations.

Fiscal Impacts: None as this is an update to the Transportation Commission.

Corporation Counsel Review: None.

Attachments: Presentation to County Council – September 2022

For information regarding this staff report, please contact John Andoh, Mass Transit Administrator & General Manager at (808) 961-8555 or email john.andoh@hawaiicounty.gov.

Approved for Submission,



John Andoh, Mass Transit Administrator & General Manager

Route	July-21	August-21	September-21	October-21	November-21	December-21	January-22	February-22	March-22	April-22	May-22	June-22	Totals	July-22
1	1,496	1,392	633	295	460	458	438	363	554	485	493	607	7,674	743
2/Blue	-	-	1,186	1,895	2,403	2,405	2,499	2,431	3,678	3,484	3,687	3,778	27,446	3,816
10	512	620	990	1,017	903	810	1,065	1,123	1,069	1,281	1,244	761	11,395	741
11/Red	1,311	1,314	1,280	1,239	1,257	1,201	1,533	1,440	2,387	1,945	2,114	2,237	19,258	2,357
12	-	-	-	-	-	-	-	-	-	-	105	178	283	183
40	3,439	3,525	3,986	1,458	3,294	3,475	4,084	3,745	6,596	6,542	7,168	8,005	55,317	7,676
60	326	268	479	342	530	565	744	567	1,032	953	984	1,053	7,843	980
70	294	151	277	273	213	132	435	233	494	512	533	510	4,057	578
74	-	-	-	-	-	-	-	-	-	5,556	8,212	-	13,768	-
75	243	597	739	361	421	158	439	381	591	706	736	439	5,811	412
76/Green	-	701	699	531	512	192	505	469	520	739	491	162	5,521	169
77	-	-	59	-	-	-	-	-	-	-	-	-	59	-
80	10,119	12,016	10,544	6,156	9,046	9,618	9,525	9,441	12,535	11,667	12,294	12,443	125,404	13,013
90	5,040	2,986	2,926	2,115	2,214	874	7,500	2,188	4,423	4,225	3,925	3,641	42,057	3,805
101	1,033	1,029	945	752	1,171	1,151	1,086	1,324	1,930	2,301	2,525	2,357	17,604	2,368
102	197	175	251	302	378	297	379	292	568	896	1,146	1,356	6,237	1,528
103	489	460	419	507	509	517	634	554	877	909	924	1,016	7,815	1,072
104	-	-	-	12	173	209	284	204	406	477	639	712	3,116	738
201	-	3,468	2,944	2,810	4,547	4,211	4,200	4,933	6,554	7,790	8,695	9,389	59,541	9,657
202	1,324	-	489	316	603	291	843	647	1,352	446	439	399	7,149	443
203	-	-	-	-	-	-	-	-	-	693	889	933	2,515	1,180
204	-	-	373	483	664	268	285	503	1,146	1,089	1,250	1,064	7,125	1,095
301	753	891	523	536	543	516	546	494	673	750	849	987	8,061	929
401	-	-	1,192	832	1,317	1,412	1,477	1,345	2,240	2,372	2,822	2,718	17,727	2,647
402	-	-	323	314	454	506	564	558	762	867	1,019	1,095	6,462	1,065
403	-	-	226	294	204	209	264	250	426	519	635	811	3,838	638
Total Fixed Route	26,576	29,593	31,483	22,840	31,816	29,475	39,329	33,485	50,813	57,204	63,818	56,651	473,083	57,833
Paratransit	220	237	198	248	228	257	199	192	239	237	235	238	2,728	-
Brantley Center	344	328	368	339	339	292	340	337	324	324	324	340	3,999	-
HCEOC	4,579	4,573	4,574	4,645	4,451	4,655	4,575	4,348	4,689	4,475	4,697	4,695	54,956	-
Shared Ride Taxi	4,578	4,340	3,875	4,140	3,335	3,952	2,966	3,117	4,117	4,120	4,118	4,460	47,118	-
Vanpool	-	-	-	-	-	-	-	-	-	-	-	6,532	6,532	6,794
HIBIKE	3,681	2,434	1,408	1,379	2,018	2,080	2,161	1,585	1,744	1,586	1,594	1,796	23,466	1,473
HIBIKE Hele-On Use	-	-	-	-	-	-	-	11	10	-	17	3	41	4

Mass Transit Agency Grant List
as of 9/1/2022

ACTIVE GRANTS															
Grant ID	Grant Items	Federal Section	IFB/RFP	Bus Model	Engine	Vendor	Allocated			Used			Balance		
							Federal	Local	Total	Federal	Local	Total	Federal	Local	Total
HI-2016-002	(2) 30-foot buses	5339	3765	2019 El Dorado AeroElite	Diesel	Soderholm	500,000	125,000	\$ 625,000	371,944	92,986	\$ 464,930	128,056	32,014	\$ 160,070
HI-2017-003	(2) 30-foot buses	5339	3765	2019 El Dorado AeroElite	Diesel	Soderholm	500,000	125,000	\$ 625,000	371,944	92,986	\$ 464,930	128,056	32,014	\$ 160,070
HI-2018-002	(1) 35-foot bus	5339	4197	2023 EZ Rider II	Diesel	Soderholm	380,000	95,000	\$ 475,000			\$	380,000	95,000	\$ 475,000
HI-2018-010	(1) 35-foot bus (2) 40-foot buses	5339	4197 4060	2023 EZ Rider II 2022 D4000	Diesel	Soderholm MCI	1,400,000	350,000	\$ 1,750,000	-	-	\$ -	1,400,000	350,000	\$ 1,750,000
HI-2019-007	(2) 30-foot buses (2) 40-foot buses	5339	4197 4060	2023 EZ Rider II 2022 D4000	Diesel	Soderholm MCI	1,400,000	350,000	\$ 1,750,000	-	-	\$ -	1,400,000	350,000	\$ 1,750,000
HI-2019-008	Low-No Grants (1) 40-foot electric bus (1) charging station	5339	4218		TBD	Battery Electric TBD	1,060,000	255,294	\$ 1,315,294			\$ -	1,060,000	255,294	\$ 1,315,294
HI-2021-002	(2) 40-foot Hybrid Buses	5339	TBD		TBD	Diesel Electric Hybrid	1,400,000	350,000	\$ 1,750,000			\$ -	1,400,000	350,000	\$ 1,750,000
HI-2021-003	Operations Assistance	5311	3909			Roberts Hawaii	1,071,873	1,071,873	\$ 2,143,746	1,071,873	1,071,873	\$ 2,143,746	-	-	\$ -
	Operations Assistance	CRSSAA 5311	3909			Roberts Hawaii	4,500,000	-	\$ 4,500,000	4,500,000	-	\$ 4,500,000	-	-	\$ -
HI-2021-006	(3) 40-45 foot buses	5339	TBD		TBD	(3) Battery Electric	2,700,000	-	\$ 2,700,000			\$ -	2,700,000	-	\$ 2,700,000
	(2) 30-foot buses	CRSSAA 5311	4197	2023 EZ Rider II	Diesel	Soderholm	800,270	-	\$ 800,270			\$ -	800,270	-	\$ 800,270
	2017: (6) <30-foot buses	5339	TBD		TBD	Diesel	576,000	144,000	\$ 720,000			\$ -	576,000	144,000	\$ 720,000
	2019: (10) 40-foot buses	5339	TBD		TBD	(5) Battery & (5) Diesel Electric Hybrid	5,100,000	900,000	\$ 6,000,000			\$ -	5,100,000	900,000	\$ 6,000,000
HI-2021-011	(1) 35-foot Hybrid bus	5339	4197	2023 Xclesor DE-35	Diesel	New Flyer	816,667	172,486	\$ 989,153			\$ -	816,667	172,486	\$ 989,153
	(3) 40-foot buses	5339	TBD		TBD	Electric Hybrid	1,440,000	360,000	\$ 1,800,000			\$ -	1,440,000	360,000	\$ 1,800,000
	Kona Maint. Facility (design, environmental assessment and land acquisition)	5339				Diesel Electric Hybrid	2,590,000	610,000	\$ 3,200,000			\$ -	2,590,000	610,000	\$ 3,200,000
	Operations Assistance	ARPA 5311	3909			Roberts Hawaii	1,879,773	-	\$ 1,879,773			\$ -	1,879,773	-	\$ 1,879,773
TOTALS =							28,114,583	4,908,653	\$ 33,023,236	6,315,760	1,257,845	\$ 7,573,605	21,798,823	3,650,808	\$ 25,449,631

Requisitions for bus purchases entered Purchased All Items - try to use balance

Pending Grants (application submitted, waiting on FTA/HDOT approval)									
Grant Application Title	Application Items	Federal Section	IFB/RFP	Bus Model	Engine	Vendor	Application Amounts		
							Federal	Local	Total
2021 Lo-No Grant	(4) 35 foot electric buses (4) Charging Equipment	5339	4218	TBD	Battery Electric	TBD TBD	2,361,431	573,986	\$ 2,935,417
FY 21 & 22 5311	Operations Assistance Program Management Mobility Management Preventative Maintenance	5311				Roberts Hawaii County of Hawai'i County of Hawai'i	2,422,928	2,198,440	\$ 4,621,368
FY 21 & 22 5339	(3) 40 foot electric buses (3) Charging Equipment Bus Shelter	5339	4218	TBD	Battery Electric	TBD TBD TBD	2,745,239	686,310	\$ 3,431,549
Areas of Persistent Poverty Program	Prepare a planning document with an environmental assessment and 30% design to prepare for the construction of a transit hub in downtown Pahoa to support a hub and spoke fixed route transit system.	5305	N/A			SSFM	270,000	30,000	\$ 300,000
Transportation Alternative Program	ADA Bus Stop Accessibility Project (\$580,000 Federal, \$116,000 Local) for PE-1. Additional funds released after phases done.	FHWA to FTA 5311	N/A			SSFM	1,422,222	375,500	\$ 1,797,722
FY 22 Low-No	6 Hydrogen Buses & Infrastructure	5339	4261		Hydrogen	New Flyer, NHEI & Soderholm	11,375,164	1,769,945	\$ 13,145,110
FY 22 Bus & Bus Facilities	Implement capital elements of the Hawai'i County Transit and Multi-Modal Transportation Master Plan which includes 40 improvements to bus stops and 20 shelters, 3 transit hub designs, and 3 zero emissions infrastructure as the County transitions to zero emissions technology	5339	N/A			SSFM, TBD	4,112,718	3,654,204	\$ 7,766,922
TOTALS =							24,709,702	9,288,385	\$ 33,998,088

Applied For Grants	
Grant Application Title	Possible Award (All/State)
HDOT 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities (FY 21) <i>Replacement cutaway bus for fixed route and/or paratransit services</i>	\$220,000.00
HDOT 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities (CRSSAA) <i>Operating Assistance (CRSSAA)</i>	\$39,410.00
HDOT 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities (ARPA) <i>Operating Assistance (ARPA)</i>	\$39,410.00
HDOT 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities (FY 22) <i>Replacement minivan for rural services</i>	\$150,000.00
Federal Access to Lands (FLAP)	\$1,620,000.00
*Bus Stop Construction *Transit Services	

EXPENDED GRANTS - Need to close (waiting on HDOT letter)

Grant ID	Grant Items	Vendor	Allocated			Used			Balance		
			Federal	Local	Total	Federal	Local	Total	Federal	Local	Total
HI-2016-004	Operations Assistance	Roberts Hawai'i	1,144,817	1,126,067	\$ 2,270,884	1,144,817	1,126,067	\$ 2,270,884	-	-	\$ -
HI-2017-004	Operations Assistance	Roberts Hawai'i	985,200	952,950	\$ 1,938,150	985,200	952,950	\$ 1,938,150	-	-	\$ -
HI-2018-011	Operations Assistance	Roberts Hawai'i	1,948,000	1,948,000	\$ 3,896,000	1,948,000	1,948,000	\$ 3,896,000	-	-	\$ -
HI-2019-012	Operations Assistance	Roberts Hawai'i	2,230,860	2,230,860	\$ 4,461,720	2,230,860	2,230,860	\$ 4,461,720	-	-	\$ -
HI-2020-006	CARES Funds	Roberts Hawai'i	4,319,700	-	\$ 4,319,700	4,319,700	-	\$ 4,319,700	-	-	\$ -
TOTALS =			10,628,577	6,257,877	\$ 16,886,454	10,628,577	6,257,877	\$ 16,886,454	-	-	\$ -

Community Development Block Grant (CDBG)	\$400,000.00
1. Replacement cutaway bus to transport low income transit riders in the Pahoa area - \$300,000 2. Construct bus shelters in low income areas as established by U.S. Census Bureau along Hele-On routes - \$100,000	
HDOT Transit Funding (Ed Sniffen)	\$5,000,000.00
Operations Assistance for Hele-On Fixed Route Service	
Transit Oriented Development Capital Improvement Program Funding	\$550,000.00
Planning, environmental analysis, site selection, design and Title VI analysis for Kailua-Kona Hub, plus co-location of a civic center for State of Hawai'i office.	

State Grants

Grant Application Title	Application Items	Department	Status	Vendor	Application Amounts		
					Federal	Local	Total
TOD Capital Improvement Plan	Site Selection & Environmental Assessment	Office of Planning and Sustainable Development, Dept of Bus, Econ Dev and Tourism	Awarded	SSFM	-	100,000	\$ 100,000
Hawai'i Public State Library CIP	Site Selection, Environmental Assessment & Design for Pahoa Library	Office of Planning and Sustainable Development, Dept of Bus, Econ Dev and Tourism	Awarded	SSFM	-	350,000	\$ 350,000
Transportation Alternatives Program	ADA Bus Stop Accessibility	Department of Transportation	Tentative Award	SSFM	1,200,000	300,000	\$ 1,500,000
State Planning and Research (SPR) Part I	Transit Hubs	Department of Transportation	Tentative Award	SSFM	\$295,200	\$73,800	\$ 369,000
State Planning and Research (SPR) Part I	ADA Bus Stop Accessibility	Department of Transportation	Tentative Award	SSFM	162,556	40,639	\$ 203,195
VW Mitigation Funds	Hawai'i County Zero Emissions Bus Project	Energy Office	Awarded	TBD	-	1,176,667	\$ 1,176,667
TOTALS =					1,657,756	2,041,106	\$ 3,698,862



The Bus is Getting Better in Hawai'i
County
Presentation to Hawai'i County Council
September 2022

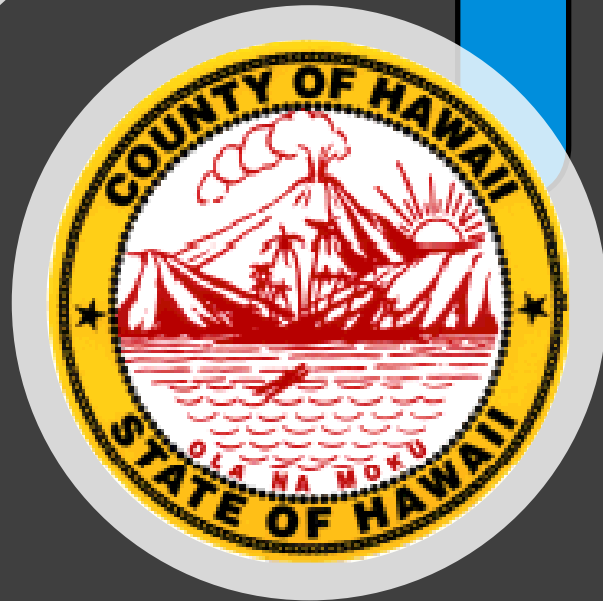


What Has Been Done To Date?

- Continue to procure transit buses. RFP for electric buses and chargers drafted, IFB for diesel, diesel-hybrid and commuter buses released.
- Completed procurement of a bus washing and security contractor, in process to procure a paratransit and bus shelter cleaning contractor.
- Continued work on implementing a sustainability as a service model for electric charging infrastructure and electric buses.
- Starting to implement fleet rebranding.
- New website @ www.heleonbus.org is done and being reviewed.
- Launched Transit – mobility as a service app.
- Received 13 donated buses from City and County of Honolulu and placed six of the worse performing and oldest buses out of service.
- Starting hydrogen operations.
- Launched Hele-On Hoa Holo (vanpool) and preparing to launch a partnership with Uber.
- Studying scooters.



What Has Been Done To Date?



- Launched Safe Place to allow for youth in trouble to get a safe place while being connected to resources.
- Completed cash handling audit update.
- Starting to hire nine positions to grow the Mass Transit Agency capacity.
- Increased marketing efforts, including new schedules and maps being designed.
- Received more grants to support capital and planning efforts.
- Conducted systemwide bus stop inventory as part of ADA compliance.
- Continued work to implement bus shelters island-wide.
- Relocated office at West Hawaii Civic Center to a better office location – Building D with better customer service access.
- Launching at “Get Around Hawai’I” website for tourists.



Our People Make The Difference

Investing in our workers leads for a better productive agency

- Our Transit Program Managers have been received transit and paratransit management certifications from University of the Pacific.
- Our transit vehicle mechanics I and IIs continue to receive training so that they can grow and be successful in their positions.
- Mass Transit Administrator is being certified in public transportation safety and bus operator training.
- Account Clerks continue to receive training from Department of Finance on their positions.
- Contractors & MTA staff are receiving ADA training.
- Continued relationship and team building.
- Reorganizing Agency for efficient operations with new staff coming online in Hilo and Kailua-Kona





What is Next to Implement?

Additional elements of the Master Plan to be implemented

- Maintenance Inventory management
- Lyft and Uber Integration into Shared Ride
- Increased Marketing Rebrand Fleet New Website
- Restructured Shared Ride Program for Taxis
- Hire Staff!
- Restructured Demand Response program with HCEOC only
- Procure 36 Buses
- Pahoa & Kailua-Kona Transit Hub
- Bus Stop Signs, Bus Shelters
- Microtransit in Puna and Ka'u Districts
- Systemwide AVL
- Electronic Fareboxes



The Bus and Bike is Free!

Going fare free for a two-year period to grow ridership and restore creditability

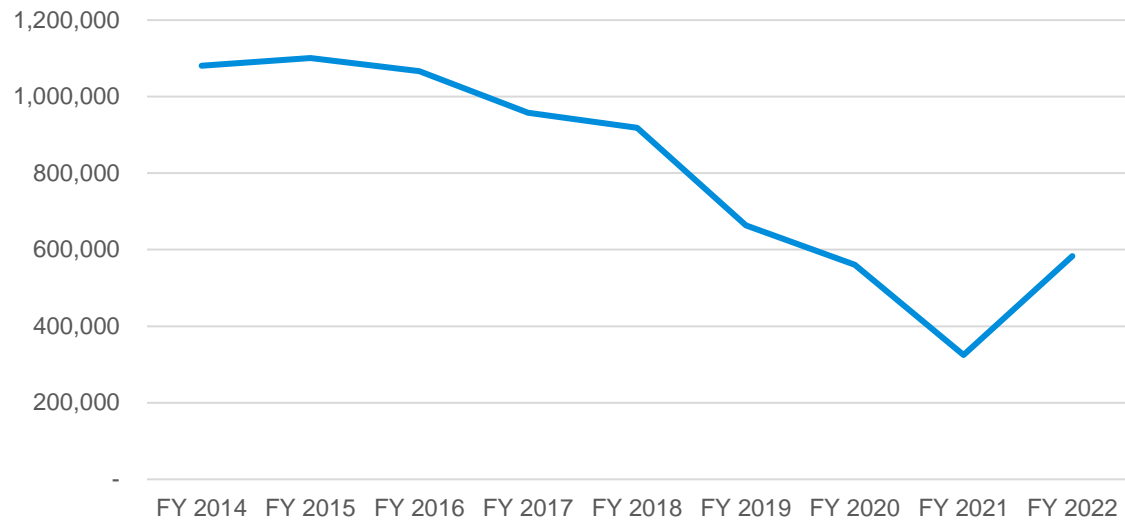
- All Hele-On fixed route and paratransit services are fare free.
- Re-creation of a similar service that was fare free from 2005 to 2013.
- Passenger trips grew from 329,000 to over 1.2 million during this time frame.
- Connect people to opportunity and addresses social equity.
- HIBIKE is also free for Hele-On users.
- Ridership is growing systemwide as a result.



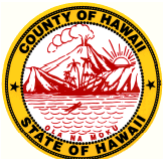
Ridership

Ridership is rebounding on Hele-On

Passenger Trips



Fiscal Year	Passenger Trips
FY 2014	1,080,786
FY 2015	1,101,119
FY 2016	1,066,238
FY 2017	957,559
FY 2018	918,237
FY 2019	663,784
FY 2020	560,889
FY 2021	325,049
FY 2022	582,836



ADA Paratransit

- ADA paratransit services had to be reprocured due to unforeseen circumstances.
- New contractor anticipated to begin service in the Autumn or Winter of 2022.
- Transdev based in Lombard, IL was previously selected to perform the emergency procurement.
- Once the new contractor begins, the fleet of seven MTA owned vans will be used for operations.
- In-person eligibility assessments will be done for certifying passengers to use ADA paratransit.
- Continued monitoring and refinements to the program to ensure compliance with the ADA settlement agreement.
- Technology to be incorporated into the agreement.





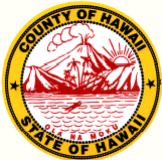
The New Hele-On Fleet Design

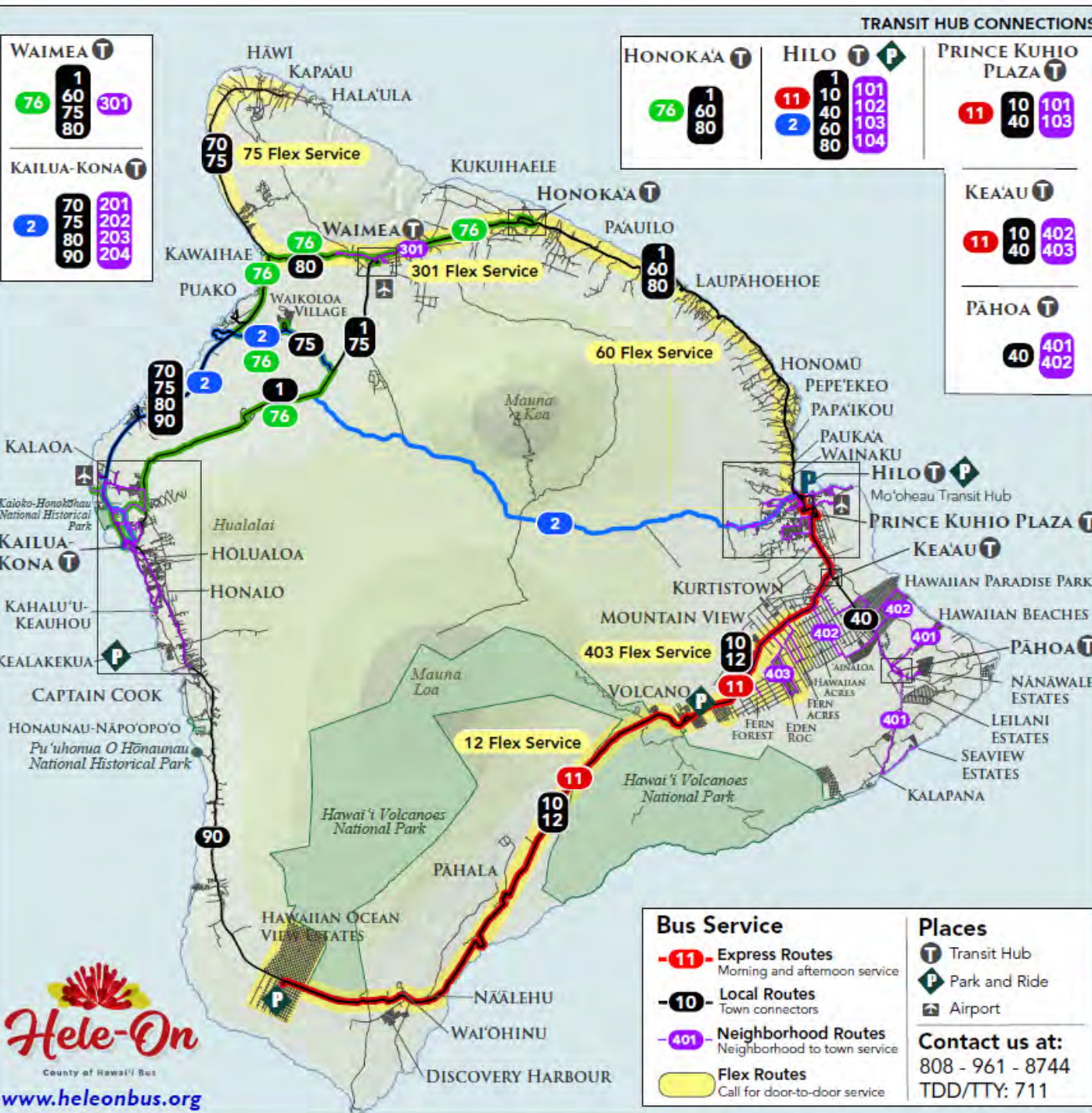


Hele-On Family of Services

Multi-Modal Opportunities Across the Island

- Fixed Route
- Flex Route
- Shared Ride (Taxi + Uber)
- Paratransit
- Vanpool
- Microtransit
- Bikesharing
- Carpooling
- Door to Door Rural Services





The Network

24 routes to connect people across the island and between communities.

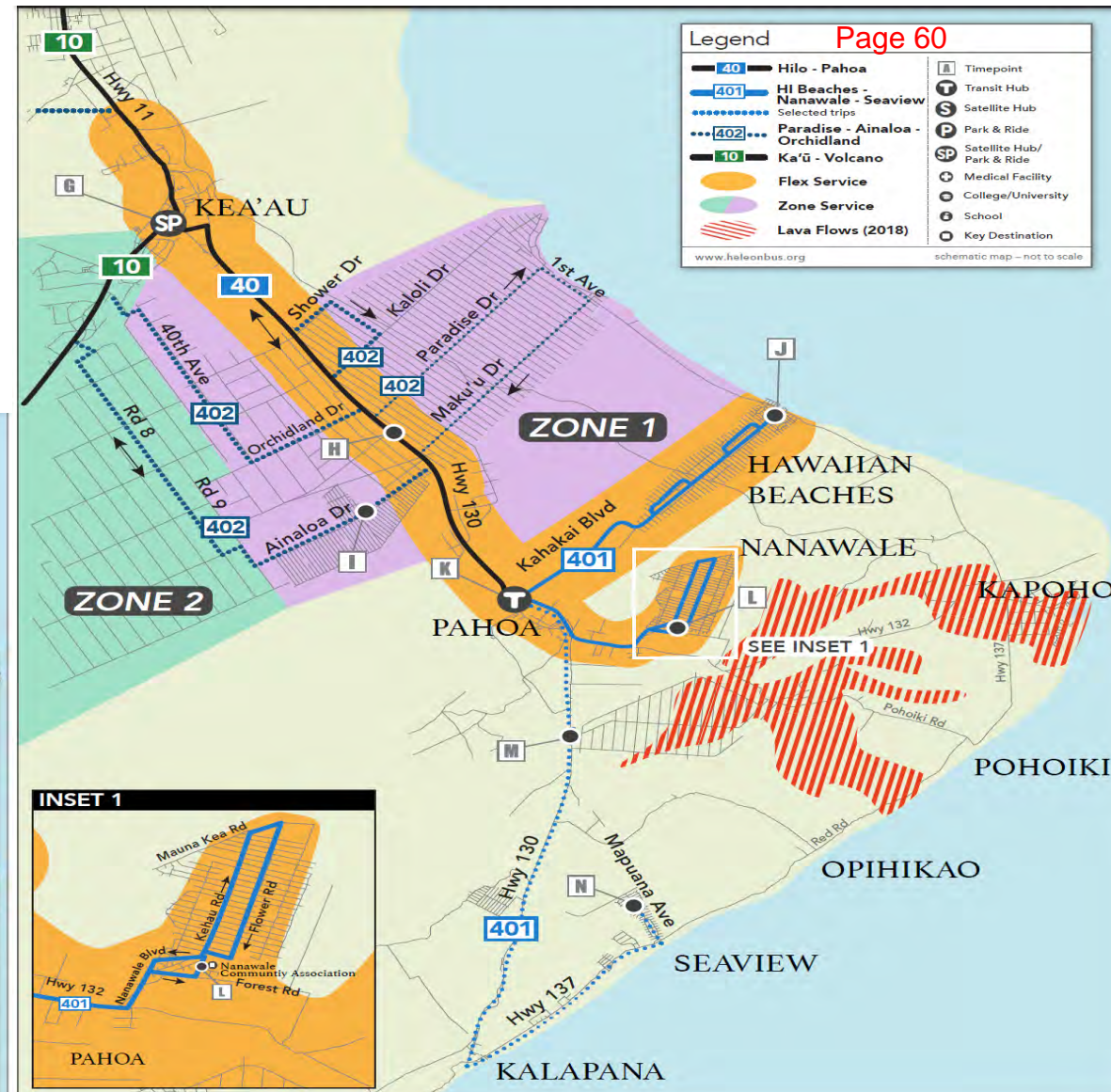
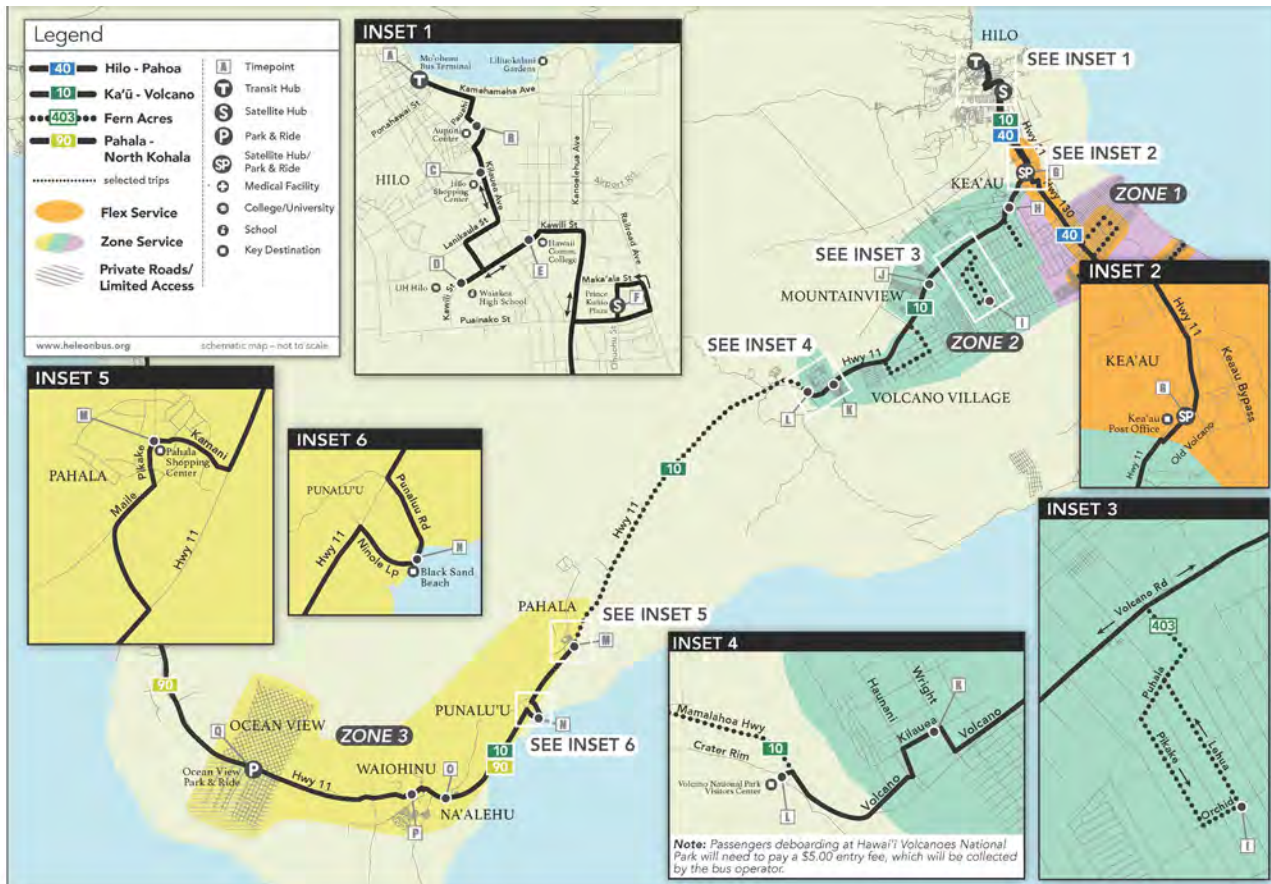
- Service rolling from 3:15 a.m. to 2:15 a.m., seven days a week.
- Every community on the island has a bus seven days a week.
- Door to door flex services available on five routes.
- Park and ride lot opportunities across the island.
- More connectivity to employment, schools, places of employment, parks and airports.

Microtransit

- Coming soon to Hele-On.
- Available in three zones in the Ka'u and Puna Districts of the Island where there are massive subdivisions.
- The goal of the service is to provide door to door service within the subdivisions to connect residents to local shopping, recreation and other residents using smaller vehicles.
- Connections to Hele-On service would be available in Pahoa, Ocean View, Volcano and Kea'au.
- Minivans would be used for this service as an extension of our paratransit program.
- An app would be developed to allow for rides.



Microtransit Zones



Service Hours

Zone	Hours & Days
1 - Puna	Friday: 8:30 a.m. to 5:30 p.m.
2 – Kea’au/Volcano	Tuesday & Thursday: 8:30 a.m. to 5:30 p.m.
3 – K’au	Monday & Wednesday: 8:30 a.m. to 5:30 p.m.



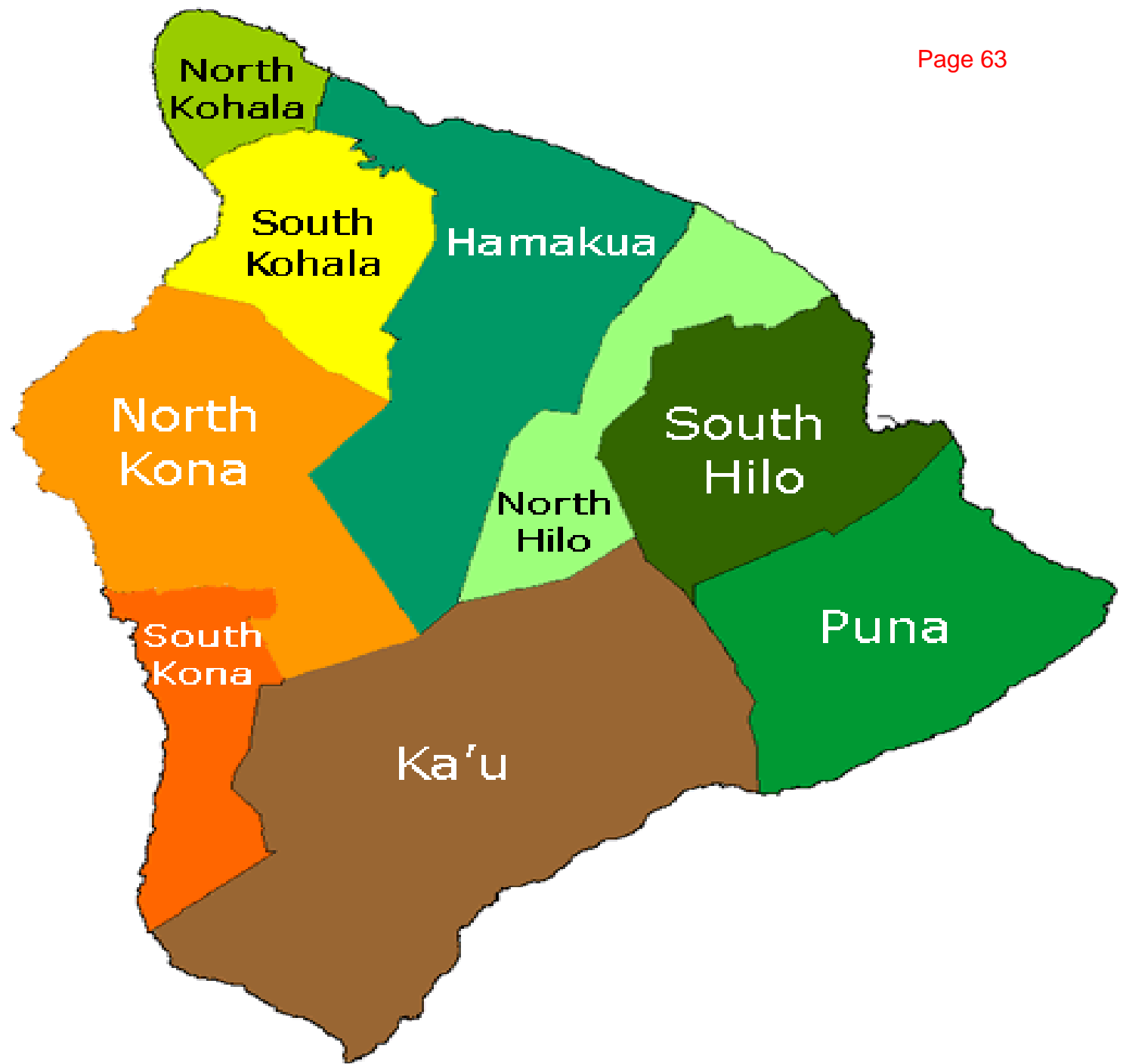
Door to Door

Connecting seniors and persons with disabilities to access quality of life

- The Mass Transit Agency has a contract with HCEOC to operate free door to door transportation services in areas where there is no fixed route or ADA paratransit providers.
- These services operate Monday-Friday from 6:00 a.m. to 4:30 p.m. excluding holidays. Passengers can register direct with them to access their services.
- Services operate by district.
- Service to be rebranded to focus on rural transportation in the fall.



Service Map



Shared Ride Taxis

More door to door opportunity

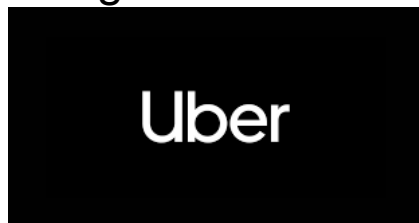
- The Shared Ride Taxi Program uses three cabs in the Hilo area for travel up to nine (9) miles, Monday through Saturday from 6:00 a.m. to 6:00 p.m.
- 1 coupon is \$6.00. Discounted books are available.
- Can be purchased at Mass Transit Agency, Mo'oeau Bus Terminal, through the mail, online and through telephone.
- ADA accessible.
- Vendors include Marhysa's Taxi, Daniels and Kwiki Taxi.
- Once Uber comes online, program hours to expand to provide additional supplemental service to Hele-On Bus.



Shared Ride with Uber

Thinking beyond the bus with technology.

- The Shared Ride Program will expand to include Uber and become island-wide.
- Subsidy up to \$12.00 per ride.
- Uses UberX Share platform.
- ADA accessible through use of taxicabs.
- Available in areas where Hele-On service is not available.
- Accessible for unbanked through use of Visa/MC/AMEX or Uber giftcards.



Carpool

Sharing the ride with friends

- HI Rideshare is a State of Hawaii Department of Transportation Online Rideshare website that allows residents in Hawaii to create and/or join carpools to get to one destination to another.
- Typically, the carpools are from your home to work and usually Monday to Friday but there are options for a participant to obtain rides for once a day and on certain days.
- There is a community function that will allow organizations to match carpools within the organization.
- Available at: <https://hirideshare.qryde.com/>



Vanpool

Connecting commuters to jobs

- Since May 2022 – Hele-On Hoa Holo is a new vanpool program with Commute with Enterprise
- Initially 30 vans are budgeted at \$500 per month, per van
- 17 vans on the road as of August 2022
- Goal is to increase multi-modal transportation options while creating additional passenger miles and revenue miles for the Mass Transit Agency
- First public/private vanpool partnership in the State of Hawaii
- Amenities include ADA accessibility, emergency ride home program, ride-matching, marketing and outreach, van provision



HIBIKE

Creating a healthier public transit alternative.

- HIBIKE expansion to include more stations in Hilo and Kailua-Kona in 2022 using a TAP grant.
- Since January, 2022, Hele-On riders will be able to ride HIBIKE as the first last mile connection with funding from Research and Development Department.
- Stations available in Hilo and Kailua-Kona available for the first mile-last mile connection.
- Included in Transit and Moovit apps.
- Managed by PATH and operated by Secure Bikeshare.
- 23,466 trips made on HIBIKE last fiscal year with 41 Hele-On codes redeemed.



Update on Grants

Funds supporting Mass Transit Agency efforts from State and Federal Sources

- 12 grants applied last fiscal year.
- 5 grants awarded since June 2022.
- 3 executions have been made since June 2022.
- 2 are in pursuit now.
- Continued pursuit of RTAP funds for training from HDOT.
- Grants coming from HDOT/FTA, HDOT/FHWA, and State/OPSD.



ACTIVE GRANTS		Hawaii			PoP End	Latest Draw
		Budget	%	Balance		
5311	HI-2017-004	\$ 985,200	100%	\$ -	3/31/2022	5/31/2022
	HI-2021-003	\$ 1,071,873	0%	\$ 1,071,873	9/30/2025	none
	HI-2021-006	\$ 8,000,270	0%	\$ 8,000,270	2/1/2025	none
5339	HI-2016-002	\$ 500,000	74%	\$ 128,056	3/1/2022	9/3/2020
	HI-2017-003	\$ 500,000	74%	\$ 128,056	4/1/2023	9/3/2020
	HI-2018-002	\$ 380,000	0%	\$ 380,000	9/30/2023	none
	HI-2018-010	\$ 1,400,000	0%	\$ 1,400,000	3/31/2024	none
	HI-2019-007	\$ 1,400,000	0%	\$ 1,400,000	6/30/2023	none
	HI-2019-008	\$ 1,060,000	0%	\$ 1,060,000	6/30/2024	none
	HI-2021-002	\$ 1,400,000	0%	\$ 1,400,000	9/30/2025	none
HI-2021-011	\$ 10,522,667	0%	\$ 10,522,667	3/31/2024	none	
5311		\$ 10,057,343	10%	\$ 9,072,143		
5339		\$ 17,162,667	4%	\$ 16,418,779		
TOTAL ACTIVE GRANTS		\$ 27,220,010	6%	\$ 25,490,922		

Status of HDOT Grants

- Grants for bus replacements, operations assistance and fare free transportation.
- Upcoming grants to pay for mobility management, program administration, additional buses, and preventative maintenance.

APPORTIONED	Hawaii		Lapse Date	STIP FFY	
	Budget	Available			
5311	ARP	\$ 1,879,773	\$ 1,879,773	9/30/2024	N/A
	FY20 formula	\$ 1,071,873	\$ -	9/30/2022	2022
	FY21 formula	\$ 1,088,066	\$ 1,088,066	9/30/2023	2022
5339	FY21 Low-No*	\$ 1,861,345	\$ -	TBD	2022
	FY19 formula	\$ 1,400,000	\$ -	9/30/2022	2022
	FY20 formula	\$ 1,400,000	\$ -	9/30/2023	2022
	FY21 formula	\$ 1,400,000	\$ 1,136,736	9/30/2024	TBD
5311		\$ 4,039,712	\$ 2,967,839		
5339		\$ 6,061,345	\$ 1,136,736		
TOTAL AVAILABLE		\$ 10,101,057	\$ 4,104,575		

Note: The latest draw dates are specific to this county.

*The FY21 Low-No estimate was recently updated to reflect VW funds reducing the amount of formula funds required. The budget for this grant is dependent on funding assistance from HECO, and may also need to be adjusted as bids are received.



The Fleet Replacement Plan

The average age of the Hele-On bus is 17.8 years old. There are funds to purchase 36 26-45 foot buses

- A fleet replacement plan has been updated for large buses & small buses, as well as non-revenue fleet vehicles based on new grant awards.
- Master Plan recommends 55 buses for a 40 peak bus operation. This will result in 47 large buses and 15 small buses. A fleet size of 62 vehicles is recommended to include a fleet of 7 paratransit vehicles.
- The non-revenue fleet would increase from 8 to 13 to include driver relief vehicles and an extra shop vehicle for additional mechanics.
- Three (3) hydrogen buses, four (4) MCI commuter buses, four (4) ENC EZ Rider II 30 & 35 foot buses and two (2) New Flyer Xcelisor diesel-hybrid 35 foot buses would be added to the fleet in 2023.
- IFB issued for 26 buses and 18 buses added in 2024 to complete the fleet. Supply chain issues
- As buses are added to the fleet, the older buses will be retired and scrapped.
- Next large fleet replacements would be in 2032, 2035, 2036 and 2037. Starting in 2032, all vehicles would be zero emissions.

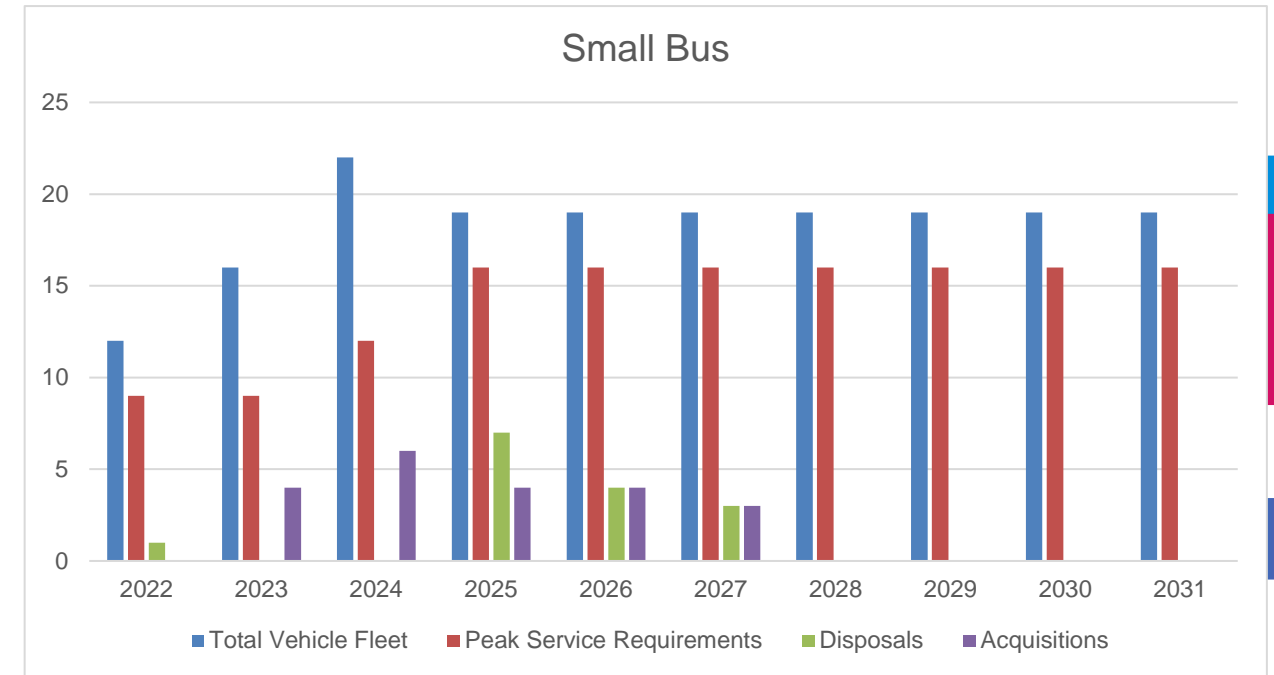
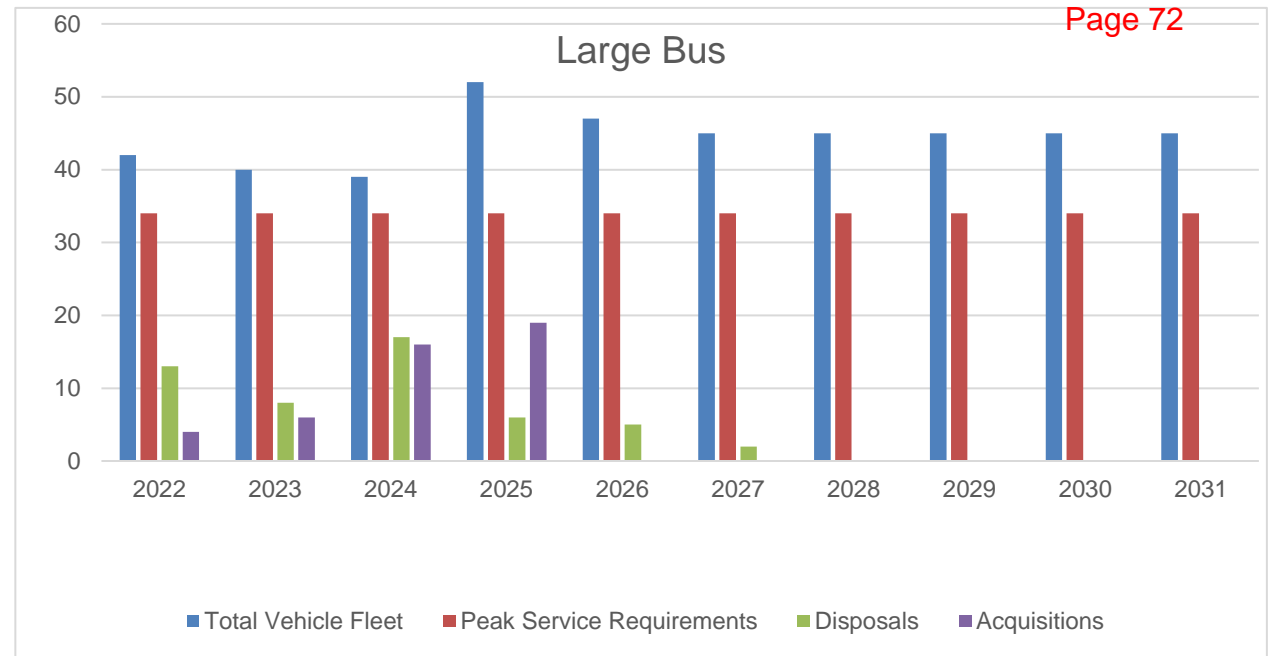
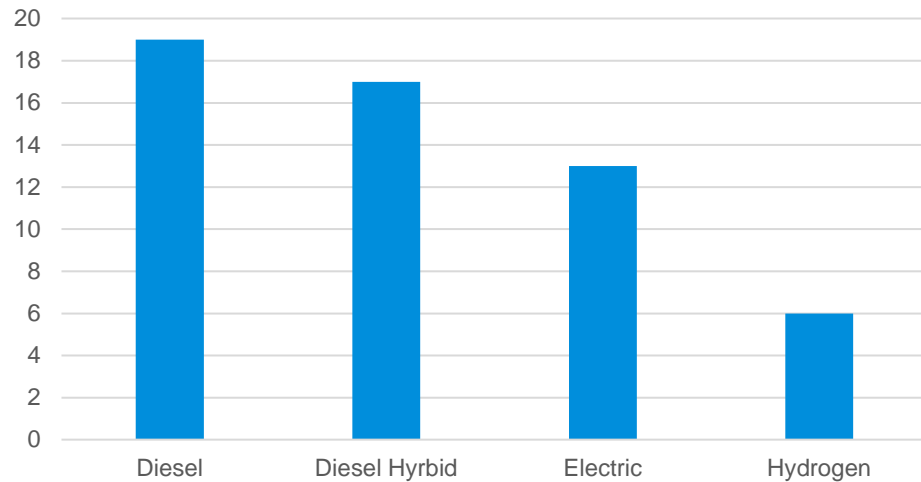


The Fleet Make-Up

The transition to zero-emissions

Diesel	19
Diesel Hybrid	17
Electric	13
Hydrogen	6

The Fleet Make-Up in 2024



The New MCI Buses



Charging Electric Buses

- Hawai'i County is starting the process to implement electric buses in Hilo and Puna Districts.
- A private/public partnership would be pursued to construct the charging facilities.
- Looking at inductive and traditional charging.

Baseyard & Break Locations

- Anaehoomalu Bay Bus Parking Area
- Kapaau Police Station
- Kau Baseyard
- Keauhou Shopping Center
- MTA Baseyard
- N. Kohala Baseyard
- Old Kona Airport State Recreation Area
- Roberts Hilo Baseyard
- Roberts Kona Baseyard
- Mooheau Bus Terminal
- Mauna Kea Beach Hotel
- Fairmont Orchid

Chargers:
On-Route
In-Depot



- Utility Pole
- Utility Transformer
- ⊙ Utility Meter
- Charging cabinet (customer design/install cost)
- Charging Port (customer design/install cost)
- Customer Underground Conduit (customer design/install cost)
- Make Ready Underground Conduit
- OH Lines
- - - Existing UG

Joint Electric Bus Procurement

Hawai'i, Maui and Kaua'i Counties are joining together to purchase electric buses

- HDOT has been awarded three Lo & No Emission Bus grants from the FTA in FY 2018, 2021 and 2022 for Hawai'i, Maui and Kaua'i counties.
- Hawai'i County is leading the procurement for these vehicles and associated chargers for a five-year contract.
- Partnership with Hawaiian Electric for installation of infrastructure improvements at Hilo Baseyard.



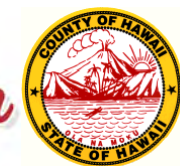
Agency	Baseline Purchase: 35'	Option Purchase: 35'	Option Purchase: 40'	Total
County of Hawai'i Mass Transit Agency	4	8	10	22
County of Maui Department of Transportation	4	15	5	24
County of Kaua'i Transportation Agency	4	15	--	19
Total	12	38	15	75





Hele-On Bus 111

- 2014 El Dorado Aero Elite 320
- ADA compliant
- Bicycle racks
- 200kW electric motor drive train by U.S. Hybrid
- 150 mile range
- 40 kW fuel cell
- 2X 14 kWh Lithium Ion battery packs for 25 mile range
- Regenerative braking
- 20 kg hydrogen storage extends range.



Two 19-Passenger Fuel Cell Electric Buses (Bus #112 & 113)



- 2012 El Dorado Aero Elite 320
- ADA compliant
- 200kW electric motor drive train by U.S. Hybrid
- 150 mile range
- 40 kW fuel cell
- 2X 14 kWh Lithium Ion battery packs for 25 mile range
- Regenerative braking
- 20 kg hydrogen storage extends range
- Previously was a pilot bus for Hawai'i Volcanoes National Park and transferred to MTA in 2019.



Hydrogen Refueling Station



Marketing Hele-On

The goal to increasing ridership across all programs

- Radio – KBIF, KAPA and The Beat
- This Week Magazine
- Kahoka Magazine
- HTA Visitor Guide
- Social Media promotions on Facebook
- Community presentations
- New timetables
- News articles in Big Island Now, Big Island Gazette, West Hawaii Today, Hawaii News Tribune
- NPR The Conversation
- Press releases sent
- New Website





11:39 PM (GMT-10) Translate Search

Resources Fares Getting Around Programs I Want To...

Weather

Hawaii +81°F

Thu	Fri	Sat
+81°F +81°F	+82°F +82°F	+81°F +81°F

Route Info

Select a Route

[VIEW ROUTE SCHEDULE AND MAP](#)

Buy Bus Passes, Taxi Coupons & Taxi Permits

Token Transit App
Download Token Transit and search for Hele-On! Don't fumble with cash, cards or tickets!

Buy Bus Passes
Print out bus passes, cards, and

Hele-On

DIRECTIONS LINES ALERTS

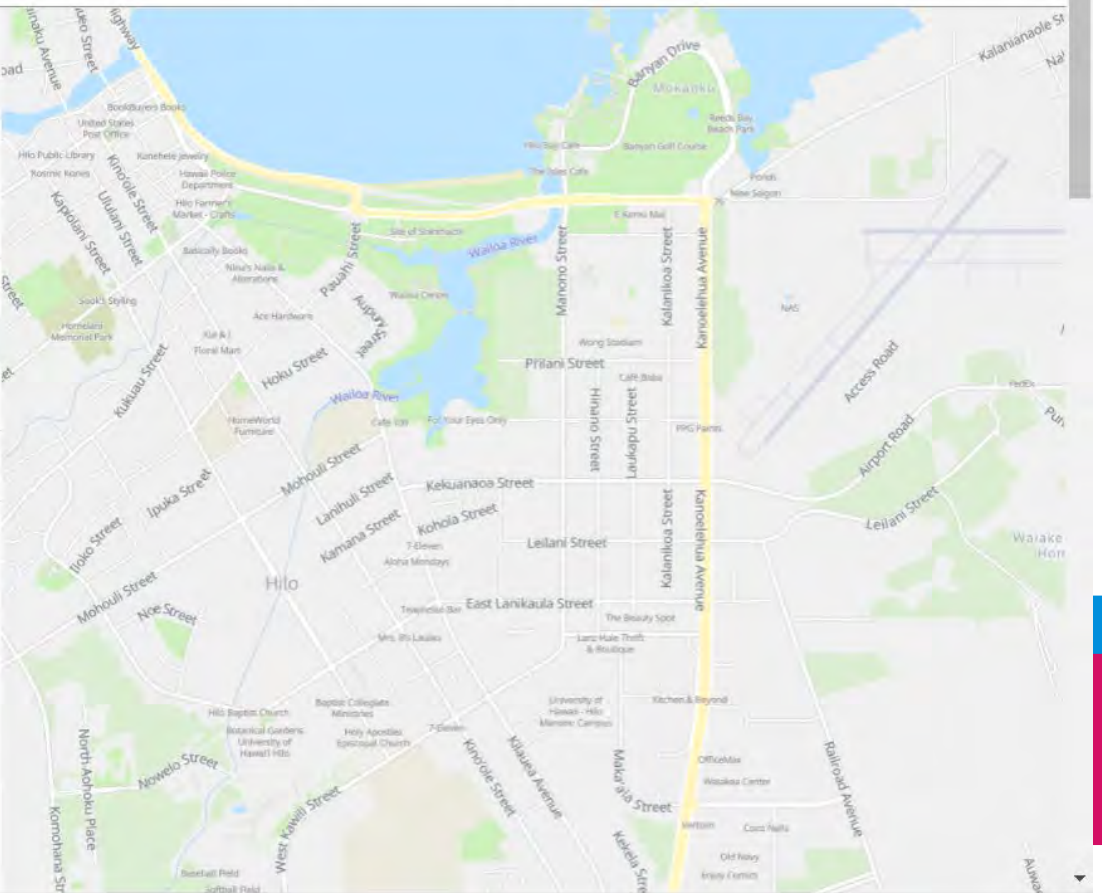
Start Choose starting point

End Choose destination

From current location

Recent

- 100 Puueo Street Hilo
- Kona Seaside Hotel Hotel • Palani Road • Kailua





Hele-On Bus: County of Hawai'i Mass Transit Agency

- Home
- Live Map**
- Arrival Times
- Announcements
- Mobile
- Text Only
- Hele-On Bus Website

Menu

Routes

- 104 INTRA ISLAND MONTELEONE
- 11 REDLINE HILO VOLCANO
- 2 BLUELINE HILO KONA
- 201 KONA TROLLEY
- 202 CENTRAL KAILUA-KONA
- 204 SOUTH KONA
- 301 WAIMEA SHUTTLE
- 40 PAHOA
- 401 HAWAIIAN BEACHES NANA...
- 402 HAWAIIAN PARADISE PARK...
- 403 FERN ACRES
- 60 HILO WAIMEA
- 70 NORTH KOHALA & SOUTH KO...

Legend

Find Your Stop

Show Traffic

Hide Labels

Switch to Hybrid Mode

Passenger Amenities

Making it comfortable to ride public transportation

- Starting planning activities for Pahoa and Kailua-Kona Transit Hubs. This includes co-location of State Library in Pahoa.
- Starting planning for ADA compliance at bus stops, including conducting an inventory. Next phase is Bus Stop Accessibility Assessment and RFP for construction of the improvements.
- Continued work on bus shelters implementation and have develop a list for implementation, including replacement of damaged bus shelters.
- 41 shelters are proposed.
- 8 shelters need reconstruction – Waimea, Hilo, Kurtistown are areas of focus.



Proposed Bus Shelters



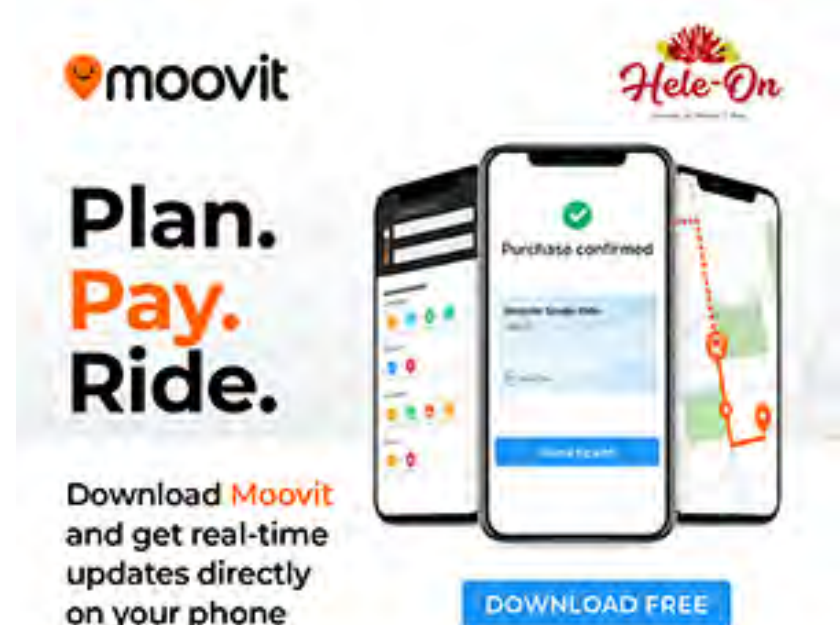
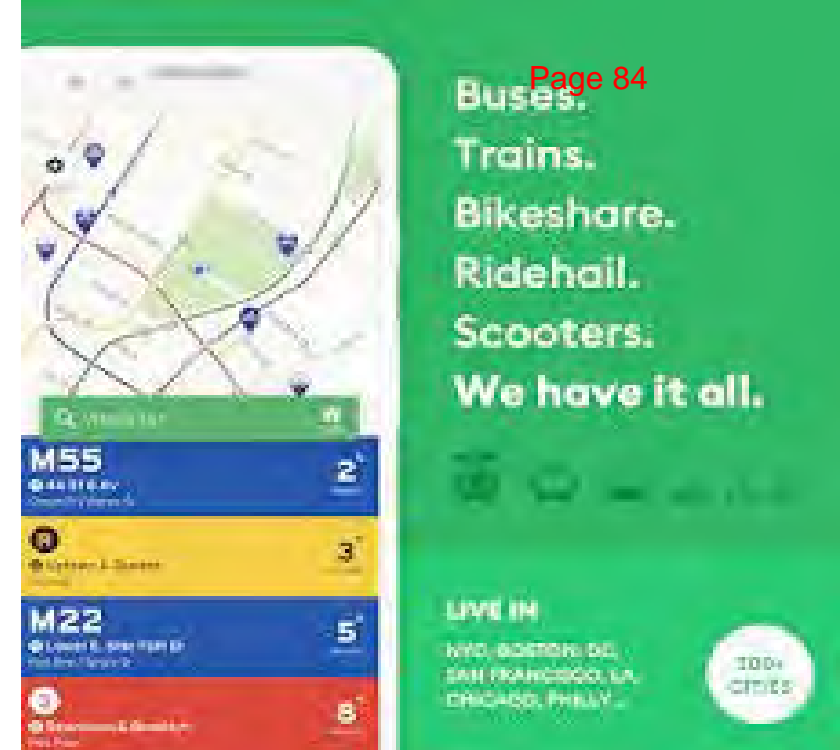
Bus Stop #	Bus Stop Name or Area	Description
205	Pepeekeo	Hwy 19 (across Yoshizawa Store--flag stop)
207	Pepeekeo	Hwy 19 (between Yoshizawa Store & the post office--roadside)
212	Wainaku/Clem Akina Park	Wainaku Street (roadside, near entrance to parking lot--flag stop)
310	Honokaa Lower Gym	Akia St. (Roadside, fronting parking lot, across Hauoli Senior Housing--flag stop)
311	Honokaa High School	Mamane St. (Near-side Pakalana St. intersection, before crosswalk--flag stop)
427	Waimea-Lakeland	Hwy 19 & Old Mamalahoa/Mud Lane intersection-- needs bus shelter Kona-bound
192	Hilo Walmart West	Makaala St. (front of Walmart, nearside Pohaku St. crosswalk)
133	Hilo Medical Center	Waiuanuenue Ave (roadside, in front of medical center--bus shelter)
142	Kaumana City	Nolemana St (roadside, flag stop)
143	Kaumana City	Pakelekia St (roadside, after turn from Nolemana St., flag stop)
159	Kino'ole Plaza (Senior Housing)	2020 Kinoole St (road side--bus sign)
172	KTA/Puainako East	W. Puainako St. (far-side Kilauea St.)
180	Hilo Shopping Center North	Kilauea Ave (road side, in front of Hilo Shopping Center)
182	KTA/Hwy 11 North	Hwy 11/Kanoelehua Ave. (far side E. Kahaopea St-- current flag stop)
183	KTA/Hwy 11 South	Hwy 11/Kanoelehua Ave. (far side E. Kahaopea St-- current flag stop)
197	Hawai'i County Office of Aging	Wailoa & Ululani St, farside intersection
200	Mohouli Heights Housing	Mohouli St (nearside before Kupuna Place), flag stop
205	Ka Nani O Hilo (Hilo Senior Center)	Kamana St (outbound after Senior Center, flag stop)
451	Waikoloa Village (Lua Kula St)	Lua Kula Street (lamp post #22--flag stop)
511	Kawaihae Road	Hwy 270 (Akoni Pule Hwy) & Kawaihae rd intersection (in front of Ocean sports--flag stop)
601	Kona Palisades	Hwy 190 (NS Kaiminani Dr., OPP Matsuyama Store, SB-- current flag stop)
606	Kona Commons/Loloku St	Loloku St. (after turning from Luhia St., Kona Commons, in back of Target--flag stop)
611	HCC Palamanui Campus	Ane Keohokalole Hwy (on campus at bus stop sign)
613	Costco	Maiau St. (roadside at the fire hydrant between the Costco entrances--flag stop)
631	West Hawaii Civic Center North	Ane Keohokalole Hwy (FS Kealakehe Pkwy, roadside, NB)
632	West Hawaii Civic Center South	Ane Keohokalole Hwy (NS Kealakehe Pkwy, front of building at bus stop sign, SB)
616	Kona Palisades	Kaiminani Dr.. & Pukiawe St (Kona Palisades, at the corner before bus turns around--flag stop)
617	NELHA/WHEA	Makako Bay Dr. (& Kahilii St., NELHA/WHEA Gateway Bldg, large glass bldg on left--flag stop)
703	Kona Hospital	Haukapila St. (across emergency room entrance, next to crosswalk--flag stop)
704	Kainaliu	Hwy 11, (front Oshima Store, SB--current flag stop)
911	Mountain View West	Hwy 11 (Mamalahoa Hwy) (in front of gas station/Verna's Drive In--current flag stop)
912	Glenwood West	Hwy 11 (Mamalahoa Hwy) (roadside before Hirano Store entrance--current flag stop)
915	Volcano Post Office	Volcano Rd (in front of Volcano Post Office, WB--current flag stop)
917	Volcano Post Office	Volcano Rd. (OPP and ~225ft N of Volcano Post Office, EB-- current flag stop)
919	Glenwood Park East	Hwy 11 (roadside of Glenwood Park, near pavilion, N and OPP of Hirano Store--current flag stop)
920	Mountain View East	Hwy 11 (roadside in front of St. Theresa's Church-- current flag stop)
TBD	Keaau	Keaau-Pahoa Rd @ Keaau Plaza (across Keaau Middle school), flag stop
925	Keaau	Kukula St (after Keaau Pahoa Road @ 3rd lamp post--flag stop)
941	Ainaloa	Ainaloa Blvd (Community Center, near mail boxes--current flag stop, NE Bound)
TBA	Maku'u/Ainaloa Stop	Highway 130 (@ farside of Ainaloa Blvd,pahoa bound, after round-about, bus pull off--flag stop)
TBA	Maku'u/Ainaloa Stop	Highway 130 @ Ainaloa Blvd, Keaau bound, bus pull off



MaaS Apps

Making access to public transit easy.

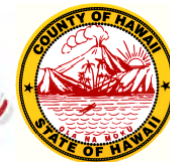
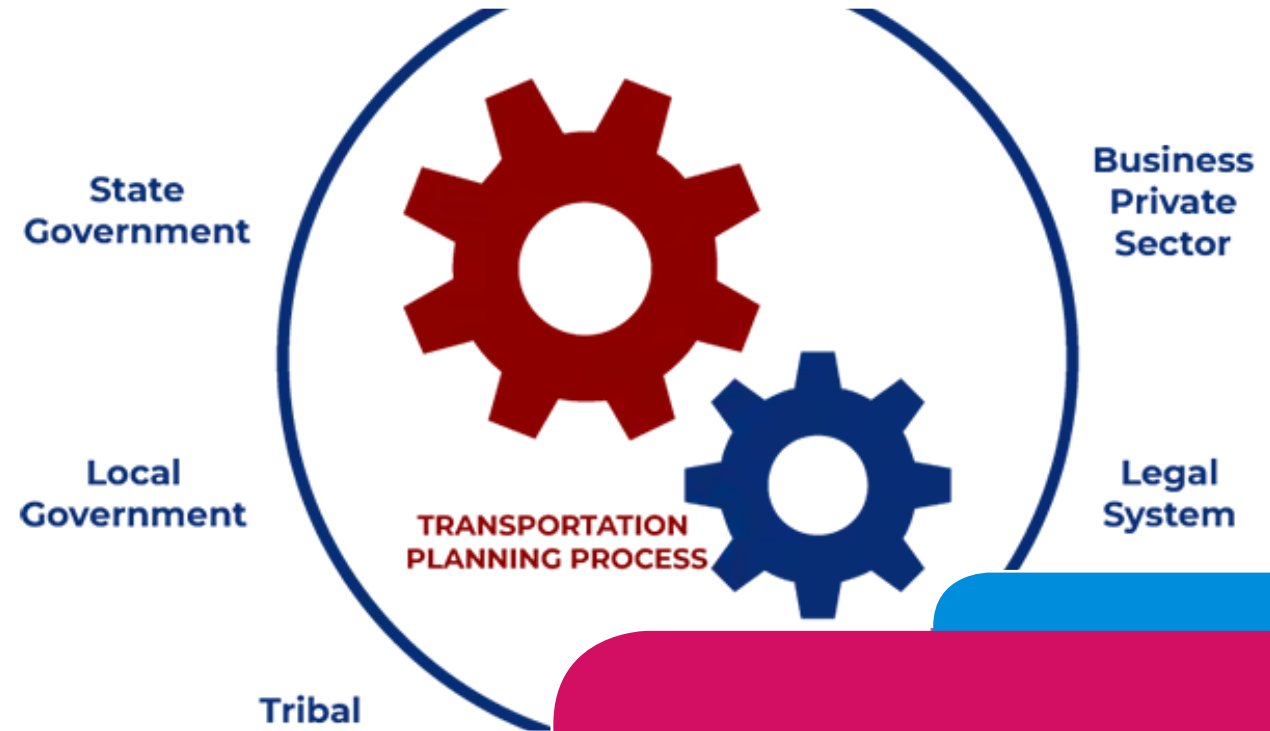
- Partnership with Moovit and Transit for MaaS apps.
- Plan bus trips, schedule Uber rides, unlock HIBIKE bicycles, pay fares (once fare resume) through Token Transit.
- Ability to integrate into future microtransit app.
- Will launch GTFS-RT soon through GMV.
- Ecolane available for paratransit users to schedule, cancel paratransit rides on a separate app, provided through Transdev.



RTPO & MPO

Cooperative transportation planning at its best

- Resolution 262-21, adopted County Council on December 8, 2021 is tasked with performing an assessment report for establishing a metropolitan planning organization for Hawai'i Island.
- Details about the new urban areas is expected to be known in December 2022 by the US Census Bureau.
- USDOT will continue to follow the urbanized area definition – an area must be 50,000 or greater.
- Senate Bill 159 encourages HDOT to work with Hawai'i County to create a RTPO if a MPO is not needed.
- Will engage a consultant to assist, including discussions with HDOT and coordination with Planning in 2023.



Cash Handling Audit

- MTA worked with the County Auditor regarding the cash handling audit.
- Of the recommendations, MTA did disagree with 4 of the findings, partially agreed with 2 of the findings and agreed with 2 of the findings.
- MTA will continue to work to close the balance 8 findings.



In this follow-up audit we tested 22 recommendations and found 17 were implemented and 3 were partially implemented and 8 were not applicable.

Status of Recommendations			
Implemented	Partially Implemented*	Not Implemented*	Not Applicable*
14	7	1	8
Sufficient and appropriate evidence was available to support all aspects of the recommendation.	Agency started or has partially implemented the audit recommendation. We reviewed sufficient and appropriate evidence to support part of the recommendation.	Sufficient and appropriate evidence was not available to support most key aspects of the recommendation.	The risk associated with the recommendation no longer exists or is no longer applicable.

? & Thank You!



John Andoh

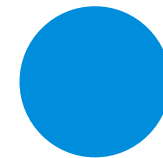
**Mass Transit Administrator
& General Manager**

Phone:

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Email:

John.Andoh@hawaiicounty.gov



The Update to the Master Plan

The Master Plan was adopted in August 2018, however many things has changed.



- SSFM Completed the Master Plan Update.
- Updates to Capital & Fleet Replacement Plan, Financial Plan and Staffing Plan.
- Evaluate GET vs. non-GET in 2030.
- Extend Master Plan to 2032.



DRAFT
JULY 2022

COUNTY OF HAWAII

TRANSIT AND MULTI-MODAL TRANSPORTATION MASTER PLAN

SUPPLEMENT 2022



2022 SUPPLEMENT TO THE
County of Hawaii
TRANSIT AND TRANSPORTATION
MULTI-MODAL TRANSPORTATION
MASTER PLAN (AUGUST 2018)

Draft

July 2022

Prepared for County of Hawaii Mass Transit Agency
Contract No. c.005806

Prepared by SSFM International, Inc.
with Weslin Consulting Services, Inc. and Pacific Cartography

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BACKGROUND AND PURPOSE



It has been three and a half years since the County of Hawai'i (COH) Transit and Multi-Modal Transportation Master Plan (Master Plan) was completed and presented to the administration and the County Council for use in preparing policies and adopting budgets. Remarkable accomplishments have been achieved, especially in the past year; and also, significant changes have occurred in ridership, travel needs, and available resources.

This Supplement to the Master Plan (Supplement) provides adjusted recommendations and justifications in the areas of

- Staffing (organization chart);
- Fleet Maintenance and the bus replacement program; and finally,
- Operations and Capital Budgets for the next several years.

The Supplement is an important addition to and should be considered with the base Master Plan, putting the Vision, Goals and Objectives from the 2018 Master Plan in the context of the current social and economic setting. The Supplement extends the time period for revenue and expenditures five years beyond the original Master Plan, adding the years FY 2028 through FY 2032.

Due to the rapid changes taking place at Hele-On and Mass Transit Agency's significant achievements at accomplishing service goals, it is advisable that the entire Master Plan be reviewed and updated after five years, or approximately in 2025, along with a new public input effort.

What is in this Supplement to the Master Plan?

- Section One re-caps the Master Plan Chapter 2 (Vision, Goals), Chapter 3 (Multi-Modal Program), Chapter 4 (Transit Service Plan) and Chapter 7 (Priorities for Timing of Implementation).
- Section Two revisits the Fleet Inventory, Fleet Replacement and Fleet Expansion program in light of grant opportunities currently available and reasonably expected to be available and in light of the goal to having a zero emissions fleet by 2030.
- Section Three revisits the staffing needed to fulfill local needs as well as state and federal requirements.
- Section Four updates the Financial Plans for Operations and for Capital Improvements and extends the time through FY 2032. This includes a review of revenue sources; and options for with and without the continuation of the General Excise Tax (GET) surcharge beyond 2030.

The recommendations made in this Supplement are based on available data and discussions with MTA and other County agencies. It did not include new public outreach or original data collection.

Highlights of Accomplishments towards Achieving the Programs recommended in the Master Plan

- New Service Contract with Roberts Hawaii (\$15.6 Million) was implemented in 2020 for three (3) years and with two (2) one (1) year extensions. This contract has helped achieve system reliability. The terms of the new service contract have features that have improved reliability of service; with the MTA providing buses from its fleet and Roberts supplementing the fleet as needed by the MTA to have an operating fleet of 32 buses on 14 routes. Other changes in the contract terms include collection of ridership and revenue data for reporting to Federal Transit Administration.

- Implementation of Service Route improvements and additions now provides all route service recommended in the Master Plan with a few exceptions. These additions started in September/October 2021; all routes recommended will be in full service when Roberts Hawaii is able to provide the required number of transit operators (i.e. bus drivers) which is expected in third quarter of 2022.
- Steady progress on building the county-owned bus fleet is underway and conversion to a zero emissions fleet are both likely to be completed in advance of the goals.
- Creation of a Social Media presence for public information.
- New logo, image, and marketing.
- Staff training, recruitment of new positions, and improved staff morale.
- Progress made on planning for hubs, building bus shelters, and installing improved signage.

Highlights of Conditions not Fully Anticipated in the Master Plan

- The COVID-19 pandemic can be dated to March 2020 when Governor Ige issued an Emergency Proclamation which was extended twenty-five times over a two-year period. These orders outlining what activities were allowed (with restrictions) and, what were prohibited. Adjustments due to COVID-19 continue to the present, although most federal restrictions applying to public transit were lifted in April 2022. The pandemic response resulted in fundamental changes in travel to work, school, and other trip purposes, due to changes in the economy of the County and the State, most notably the volatile changes in the visitor industry. Ridership declined 50%. Yet, transit offers an important piece of the recovery package, especially for those on the social spectrum who are transit dependent.

- The Federal government, in recognition of the essential nature of public transit, made grants available to public transit agencies during 2020 and 2021 for COVID-19 recovery under the Coronavirus Aid, Relief and Economic Security (CARES), Coronavirus Response and Consolidated Appropriations Act (CRRSAA), and the American Rescue Plan (ARP). County of Hawaii realized three allotments of \$5,789,791, \$4,319,700 and \$1,879,773 respectively from this unanticipated source and it has ensured continued operations.
- Starting in 2022, with passage of the Federal Infrastructure package, MTA expects to receive close to 33% boost in Sections 5339 and 5311 FTA formula and discretionary grants, available for operations and capital respectively.
- MTA is actively managing over a dozen federal grants (awarded through the state). In 2021 they applied for eight grants and have eight more in preparation. Three (3) are awarded so far.
- The General Excise Tax source has come to replace the County General and Highway Funds as the major source of transit funding. But, the GET surcharge is due to expire in FY 2030. So, scenario review and a plan are now needed for the period beyond that.
- Recommendation for findings and deficiencies cited the State Management Review for State of Hawai'i by FTA conducted in 2021. This includes implementing improved oversight of sub-grantees, such as the County of Hawai'i. The MTA has prepared an Internal Action Plan to improve its reporting of grant activity, review of critical procurement and financial processes, and implementation of safety programs for a drug-free workplace.
- Recommendations from the ADA Compliance Audit in 2021 and agreement with US Department of Justice (DOJ). This includes transitioning flag stops to regular, accessible bus stops, and training for mechanics to improve availability of the wheelchair lifts.
- The commitment to zero emissions was made by all County Mayors in December 2017 to reach zero emissions of their transit fleets by 2035. It has also been made around the country with a major boost coming from the Biden Administration as part of their energy policies. While this creates some competition for electric buses coming off the assembly line, on the positive side, the bus manufacturing industry has made great strides to meet the demand for electric vehicles and associated infrastructure (charging stations). MTA's grant and bus procurement programs are being adjusted to convert to all electric, both for the large 40-foot buses and for the smaller 30- and 35- foot buses. Still, there is an over-lap when both diesel fuel and electric charging is needed.

SECTION 1: CONTEXT AND ASSESSMENT OF SYSTEM CONDITION

Section One re-caps essential elements of the Master Plan that are relevant to the overall picture and funding. Achievements are described and adjustment of timing recommendations are indicated based on accomplishments.



The Mass Transit Agency (MTA) provides island-wide public transportation system known as Hele-On. Services run seven days per week, almost 24 hours per day. The Hele-On system plays a critical part in the economy and the community. Many riders are low-income, have no other means of transportation, and are dependent on the system to get to work. Individuals with disabilities who are unable to use the regular fixed route services within Hilo, Puna, and Kailua-Kona are able to use paratransit services called Hele-On Kako'o.

Mass Transit Agency Mission

Create a high quality, multi-modal transportation system that provides safe, reliable, convenient, environmentally responsible, and cost-effective mobility choices that meet the needs of our residents and visitors.

Vision (Updated)

The residents and visitors to the County of Hawai'i are able to enjoy and use a seamless system of transit routes, bicycle and pedestrian facilities connected at clean and attractive hubs and bus stops. This inter-connected system is a desirable, safe and reliable preferred choice as an alternative to automobile use. The transportation system meets the needs for commuting, school trips, business and commerce, medical needs, shopping and recreation. It is readily accessible to all members of the community regardless of age or disability. Information for how to use the transportation system is readily available in real-time and on multiple platforms. The transportation system is environmentally sensitive, making use of fuels that create zero emissions and utilize renewable sources of energy at its facilities. The

system proactively seeks out federal and state grants to support the mission and to keep prices as affordable as possible to users.

Comments:

The Mission statement has been added. The Vision, as stated in Chapter 2 of the Master Plan is adjusted to reflect an aspirations and potential benefits.

The Five Goals of the Master Plan



Goal One:

Make riding transit easier, reliable, and more desirable than other options.



Goal Two:

Create a transit system to serve the employment and social needs of all people



Goal Three:

Implement technology to provide real time transportation information



Goal Four:

Create transportation hubs and bus stops with amenities that provide rider comfort and safety and that help support community and village gathering places



Goal Five:

Phase system implementation in a fiscally sustainable manner

Comments:

The five goals, as described in Chapter 2 of the Master Plan, remain appropriate and no changes are recommended.

Multi-Modal Program on Hawai'i Island

Several modes comprise the multi-modal program for the island, including:

- Public Transit
- Ride-share, including Vanpools and Carpools
- Paratransit
- Taxi
- Transportation Network Companies (TNC) such as Uber and Lyft
- Bicycling including bike share



- Roadways for cars, trucks and private buses

Accomplishments:

- MTA has funded PATH to continue the bike share (HIBIKE) program in Kailua-Kona and to extend it to Hilo. Further expansion to Waimea and Pahoa awaits roadway improvements (by state) that would make the roads there safer for bicycling
- MTA is negotiating an agreement with Enterprise Hawaii for a vanpool program, with MTA subsidizing vanpools at \$500 per month
- Shared taxi program continues in Hilo and Kailua-Kona
- MTA is discussing “last mile” subsidies with Uber and Lyft
- Free vaccination transportation on Uber (\$15 per trip) through December 31, 2021.
- Paratransit program has been expanded to Puna in compliance with FTA requirements for providing comparable service to fixed route service.

Comments:

The multi-modal program for the island, as discussed in Chapter 3 of the Master Plan, remains appropriate. Progress has been made and more is underway.

Further improvements to the island's multi-modal transportation system involve MTA working with Department of Public Works (DPW) on such items as pedestrian and bicycle paths/lanes; bus stop improvements; signage; additional connector and emergency roads, and the complete streets program for Hilo.

Service Improvements Recommended for Public Transit

The Master Plan focused on four areas for attention to the public transit system on the island which would improve its appeal and value to customers. These are to have better:

- Customer information, including schedules and routes, and bus stop identification
- Schedule adherence and safety by adding new buses and keeping them in good repair
- New service plan to include new circulator and cross-island routes, both Flex and Zone service, expanded hours and Sunday service
- Fleet preventive maintenance system and inventory control

Accomplishments:

(A) Improved customer information and ease in using transit

- Expanded social media presence
- New branding (red lehua)
- New web site and Google app has been available since mid-2021
- Trip planner for bus, bike and Uber rides using Moovit on Hele-On website, Google Play and Apple app store for mobile phone users
- Implemented Moovit trip planner mobility app
- Implemented Token Transit mobile app for fare payment

- Added GMV Synchronatics technology on eight buses
- Launched credit card sales
- Real time information for Routes 60, 301, and 403 on myheleonbus.org



(B) Transit service Network

- New routes and service were put into effect on September 5, 2021 adding six new routes (for a new total of 23). Added evening and Sunday service on 12 routes, and using interim hubs. Once Roberts Hawaii hires additional drivers the final route additions will be added (Volcano to Ocean View, Route 203 on Highway 190, micro-transit in Puna and Ka'u District.)
- Three express routes (Blue, Red and Green) went into effect
- Circulators in Waimea, Hilo, Pahoia and Kailua-Kona with consistent headways of 60-120 minutes
- Flex time service (within one mile) for routes in Fern Acres, Waimea, and Hamakua Coast (Route 60)
- Trolley route started along Ali'i Drive in Kailua
- Paratransit service in Pahoia to match fixed route service on Routes 40, 401, and 402
- Improved service to Hilo and Kona international airports
- Interim hubs at Kona Commons, Parker Ranch, and Puna Kai Shopping Center, as well as Kea'au and Prince Kuhio Plaza.

(C) Vehicle Fleet

- New vendors for bus washing, electronic fare boxes, and Automatic Vehicle Locator (AVL) system
- 38 buses are in some stage of procurement. This will lead to a fleet size of 55, with 40 in use during regular and peak service.
- Active transition to zero emissions (electric, hydrogen, and diesel hybrids) fleet including transit vehicles, seven paratransit and five additional non-revenue vehicles. Hydrogen buses (3) will start being used in Kailua-Kona service starting in 2022. \$5.2 Million for charging stations will come from federal “Low-No” Grants (2019 and 2021) and from the VW Settlement Fund.

Comments:

Service improvements, as discussed in Chapter 4 of the Master Plan, have seen nearly complete implementation. This is a great achievement. New routes were added in every district. An assessment of ridership and rider reactions should be conducted six (6) months and again twelve (12) months after they have been in effect in order to make route adjustments.

Ridership was 300,000 in 2021, a low due to COVID-19 restrictions on community activity.

Availability of county-owned buses remains a problem due to their age, requiring large contract expenses with the service operator. This will be reduced once the buses MTA is ordering start to arrive and be put into service.

Priorities and Timeframes

The Master Plan assigned priorities to five timeframes: Immediate, Short Term, Mid-Term, Long Term, and Vision. We are now in the midst of the Near-Term priority list, but accomplishments show that MTA is ahead of that timeframe in many areas, suggesting adjustments are appropriate.

Immediate (2018-2019)

1. Restore service reliability and get ridership back to previous high level of 1.2 million passengers per year. *(In Progress)*
2. Acquire up to 14 buses using previous grants and new capital funds to bring the fleet to 25. *(In Progress)*
3. Once fleet size is enlarged and reliability can be

restored, continue to add additional service hours and routes to create a hub-and-spoke pattern.

(Implemented)

4. Start Hilo to Kailua-Kona service using Saddle Road and Daniel K. Inouye Highway. *(Implemented)*
5. Continue to review paratransit service per federal requirements. *(Implemented)*
6. Create a multi-modal transportation system on the island. Embrace multiple vendors for providing bicycle, vanpool, transit and other multi-modal services. *(Implemented)*
7. Increase staffing of the MTA to adequately address the range of responsibilities being assigned to them. Add new positions for Garage Supervisor, Administrative Services Assistant I, and an Account Clerk. *(Implemented)*
8. Create a google transit app for rider information. *(Implemented)*

Accomplishments:

Virtually all eight (8) immediate priorities have been addressed. Reliability and extended service improvements are most noticeable.

Comments:

Ridership is below what is desired, but is expected to make a turn-around as the economy improves.

Near Term (2020-2025)

1. Acquire five to six (5-6) new and replacement vehicles per year to bring the fleet to 55. *(In Progress)*
2. Increase service to have all proposed circulators in place. *(Implemented)*
3. Continue the multi-modal program. *(In Progress)*
4. Plan, design, and build the Kailua-Kona hub. Consider options to provide light service from Kailua-Kona side.
5. Add staffing to include a Assistant Mass Transit Administrator, Inventory Clerk, and a second shift of four (4) mechanics and working supervisor. By the time the fleet size is 35, there should be no less than six mechanics. *(In Progress)*
6. Start to implement the bus stop numbering and signage program at all time spots. *(In Progress)*
7. Design and develop a Puna hub and complete roadway improvements to allow for Intra-Puna service. *(In Progress)*

Accomplishments:

- Bus acquisition program proceeds at an accelerated pace and fleet size should reach 55 by 2024-26 plus seven paratransit vehicles. This includes a mix of large buses, small buses, and thirteen support vehicles.
- The Kailua-Kona Hub project has a \$2.6 million appropriation designated for design, environmental review, and land acquisition. MTA issued a Request for Proposals (RFP) for a consultant.
- Pahoa Hub project is in site selection/EA preparation stage. It is being planned for co-location of a state library and has received a state TOD planning grant.
- Style and colors for signage and bus stop information is completed. Implementation to start in FY23.

Comments:

The average fleet age is 17.3 years in 2022. With an aggressive purchase plan from available grants (FTA Section 5339 an CDBG) this should drop below 6.0. See Section 2 of this Supplement.

As the Master Plan programs grow and the fleet size increases, staffing needs to include an Assistant Mass Transit Administrator and an additional maintenance crew is needed as soon as possible, no later than the FY23 budget. A fleet size of 55 (40 in peak service) would need eight (8) Transit Vehicle Mechanics I and three (3) Transit Vehicle Mechanics II to comprise three full crews. See Section 3.

Mid Term (2025-2030)

1. Reassess the paratransit program and expand it to other parts of the island. Add a paratransit clerk position, as additional fixed routes warrant complementary paratransit service.
2. Continue the multi-modal, bus stop and amenities programs.
3. Implement the multi-modal complete streets program for Hilo.

Accomplishments:

The paratransit program was reviewed with FTA and Department of Justice in 2021. New service was added in Puna to match the fixed route service there. Flex service is an important addition.

Comments:

Passenger amenities programs should continue and be expanded. Hubs should be implemented.

Long Term (2030-2035)

1. Plan, design, and construct a Waimea hub
2. Upgrade the Mo'ohau hub in downtown Hilo
3. Update this Transit Master Plan
4. Expand the number of runs for routes that have demonstrated consistently high ridership

Comments:

Given the current rate of progress, all items in this phase can be pushed forward to Mid-Term, 2025-30. Vision Period (2035-2040)

1. Service to operate a full hub and spoke pattern with hubs in Hilo, Kona, Waimea, Puna and Keaau
2. Conduct robust bike Share, Vanpool and TNC programs
3. Have a full Public Information and Outreach Program

Comments:

All these efforts are underway. New details for future expansion should be forthcoming. It is timely now to start reviewing what type of base yard is appropriate in Kailua-Kona, size, and functions.

Priority Program I: Transition to Zero Emissions Fleet by 2035

The expectation for this priority program is to immediately order hybrid buses, and to purchase zero emission buses (hydrogen and battery electric) as experience is gained from use of these in the county terrain and route distances. The zero-emission time goal of 2035 will most likely be exceeded by five or more years. Zero Emissions Bus Plan (required by FTA) is under preparation (2022).



There are implications of zero-emission fleet to the budget: cost of a diesel bus at this time is \$600,000. A diesel hybrid bus is \$650,000, an electric bus is \$750,000, and a hydrogen bus is \$900,000.

As of early 2022,

- Three (3) hydrogen buses will go into service in 2022 on Kailua-Kono routes
- Five(5) electric battery buses and charging equipment will be purchased in 2022
- Three (3) diesel hybrid buses are meant to be purchased in 2022
- 28 future purchases would be a combination of diesel-electric, hybrid, electric, and/or hydrogen if approved by HDOT.

Priority Program 2: Hub Program

The Puna Transit Hub is a project jointly managed by Planning, MTA, Finance, and the Office of the Mayor. The consultant (SSFM International) has been engaged to prepare an environmental assessment and site selection.

Funds received from the State TOD Program in the amount of \$100,000; in addition, the State will make available \$1 million if the hub is co-located with a new library. There are \$350,000 in planning funds from the State Library to assist with this effort.

Kailua-Kona Hub (which could also co-locate with a base yard) and planning work for Waimea, Mo'ohau Bus Terminal, and Prince Kuhio Plaza is in procurement to hire a planning consultant. There are \$2.5 million in FTA funds earmarked for design, environmental review, and land acquisition.

Priority Program 3: Manage a Robust Grant Program

One of the successes of MTA in the past several months has been the ability to find grants and write attractive (and ultimately successful) grant proposals. As of October 2021,

- Six (6) Section 5311 discretionary grants are active; four (4) of these are fully spent and are ready for closeout. Balance \$9,094,668
- Eight discretionary Section 5339 are active, two (2) of these are mostly spent. Balance \$25,513,447
- Formula Section 5311 grant will need an extension to spend the \$2,967,834
- Formula Section 5339 will need to be drawn down in 2022 to spend the \$3,498,167

- Since June 2021 MTA pursued eight grants, and received three awards. Eight more are in pursuit
- Areas of Persistent Poverty Program, MTA has requested \$270,000
- Enhanced Mobility for Seniors and persons with disabilities, MTA has requested \$220,000 from HDOT.
- Innovative Mobility program, MTA has applied for \$259,000
- VW Mitigation Fund, MTA awarded \$1,176,607.
- MTA was awarded the American Rescue Plan to support public transit industry during the COVID-19 public health emergency in the amount of \$1,879,773, MTA was awarded \$4,319,700 from the Coronavirus Aid, Relief and Economic Security Act (CARES) and \$4,500,000 in operations funding and \$3,500,270 in vehicle purchase funding from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) of 2021.
- The Bipartisan Infrastructure Law (Biden Infrastructure) funds will become available in 2022 for four priorities: Safety, Modernization, Climate, and Equity.

Comments:

1. The accelerated pace of implementation of the Master Plan recommendation including the Priority Program elements of Zero Emission and Hub Program both require extensive coordination with other county agencies, state and federal entities, and private parties. This is labor intensive and underscores the urgency of adding an Assistant Mass Transit Administrator who can devote time to these and other efforts and to back stop the Mass Transit Agency Administrator who is spread very thin. See Section 3.
2. The sheer volume and diversity of funding sources, including grants, that make possible all the progress, requires effort and close attention by the Mass Transit Administrator. As the State Management Review of HDOT indicates, the state has been lax in its oversight, procedures, and reporting responsibilities. It is incumbent on MTA, as a sub-recipient to improve its own procedures, procurement, internal controls, timely reporting during the period of performance (POP), and closeout require additional personnel. That is why it is recommended to add an Accountant I in the Fiscal/HR unit of Administrative Support; along with an Assistant Mass Transit Administrator, a Secretary I, for the Mass Transit Administrator. See Section 3.

SECTION 2: THE TRANSIT FLEET INVENTORY, REPLACEMENT, AND EXPANSION

Section Two revisits the Fleet Inventory, Fleet Replacement, and Fleet Expansion program in light of grant opportunities currently available and reasonably expected to be available. The Supplement also addresses the goal of having a zero-emissions fleet operating by 2035. The 2018 Master Plan's Fixed Route Bus Inventory and Fleet Expansion plan included fiscal years 2017 through 2027. This Supplement will take the plan to Fiscal Year 2032.



At the time the Master Plan was completed (2018), MTA had an active fleet of 19 vehicles, and peak vehicle needs were 29 buses. This lack of buses required MTA to lease vehicles to provide service. As of November, 2021 and with expanded service (described in Section One: Service Improvement Accomplishments), the available County-owned fleet has increased to 28 buses, with additional vehicles being prepared for service. The goal is a fleet of 55 vehicles for fixed route with 40 needed for peak service.

Fleet Characteristics

The recommended composition of the fleet is based upon passenger demand, vehicle spares, and vehicle useful life.

- FTA requires a Spare ratio for both the bus fixed route fleet. The bus fleet spare ratio standard is 20 percent in urban areas, however FTA uses this guideline for rural areas even though it is not

mandated. These standards can be increased to provide sufficient spares with the addition of a second maintenance facility.

- Average bus fleet age standard should be 7 years or less and paratransit average fleet age should be 3 years.
- Vehicle size (less than 30-foot, 35-foot, and 40-45-foot) is based upon demand and geographic/terrain constraints of the routes.

The current (2022) overall age of MTA’s large bus fixed route fleet is 17.3 years. The industry standard for fixed route vehicles is an average useful life of 12 years. The 12-year average is applied to the large bus fleet in the updated Fleet Plan. Smaller buses can have lesser minimum life requirements (per Altoona Bus Test). In practice, transit systems often keep their best running vehicles longer than 12 years. But currently transit systems are using the 12-year retirement threshold to upgrade vehicle propulsion technology, especially to acquire non-emission vehicles (see Transition to Zero Emission Buses section below).

Fleet Size and Mix

The Master Plan recommended a fleet size of 55 large buses, with 40 needed for peak service operation. The mix would be altered somewhat to have a fleet size of 62: 47 large buses and 15 small and flex service vehicles. MTA has been actively working to increase the county-owned vehicles and to reduce dependence on contractor provided vehicles, which are a major cost in the operating budget. Between 2019 and 2021, four (4) El Dorado cutaways and seven (7) paratransit vehicles were added. In 2022, four (4) MCI commuter buses and three (3) hydrogen buses will arrive and be added to the fleet.

Vehicle Procurement

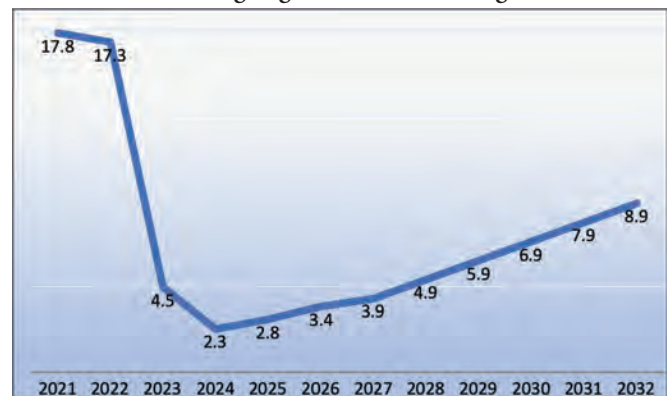
MTA is aggressively pursuing available grants to purchase vehicles. This includes the Section 5339 formula and discretionary capital grants from FTA. Also, one-time competitive grants from the VW Settlement Fund, and the “Lo-No” Federal Emissions Program. MTA also applied for or received other Federal fund sources including CDBG, CARES, CRRSAA and ARP. Additional federal funding is anticipated under the Bipartisan Infrastructure Law passed in the fall of 2021. Finding and using federal and

private grants greatly relieves the County budget while achieving system goals.

The MTA large bus fleet size based on the expected delivery schedule will be 52 vehicles by 2025. MTA procured and received three (3) paratransit vehicles in 2021 and is expected to receive eight (8) small buses (less than 30-foot in length) to add to the fixed and flex route fleet. With delivery of these eight vehicles, MTA will have a small bus fleet of 22 vehicles. In 2023, 32 buses are planned for procurement, which will expand the fleet with an additional eleven buses to be received in 2024.

With these new buses, the average large bus fleet age drops to 2.3. Even with unexpected delays in bus delivery and prepping new buses for service, it is expected that those 32 new vehicles would be in service by 2025. The age gradually increases to 8.9 in 2032 as shown in the following figure. MTA will want to maintain the average fleet age as close to seven years as possible. This will require a minimum of ten (10) large bus new vehicles to be delivered in 2033 which would reduce the average fleet age to 7.6 years.

Table 2-1: MTA Average Age in Years in the Large Bus Fleet



Smaller vehicles used for paratransit and flex service have a much shorter useful life than the larger fixed route vehicles. These vehicles have a Useful Life of six years. The following figure shows MTA’s small bus average fleet age to 2032.

Table 2-2: MTA Average Age in Years of the Small Bus Fleet



Large Bus Fleet Plan

The table, **Large Bus Fixed Route Fleet Plan**, provides an updated Fleet Plan between the years 2022 and 2032 incorporating the assumptions discussed above.

MTA continuously reviews ridership demand. It is anticipated that these reviews may identify the need to purchase additional vehicles above what is shown in the table. Additional vehicles may need to be placed into service in years 2027 or 2028 to accommodate the opening of a second maintenance facility in Kona along with increased passenger demand on selected routes. The budget year for these purchases would be approximately two years before the vehicles are needed to be in service.

The 40-foot buses have an average useful life of 12 years by industry standard, the smaller vehicles generally have a useful life of 7 to 9 years. Therefore, since MTA will have a fleet composed of over 42 percent smaller vehicles (by 2027), the overall average fleet age should be below six years.

Small Bus Fleet Plan

The **Small Bus Fleet Plan** identifies vehicles that are less than 30-feet. The majority of these vehicles will provide paratransit services in Hilo, Kailua-Kona, and Puna and Flex Route services identified for Puna, Waimea, North Kohala Coast, and the Hāmākua Coast between Hilo and Honokaʻa. This plan may need to be adjusted in 2027 or 2028 to accommodate potential increased paratransit demand. When a second maintenance facility opens in Kailua-Kona a plan will be needed to determine the optimal distribution of vehicles by location for over-night storage and daily maintenance.

Non-Revenue Fleet Plan

The non-revenue fleet includes driver relief vehicles and an additional shop vehicle. The non-revenue fleet would be increased from eight (8) to 13. These vehicles have an average useful life of eight (8) years.

Transition to Zero-Emission Buses

In December 2017, The County of Hawaiʻi adopted a policy to move to having a non-emission vehicle fleet by 2035. This will be accomplished through purchases to replace the existing fleet over time. In addition, there are infrastructure requirements such as charging stations for battery electric vehicles. A zero-emissions bus plan (ZEB) is underdevelopment.

Three hydrogen buses from US Hybrid are being added to the fleet in 2022 through a pilot program with National Energy Lab of Hawaiʻi Authority (NELHA). They will be used on routes in Kailua-Kona, re-fueled, and stored overnight at NELHA.

Five battery-electric buses (four (4) 35-foot and one (1) 40-foot) and charging equipment will be purchased in 2022 as part of a joint procurement with the counties of Maui and Kauaʻi (through the Hawaii Department of Transportation (HDOT)). In addition, three (3) diesel hybrid buses are planned for purchase in 2022.

A planned purchase of 28 diesel buses is also pending a request for them to be converted to hydrogen or battery electric. The current (2022) base cost for various propulsion systems for a 40-foot bus is:

- Average diesel bus is \$600,000
- Average diesel hybrid bus is \$650,000
- Average electric bus is \$750,000
- Average hydrogen bus is \$900,000

Battery electric bus (BEB) ranges are dependent upon on-board battery size and the amount of energy used. The amount of energy used is influenced by trip length, assignment length, terrain, passenger load, and bus operator driving techniques.

Calculating the estimated range for buses without prior operating experience on MTA's bus routes, starts with the vehicle's kilowatt-hour (kWh) of stored energy, reducing to a conservative usable energy amount of no

Table 2-3: Large Bus Fleet Plan (Expansion and Replacement) Fixed Route

Bus Description	Mode	Budget Year	Model Year	Year Added to Service											
				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
Alexander Dennis Enviro500	Commuter		1994	1	1										
Gillig Phantom	Fixed Route		1995	2											
Gillig Phantom	Fixed Route		1997	6											
Gillig Phantom	Fixed Route		1998	10	4										
Gillig Phantom	Fixed Route		2000	3											
Gillig Phantom	Fixed Route		2005	2											
Gillig Phantom	Fixed Route		2007	5											
MCI	Commuter		2009	1	1										
MCI	Commuter		2010	0											
Alexander Dennis Enviro500	Commuter		2013	1	1	1	1	1							
MCI	Commuter		2014	2	2	2									
MCI	Commuter		2014	2	2	2	2								
ENC XHF	Fixed Route		2015	1	1	1									
MCI	Commuter		2022	2	2	2	2	2							
MCI	Commuter	2020	2023	4	4	4	4	4	4	4	4	4	4	4	4
(1) 35-foot bus	Fixed Route	2021	2023		1	1	1	1	1	1	1	1	1	1	1
(1) 35-foot bus	Fixed Route	2021	2023		1	1	1	1	1	1	1	1	1	1	1
(2) 30-foot buses	Fixed Route	2021	2023		2	2	2	2	2	2	2	2	2	2	2
(1) 40-foot electric bus	Fixed Route	2021	2023		1	1	1	1	1	1	1	1	1	1	1
(2) 40-foot Hybrid buses	Fixed Route	2021	2023		2	2	2	2	2	2	2	2	2	2	2
(2) 30-foot buses	Fixed Route	2021	2023		2	2	2	2	2	2	2	2	2	2	2
(10) 40-foot buses	Fixed Route	2021	2023		10	10	10	10	10	10	10	10	10	10	10
(1) 35-foot Hybrid buses	Fixed Route	2021	2023		1	1	1	1	1	1	1	1	1	1	1
(4) 35-foot electric buses	Fixed Route	2021	2023		4	4	4	4	4	4	4	4	4	4	4
(8) 35-foot buses	Fixed Route	2021	2023		8	8	8	8	8	8	8	8	8	8	8
(3) 40-45 foot buses	Commuter	2021	2024			3	3	3	3	3	3	3	3	3	3
(3) 40 foot buses	Commuter	2021	2024			3	3	3	3	3	3	3	3	3	3
(5) 40-45 foot buses	Commuter	2021	2024			5	5	5	5	5	5	5	5	5	5
(6) 40-45 foot buses	Fixed Route	2030	2033												
(4) 35 foot buses	Fixed Route	2030	2033												
Total Active Fleet				42	50	55	52	50	47	47	47	47	47	47	47
Peak Assignment				34	39	39	39	39	39	39	39	39	39	39	39
Spares				8	11	16	13	11	8	8	8	8	8	8	
Spare Ratio (%)				23.5	28.2	41.0	33.3	28.2	20.5	20.5	20.5	20.5	20.5	20.5	
Average Fleet Age				17.3	4.5	2.3	2.8	3.4	3.9	4.9	5.9	6.9	7.9	8.9	

Table 2-4: Small Bus Fleet Plan for Paratransit and Fixed Route

Bus Description	Mode	Budget Year	Model Year	Year Added to Service										
				2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
El Dorado Aero Elite - H2	Fixed Route		2012	2	2	2	2	2						
Arboc Sprit of Mobility	Flex Route		2013	1										
Dodge Caravan	Paratransit		2019	4	4	4								
El Dorado Aero Elite	Flex Route		2019	4	4	4	4							
El Dorado Aero Elite - H2	Fixed Route		2015	1	1	1	1							
Dodge Caravan	Paratransit	2019	2021	3	3	3								
(6) <30-foot buses	Fixed Route	2021	2023		6	6	6	6	6	6	6	6	6	
(2) <30-foot buses	Flex Route	2021	2023		2	2	2	2	2	2	2			
Minivan	Paratransit	2023	2025				7	7	7	7	7			
Minivan	Paratransit	2028	2030									7	7	7
(2) <30-foot buses	Paratransit/FR	2029	2031									2	2	2
<30-foot buses	Fixed Route	2030	2032											6
	Paratransit	2031	2033											
Total Active Fleet				15	22	22	22	17	15	15	15	15	15	15
Peak Assignment				13	13	13	13	13	13	13	13	13	13	13
Spares				2	9	9	9	4	2	2	2	2	2	2
Spare Ratio (%)				15.4	69.2	69.2	69.2	30.8	15.4	15.4	15.4	15.4	15.4	15.4
Average Fleet Age				4.2	3.1	4.1	3.5	3.5	3.1	4.1	5.1	2.7	3.7	1.1

Table 2-5: Non-Revenue Fleet Plan

Vehicle Description	Budget Year	Model Year	Year Added to Service											
			2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
94 P/U Truck #1GCGC24M7B2133657 CH1096		1994	1											
Ford F350 4X4 Supercab F/B #09871 CH3151		2003	1											
Ford F350 4X4 Supercab F/B #09871 CH3152		2003	1											
Ford Expedition 1FMPU16506LA35586		2006	1	1										
07 Ford E-450 Van 1FDXE45S970A56097		2007	1											
2014 Ford Focus 4DR #1FADP3F29EL219588		2014	1	1										
2018 Ford F-350 Truck JED02425 CH3471		2018	1	1	1	1								
2020 Ford Explorer #1FMSK8BB8LGB12813		2020	1	1	1	1	1	1	1					
Replacement Shop Truck		2023		4	4	4	4	4	4	4	4	4	4	
Expansion Driver Relief Vehicle		2023		4	4	4	4	4	4	4	4	4	4	
Replacement Office Vehicle	2022	2024			3	3	3	3	3	3	3	3	3	3
Replacement Shop Truck	2024	2026					1	1	1	1	1	1	1	1
Replacement Administrator Vehicle	2027	2029								1	1	1	1	1
Replacement Shop Truck	2030	2032												4
Replacement Driver Relief Vehicle	2030	2032												4
Total Active Fleet			8	12	13	13	13	13	13	13	13	13	13	13

more than 70 percent of stored energy. Using an average of kWh used per mile of 2.4 and 440 kWh of stored energy, a range of 125 miles would be estimated.

There are two basic options for charging BEBs: on-route charging located at transit centers or identified layover places and plug in charges at the maintenance facilities. Estimating charging times is like estimating BEB range without actual service experience. Charging is dependent upon energy used, battery size, and charging speed.

Purchasing BEBs with a 125-mile range and fast on-route and maintenance facility chargers will help ensure MTA has enough vehicles and charging equipment to provide consistent service. Experience with operating BEBs in the field may influence the fleet plan in future years, requiring more or fewer vehicles.

MTA has worked in partnership with HDOT and the counties of Maui and Kaua'i the Hawai'i Zero Emission Bus Project (HZEB). The plan details the steps, costs, and funding sources to procure battery electric buses (BEB). Details identified in the table Hawai'i Zero Emission Bus Project Detail include procuring charging equipment in addition to the vehicles, modifications to the maintenance facility to support BEB, employee training, and maintenance additions for the new propulsion. As shown in the table, sources include several Federal grant programs, Volkswagen settlement funds, potential Hawaiian Electric Company (HECO) participation, and local matching funds. These are summarized below:

Table 2-6: Hawaii Zero Emission Bus Project Funding Summary (as relates to County of Hawai'i)

SUMMARY	FEDERAL	LOCAL	TOTAL
HI-2019-008	\$1,060,000	\$255,294	\$1,315,294
FY21 Low-No	\$2,361,431	\$396,638	\$2,758,069
Total Federal	\$3,421,431		
Total Local	\$651,932		
Total VW	\$1,176,667		
Total HECO	TBD		
GRAND TOTAL (HAWAII)	\$5,250,030		

Importance of a Preventive Maintenance Program

A strong preventive maintenance program (PM) effectively reduces operational cost by decreasing the frequency of unscheduled maintenance activities. The PM program would be based on manufacturer-specific recommendations adjusted for local experience and local operating conditions. A solid preventive maintenance program maximizes useful vehicle life, is more cost effective over the life of the vehicle, and ensures that vehicles are maintained to the highest possible safety standards.

A recent audit of HDOT oversight program included the recommendation that grantees follow best practices for preventive maintenance by using FTA guidelines. The guidelines call for PM to be conducted every 6,000 miles, at intervals called "K" ramp ups. There are eight ramp-up levels until the vehicle reaches 48,000 miles. After that, the inspections occur based on revenue miles and/or time.

An aggressive preventive maintenance program schedules vehicle inspections and preemptive maintenance activities for each fleet category and for each propulsion system type. The allowable variance with all preventive maintenance inspections is plus/minus 600 miles. Maintenance inspection activities completed within this parameter are considered on-time.

Preventive maintenance for ADA related equipment covers wheelchair ramps, wheelchair lifts, securement equipment, securement belts, and annunciators are to be inspected on every 6,000-mile vehicle inspection cycle. Wheelchair lifts, ramps, securement belts and annunciators are to be inspected by the vehicle operator before a bus or paratransit vehicle is used for revenue service. Bus and paratransit operators are required to fill out a Vehicle Condition Report card prior to leaving the facility detailing the inspection of the ADA equipment. Following the FTA State Management Review of HDOT's oversight and a finding that preventive maintenance needed to be more rigorous, MTA is reviewing its maintenance practices to identify potential improvements to the overall vehicle maintenance program. Fluids and engine analysis is an integral part of the preventive maintenance program for gas, diesel, and hybrid vehicles. An engine oil analysis should occur

Bus and Paratransit Maintenance Management Systems

MTA maintenance division needs to develop a system of computerized forms and reports to manage each segment of vehicle maintenance activities. This computerized system will serve as the division's historical vehicle maintenance database. Documents would include:

- Vehicle Repair Orders (VRO's)
- Preventive Maintenance (PM) tracking report
- PM inspection forms that are based on 6,000-mile service intervals.
- Parts requests.

VRO's based on scheduled and/or unscheduled vehicle maintenance requirements are created. The PM work orders are initiated using component mileage threshold reporting. Preventive maintenance and road call recording are tracked in real time. Preventive maintenance schedules are based on vehicle mileage and component mileage thresholds that are updated daily. All PM measures are captured and stored in the maintenance management computerized based system.

Hard copy VRO's of all maintenance activities performed are kept on file and archived for the life of the vehicle. Preventive maintenance monthly reports are used to monitor fleet performance. The computerized system generates reports that the Maintenance Manager can use to track vehicles and/or components that exhibit high incidences of road calls. Major failures including mechanical failures and interrupted service and system malfunctions are reported and monitored.

Considering the current fixed route fleet is on average older than most systems, maintenance practices are very important. Developing PM and other maintenance reporting for multiple propulsions (such as hybrid, gas, electric, hydrogen, diesel) is important to monitor the costs of maintenance by propulsion providing the agency the best information for future vehicle purchases.

Facilities Maintenance Plan

The goal of facilities maintenance is “to ensure the availability of safe, reliable, efficient and secure facilities and equipment for Hele-On customers and employees.”¹ This includes the Hilo maintenance facility, hubs including Mo'ohau Bus Terminal, park-and-ride lots, and the equipment associated with these facilities.

A facilities maintenance plan develops the procedures and makes sure they are followed to maximize cost effectiveness of maintenance efforts consistent with safe operations through a balance of preventive maintenance, corrective maintenance, and systems improvements, where necessary. This includes an inventory of all facilities and equipment, log of maintenance activities and repairs, daily janitorial services, and identification of those facilities and equipment that need replacement or major repairs. Maintenance include HVAC, electrical, plumbing, lifts, and general aesthetics (painting, flooring), safety equipment including locks and alarms, and landscaping and vegetation.

Transit Asset Management Plan (TAM Plan)

The Federal Transit Administration (FTA) requires public transit providers that receive Federal transit assistance to undertake certain transit asset management activities. Transit asset management is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles. Doing so provides safe, cost-effective, and reliable public transportation. Asset management is a cornerstone of effective performance management. Asset management improves reliability, safety, cost management, and customer service. Direct recipients of federal dollars for capital acquisitions are required to prepare their own TAM Plans, updated every four (4) years. TAM Plans are not submitted to FTA but are required to be available. As a subrecipient, MTA would submit TAM Plan elements to HDOT for their TAM Plan.

¹ Goal and section adapted from Miami Dade County Facilities Equipment & Maintenance Plan, June 2005

FTA established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.²

Table 2-8: FTA Established Performance Measures

ASSET CATEGORY	TOTAL
Rolling Stock	% of revenue vehicles exceeding useful life benchmark (ULB)
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the
Infrastructure	N/A for MTA

The condition measure used in the NTD is the five-point scale used by FTA's Transit Economic Requirements Model (TERM). Agencies must use this scale to report the condition of their facility assets. This scale has the following values:

Table 2-9: TERM Scale Values

RATING	CONDITION	DESCRIPTION
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective, but has not exceeded useful life
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. Likewise, a facility is deemed to not be in good repair if it has a rating of 1 or 2. FTA requires that facility condition data be fully updated every four years, at a minimum. Agencies may choose to assess a quarter of their facilities every year, or more frequently. Each annual report must include updated facility condition data based on any assessments completed since the last report. Note: Only facilities with direct capital responsibility require condition assessments.

Conclusion

As a recipient of Federal funds (through HDOT) for vehicle purchases, MTA must keep federally funded vehicles, equipment, and facilities in good operating condition. MTA must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order. A vigorous PM program must be developed immediately. That along with the planned growth in the fleet size and mix of propulsion types underscore the critical need to add additional trained mechanics and the additional of a Transit Maintenance Manager (new position). This is discussed further in the next section, Staffing and Organization Chart.

² FTA TAM Facility Performance Measure Reporting Guidebook Condition Assessment Calculation, March 2018.

SECTION 3: STAFFING & ORGANIZATION CHART

Section Three revisits the staffing needed to fulfill local needs as well as state and federal requirements. The Master Plan discussed staffing needs in Chapter 7. Figure 7-3 presented a proposed organizational chart. Some important positions have been created and filled, including Garage Supervisor, and two Account Clerks. This Supplement presents a revised review of staffing needs and justification for added positions. The organization chart for MTA reflecting these needs is shown on the next page.

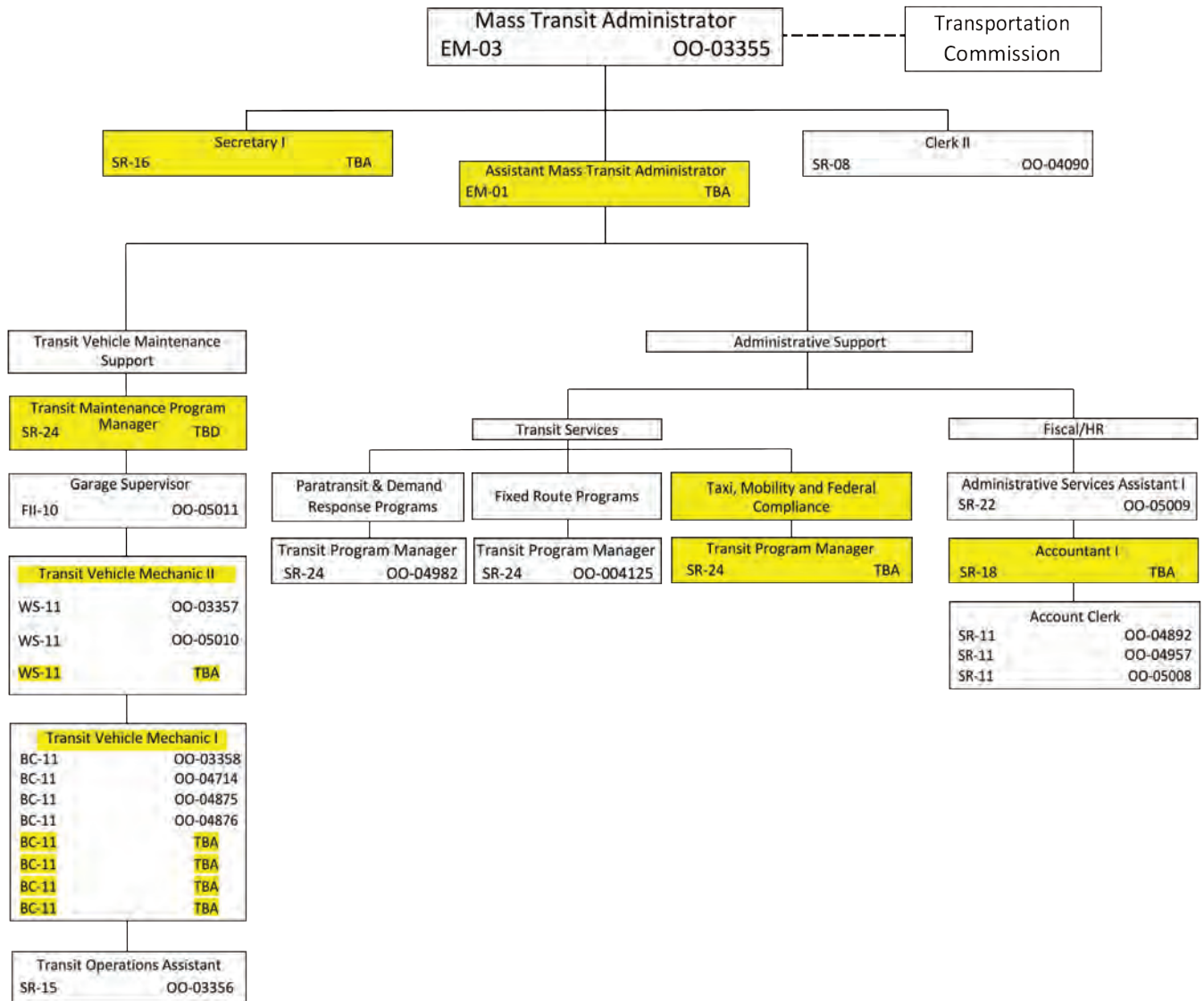


Need for Additional Positions in Administration, Maintenance, and Federal Compliance

The improvements at MTA are impressive and forward thinking, but there is a grave need to hire more staff. This is evident in three important areas: Administration, Maintenance, and Federal Compliance.

- The Mass Transit Administrator position classification should be reviewed and upgraded, commensurate with his/her duties and consistent with the similar civil service position in other departments and agencies the County. Division Chiefs in larger department are EM-7, -8, or -9.
- The Mass Transit Administrator should have a Secretary I to support his/her active schedule and breadth of responsibilities.
- Expansion of activities to essentially a 24-7 operation and the coordination needed for transition to an all-electric fleet underscores the urgent need for an Assistant Mass Transit Administrator, as had been recommended in the Master Plan. The classification would be two levels below the Mass Transit Administrator.
- Growth depends on a robust grant application and grant management system. This requires creation of a Mobility and Compliance Program Manager who ensures federal compliance and an Accountant I in the Fiscal/HR division.
- FTA and HDOT have emphasized the critical nature of having a best practices preventive program. That combined with the program initiative for zero-

Figure 3-1: Proposed County of Hawai'i Mass Transit Agency Position Organization Chart



Note: Position Mass Transit Assistant SR-12 [00-04893] is eliminated and reclassified into a Transit Program Manager. Colored boxes signify proposed new positions.

emissions means there will be a variety of types of vehicles in the fleet. Ensuring federal compliance for asset management leads to the recommendation for a Transit Maintenance Program Manager, the same level as the other transit program managers (SR 24).

- Increasing the fleet size to 35 and then on to 55 requires a third shift consisting of four (4) Transit Vehicle Mechanics I and a working supervisor (Transit Vehicle Mechanic II).
- The role for a Kailua-Kona-based maintenance crew has been reviewed for the near term.
- Investigate the desirability of having dedicated cleaning crews for the bus stops and transit centers. Currently this is contracted out on a limited scale.

Program Management and Support

This Supplement recommends creating four new administrative positions and filling them upon approval of the FY 2023 Budget: Assistant Mass Transit Administrator; Accountant; reclassification of the Mass Transit Administrator; and a Transit Program Manager; and Secretary to the Mass Transit Administrator.

This should greatly reduce the current practice of moving people off one task to help with a current priority or crisis. MTA, in the opinion of this consultant, has always been too short-handed for the responsibilities assigned to it, leaving no back-up for emergencies, vacancies, and employees on leave. At times, other departments in the County have had to loan staff to fulfill a pressing need at MTA. The new proposed Organization Chart in this Supplement shows both new positions (highlighted) and positions being moved within the organization. See Figure 3-1.

The Master Plan anticipates a substantial amount of extended effort and breadth of subordinate employees to be overseen by the Mass Transit Administrator. These duties are more commensurate with the duties of a division head in a department (which is an EM-7 or EM-8). In the City & County of Honolulu, the parallel position is an EM-8 and this person has at least two levels of authority above them. In Kaua'i, the position is an EM-3, which is comparable to Hawai'i County. In Maui, the comparable position has no rating, and the salary is set by a Salary Commission; department heads

on Maui are EM-7. A review is in order to properly classify the Mass Transit Administrator. See Appendix 2 for the associated pay scales.

Fleet and Facility Maintenance

This Supplement recommends filling five (5) positions in the maintenance unit: Four (4) Transit vehicle Mechanics I and one (1) Transit Vehicle Mechanic II. This grouping would comprise a third shift, allowing more round the clock maintenance function. It could also be used to help staff up a facility in Kailua-Kona, when that is ready.

The look, cleanliness, and security of the bus system is important to attracting riders. MTA is committed to a multi-year program for installing shelters, informational signage, and passenger amenities island-wide. Within three (3) to five (5) years (approximately FY 2026) as these reach a critical number, the County should create two (2) or three (3) bus stop (and hub or transit center) cleaning crews under the supervision of MTA Maintenance Program Manager.

As an example of this elsewhere, the County of Kaua'i has two utility workers who are each assigned a well-supplied truck to do the cleanings. They clean the Eiwa Street stop and restroom daily and the other 115 island wide bus stops on a two-week rotation. Duties include: wipe down and disinfect, power wash, cut grass and greenery, minor repairs, update flyer and schedule postings, and generate work orders when needed.



As seen in the picture above, they post a sign on the truck saying “Bus Stop Cleaning in Progress.” This is a reminder to passersby that the County takes pride in its appearance and the community can also. Similar cleanliness is needed on the inside and outside of the buses, which is currently assigned to Roberts Hawaii under their contract.

Peer Review

The assessment of vehicle maintenance staffing needs included a review of peer agencies to ascertain their staffing levels. The data shown in Appendix 1A through D – Peer Review is taken from the 2019 National Transit Database (NTD). While 2020 NTD data tables are available, the impact from the Covid-19 pandemic was not representative of normal operations. The FTA requires all systems accepting federal monies to report annually to the NTD. The NTD records the financial, operating, and asset condition of transit systems helping to keep track of the industry and provide public information and statistics.³ NTD data is available publicly and is beneficial for

multi-year comparisons, peer reviews, and trend analyses. It contains a wealth of information such as agency funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees. This last category of data on transit employees is broken down by vehicle operators, administration, vehicle maintenance, and facility maintenance employees.

Definitions

Two measures were considered appropriate for comparison to MTA, to see where the county fits compared to the range and the median.

VOMS = Vehicles operating fixed route and commuter service in maximum service

VAMS = Vehicles available for maximum service

Table 1 shows there are 44 peers for average VOM; and 59 peers for average vehicles available for maximum service (VAMS). MTA averages for the Fiscal Year (FY) 2023 projections are compared to the per 39 VOMS and 52 VAMS.

Discussion

- MTA’s service area is much larger than any other peer systems. The average service area for the peer group is 338 square miles. MTA service area is 4,028 square miles.
- Of the 24 peer systems, six (6) had two (2) operating/maintenance facilities.
- Most systems used full time vehicle maintenance personnel; five systems also added part time vehicle maintenance employees.
- The peer systems have an average of 18 full time maintenance employees to service fixed route and commuter bus vehicles. These numbers do not include paratransit or facility maintenance employees. MTA currently has six (6) full time maintenance employees. The Supplement recommends increasing this number to eleven (11) by adding four (4) Mechanic I and one (1) Mechanic II position.

3 The National Transit Database (NTD) | FTA (dot.gov)

- On average, 2.6 vehicles (operated in maximum service) are assigned per maintenance employee for the peer systems. MTA has the highest vehicle count to employee ratio at 6.5 when comparing VOMS
- The peer average is 3.7 vehicles per maintenance employee when using the service vehicles available for maximum service (VAMS) metric. The MTA the ratio is 8.7, over double the peer.

Adding the five maintenance employees recommended would decrease the vehicle load to 3.5 VOMS and 4.7 VAMS per maintenance employee, still above the average, but more reasonable. Ideally, MTA would have 15 vehicle maintenance employees to match the peer average for the fixed route and commuter bus fleet. Decreasing the number of vehicles per maintenance employee to a more practicable level will help ensure service consistency with fewer service disruptions due to vehicle failure.

Furthermore, it is noted that there is a high need for trained mechanics in different specialties for the mix of vehicle propulsion systems: diesel, diesel hybrid, electric, and hydrogen vehicles being procured or already in service.

The comparisons cited above do not include paratransit services. Many systems, including many of the peer systems, contract paratransit services including dispatch, operating, and maintenance functions. MTA currently contracts Hilo, Puna, and Kailua-Kona paratransit service operations, but not service. For those peers that do maintain the paratransit vehicles, the average number of VOMS to maintenance employee is about five (5). MTA will need to add maintenance employees if paratransit vehicles are added to the fixed route and commuter bus fleet.

Need for Maintenance Capability in Kailua-Kona

MTA is responsible for an exceptionally large service area. The current maintenance facility and operating base is in Hilo. The Master Plan recommended a second operating and maintenance facility be in the Kona service area. Full implementation of the Master Plan would place at least 15 buses including spares for fixed route and commuter bus within the Kailua-Kona service area (North Kohala to Pahala). All of the

hydrogen buses would be based and serviced out of Kona. It is recommended that the facility have four (4) or more bays.

- Functions would include daily interior and exterior washing, fueling; and also, preventative maintenance for the fleet assigned to the Kailua-Kona side.
- Fluids (e.g. engine oil, transmission, coolant, power steering fluid, windshield wiper fluid, etc.)
- Preventive Maintenance and record keeping
- Limited body work (e.g. seat and scrape repair).

The description of maintenance services for the new facility is subject to further review, but the site selected should be adequate for growth. Major repair, warranty, engine overhaul, and body work would continue to be done in the Hilo base yard.

The Master Plan estimated full implementation of Kailua-Kona base yard in FY 2027. A new facility would need to be able to maintain and store up to 25 vehicles with room for growth. Maintenance, dispatch, bus operators, and administration personnel would report to the Kailua-Kona facility. Finally, overnight parking sites are needed for Waimea and Ka'u to support unmet operational needs.

SECTION 4: OPERATING & CAPITAL FINANCIAL PLANS

Section Four updates the Financial Plans for Operations and for Capital Improvements and extends the time from FY 2023 through FY 2032. This includes a review of revenue sources; and options for with and without the continuation of the GET surcharge beyond 2030.

In 2018, when the Master Plan was completed, the County had just voted to Implement a GET surcharge of .025 percent starting in January 2019 and dedicated to transportation needs at MTA and DPW. It was initially passed for one year so the Master Plan presented financial plans for with and without this source beyond that one year. Council later extended the GET to the full term allowed under State law (FY 2030). It is due to expire in FY 2030.



The individual components of the financial plan are connected. If for example, capital expenditures such as vehicle purchasing do not occur when planned, operating expenses may increase due to additional maintenance of older vehicles past their useful life. If planned hiring, such as mechanics do not occur, then vehicle reliability can fail increasing operations and maintenance costs. Tables begin on Page 30.

Capital Financial Plan

Capital costs are presented by budget year as shown in Table 4-1 Capital Costs. Budget year is July to June of the following year. MTA typically will apply for grants to help off-set costs, and the savings are realized 1-2 two years later. The capital plan has four major components:

- Fleet composed of large buses, small buses and paratransit vehicles, and non-revenue vehicles (See Section 2 for details).

- **Facilities including expanding the current maintenance facility in Hilo and development of a new maintenance facility in Kailua-Kona by the year 2026.** Costs for planning, design, environmental review; land acquisition; and finally, construction of a new facility are shown. Expansion of the Hilo facility is needed due to expanding fleet and multiple propulsions requiring additional space for fueling/charging. Also included in this category are new transit or mobility hubs, park and ride lot improvements, and passenger amenities including shelters, Americans With Disabilities Act (ADA) upgrades, and signage.
- **Passenger Systems include a new fare collection system and electronic information.**
- **Bikeshare is identified as a separate line item. While Hele-On is a partner in Bikeshare but may need to bear full responsibility for funding if grants are not readily available.**

Fleet capital costs are shown for the large bus, small bus, and non-revenue fleet. In FY 2021 and 2022, MTA successfully applied for Federal grants to purchase 32 vehicles for delivery by FY 23 to 24. The majority of these vehicles will have a useful life of 12-years for large buses and 5- to 7-years for small buses. Generally, maintaining a fleet of 60 vehicles would require MTA to purchase five or six vehicles a year. However, due to the urgent need to replace the fleet and because grants for this were available in FY21, these vehicles will be replaced starting in FY30 as shown in the Table 4-1. Purchases for fleet In FY23 include seven (7) paratransit vans and three (3) replacement office vehicles. Between FY24 and FY27, a maintenance shop truck and administrative vehicle are scheduled for purchase, while in FY28 seven (7) paratransit vans will be purchased, and in FY29 two (2) cutaway paratransit vehicles are scheduled for purchase as well as eight (8) non-revenue vehicles. FY30 has the largest number of replacement vehicles identified for purchase including four (4) 35-foot and six (6) 40-foot battery electric buses. Eight (8) vehicles are purchased in FY31 and 32.

A separate line-item has been added to the Capital Costs plan to identify the investment in Zero-Emissions Infrastructure. This program includes adding charging equipment and hydrogen fueling stations to both maintenance facilities and charging equipment to Transit Hub locations including Mo'ohau, Waimea, Pahoa, Haw'i, and Waikoloa.

The bus stop, shelter and signage programs remain ongoing through this time period as shown under **Facilities**. The majority of the new installations of the Signs and Wayfinding program is scheduled to be complete in FY28 with the opening of new hubs and the Kailua-Kona maintenance facility. This is reflected in the decrease in capital costs for this category in later years.

The Facilities program includes the planning, design, and construction of a new maintenance base in Kailua-Kona and expansion of the Hilo facility. Seven new transit hubs and the rehabilitation of two hubs are part of the Facilities program. New transit hubs in in Pahoa and Kailua-Kona as first priorities and then Kea'au, Waimea, Waikoloa, Ocean View, and Honoka'a are second priorities, the rehabilitation of Mo'ohau Bus Terminal is a first priority while rehabilitation of Prince Kūhiō Plaza is a second priority. Transit hubs would include bus bays, shelters, benches, trash cans, bike racks, parking, building with community room/restroom, electric vehicle charging and secure bus parking.

The Facilities program includes upgrades to the park-and-ride lots as well as new bus storage facilities in Ocean View and Waimea.

Passenger Systems include installing new fare collection and electronic information on all revenue service vehicles. These systems are identified in the next couple budget cycles to provide retrofitting on buses already in service or purchased without the systems. The fare system budget estimate is based upon retrofitting 20 buses. All new revenue vehicle purchases will have these systems in the specifications and will no longer need to be a line item.

The final capital cost category is for the **Bikeshare** expansion program.

Operating Financial Plan

The operating financial plan shown in Table 4-2 shows operating expenses by fiscal year for each mode. The State of Hawai'i Department of Business, Economic Development & Tourism (DBEDT) has forecast the Consumer Price Index (CPI) for years 2023 at 2.6 percent, 2024 at 2.3 percent, and 2025 at 2.1percent. Given current national and international events, the

Financial Plan has taken a more conservative approach of using three (3) percent beyond 2025.

Existing MTA bus services are shown in two categories: Current Routes & Additions to Current Routes and New Routes. It is expected that after nine (9) months to one year of operating new routes, MTA will review the impact of new services. This review may lead to an increase or decrease in the number of bus trips, an adjustment to the span of service on weekdays and weekends and route alignment adjustments to better serve County residents, businesses, and visitors.

The decrease in costs shown under Existing Services in FY24 and FY25 reflects the cost savings from not using contractor-provided vehicles that MTA will realize due to the purchasing of new buses. The Plan assumes the final new fixed route bus routes identified in the Master Plan are added in FY 2024.

Other modal services, including Shared Taxi (including Uber & Lyft), Bikeshare, Paratransit, and ADA Paratransit are escalated at the same rates as fixed route services. The vanpool program is capped at 120 vanpools subsidized at \$500 per month each.

Combined Capital and Operating Financial Plan

The combined capital and operating financial plan for the transit system and related programs is shown in Table 4-3. Bus operations, other modal operations, and capital investments are identified in more detail in Tables 4-1 and 4-2. Overall operating and capital expenses range from about \$42,660,000 in FY 2024 to \$30,263,000 in FY 2029. These costs will be partly offset by revenues and grants which will be discussed in the next section.

Major capital investments including expanding the Hilo maintenance facility, construction of the Kailua-Kona maintenance facility, development of seven new transit hubs and the rehabilitation of two current hubs, and improvements to the park-and-ride lots are scheduled for the next several years. Capital costs taper down until FY 2030 when major vehicle purchases will be needed to begin replacing the large bus fleet.

Administration and maintenance costs include nine

(9) additional positions and upgrades to two current positions in FY 2023. This category increases in FY 2027 to account for the addition of maintenance and administrative personnel due to the new Kona maintenance facility. Other operations and maintenance costs have been separated into three cost categories: administrative (supplies, advertising, utilities), bus operations (fuel, parts, tools), and facilities (security, cleaning). Costs are escalated at 3% per year after FY25.

Fiscal Year 2023 has higher costs in several categories that will impact operating expenses during the year. This includes a printing cost of about \$430,000 for the new Hele-On bus and logo designs. Annual costs will return to about \$70,000 plus escalation following implementation in FY 2023. Another one-time expense increase is for bus parts to maintain an aging fleet. As new buses arrive and are put into service this cost will be reduced by over \$1 million as shown for fuel and parts in FY 2024 in Table 4-3.

ITEM	CAPITAL COST BY BUDGET YEAR				
	2023	2024	2025	2026	2027
FLEET (all vehicles)					
specifications	\$20,000				\$20,000
Large Bus Fleet	\$1,800,000				
Small Bus Fleet	\$700,000				
Non-Revenue Fleet	\$105,000	\$86,800			\$50,000
Fleet Subtotal	\$2,625,000	\$86,800			\$70,000
FACILITIES					
Bus Stops (ADA & Shelters)					
planning & design/survey	\$270,000	\$30,000	\$30,000	\$30,000	\$30,900
land acquisition	\$205,000	\$140,000	\$140,000	\$140,000	\$144,200
Installation	\$450,000	\$350,000	\$350,000	\$350,000	\$360,500
Signs & Wayfinding					
planning & design/survey	\$50,000				
procurement					
installation	\$350,000	\$100,000	\$100,000	\$100,000	\$100,000
Transit Hubs					
planning & design/survey	\$950,000	\$650,000	\$650,000	\$650,000	\$650,000
land acquisition	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
construction		\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Zero Emissions Infrastructure	\$1,000,000	\$1,200,000	\$1,000,000	\$1,000,000	
Maintenance Facility					
planning & design/survey	\$125,000				
land acquisition					
construction		\$2,500,000			
equipment			\$400,000		
installation			\$150,000		
Hilo Expansion					
planning & design/survey	\$1,800,000				
land acquisition	\$1,500,000				
construction		\$4,000,000			
equipment				\$500,000	
installation				\$250,000	
Kailua-Kona					
planning & design/survey	\$250,000	\$1,070,000	\$1,070,000	\$250,000	\$1,070,000
Facilities Subtotal	\$7,950,000	\$16,040,000	\$9,890,000	\$9,270,000	\$8,355,600
PASSENGER SYSTEMS					
Fare Collection System					
specifications	\$20,000				
procure & install	\$400,000	\$400,000			
Electronic Information					
Apps & Information	\$250,000				
planning & specifications	\$100,000				
procure & install	\$330,000				
WI-FI on buses		\$300,000			
Passenger Systems Subtotal	\$1,100,000	\$700,000	\$0	\$0	\$0
BIKESHARE Match	\$181,200			\$500,000	
TOTALS	\$11,856,200	\$16,826,800	\$9,890,000	\$9,770,000	\$8,425,600

ITEM	CAPITAL COST BY BUDGET YEAR					SUBTOTAL
	2028	2029	2030	2031	2032	
FLEET (all vehicles)						
specifications		\$35,000				\$75,000
Large Bus Fleet			\$9,633,500	\$7,676,000	\$7,300,000	\$26,409,500
Small Bus Fleet	\$789,000	\$578,000	\$1,776,000			\$3,843,000
Non-Revenue Fleet		\$544,000				\$785,800
Fleet Subtotal	\$789,000	\$1,157,000	\$11,409,500	\$7,676,000	\$7,300,000	\$31,113,300
FACILITIES						
Bus Stops (ADA & Shelters)						
planning & design/survey	\$31,827	\$32,782	\$33,765	\$34,778	\$35,822	\$559,874
land acquisition	\$148,526	\$152,982	\$157,571	\$162,298	\$167,167	\$1,557,745
Installation	\$371,315	\$382,454	\$393,928	\$405,746	\$417,918	\$3,831,862
Signs & Wayfinding						
planning & design/survey	\$50,000					\$100,000
procurement						\$0
installation	\$100,000	\$20,000	\$20,000	\$20,000	\$20,000	\$930,000
Transit Hubs						
planning & design/survey	\$650,000					\$4,200,000
land acquisition	\$1,000,000					\$6,000,000
construction	\$5,000,000					\$25,000,000
Zero Emissions Infrastructure						\$4,200,000
Maintenance Facility						
planning & design/survey						\$125,000
land acquisition						\$0
construction						\$2,500,000
equipment						\$400,000
installation						\$150,000
planning & design/survey						\$1,800,000
land acquisition						\$1,500,000
construction						\$4,000,000
equipment						\$500,000
installation						\$250,000
Park & Ride Lots	\$1,070,000	\$250,000		\$250,000		\$5,280,000
Facilities Subtotal	\$8,421,668	\$838,218	\$605,265	\$872,823	\$640,907	\$62,884,480
PASSENGER SYSTEMS						
Fare Collection System						
specifications						\$20,000
procure & install						\$800,000
Electronic Information						
Apps & Information						\$250,000
planning & specifications	\$100,000					\$200,000
procure & install						\$330,000
WI-FI on buses						\$300,000
Passenger Systems Subtotal	\$100,000	\$0	\$0	\$0	\$0	\$1,900,000
BIKESHARE Match		\$500,000				\$1,181,200
TOTALS	\$9,310,668	\$2,495,218	\$12,014,765	\$8,548,823	\$7,940,907	\$97,078,980

Table 4-2: Operating Expenses by Fiscal Year (page 1 of 2)

SERVICE	CAPITAL COST BY BUDGET YEAR				
	2023	2024	2025	2026	2027
EXISTING SERVICE					
Current Routes & Additions to Current Routes	\$16,375,015	\$14,223,670	\$11,714,617	\$12,066,056	\$12,428,038
NEW ROUTES					
Route 12 (two round trips)	\$230,000	\$235,290	\$240,231	\$247,438	\$254,861
Route 60 Hilo/Honokaa Flex Service	\$340,598	\$348,432	\$355,749	\$366,421	\$377,414
Route 203 North Kona via Highway 190	\$428,348	\$438,200	\$447,402	\$460,824	\$474,649
Zones and Flex Service Adjustments	\$244,927	\$250,560	\$255,822	\$263,496	\$271,401
Fixed Route Operations Subtotal	\$17,618,888	\$15,496,152	\$13,013,821	\$13,404,236	\$13,806,363
SHARED TAXI/TNC	\$1,000,000	\$1,023,000	\$1,044,483	\$1,075,817	\$1,108,092
BIKE SHARE (Expansion Kailua-Kona, Hilo, Waimea)	\$174,300	\$130,000	\$132,730	\$136,712	\$140,813
PARATRANSIT	\$1,500,000	\$1,534,500	\$1,566,725	\$1,613,726	\$1,662,138
ADA PARATRANSIT	\$515,000	\$526,845	\$537,909	\$554,046	\$570,667
VANPOOL	\$300,000	\$570,000	\$720,000	\$720,000	\$720,000
Other Modes Subtotal	\$3,489,300	\$3,784,345	\$4,001,846	\$4,100,302	\$4,201,711
Totals	\$21,108,188	\$19,280,497	\$17,015,668	\$17,504,538	\$18,008,074

Notes:

- 2.6% escalation 2023, 2.3% in 2024, 2.1% in 2025, then increased to 3%.
- FYs 24 and 25 show a decrease in operating costs for current routes due to the addition of MTA buses and less need on renting buses to provide scheduled service.
- Shared Ride is capped at \$1,000,000 in 2023 and 2024, then escalated at 3% per year. This category includes introduction of working with TNCs such as Uber/Lyft.
- Bike Share has an annual operation fee to maintain bikes. In addition to supporting the travel mode, MTA provides matching funds for grants. \$54,300 is estimated local match for a Transportation Alternatives Program (TAP) grant in 2023.
- ADA Paratransit current service cost is based upon an estimate of \$515,000 for FY23 with escalation provided above.
- Vanpool is based on 50 vanpools in FY2023, 95 total in FY2024 and 120 in later years. Based on \$500 per month subsidy.

Table 4-2: Operating Expenses by Fiscal Year (page 2 of 2)

SERVICE	CAPITAL COST BY BUDGET YEAR				
	2028	2029	2030	2031	2032
EXISTING SERVICE					
Current Routes & Additions to Current Routes	\$12,800,879	\$13,184,905	\$13,580,452	\$13,987,866	\$14,407,502
NEW ROUTES					
Route 12 (two round trips)	\$262,507	\$270,382	\$278,494	\$286,848	\$295,454
Route 60 Hilo/Honokaa Flex Service	\$388,736	\$400,398	\$412,410	\$424,783	\$437,526
Route 203 North Kona via Highway 190	\$488,888	\$503,555	\$518,662	\$534,222	\$550,248
Zones and Flex Service Adjustments	\$279,543	\$287,930	\$296,568	\$305,465	\$314,628
Fixed Route Operations Subtotal	\$14,220,554	\$14,647,171	\$15,086,586	\$15,539,183	\$16,005,359
SHARED TAXI/TNC	\$1,141,335	\$1,175,575	\$1,210,842	\$1,247,167	\$1,284,582
BIKE SHARE (Expansion Kailua-Kona, Hilo, Waimea)	\$145,038	\$149,389	\$153,870	\$158,487	\$163,241
PARATRANSIT	\$1,712,002	\$1,763,362	\$1,816,263	\$1,870,751	\$1,926,874
ADA PARATRANSIT	\$587,787	\$605,421	\$623,584	\$642,291	\$661,560
VANPOOL	\$720,000	\$720,000	\$720,000	\$720,000	\$720,000
Other Modes Subtotal	\$4,306,162	\$4,413,747	\$4,524,559	\$4,638,696	\$4,756,257
Totals	\$18,526,716	\$19,060,917	\$19,611,145	\$20,177,879	\$20,761,616
Notes:					
1. 2.6% escalation 2023, 2.3% in 2024, 2.1% in 2025, then increased to 3%.					
2. FYs 24 and 25 show a decrease in operating costs for current routes due to the addition of MTA buses and less need on renting buses to provide scheduled service.					
3. Shared Ride is capped at \$1,000,000 in 2023 and 2024, then escalated at 3% per year. This category includes introduction of working with TNCs such as Uber/Lyft.					
4. Bike Share has an annual operation fee to maintain bikes. In addition to supporting the travel mode, MTA provides matching funds for grants. \$54,300 is estimated local match for a TAP grant in 2023.					
5. ADA Paratransit current service cost is based upon an estimate of \$515,000 for FY23 with escalation provided above.					
6. Vanpool is based on 50 vanpools in FY2023, 95 total in FY2024 and 120 in later years. Based on \$500 per month subsidy.					

Table 4-3: Financial Plan (page 1 of 2)

EXPENSES	CAPITAL COST BY BUDGET YEAR				
	2023	2024	2025	2026	2027
Operating Expenses					
Administration & Maintenance S&W	\$2,092,284	\$2,140,407	\$2,185,355	\$2,250,916	\$2,918,443
Fringe & Benefits	\$650,000	\$664,950	\$678,914	\$699,281	\$720,260
Administration (office, advertising)	\$1,108,000	\$686,000	\$700,406	\$721,418	\$743,061
Bus Operations	\$17,618,888	\$15,496,152	\$13,013,821	\$13,404,236	\$13,806,363
Bus Operations (fuel, parts, etc.)	\$2,960,000	\$1,766,000	\$1,803,086	\$1,857,179	\$1,912,894
Information Systems Maintenance	\$208,000	\$125,000	\$127,625	\$131,454	\$135,397
O&M Facilities (bases, stops, hubs)	\$760,000	\$875,000	\$1,408,000	\$1,450,240	\$1,493,747
Special Projects	\$700,000	\$300,000	\$300,000	\$300,000	\$300,000
Other Modal Operations	\$3,489,300	\$3,784,345	\$4,001,846	\$4,100,302	\$4,201,711
Capital Investments	\$11,856,200	\$16,826,800	\$9,890,000	\$9,770,000	\$8,425,600
Subtotal Expenses Subtotal	\$41,442,672	\$42,664,654	\$34,109,054	\$34,685,025	\$34,657,476
FUNDING SOURCES	2023	2024	2025	2026	2027
User Revenue					
Bus Fare Revenue	\$0	\$0	\$897,000	\$1,117,513	\$1,285,139
Other Revenue	\$405,000	\$410,000	\$556,718	\$701,731	\$705,721
Subtotal User Revenue	\$405,000	\$410,000	\$1,453,718	\$1,819,244	\$1,990,861
Grants					
<i>Federal Operating Grant</i>	\$2,159,939	\$1,500,000	\$1,575,000	\$1,653,750	\$1,736,438
<i>Federal Bus & Facilities, formula</i>	\$6,561,431	\$1,400,000	\$1,470,000	\$1,543,500	\$1,620,675
<i>Bus & Facilities; competitive</i>	\$2,361,431	\$3,700,000	\$1,500,000	\$1,500,000	\$1,500,000
<i>Other Funding & Grants; competitive</i>	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Subtotal Grants	\$12,382,801	\$7,900,000	\$5,845,000	\$5,997,250	\$6,157,113
County Funding:					
General Obligation (GO) Bonds (CIP)	\$2,810,000	\$9,950,000	\$6,650,000	\$6,650,000	\$6,650,000
General & Highway Fund	\$0	\$0	\$0	\$0	\$0
General Excise Tax					
Estimated Excise Tax Revenue	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
GET Transit Funding	\$25,844,871	\$24,404,654	\$20,160,336	\$20,218,532	\$19,859,503
<i>GET Other Transportation Projects</i>	\$24,155,129	\$25,595,346	\$29,839,664	\$29,781,468	\$30,140,497
SUMMARY	2023	2024	2025	2026	2027
Total Expenses	\$41,442,672	\$42,664,654	\$34,109,054	\$34,685,025	\$34,657,476
Revenues	\$405,000	\$410,000	\$1,453,718	\$1,819,244	\$1,990,861
Grants	\$12,382,801	\$7,900,000	\$5,845,000	\$5,997,250	\$6,157,113
County GO Bonds (CIP)	\$2,810,000	\$9,950,000	\$6,650,000	\$6,650,000	\$6,650,000
GET Transit Funding	\$25,171,596	\$24,404,654	\$20,160,336	\$20,218,532	\$19,859,503
County General Fund	\$0	\$0	\$0	\$0	\$0
County Highway Fund	\$0	\$0	\$0	\$0	\$0
Total Funding Sources	\$41,442,672	\$42,664,654	\$34,109,054	\$34,685,025	\$34,657,476
<i>GET Other Transportation Projects & Carryover</i>	\$24,155,129	\$25,595,346	\$29,839,664	\$29,781,468	\$30,140,497

Table 4-3: Financial Plan (page 2 of 2)

EXPENSES	CAPITAL COST BY BUDGET YEAR				
	2028	2029	2030	2031	2032
Operating Expenses					
Administration & Maintenance S&W	\$3,005,996	\$3,096,176	\$3,189,062	\$3,284,734	\$3,383,276
Fringe & Benefits	\$741,868	\$764,124	\$787,047	\$810,659	\$834,979
Administration (office, advertising)	\$765,353	\$788,313	\$811,963	\$836,321	\$861,411
Bus Operations	\$14,220,554	\$14,647,171	\$15,086,586	\$15,539,183	\$16,005,359
Bus Operations (fuel, parts, etc.)	\$1,970,281	\$2,029,389	\$2,090,271	\$2,152,979	\$2,217,568
Information Systems Maintenance	\$139,459	\$143,643	\$147,952	\$152,391	\$156,963
O&M Facilities (bases, stops, hubs)	\$1,538,560	\$1,584,716	\$1,632,258	\$1,681,226	\$1,731,662
Special Projects	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Other Modal Operations	\$4,306,162	\$4,413,747	\$4,524,559	\$4,638,696	\$4,756,257
Capital Investments	\$9,310,668	\$2,495,218	\$12,014,765	\$8,548,823	\$7,940,907
Subtotal Expenses Subtotal	\$36,298,900	\$30,262,497	\$40,584,462	\$37,945,011	\$38,188,381
FUNDING SOURCES	2028	2029	2030	2031	2032
User Revenue					
Bus Fare Revenue	\$1,477,910	\$1,625,701	\$1,788,271	\$1,967,099	\$2,163,808
Other Revenue	\$713,101	\$717,270	\$721,483	\$725,740	\$736,328
Subtotal User Revenue	\$2,191,011	\$2,342,972	\$2,509,755	\$2,692,839	\$2,900,136
Grants					
<i>Federal Operating Grant</i>	\$1,823,259	\$1,914,422	\$2,010,143	\$2,110,651	\$2,216,183
<i>Federal Bus & Facilities, formula</i>	\$1,701,709	\$1,786,794	\$1,876,134	\$1,969,941	\$2,068,438
<i>Bus & Facilities; competitive</i>	\$1,500,000	\$1,500,000	\$6,845,700	\$4,605,600	\$5,840,000
<i>Other Funding & Grants; competitive</i>	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Subtotal Grants	\$6,324,968	\$6,501,217	\$12,031,977	\$9,986,191	\$11,424,621
County Funding:					
General Obligation (GO) Bonds (CIP)	\$6,650,000	\$0	\$0	\$0	\$0
General & Highway Fund	\$0	\$0	\$0	\$12,632,990	\$23,863,624
General Excise Tax					
Estimated Excise Tax Revenue	\$50,000,000	\$50,000,000	\$50,000,000	\$25,000,000	\$0
GET Transit Funding	\$21,132,921	\$21,418,309	\$26,042,730	\$12,632,991	\$0
<i>GET Other Transportation Projects</i>	\$28,867,079	\$28,581,691	\$23,957,270	\$12,367,009	\$0
SUMMARY	2028	2029	2030	2031	2032
Total Expenses	\$36,298,900	\$30,262,497	\$40,584,462	\$37,945,011	\$38,188,381
Revenues	\$2,191,011	\$2,342,972	\$2,509,755	\$2,692,839	\$2,900,136
Grants	\$6,324,968	\$6,501,217	\$12,031,977	\$9,986,191	\$11,424,621
County GO Bonds (CIP)	\$6,650,000	\$0	\$0	\$0	\$0
GET Transit Funding	\$21,132,921	\$21,418,309	\$26,042,730	\$12,632,991	\$0
County General Fund	\$0	\$0	\$0	\$9,474,743	\$17,897,718
County Highway Fund	\$0	\$0	\$0	\$3,158,248	\$5,965,906
Total Funding Sources	\$36,298,900	\$30,262,497	\$40,584,462	\$37,945,011	\$38,188,381
<i>GET Other Transportation Projects & Carryover</i>	\$28,867,079	\$28,581,691	\$23,957,270	\$12,367,009	\$0

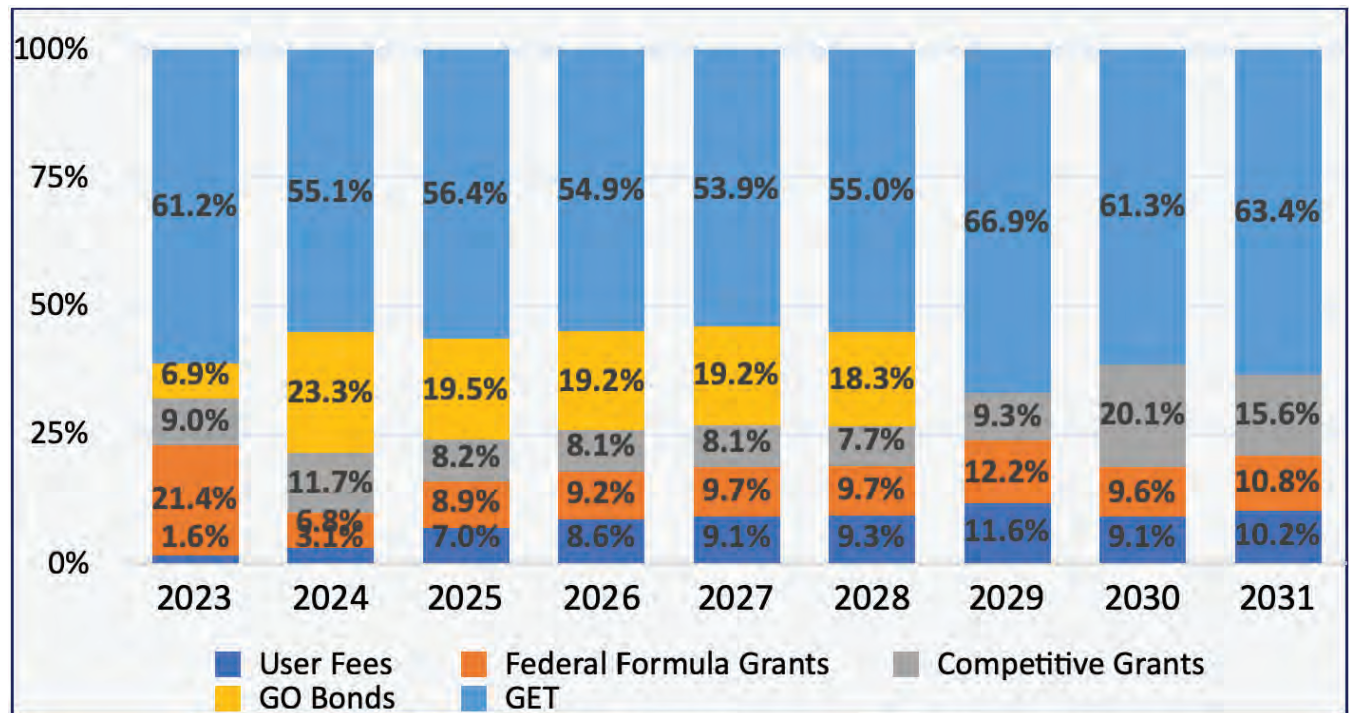
Sources of Revenue

Over the past two years, the major sources of revenue for MTA have been the State GET surcharge and federal funds. This will remain the case through FY 2030. Figure 4-1 shows the major revenue sources and their percent of contribution toward MTA expenses by fiscal year through FY 2031. As shown the GET surcharge accounts for over 50 percent of funds for each year. Fiscal year 2032 is not shown in this table as the GET sunsets on December 31, 2030. Each of these revenue sources are discussed in the following paragraphs.

Currently, MTA receives approximately \$1.4 million per year. The Federal Bus & Facilities capital grant formula program (5339(a)) is likewise expected to have at least a minimum increase to \$1.4 million. Both of these formula grant programs are passed through the HDOT to MTA. Combined these two programs will provide a minimum of 6.8 percent of funding in FY 2024 to a high of 21.4 percent of funding in FY 2023.

The goal is for competitive capital federal grants to fund the cost of bus fleet expansion, with MTA paying the local match. The competitive grants are for vehicle and facilities purchases and can have a significant impact on funding for the system when successful. In addition,

Figure 4-1: Contribution of Revenue Sources



Federal Formula Funds

The Infrastructure Investment and Jobs Act passed in the fall of 2021 means more federal funds will come to MTA and the County. The emphasis is on Safety, Modernization, Climate and Equity, all goals that are well suited to the mission and objectives of the MTA Master Plan. Over the first five years of the program, these funds are anticipated to grow as much as 33% in formula programs.

there are discretionary grants for such efforts as rural transportation, commuter services, and electric vehicle (EV) charging that will be actively pursued. MTA has been very success in obtaining grants over the past year. This plan, however, maintains a conservative estimate for grant revenues.

The Federal operating grant formula for rural areas (5311) is expected to increase at a minimum to \$1.5 million in FY 2024 with following years showing an escalation of the funding by about five percent per year.

General Excise Tax Surcharge

In the first year that the County of Hawai‘i collected the GET allowed under State law, it was assessed at the rate of 0.25 through the year 2019. After that, it was raised to 0.50. While there was some dip during the COVID-19 period when people were not traveling, the GET surcharge has proven to be an excellent source of funding for county transportation programs, including, but not only public transit.

For planning purposes, this plan holds constant at \$50,000,000 the amount raised each year from GET. While this could rise or fall according to economic conditions, especially tourism, the GET Surcharge raises enough to cover the full cost of transit expenses after user fees and Federal grants are deducted, or around \$22 million per year. The difference in what is collected (around \$28 million) is applied to other transportation projects of the County such as roadways and bridges.

The GET will be in effect until the law sunsets on December 31, 2030 (which is mid-year FY2031). Because it is unknown what the legislature will do about extending it, this financial plan addresses FY 2032 as WITHOUT the GET source, discussed later in this section of the supplement. Table 4-3 shows that GET funding is used for FY 2031.

It is estimated that the GET would raise \$25 million for FY 2031 (half of the annual estimate of \$50 million). There are two options for using the GET in FY 2031. The first uses the full GET funds as shown in Table 4-4. This would require \$265,982 in County General Funds to meet expenses. An alternative for FY 2031 is to use County funds from the Highway and General Funds for half of the resources needed and using the remainder from the GET. The remaining just over \$12 million GET funds would be available for other County projects. As shown in Table 4-4, the 75 percent of the County funding portion is assigned to the General Fund with 25 percent coming from the Highway Fund.

Table 4-4: FY 2031 with Full GET Funding Versus Half GET Funding

SUMMARY	FY 2031 USING FULL GET FUNDS	FY 2031 USING 50% GET FUNDS
Total Expenses	\$37,945,011	\$37,945,011
Fare Revenue	\$2,692,839	\$2,692,839
Grants	\$9,986,191	\$9,986,191
County GO Bonds (CIP)	\$0	\$0
GET Transit Funding	\$25,000,000	\$12,632,991
County General Fund	\$265,982	\$9,474,743
County Highway Fund	\$0	\$3,258,248
Total Funding Sources	\$37,945,011	\$37,945,011
<i>GET Other Transportation Projects & Carryover</i>	\$0	\$12,367,009

County Funds

There are three major categories of County funding that MTA can access in addition to the GET. These are:

- **General Obligation Bonds (GO Bonds).** GO Bonds are usually packaged for major capital investments. The GO Bonds have been identified for funding of the maintenance facility and transit hubs. However, if MTA is successful in being awarded discretionary Federal grants for these projects, then the amounts shown in Table 4-3 would be reduced for GO Bond funding.
- **County Highway Fund.** Almost 40 percent of the Highway Fund comes from fuel taxes. Street Use fees and a Public Utility Franchise tax are other components of this fund’s revenues.
- **County General Fund.** Real property taxes comprise 76.4 percent of revenues in the County General Fund.

Prior to the GET being implemented, MTA was funded primarily through the Highway and General Funds.

User Fares and the Free Fare Pilot

Fares raise \$560,000 in revenues per year. This is less than 1% of all operating costs and requires positions just for cash handling. MTA implemented a Fare Free Pilot Program for fixed route and ADA paratransit services on February 27, 2022. The program is expected to run for about two years. The program will allow time for MTA to build ridership, introduce the community to the new service improvements, set a new image for using the bus, and install new fare collection and

Table 4-5: User Revenue by Fiscal Year (page 1 of 2)

SERVICE	USER REVENUE BY FISCAL YEAR				
	2023	2024	2025	2026	2027
BUS SERVICES					
Annual Passenger Trips	500,000	650,000	747,500	859,625	988,569
Revenue per Unlinked Trip	\$0.00	\$0.00	\$1.20	\$1.30	\$1.30
Bus Passenger Fares	\$0.0	\$0.0	\$897,000	\$1,117,513	\$1,285,139
ADA PARATRANSIT					
Annual Passenger Trips	7,880	8,700	9,570	10,527	10,843
Revenue per Unlinked Trip	\$0.00	\$0.0	\$2.40	\$2.40	\$2.40
Paratransit Passenger Fares	\$0.0	\$0.0	\$22,968	\$25,265	\$26,023
SHARED TAXI					
Annual Passenger Trips	150,000	152,000	155,000	155,775	156,554
Revenue per Unlinked Trip	\$2.50	\$2.50	\$3.25	\$4.15	\$4.15
Shared Taxi Passenger Fares	\$375,000	\$380,000	\$503,750	\$646,466	\$649,699
OTHER (advertising; taxicab licenses)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
TOTALS	\$405,000	\$410,000	\$1,453,718	\$1,819,244	\$1,990,861

passenger information infrastructure. Table 4-5 shows no Bus Services or ADA Paratransit revenue for FY 2023 and FY 2024. The table shows User Fare Revenues resuming January 1, 2025.

The last year when Hele-On was free was from 2005 to 2013 and in 2013 that was also the year with the highest ridership (1.2 million passengers). Fare free would be a social benefit to the community while it is in recovery mode from both the volcanic eruption (Puna District) and the pandemic (island wide). Other places which have gone fare-free include Missoula, Montana; Olympia, Washington; and Burlington, North Carolina. After the three-year pilot is complete, MTA will assess what has occurred and make further recommendations. During this time, MTA also plans to select its preferred payment approach and purchase equipment by then, including, but not limited to the option of participating in the HOLO Card (Stored Value cards) system of the City & County of Honolulu.

Farebox Recovery and System Subsidy

Many systems have policies that set a farebox recovery ratio (FRR), usually a range based on historical data. Per the National Transit Database, farebox recovery for rural systems nationwide averages under 10 percent. Farebox recovery is the portion of expenses paid directly by passengers. It is recommended that MTA

resist efforts to establish a FRR above ten percent even though the FRR is expected to increase over the next several years. This can be revisited after several years of data showing that MTA's FRR is substantially higher than ten percent. However, it is important to avoid any automatic service reduction or fare increase if the FRR is not met.

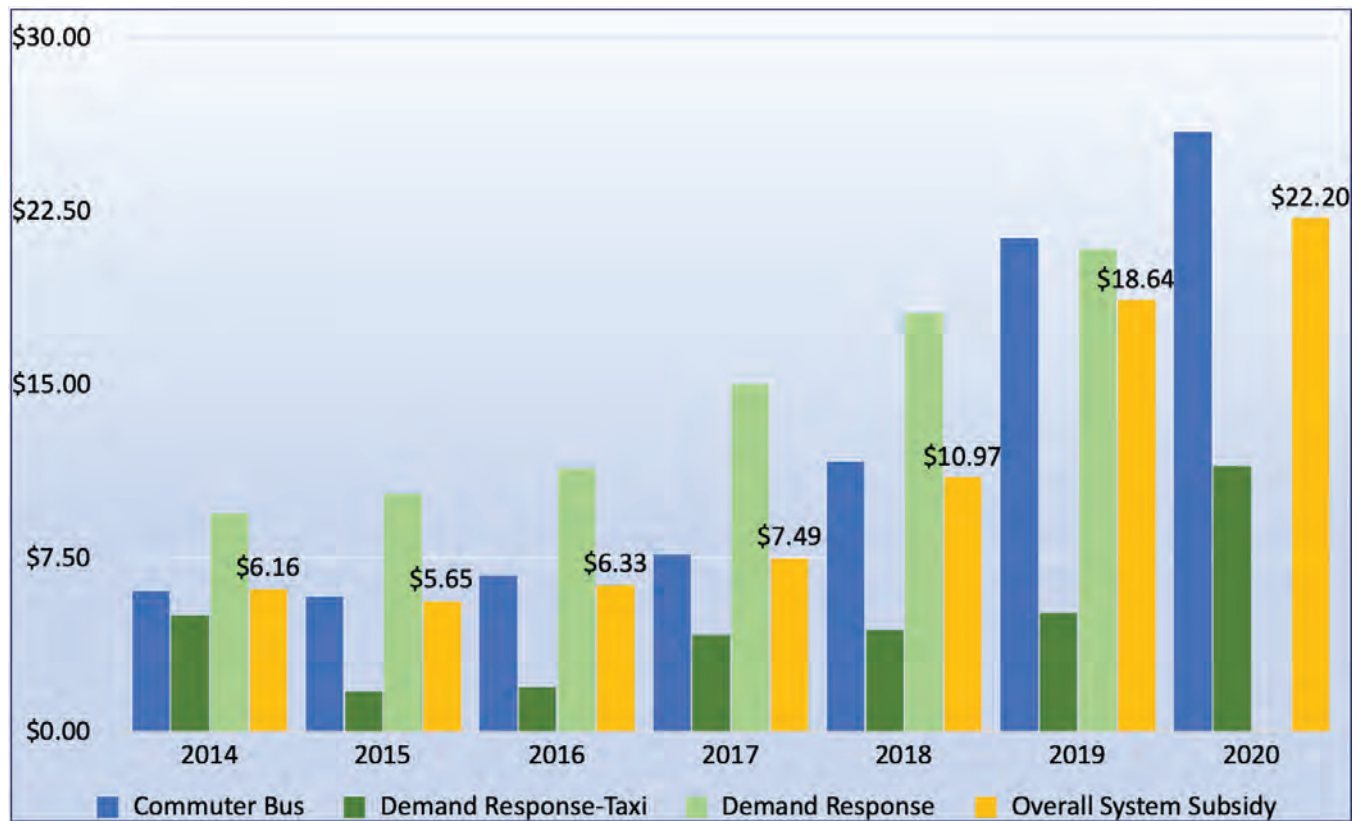
Figure 4-2 presents the county subsidy per unlinked passenger trip by mode and for the overall system. Unlinked passenger trips are defined as the number of passengers boarding public transportation vehicles. Passengers are counted each time they board a vehicle. If a passenger transfers to another vehicle they are counted again. Modes include commuter bus, demand response, and the taxi demand response services. Fare policy impacts revenue and subsidy. For example, free transfers decrease revenue per passenger boarding since passengers pay once.

Subsidy is determined by the operating expense by mode or combined system per unlinked passenger trip (operating expenses divided by number of unlinked passenger trips) minus fare revenue per unlinked trip. The figure provides the overall system subsidy per unlinked passenger trip. As shown, demand response trips had a much higher subsidy up until 2019, where commuter bus had a slightly higher subsidy. In 2020 data reported to the NTD appears to combine the taxi demand response statistics with the demand response

Table 4-5: User Revenue by Fiscal Year (page 2 of 2)

SERVICE	USER REVENUE BY FISCAL YEAR				
	2028	2029	2030	2031	2032
BUS SERVICES					
Annual Passenger Trips	1,136,854	1,250,539	1,375,593	1,513,153	1,664,468
Revenue per Unlinked Trip	\$1.30	\$1.30	\$1.30	\$1.30	\$1.30
Bus Passenger Fares	\$1,477,910	\$1,625,701	\$1,788,271	\$1,967,099	\$2,163,808
ADA PARATRANSIT					
Annual Passenger Trips	11,168	11,503	11,848	12,204	12,570
Revenue per Unlinked Trip	\$2.70	\$2.70	\$2.70	\$2.70	\$3.20
Paratransit Passenger Fares	\$30,154	\$31,058	\$31,990	\$32,950	\$40,223
SHARED TAXI					
Annual Passenger Trips	157,337	158,123	158,914	159,709	160,507
Revenue per Unlinked Trip	\$4.15	\$4.15	\$4.15	\$4.15	\$4.15
Shared Taxi Passenger Fares	\$652,947	\$656,212	\$659,493	\$662,790	\$666,104
OTHER (advertising; taxicab licenses)	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
TOTALS	\$2,191,011	\$2,342,972	\$2,509,755	\$2,692,839	\$2,900,136

Figure 4-2: Subsidy per Unlinked Passenger Trip by Mode and Overall System



Source: National Transit Database

Note: In 2020 Demand Response-Taxi and Demand Response were reported as a combined category.

category. Overall, the system subsidy has increased since 2017.

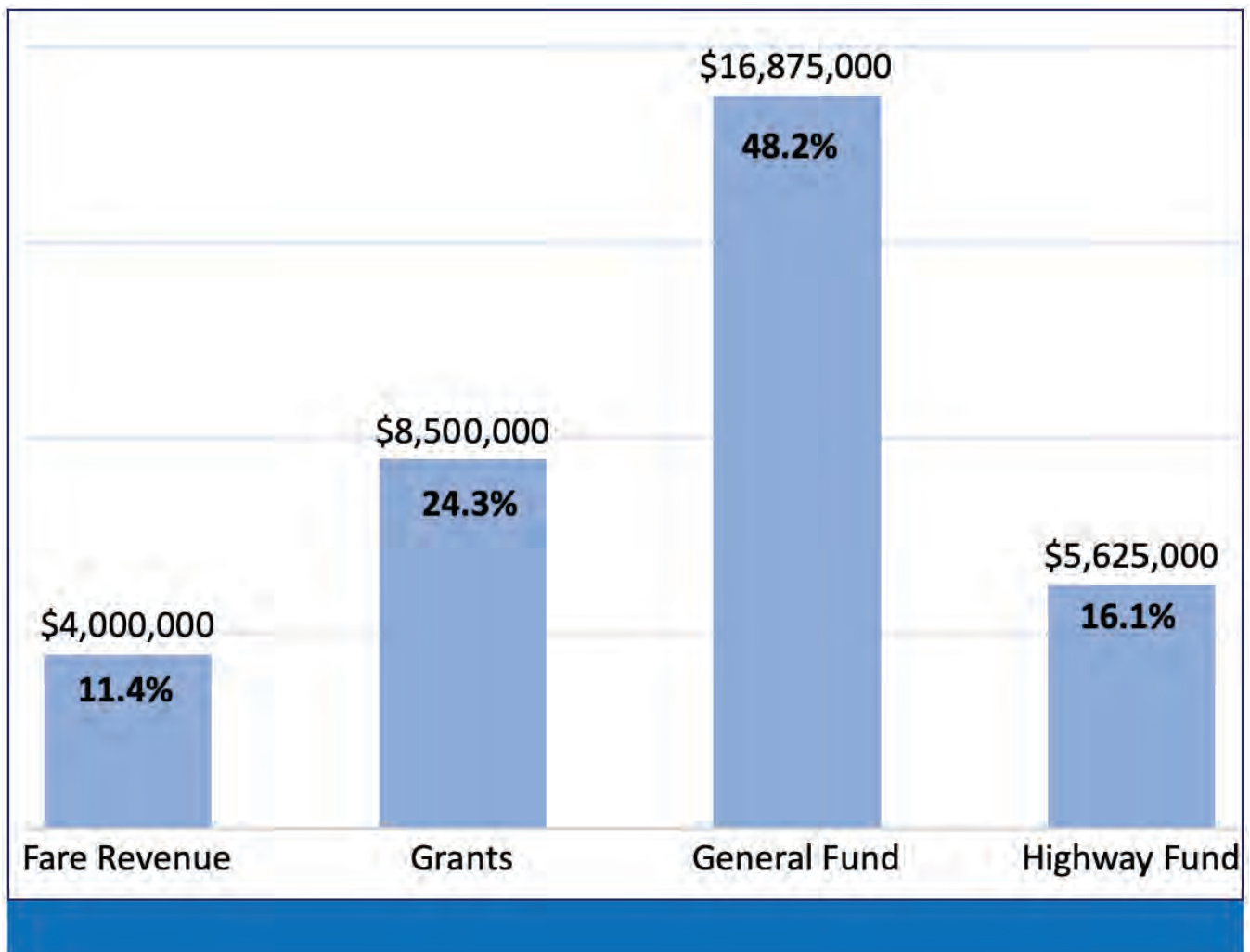
Revenues for bus and ADA paratransit services are calculated based upon annual passenger trips and revenue per passenger board (unlinked trip). The rates estimated per trip is based upon MTA experience. Fare increases were not recommended during the Transit Master Plan implementation due to the need to concentrate resources on building the agency and its dependability. However, the Transit Master Plan did recommend discontinuing transfers in favor of a one-day pass. With the implementation of the new fare equipment, MTA will be able to implement pass programs. During this period revenues from shared taxi. MTA expects minimal revenue from advertising and other sources.

Financial Plan Without GET After January 2031

The last year of the Financial Plan, FY 2032, is presented without the GET funding source in Table 4-3. If the State Legislature extends the GET, and the County Council approves the extension then that revenue source would be used. However, if GET is not available, then County funding sources would be needed to fund the system. As shown in Table 4-3, the remaining expenses of about \$23.9 million after fare revenues and grants are applied would be from County Funds; 75 percent General Fund and 25 percent from the Highway Fund.

By FY 2032, the major capital projects other than on going vehicle purchases have been purchased or built. MTA will have had ten years of dependable service

Figure 4-3: 2032 Funding Scenario Using County Sources and Without GET



delivery. The new bus routes and other modal services will also have had ten years of experience for MTA to determine appropriate levels of service in response to customer demand. With these accomplishments, it is expected the level of expenses will be predictable. If additional funds are not available, then County funds would be between 60 to 70 percent of MTA funding to maintain the system. Figure 4-3 shows the average annual breakdown of funding sources without GET. County funds are divided with seventy-five percent from the General Fund and 25 percent are from Highway Fund.

Without County funding commitments, the system would degrade and not meet its Mission:

Create a high quality, multi-modal transportation system that provides safe, reliable, convenient, environmentally responsible, and cost-effective mobility choices that meet the needs of our residents and visitors.

Federal and State Programs

In addition to the formula and discretionary or competitive Federal grant opportunities, there are other Federal programs that could potentially be tapped for funding. For example, the “Community Development Block Grant (CDBG) program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.” This Housing and Urban Development Department (HUD) related program provided the County with \$2,739,143 in funding in 2021. Transit which falls under infrastructure and public services, would be in competition with other County needs. Other sources such as the Older Americans Act which is passed to the County Office on Aging may provide some funding. It is expected, however, that these secondary funding sources would provide a limited amount of revenue. With aggressive grant applications and partnerships, MTA could receive up to \$1.5 million annually.

County Tax Increases for Dedicated Transit Funding

MTA does not have a permanent dedicated funding source for its programs. If the GET is not extended the County should consider identifying permanent dedicated funding. Two major sources for revenue are Real Property Taxes in the General Fund and the Fuel Tax in the Highway Fund. Increasing taxes on one or both for a dedicated MTA funding source is defensible. MTA serves residents, businesses, and visitors and they rely upon a dependable service.

Increasing the Real Property Tax two percent, based on current estimates, would provide almost \$7.1 million, annually. Increasing the Fuel Tax 4 cents, based on current estimates, would provide about \$3 million annually. Currently, the Hawai'i County fuel tax is 23 cents. Increasing the tax by 4 cents would be about a 17 percent increase, although negligible compared to fuel prices.

The stipulation for these two increases would be these revenues are dedicated to transit. Combined, this dedicated funding would provide about 30 percent of revenue needs. These tax increases would need to be supplemented with additional funding from both the General and Highway Funds. The intent is to provide a base of dedicated funding, that will be supplemented with user fees, grants, and other sources of funding.

Expense Reduction and User Fee Increase

Along with dedicated County funding sources and new funding from State and Federal programs, and potential new partnerships, MTA may need to reduce expenses and increase revenues from fares and fees. In both cases, higher fares and service reduction, impacts will occur to ridership numbers. On average, a five (5%) percent increase in fares will result in a ten (10%) percent decrease in ridership. This decrease in ridership impacts expected fare revenues. Service reductions have a similar impact on ridership. In most cases, ridership can be expected to rebound in two years assuming reliable service provision is maintained.

Assuming a ten (10%) percent decrease in expenses and a ten percent increase in fares and fees, an average of almost \$3.9 million reduction in County funding could be realized. The expense decrease may be met by lower

inflation factors than assumed, efficiency adjustments in service, and lower use of the other modes such as paratransit, vanpools, and taxi thereby reducing the system's subsidy requirement.

The additions of dedicated funding sources from the Highway and General Funds, together with aggressive grant writing and development of partnerships, a ten percent increase in user fees and fares, and a 10 percent reduction in expenses will reduce the overall commitment of County funds from about 64 percent shown in Figure 4-3 to 49 percent including the dedicated funding. This funding scenario based upon average annual expenses of \$35 million by FY 2032 is presented in Figure 4-4. The \$35 million is the average for Total Operating and Capital Expenses shown in Table 4-3.

Table 4-6 presents how the two funding scenarios shown in Figures 4-3 and 4-4 would be applied to FY 2032. As shown, County Funds from the General and Highway Funds would provide \$23,863,624 or about 69 percent of total funding in the "FY 2032 USING COUNTY FUNDS/NO FARE INCREASE OR SERVICE REDUCTION" scenario.

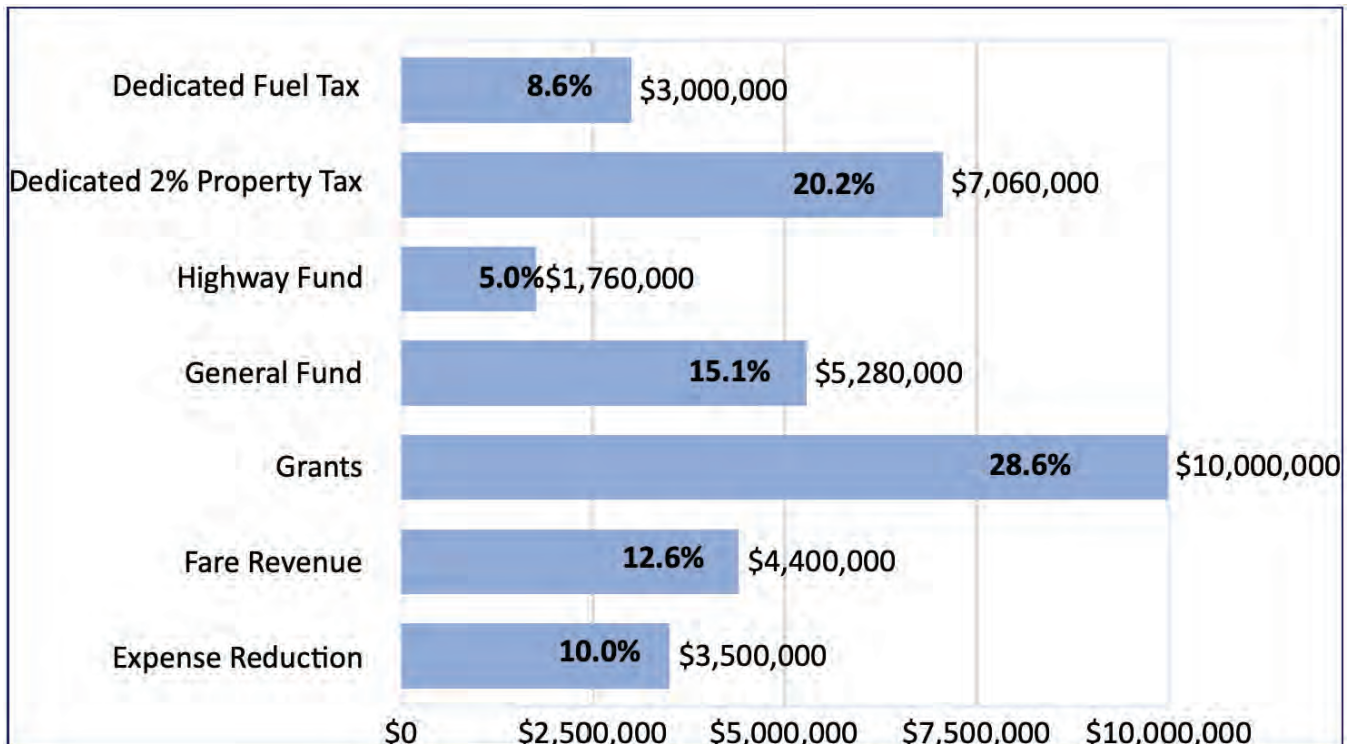
The second scenario starts with a reduction in the Total Expenses due to expense reduction. Fares and grants are higher and two new dedicated County funding sources are identified. These include the 2 percent increase on the Real Property Tax which is dedicated to MTA funding and the 4-cent increase in the fuel tax also dedicated to MTA. These two dedicated funding sources will fluctuate so the County General and Highway Funds would also fluctuate to provide the difference. Even though the two dedicated sources are County Funds, the overall impact on County services are minimized since these are increased amounts. This diminishes the impact on the General and Highway fund which transit competes with other funding priorities.

Other Strategies

The following two strategy categories should be undertaken.

Impact Fees: Currently major developments through the permitting process are required to provide infrastructure and install bus stops with passenger amenities within or connecting to their developments. This is particularly noticeable in Kona where bus stops have been constructed. For particularly large

Figure 4-4: Combined Dedicated Funding & Expense Reduction Scenario



developments, an annual fee equal to the provision of one bus route, approximately \$300,000, or other metric could be part of the permitting process. The annual fee would be required over a set number of years depending upon development size. Or, alternatively, the developer could be required to provide an annual bus pass to each household upon occupancy for housing developments and a set number of passes based on employment projections for major employment centers or mixed-use developments.

The annual pass could be provided at a bulk purchase discount rate. For example, annual passes usually are priced for 11 months, with the 12th month free. Prior to the fare free implementation, the MTA monthly pass was \$60. An annual pass in this scenario would cost \$660. This fee could be reduced to \$600 for an annual pass with a set number of pass purchases under a new U-Pass or E-Pass program.

Fare Structure: Over the next three years, Hele-On will be fare free as discussed previously. During this time period, MTA has the opportunity to review the fare structure. Day, monthly, and annual pass options can be made available with the new fare collection system. Specialized passes can be offered to schools (universities) and major employment centers such as a U-Pass or E-Pass. Many systems partner with universities and major employers to provide discounted annual passes for bulk purchases. The benefit for MTA is that purchases, and revenues, are up-front.

The University of Hawai'i campuses as well as the community colleges and other universities on Honolulu are part of TheBus' U-Pass program. In some universities the students pay a transportation fee as part of their tuition payments which includes a transit pass for the quarter or semester. This is an automatic fee, although some institutions provide an opt-out option. With new technologies the passes could be combined with other modes such as bike share to provide a benefit to students or employees and encourage alternative travel to campuses or employment centers.

Another benefit of the new fare collection system is that MTA can easily introduce other fare categories such as a surcharge for commuter trips. A new fare structure to include taxi and other mode fees should be implemented no later than 2030. This will allow MTA time to monitor revenues and ridership and identify and implement any needed adjustments.

Table 4-6: FY 2032 Funding Options with No GET

FY 2032 SUMMARY	FY 2032 USING COUNTY FUNDS/NO FARE INCREASE OR SERVICE REDUCTION	FY 2032 USING MULTIPLE STRATEGIES
Total Expenses	\$38,188,381	\$34,688,381
Fare Revenue	\$2,900,136	\$4,400,000
Grants	\$11,424,621	\$12,924,621
County General Fund	\$17,897,718	\$5,477,820
County Highway Fund	\$5,965,906	\$1,825,940
Dedicated General Fund	\$0	\$7,060,000
Dedicated Highway Fund	\$0	\$3,000,000
County GO Bonds (CIP)	\$0	\$0
GET Transit Funding	\$0	\$0
Total Funding Sources	\$38,188,381	\$34,688,381

Island-Wide Fare Structure

Fare Recommendations

Table 4-7 provides the proposed fares when MTA reintroduces fares on January 1, 2026. These fares are for the major services and do not include all requirements or exceptions. Fare categories have been increased to include a Day Pass good for 24-hours and a 7-day pass which is good for a one-year period.

With the introduction of the Day pass that would be valid for 24 hours, it is recommended that free transfers be discontinued. Passengers would be required to pay for each bus boarding. Eliminating transfers reduces confrontations between drivers and passengers and adds efficiency to operations by not taking time to verify transfer time limits. Encouraging the use of passes reduces cash transactions also providing operational efficiencies and less driver interactions.

Fare Free

Hele-On became fare free on February 27, 2022. The fare free program is scheduled to end on December 31, 2023, although there is a proposal to extend the fare free program two years to December 31, 2025. There are several arguments **in favor** of remaining fare free. The main argument is it is easy. No need for passengers or drivers to worry about proper fares, passenger identification for reduced fares, or other restrictions. Passengers can board at any door for those vehicles with multiple doors which speeds the boarding process resulting in increased schedule adherence. Additionally, fare free systems eliminate cash handling, counting, and verification.

Other benefits include increasing transit ridership which reduces personal vehicle travel, adding additional dollars to the economy assuming money not being spent on transit fares or personal vehicle fuel are spent elsewhere in the economy, and potentially fewer traffic crashes. An increase in walking to and from transit may provide increased physical activity for passengers with the associated health benefits.

Arguments **against fare free** include potential abuses by passengers. These invariably involve “joy-riding” for air conditioning or entertainment purposes. In some cases, disruptive passengers that have “settled

into the bus seat” have conflicts with other passengers that can distract drivers creating tense situations for all. The Hele-On Rules of the Road is being codified into Chapter 18 to make it an infraction to ride buses without a destination.

While small in the overall revenue picture, fare free means no passenger fares. Hele-On passenger fares have contributed about 10 percent of the overall funding for the system (fixed-route, commuter, and ADA paratransit). This loss of passenger funding would need to be replaced with County and/or Federal funds. Politically, some believe that passengers have more respect for a system if they are contributing with fares.

MTA has the benefit of this current multi-year fare free experience to determine if the benefits outweigh potential negative abuses.

Shared-Ride Fares

Shared ride is open to all potential passengers in areas that have participating taxi companies or TNCs; currently in Hilo. Based upon Hele-On shared-ride rules, the maximum subsidy is \$18.60 based on current taxi rates for a five (5) mile trip. Current taxi rates are listed in Section 18-49 of the County Code⁴ and are composed of:

- \$3.00 initial meter actuation plus 1/8 mile and
- \$0.40 for each additional 1/8 mile

Passengers are responsible for any additional costs over the subsidy permitted for their trip. It is recommended that the MTA regularly review and update the Shared-Ride rules based on program performance.

4 Chapter 18 (hawaiicounty.gov) updated through Ordinance 22-62, effective 6/15/22

Table 4-7: Proposed Fares

FARE TYPE	COST
Cash Fare:	
Non-discounted, single ride trip	\$2.00, fixed route, commuter \$2.00 additional charge per flex route pick up or drop off
Discounted, single ride trip – Seniors (60 and older), Persons with Disabilities with appropriate ID card, Students with valid school ID, Youth 5 through 17, valid Medicare Card holders, Veterans with valid DD-214 document	\$1.00, fixed route, commuter \$2.00 additional charge per flex route pick up or drop off
Under 5 years old	No charge (when traveling with a fare paying person)
Flex route 10-ride deviation pass	\$20.00
Transfers – discontinued	
Passes, unlimited rides:	
Day Pass (24-hour pass), non-discounted	\$5.00, fixed route, commuter
Day Pass (24-hour pass), discounted (see above requirements)	\$2.50, fixed route, commuter
7-Day Pass, non-discounted	\$30.00, fixed route, commuter
7-Day Pass, discounted (see above requirements)	\$15.00, fixed route, commuter
31-Day Pass, non-discounted	\$60.00, fixed route, commuter
31-DayPass, discounted (see requirements)	\$30.00, fixed route, commuter
Flex Routes	\$2.00 upcharge per pick up or drop off on flex routes is in addition to the pass cost
Paratransit & Rural Demand Response Services	
One-way trip	\$4.00 or twice the non-discounted one-way trip
Passenger companion	\$4.00 or twice the non-discounted one-way trip
Personal care attendant	No charge

APPENDIX 1: PEER REVIEW TABLES

1 A Fixed Route Service Area and Population

1 B Vehicles Operated in Maximum Service (VOMS) and Vehicles Available in Maximum Service (VAMS)

1 C Unlinked Trips, Vehicles Revenue Miles, Vehicles Revenue Hours

1 D Service Efficiency and Service Effectiveness

Appendix 1A - Peer Review for Fixed Route and Commuter Bus Service Area and Population

System Name	City	State	Service Area Statistics	
			Square Miles	2020 Census Population
Billings Metropolitan Transit	Billings	MT	53	110,323
City of Gardena Transportation Department	Gardena	CA	40	463,968
City of Santa Rosa	Santa Rosa	CA	51	308,231
Culver City Municipal Bus Lines	Culver City	CA	33	341,718
El Dorado County Transit Authority	Diamond Springs	CA	1,551	147,200
Everett Transit	Everett	WA	34	111,262
Gold Coast Transit	Oxnard	CA	84	367,260
Golden Empire Transit District	Bakersfield	CA	111	500,977
Link Transit	Wenatchee	WA	197	108,660
Missoula Urban Transportation District	Missoula	MT	70	73,340
Montebello Bus Lines	Montebello	CA	151	315,074
Monterey-Salinas Transit	Monterey	CA	294	435,594
Placer County Dept. of Public Works & Facilities	Auburn	CA	471	386,166
Rogue Valley Transportation District	Medford	OR	50	132,022
San Joaquin Regional Transit District	Stockton	CA	1,426	762,997
San Luis Obispo Regional Transit Authority	San Luis Obispo	CA	130	206,008
Santa Barbara Metropolitan Transit District	Santa Barbara	CA	52	199,668
Santa Cruz Metropolitan Transit District	Santa Cruz	CA	446	274,146
Skagit Transit	Burlington	WA	760	115,484
SunLine Transit Agency	Thousand Palms	CA	1,120	466,366
Torrance Transit System	Torrance	CA	103	606,847
Valley Regional Transit	Meridian	ID	66	338,759
Whatcom Transportation Authority	Bellingham	WA	776	225,099
Yakima Transit	Yakima	WA	33	100,715
Averages:			338	295,745
County of Hawai'i Mass Transit Agency	Hilo	HI	4,028	201,513

Source: 2019 National Transit Database

Note: Hawai'i square miles is total land area, not service area.

Appendix 1B - Peer Review for Fixed Route and Commuter Bus, Vehicle, Vehicles Operated in Maximum Service, Vehicles Available for Maximum Service, Employee count

System Name	Vehicles Operated in Maximum Service (VOMS)	Vehicles Available for Maximum Service (VAMS)	Vehicle Maintenance Employee Count		VOMS per Vehicle Maintenance Employee	VAMS per Vehicle Maintenance Employee	Number of Facilities
			Full Time	Part Time			
Billings Metropolitan Transit	18	25	3.5		5.1	7.1	1
City of Gardena Transportation Department	43	68	21.7		2.0	3.1	1
City of Santa Rosa	26	31	13.0		2.0	2.4	1
Culver City Municipal Bus Lines	44	54	17.9		2.5	3.0	1
El Dorado County Transit Authority	19	28	3.7		5.1	7.6	1
Everett Transit	31	41	9.0		3.4	4.6	1
Gold Coast Transit	47	56	23.0	1.0	2.0	2.3	1
Golden Empire Transit District	69	88	32.3		2.1	2.7	1
Link Transit	33	44	16.2	1.8	1.8	2.4	1
Missoula Urban Transportation District	21	24	7.4		2.8	3.2	1
Montebello Bus Lines	67	72	27.0		2.5	2.7	1
Monterey-Salinas Transit	78	120	41.0		1.9	2.9	2
Placer County Dept. of Public Works & Facilities	21	34	1.4	5.3	3.1	5.1	2
Rogue Valley Transportation District	21	26	12.0		1.8	2.2	1
San Joaquin Regional Transit District	79	128	29.0		2.7	4.4	2
San Luis Obispo Regional Transit Authority	25	42	8.9		2.8	4.7	1
Santa Barbara Metropolitan Transit District	93	117	22.0	9.0	3.0	3.8	1
Santa Cruz Metropolitan Transit District	74	94	33.9		2.2	2.8	1
Skagit Transit	21	42	9.7		2.2	4.3	1
SunLine Transit Agency	58	72	32.3		1.8	2.2	2
Torrance Transit System	48	56	29.4		1.6	1.9	1
Valley Regional Transit	43	55	17.2		2.5	3.2	2
Whatcom Transportation Authority	47	61	18.9		2.5	3.2	1
Yakima Transit	20	31	2.0	3.0	4.0	6.2	2
Averages:	44	59	18.0		2.6	3.7	
County of Hawai'i Mass Transit Agency	39	52	6.0		6.5	8.7	1
County of Hawai'i Mass Transit Agency	39	52	11.0		3.5	4.7	1

Source: 2019 National Transit Database

Notes: MTA's VOMS and VAMS are projected for FY2023 for planning purposes. All other MTA statistics are from 2019 NTD.

The second Mass Transit Agency line shows the VOMS and VAMS with additional maintenance employees. This brings MTA closer in line with peer systems.

Appendix 1C - Peer Review for Fixed Route and Commuter Bus Unlinked Trips, Vehicle Revenue Miles, Vehicle Revenue Hours

System Name	2019 Statistics			
	Unlinked Passenger Trips	Vehicle Revenue Miles	Vehicle Revenue Hours	Operating Expenses
Billings Metropolitan Transit	424,671	606,184	41,735	\$3,893,242
City of Gardena Transportation Department	2,920,856	1,691,303	136,619	\$12,832,130
City of Santa Rosa	1,817,112	1,026,468	86,386	\$7,901,618
Culver City Municipal Bus Lines	4,600,876	1,656,768	169,841	\$23,608,735
El Dorado County Transit Authority	356,969	822,438	38,593	\$5,480,180
Everett Transit	1,606,899	1,195,418	103,309	\$15,385,230
Gold Coast Transit	3,524,674	2,163,227	201,431	\$21,052,979
Golden Empire Transit District	6,196,795	3,885,910	308,984	\$27,164,041
Link Transit	979,166	1,883,755	91,510	\$12,428,376
Missoula Urban Transportation District	1,556,774	686,258	50,193	\$5,543,103
Montebello Bus Lines	5,258,035	2,357,424	235,654	\$27,919,966
Monterey-Salinas Transit	4,228,507	4,577,352	274,468	\$38,250,540
Placer County Dept. of Public Works & Facilities	711,484	1,535,019	73,896	\$12,522,341
Rogue Valley Transportation District	1,184,003	976,332	67,339	\$10,340,721
San Joaquin Regional Transit District	3,583,078	2,601,253	184,599	\$33,593,843
San Luis Obispo Regional Transit Authority	1,039,546	1,361,513	57,008	\$7,284,538
Santa Barbara Metropolitan Transit District	6,432,190	2,606,184	219,864	\$25,467,695
Santa Cruz Metropolitan Transit District	5,045,972	2,867,890	207,348	\$40,459,619
Skagit Transit	706,442	1,354,903	77,023	\$9,525,227
SunLine Transit Agency	4,039,450	3,364,995	228,131	\$27,310,333
Torrance Transit System	3,595,705	2,096,764	167,395	\$34,298,864
Valley Regional Transit	1,213,678	1,556,235	105,051	\$10,915,400
Whatcom Transportation Authority	4,451,508	2,123,146	152,623	\$21,237,451
Yakima Transit	949,560	797,155	51,551	\$7,308,778
Averages:	2,767,665	1,908,079	138,773	\$18,405,206
County of Hawai'i Mass Transit Agency	511,412	1,705,076	48,884	\$11,557,853

Source: 2019 National Transit Database

Appendix 1D - Peer Review for Fixed Route and Commuter Bus Service Efficiency and Service Effectiveness

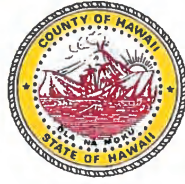
System Name	Service Efficiency	Service Effectiveness		
	Operating Expenses per Vehicle Revenue Hour	Operating Expenses / Unlinked Trip	Unlinked Trips / Vehicle Revenue Mile	Unlinked Trips / Vehicle Revenue Hour
Billings Metropolitan Transit	\$93.28	\$9.17	0.7	10.2
City of Gardena Transportation Department	\$93.93	\$4.39	1.7	21.4
City of Santa Rosa	\$91.47	\$4.35	1.8	21.0
Culver City Municipal Bus Lines	\$139.00	\$5.13	2.8	27.1
El Dorado County Transit Authority	\$142.00	\$15.35	0.4	9.2
Everett Transit	\$148.92	\$9.57	1.3	15.6
Gold Coast Transit	\$104.52	\$5.97	1.6	17.5
Golden Empire Transit District	\$87.91	\$4.38	1.6	20.1
Link Transit	\$135.81	\$12.69	0.5	10.7
Missoula Urban Transportation District	\$110.44	\$3.56	2.3	31.0
Montebello Bus Lines	\$118.48	\$5.31	2.2	22.3
Monterey-Salinas Transit	\$139.36	\$9.05	0.9	15.4
Placer County Dept. of Public Works & Facilities	\$169.46	\$17.60	0.5	9.6
Rogue Valley Transportation District	\$153.56	\$8.73	1.2	17.6
San Joaquin Regional Transit District	\$181.98	\$9.38	1.4	19.4
San Luis Obispo Regional Transit Authority	\$127.78	\$7.01	0.8	18.2
Santa Barbara Metropolitan Transit District	\$115.83	\$3.96	2.5	29.3
Santa Cruz Metropolitan Transit District	\$195.13	\$8.02	1.8	24.3
Skagit Transit	\$123.67	\$13.48	0.5	9.2
SunLine Transit Agency	\$119.71	\$6.76	1.2	17.7
Torrance Transit System	\$204.90	\$9.54	1.7	21.5
Valley Regional Transit	\$103.91	\$8.99	0.8	11.6
Whatcom Transportation Authority	\$139.15	\$4.77	2.1	29.2
Yakima Transit	\$141.78	\$7.70	1.2	18.4
Averages:	\$132.58	\$8.12	1.4	18.6
County of Hawai'i Mass Transit Agency	\$236.43	\$22.60	0.3	10.5

Source: 2019 National Transit Database

APPENDIX 2: CIRCULAR NO. 20-002

Appendix 2: Circular No. 20-002 from County of Hawaii Department of Human Resources regarding Excluded Managerial Compensation Plan (EMCO) Instructions BU 35

Harry Kim
Mayor



William V. Brillhante, Jr.
Director of Human Resources

County of Hawai'i Department of Human Resources

Aupuni Center • 101 Pauahi Street, Suite 2 • Hilo, Hawai'i 96720 • (808) 961-8361 • Fax (808) 961-8617
website: <http://hawaiicounty.gov/human-resources> e-mail: jobs@hawaiicounty.gov

Circular No. 20-002

To: Department and Agency Heads

From: William V. Brillhante, Jr., Director of Human Resources 

Date: September 28, 2020

Subject: **Excluded Managerial Compensation Plan (EMCP) Instructions BU35**

Policy

Pursuant to §89C, HRS, the County of Hawai'i may determine the salary and benefit adjustments that are relevant for its Excluded Managerial employees in BU35 (hereinafter "employees") based upon my recommendations as the Director of Human Resources.

Furthermore, §89C, HRS requires in relevant part that 1) employees and employee organizations representing them have an opportunity to provide input on adjustments that are relevant and important to them for my approval and 2) adjustments shall result in compensation and benefit packages that are at least equal to the compensation and benefit packages provided under collective bargaining for counterparts and subordinates within the County of Hawai'i.

The following instructions comply with the aforementioned legal requirements and effectuate the County of Hawai'i's Excluded Managerial Compensation Plan (hereinafter "EMCP") for such employees as it relates to Executive Order No. 158 dated June 17, 2013.

This supersedes Circular No. 17-004 dated September 15, 2017.

Salary and Within Range Progression (WIRP) Schedules

Effective July 1, 2019, employees shall be placed on the attached salary schedule designated as Exhibit A.

Effective July 1, 2020, employees shall be placed on the attached salary schedule designated as Exhibit B.

Hawai'i County is an Equal Opportunity Provider and Employer.

Circular No. 20-002
September 28, 2020
Page 2 of 4

Compensation

- A. The salaries of employees shall be placed on the attached salary schedules designated as Exhibits A and B as appropriate, and adjusted in the following manner from July 1, 2019 through June 30, 2021:
1. Effective July 1, 2019
 - a. Employees shall receive a 2.15% increase to their June 30, 2019 basic rate of pay.
 - b. Employees not assigned to the salary schedule shall receive a 2.15% pay increase to their June 30, 2019 basic rate of pay.
 2. Effective July 1, 2020
 - a. Employees shall receive a 2.03% increase to their June 30, 2020 basic rate of pay.
 - b. Employees not assigned to the salary schedule shall receive a 2.03% pay increase to their June 30, 2020 basic rate of pay.
- B. "Within Range Progression" (hereinafter "WIRP") means the adjustment of an Excluded Manager's basic rate of pay by adding the flat dollar amount applicable to the Excluded Manager's respective pay range in the EMCP as provided for in the WIRP schedule.
1. Based on the appropriate WIRP amounts in Exhibits A and B, employees shall be entitled to receive a WIRP increase during the period July 1, 2019 through June 30, 2021 on their WIRP date.
 2. If the WIRP increase in B.1 results in an amount which is above the maximum rate of the applicable pay range on Exhibits A and B, the employee shall be compensated at the maximum rate.
- C. Lump Sum Payment
1. Effective July 1, 2019, employees who were on at the maximum rate of the pay range as of June 30, 2019, shall receive a lump sum payment of \$750. Employees who are less than full-time shall receive a prorated amount.
 2. Effective July 1, 2020, employees who were on at the maximum rate of the pay range as of June 30, 2019, shall receive a lump sum payment of \$750. Employees who are less than full-time shall receive a prorated amount.

Circular No. 20-002
September 28, 2020
Page 3 of 4

Compensation Adjustments

Compensation adjustments shall be in accordance with Department of Human Resources procedures for Compensation.

You may contact Lee Botelho at 961-8361 or by email at lee.botelho@hawaiiicounty.gov if you have any questions or concerns regarding the above.

Attachment

LB/WVB:gy

Circular No. 20-002
 September 28, 2020
 Page 4 of 4

Attachment to Circular No. 20-002 (BU35)

Exhibit A – Salary/WIRP Schedule 07/01/19

	EM SALARY SCHEDULE				EM WIRP SCHEDULE	
	Minimum		Maximum		Monthly	Annual
	Monthly	Annual	Monthly	Annual		
EM-01	\$5,560	\$66,720	\$10,243	\$122,916	\$173	\$2,076
EM-02	\$5,783	\$69,396	\$10,654	\$127,848	\$180	\$2,160
EM-03	\$6,014	\$72,168	\$11,080	\$132,960	\$188	\$2,256
EM-04	\$6,256	\$75,072	\$11,523	\$138,276	\$195	\$2,340
EM-05	\$6,505	\$78,060	\$11,983	\$143,796	\$203	\$2,436
EM-06	\$6,765	\$81,180	\$12,463	\$149,556	\$211	\$2,532
EM-07	\$7,037	\$84,444	\$12,961	\$155,532	\$219	\$2,628
EM-08	\$7,318	\$87,816	\$13,480	\$161,760	\$228	\$2,736

Exhibit B – Salary/WIRP Schedule 07/01/20

	EM SALARY SCHEDULE				EM WIRP SCHEDULE	
	Minimum		Maximum		Monthly	Annual
	Monthly	Annual	Monthly	Annual		
EM-01	\$5,673	\$68,076	\$10,451	\$125,412	\$177	\$2,124
EM-02	\$5,901	\$70,812	\$10,871	\$130,452	\$184	\$2,208
EM-03	\$6,137	\$73,644	\$11,305	\$135,660	\$191	\$2,292
EM-04	\$6,383	\$76,596	\$11,757	\$141,084	\$199	\$2,388
EM-05	\$6,638	\$79,656	\$12,227	\$146,724	\$207	\$2,484
EM-06	\$6,903	\$82,836	\$12,716	\$152,592	\$215	\$2,580
EM-07	\$7,180	\$86,160	\$13,225	\$158,700	\$224	\$2,688
EM-08	\$7,467	\$89,604	\$13,754	\$165,048	\$233	\$2,796

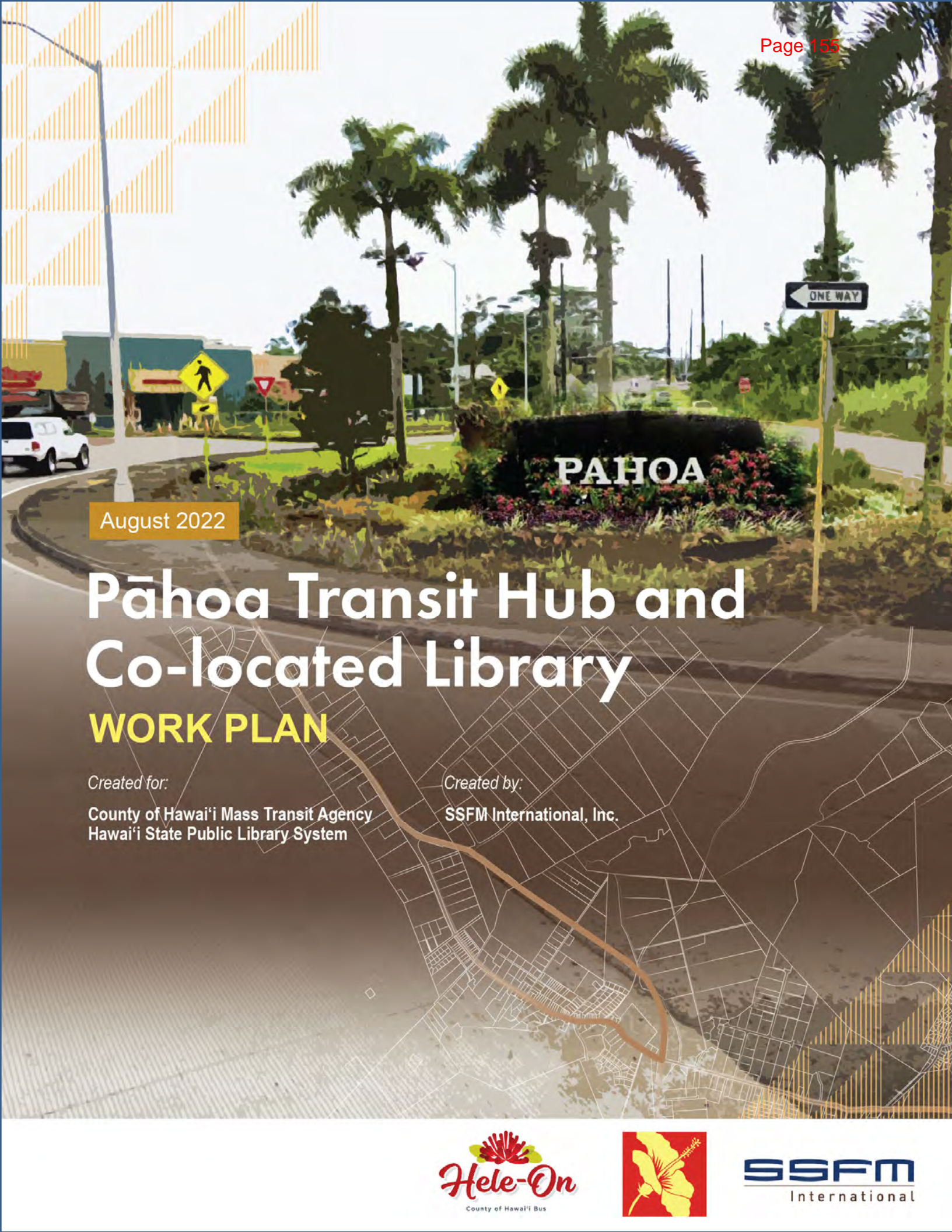
Recommended for
 Assistant Mass Transit
 Administrator



Recommended for
 Mass Transit
 Administrator







August 2022

Pāhoehoe Transit Hub and Co-located Library

WORK PLAN

Created for:

County of Hawai'i Mass Transit Agency
Hawai'i State Public Library System

Created by:

SSFM International, Inc.



1) Project Purpose & Background

Transit Hub

The *County of Hawai'i Transit and Multi-Modal Transportation Master Plan* (Master Plan) completed in August 2018 identified five (5) goals, including the following: “Create transportation hubs and bus stops with amenities that provide rider comfort and safety and that help support community and village gathering places.” The County of Hawai'i Planning Department and Mass Transit Agency (AGENCY) is initiating the planning phase of the Pāhoa Transit Hub. This includes the preparation of a Site Selection Report followed by an Environmental Assessment in compliance with Chapter 343 of the Hawai'i Revised Statutes (HRS 343), and the applicable Hawai'i Administrative Rules set forth in Title 11, Chapter 200.1. Conceptual designs for the preferred site, as well as two alternative sites, will be completed in support of the Environmental Assessment. The AGENCY has also applied for a grant from the Federal Transit Administration (FTA); therefore, compliance with the National Environmental Policy Act (NEPA) will be required.

As per the draft Scope of Work provided by the AGENCY, three sites will be evaluated in the Environmental Assessment, as well as the No-Action Alternative. In addition, tasks will include public outreach prior to site selection and upon publication of the Draft Environmental Assessment.

In building a major transit facility, it is important to break up the project into separate portions:

- Environmental Assessment + 30% Design
- Land Acquisition
- Final Design/Construction

An environmental assessment is required to be done when purchasing property as defined by the National Environmental Protection Act (NEPA) and HRS Chapter 343 regarding Environmental Impact Statements. This critical task has not been done for any of the sites previously proposed. The purpose of this effort is to address the first bullet above so that the land acquisition process can begin.

The types of features to be provided at the Hub along with other considerations include:

- Access: Including bus-only signs to access the facility. Drop-off locations and commuter parking areas should be clearly signed. Transit facilities should have pedestrian access such as sidewalks or separated walking areas.
- Parking: Including parking for cars, carpool, vanpool, bikes, bikeshare, carshare, taxi and Transportation Network Company's (TNC's) – Park and Ride/Kiss and Ride.
- Bus Stop Positions: There are two prominent designs for the bus positions: straight curb and saw tooth. For example, the existing Mooheau Bus Terminal (MBT) has a straight curb design. The individual bus stops at a hub should be constructed with reinforced concrete.
- Passenger Waiting Area: There are three types of passengers waiting areas: center island, plaza, and sidewalk. The center island is where buses stop on both sides and passengers can transfer

between buses without vehicle conflicts. Plaza designs are similar, but the center pedestrian area is built on a larger scale and may include fountains, food kiosks and other services.

- Lighting: A range is possible from high-mast streetlamps to specialized in-ground lighting. Passenger shelters at hubs should have overhead lights underneath the shelter roof.
- Passenger Seating: Options include stools, standard benches, seating extended from planters and other landscaping features such as walls.
- Passenger Shelters: These can be the standard shelters the County uses at bus stops, or they may be unique shelter designs.
- Trash receptacles
- Bicycle Racks/Lockers
- Public Restrooms
- Wayfinding Displays and Maps
- Vending machines dispensing items such as newspapers, free publications, snacks, drinks, as well as ATM.
- Wi-Fi and Telephones
- Community functions such as a library, community room, police sub-station, donation drop-offs, ballot dropboxes, mailboxes, staffed community service offices, recycling locations, day care and other community functions.
- Other elements specific brought up by attendees at the 2019 Pāhoa public meetings:
 - ADA compliant, giving priority to the safety of pedestrians and children who may be in the parking lot. Consider goals of Vision Zero and the needs of the disabled.
 - Lighting
 - Security; have a locked gate after hours
 - Soften the area with landscaping
 - A big concrete structure (such as Wahiawā Transit Center) may be safer but is not “Pāhoa.” Size should reflect the area.
 - Shelters need sides for the lighting. Consider environmental conditions (rain/wind) in choosing orientation of the shelters.
 - “Stool” design for seating, avoids people sleeping on the benches.
 - Transit functions such as driver break room, restrooms for public and drivers, customer service storage, and general storage.

Previous Efforts on Puna Hub

The project was initiated as part of the Transit and Multi-Modal Transportation Plan that was completed in August of 2018. The AGENCY initiated public outreach in 2019 along with initial identification of locations

for consideration of a bus hub. A community meeting was in March 2019, where four possible locations were proposed, along with parcel ownership, address tax map key (TMK), size (in acres), and zoning. Two additional sites were later added by the County prior to a second community meeting in July 2019. After research results were presented, and site advantages/disadvantages were discussed by attendees, and a seventh location was added.

After the public outreach, the County and AGENCY added additional locations and ranked the 13 potential sites based on the criteria previously identified. Of the 13, two were removed from consideration. Therefore, the site selection study and report included in this project will evaluate eleven (11) sites.

In addition, a new component is being added to the scope as it relates to evaluating these sites. That is the potential to co-locate a public library on the same parcel as the transit hub, either as a separate building or integrated with the transit hub building. The follow section gives an overview of this.

Possible Co-Location of Hub with New Proposed Pāhoa Library

The Hawaii State Public Library System (HSPLS) intends to construct a new library in the Pahoia region on the Island of Hawai'i. The HSPLS also desires to support the County Transit-Oriented-Development (TOD) and determine the possibilities of co-locating the library with the future transit center.

Previously, the Department of Accounting and General Services' (DAGS) consultant, G70, completed an Environmental Assessment for the Pahoia Public Library Site Selection in September 2021 with findings of no significant impact. The document identified six (6) State-owned and County-owned sites in Pahoia. However, the identified sites were not satisfactory for HSPLS to proceed with the design phase.

The State of Hawai'i, through the Office of Planning and the County of Hawai'i are undertaking TOD planning in the Pahoia region with intentions to identify both publicly and private-owned lands suitable for the transit center. HSPLS is aware of the transit efforts and has no objections to considering private-owned lands for the future library.

The planning effort for the library project by HSPLS project would include additional site review and subsequent resubmission of an Environmental Assessment in compliance with Chapter 343, Hawaii Revised Statutes, Hawaii Administrative Rules, Chapter 11-220.1.

The completion of the hub site selection and EA that identifies co-location of the library would satisfy the library requirements and thus allow forward movement into the design phase.

A coordination meeting was held between the AGENCY, HSPLS, State Office of Planning and Sustainable Development (OPSD), DAGS, and SSFM on August 1, 2022, to discuss co-location of the Puna Hub and Pāhoa Library. Key takeaways include the following:

- The 2018 Project Development Report is still relevant and can help guide the design. Of note is the space program outlined in the report which includes:
 - Approximately 8,000 sf of indoor space; 1,000 sf of entry lanai area; 4,900 sf of exterior uses
 - 30 parking stalls
 - Rough breakdown of program components shows

- Public Space – 68% of interior space
 - Staff Area – 25% of interior space
 - Community Use Space – 7% of interior space
- The library will be evaluated based on two options:
 - Option 1 – Stand-alone building
 - Option 2 – Integrated with on site or attached to the Transit Hub Building
- Key factors to consider as it relates to the pros/cons of the options would be:
 - Efficient use of space
 - Sharing of infrastructure
 - Separation of uses
 - Operations and maintenance agreements
- Notable library specific design considerations included:
 - Flexible spaces
 - Both large and small gathering spaces with outdoor access
 - Welcoming feel
- It was acknowledged that Site #2 was preferred based on the previous study of eleven sites initiated by COH. HSPLS agreed that this site appeared desirable for their purposes as well.

The HSPLS has found that the library is generally supported by the community and that future public outreach efforts will be an important component of this project. Stakeholder consultations would be integrated within the overall project process to improve community input and support. Such effective community consultation conducted during the site selection phase should improve the effectiveness of the environmental review process.

The library project status and requirements discussed here were developed based on the following references provided to SSFM:

- April 2018 Project Development Report (PDR) prepared by G70
- February 2021 Pāhoa Public Library Site Selection, Draft Environmental Assessment/Anticipated Finding of No Significant Impact prepared by G70 and available online
- Draft memorandum of agreement between HSPLS and COH, Exhibit A Scope of Work

2) Project Tasks & Work Plan

Based on the project Scope of Work appended to the Project contract, SSFM has identified and developed this Work Plan around four main tasks:

Task 1: Work Plan and Schedule

Task 2: Site Selection Report

Task 3: Conceptual Site Plan

Task 4: NEPA/HRS Chapter 343 Environmental Assessment

The proposed approach and deliverables for each task are provided below, along with team leads. For all tasks, SSFM will provide drafts of deliverables including meeting materials, meeting notes, and reports for AGENCY approval prior to finalization. SSFM and its subcontractors will implement thorough Quality Assurance/Quality Control (QA/QC) of all deliverables in accordance with SSFM's corporate QA/QC standards. SSFM will also utilize our network and contacts in the community to gather input from key stakeholders and incorporate their input into deliverables.

TASK 1: WORK PLAN & SCHEDULE

SSFM - Austen Drake, Jennifer Scheffel, Robyn Ito, Cheryl Soon, Jo-Anna Herkes

The purpose of this task is to develop a detailed work plan and schedule that establishes a clear and shared understanding of the approach, deliverables, and timeline. The Project Manager Austen Drake will be responsible for overseeing the implementation of the work plan and providing progress updates and deliverables to the AGENCY. This will include bi-weekly progress meetings with the AGENCY through the completion of Task 2, with progress updates as needed during Task 3 and 4. SSFM will also submit progress reports to the AGENCY with project billings.

In addition to the AGENCY, other key stakeholders include the following:

- County Planning Department (COH-PD)
- Hawai'i State Public Library System (HSPLS)
- State Office of Planning and Sustainable Development (OPSD)
- Department of Accounting and General Services (DAGS)
- Pāhoa Community Non-Profits
- Pāhoa Community Plan Action Committee
- Area Council Members
- Area State Representatives
- Area State Senators

Task 1.1 – Prepare Work Plan and Project Schedule. This document serves as the Draft Work Plan and Schedule for the purposes of the project. It is intended as a “living document” and any changes to it will be documented as agreed by SSFM and the AGENCY. It will be reviewed and approved by the AGENCY prior to finalization.

Deliverables

- Draft and Final Work Plan and Schedule

TASK 2: SITE SELECTION REPORT

SSFM - Austen Drake, Jennifer Scheffel, Robyn Ito, Cheryl Soon, Jo-Anna Herkes, and Melissa May

Subcontractors: Ferraro Choi (Architecture) and Insynergy (Electrical Engineer)

The purpose of this task is to identify three (3) sites as that are preferred and advance them to the Environmental Assessment/Conceptual Design phases. SSFM will be responsible for overall project management, civil engineering, and public outreach. Ferraro Choi will be responsible for architecture for the building(s) site layout, and cost estimates. Insynergy will be responsible for electrical engineering.

Task 2.1 – Perform site visits of potential properties. This includes visiting properties being evaluated as well as existing libraries in the State. Libraries to be visited include (all on O’ahu):

- Nānākuli
- ‘Aiea
- Liliha
- McCully

Task 2.2 – Evaluate sites. The evaluation will be generally based on the following criteria:

- Size and configuration
- Access
- Acquisition cost
- Supporting infrastructure
- Pedestrian access
- Bicycle access
- Volcanic hazard risks
- Environmental impacts
- Library co-location potential
- Total estimated cost

Task 2.3 – Provide mapping of sensitive resources. This will include special status species, critical habitat, and historic resources.

Task 2.4 – Preliminary Site Selection Report.

Task 2.5 – Prepare for and facilitate one (1) Public Information Meeting. The purpose of this task is to initiate the Site Selection phase of the Pahoia Transit Hub and Co-Located Library project. The leads Jennifer Scheffel and Melissa May, will be responsible for overseeing the implementation of all sub-tasks including:

Task 2.51 – Prepare public outreach plan. The purpose of this task is to develop a Public Outreach Plan that details the approach, objectives, and schedule of the outreach activities. The objective of outreach efforts is to communicate the project’s purpose to gain community input on preferred locations from a pre-selected list of 11 sites.

Task 2.52 – Public information meetings. Preparation for the Public Information Meetings will include development of a mailing list, providing mapping of sensitive resources (e.g., special status species, critical habitat, historic resources) for the 11 previously identified sites, preparation of graphics, and preparation of project information handouts.

In this era of COVID-19, alternatives to traditional community engagement are being implemented (e.g., virtual engagement and meeting participation) as well as traditional (e.g., in-person engagement and meeting participation). Thus, community outreach will include one public information meeting in the town of Pāhoa and one virtual public information meeting.

Task 2.53 – Virtual open house. The project team will develop and host a Virtual Open House, which will be accessible online and linked to on the Department and Mass Transit Agency websites. The Virtual Open House will be an interactive website with information about the project including a recorded video presentation, informational graphics and interactive features that allow for the collection of public comments. The materials will be developed by SSFM based on existing information provided by the Department related to the results of previous planning, analysis, and community consultation that supported the initial site selection.

Task 2.54 – Public outreach summary report. Results from the Public Information Meetings and Virtual Open House will be documented and summarized in the Final Public Outreach Summary Report.

Task 2.6 – Site Selection Report. This will incorporate the research, mapping, evaluation, and other analysis with the public outreach results.

Deliverables

- Draft Site Selection Report
- Draft and Final Public Outreach Plan and Schedule
- Public Information Meeting Materials
- Website
- Draft and Final Public Outreach Summary Report
- Final Site Selection Report

TASK 3: CONCEPTUAL DESIGN

SSFM - Austen Drake and Robyn Ito

Subcontractors: Ferraro Choi (Architecture) and Insynergy (Electrical Engineer)

The purpose of this task is to develop architectural, civil, and electrical conceptual designs for the three (3) sites that will be evaluated in the Environmental Assessment. This will include a conceptual site plan to accommodate both a transit hub and co-located library. In addition, a conceptual design including floor plan, building sections, exterior elevations, and space program will be developed for the transit hub and library building(s).

Task 3.1 – Pre-Design. Review planning documentation to date including 2018 PDR. Research built project examples on the mainland. Participate in meetings to discuss updates to the library design parameters, and considerations for co-locating the library with the transit hub.

Task 3.2 – Preliminary Concept. Develop space program and preliminary conceptual design of the co-located library and transit hub for a maximum of three sites. Preliminary conceptual design will be limited to site plan, floor plan, and inspiration images. It is anticipated that the site and building design will vary depending upon site configuration/size. Participate in meetings to present concept designs for the purpose of stakeholders’ selection of a preferred site.

Task 3.3 - Final Concept. Prepare pre-final concept plans consisting of site plan, floor plan with generic furniture, diagrammatic building sections and exterior elevation. Address stakeholder review comments.

Deliverables

- Preliminary and final conceptual site plan for 3 sites
- Conceptual Construction Cost Estimates for 3 sites (cost projected to the expected build year to account for inflation).

TASK 4: ENVIRONMENTAL ASSESSMENT

SSFM - Jennifer Scheffel, Michael Packard, and Melissa May

Subcontractors: ASM Affiliates (Cultural Impact Assessment/Section 106); Geometrician Associates, LLC (Flora and Fauna Survey and Report/Section 7)

The purpose of this task is to prepare a Draft and Final Environmental Assessment compliant with HRS Chapter 343 and NEPA so that the AGENCY and the Federal Transit Administration (FTA) may issue a Finding of No Significant Impact (FONSI) for the project. The Environmental Assessment will be prepared as a joint HRS Chapter 343/NEPA document that will be processed concurrently. Since FTA is providing funding they will be the lead agency for NEPA. The accepting authority for HRS Chapter 343 will be the Mayor of the County of Hawai‘i. The NEPA process will follow FTA’s Standard Operating Procedures (SOP) for preparing environmental documents. SOP No. 9, Review and Distribution of Environmental Assessments (March 2019), provides guidance on the processing of Environmental Assessments. The lead, Jennifer Scheffel, will coordinate and manage sub-consultant work for technical studies. This includes providing necessary project information, coordinating site visits in coordination with the Project Manager, reviewing draft reports, and providing draft and final reports to the Project Manager for submittal to the AGENCY. The technical studies and consultations that will be prepared for the Environmental Assessment include the following:

- Cultural Impact Assessment (ASM Affiliates)
- Historic and Archaeological Resources (ASM Affiliates)
- Flora and Fauna Survey and Report (Geometrician Associates, LLC)
- Traffic Impact Assessment and Report (SSFM – Traffic)
- Section 7, Endangered Species Act Consultation (Geometrician Associated, LLC)
- Section 106, National Historic Preservation Act Consultation (ASM Affiliates)

The lead, Jennifer Scheffel, will be responsible for overseeing the implementation of all sub-tasks.

Task 4.1 – Pre-Assessment Consultation. SSFM will prepare a mailing list that includes all entities designated “Mandatory” and “Recommended” in the document distribution list chart of the OPSD Environmental Review Program’s “The Environmental Guidebook: A Guidebook for the Environmental Review Process”. The mailing list will also include other stakeholders (e.g., businesses, churches, schools) and other interested parties identified during the preparation of the Master Plan. SSFM will also prepare a pre-consultation package for distribution to agencies consisting of project description, maps, and exhibits describing the scope and extent of the project. Recipients of the pre-consultation package will be provided 30 days to provide comments. Comments received will be reviewed and written responses will be prepared and mailed prior to the publication of the Draft Environmental Assessment.

Task 4.2 – Draft Environmental Assessment. SSFM will prepare an Administrative Draft Environmental Assessment for AGENCY review. Upon completion of AGENCY review, SSFM will prepare the Draft Environmental Assessment for final review and publication approval as well as a transmittal letter for submittal with the Draft Environmental Assessment to the OPSD Environmental Review Program (ERP). The Draft Environmental Assessment will be published in ERP’s *The Environmental Notice*, a bi-monthly online publication. SSFM will send out a Notice of Availability of the Draft Environmental Assessment to the mailing list prepared for the Pre-Assessment Consultation. Hard copies of the Draft Environmental Assessment will be provided to the Hawaii State Library Documents Center in Honolulu and the Pāhoa Public Library for public review.

Task 4.3 – Public Meeting. SSFM will update the website utilized for the Site Selection Public Outreach to include information relevant to the Draft Environmental Assessment. This will include the addition of an online comment form. SSFM will prepare meeting materials for one public meeting which may be either in-person or virtual. SSFM will prepare and mail/email notices of the public meeting and flyers for distribution to the public. A Public Meeting Summary Report will be prepared to be included as an appendix to the Final Environmental Assessment.

Task 4.4 – Final Environmental Assessment. SSFM will prepare a master comment matrix of all comments received during the public review period of the Draft Environmental Assessment. Written responses will be prepared for all substantive comments, which will be included in an appendix to the Final Environmental Assessment.

SSFM will prepare an Administrative Final Environmental Assessment for AGENCY review. Upon completion of AGENCY review, SSFM will prepare the Final Environmental Assessment for final review and publication approval as well as the FONSI letter for HRS Chapter 343 for submittal with the Final Environmental Assessment to the ERP. The Final Environmental Assessment will be published in ERP’s *The Environmental Notice*. SSFM will send out a Notice of Availability of the Final Environmental Assessment to the mailing list prepared for the Pre-Assessment Consultation.

Deliverables

- Mailing List
- Pre-Assessment Consultation Package
- Public Meeting Materials
- Website Updates
- Draft and Final Public Meeting Summary Report
- Technical Studies

- Responses to Public Comments during Pre-Assessment Consultation and Draft Environmental Assessment Public Review Period
- Draft and Final Environmental Assessment and FONSI

3) Project Team

The Project Team is composed of experienced planners, architects, and engineers from SSFM and strategically selected subcontractors.

The table below shows staff and roles that will be assigned to the project. (Note that head shots and qualifications will be added)

Team Member	Role
SSFM Staff	
Austen Drake, P.E.	Project Manager
Jennifer Scheffel	Senior Planner
Robyn Ito P.E.	Senior Civil Engineer
Michael Packard, PTOE	Senior Traffic Engineer
Cheryl Soon	Advisor and Quality Review
Jo-Anna Herkes	Advisor and Public Outreach
Melissa May	Planning and Public Outreach
Subconsultants	
Ferraro Choi	Architecture
Insynergy Engineering	Electrical Engineering
ASM Affiliates	Cultural Assessment
Geometrician Associates, LLC	Biological Assessment, Flora and Fauna

4) Schedule & Milestones

The Project is expected to last up to sixteen (16) months.

Task #	Milestone	Timeline /Due Date
TASK 1: WORK PLAN & SCHEDULE (July-August 2022)		
1.1	Project Kick-off	July 2022
1.1	Draft Work Plan & Schedule	July 2022
1.1	Final Work Plan & Schedule	August 2022
TASK 2: SITE SELECTION REPORT (September to December 2022)		
2.1 – 2.4	Site visits/Initial Evaluation/Mapping of Resources/Preliminary Report	September to October 2022
2.5	Public Outreach	November 2022
2.6	Site Selection Report	December 2022
TASK 3: CONCEPTUAL DESIGN (August 2022 to January 2023)		
3.1	Pre-Design	August to November 2022
3.2	Preliminary Concept	December 2022 to January 2023
3.3	Final Concept	February 2023
TASK 4: ENVIRONMENTAL ASSESSMENT (December 2022 to November 2023)		
4.1	Pre-Assessment/Technical Studies	December 2022 to February 2023
4.2	Draft Environmental Assessment	February to June 2023
4.3	Public Meeting	July 2023
4.4	Final Environmental Assessment	August to November 2023

5) Questions/Information Needed from MTA/HSPLS

None at this time.

Small Bus Fleet Plan - Updated August 24, 2022

Submitted: 8/26/2022

Approved: John Andoh

Vehicle	Qty	Purchased		Year Fully Depreciated	2022 Qty	FY 22		FY 23		FY 24		FY 25		FY 26		FY 27		FY 28		FY 29		FY 30		FY 31		
		Year	Miles			Life	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire
Dodge Caravan	4	2019	100,000	4	2023	4							-4													
Dodge Caravan	3	2021	100,000	4	2025	3																				
Arboc Sprit of Mobility	1	2013	200,000	7	2020	1	-1									-3										
El Dorado Aero Elite	4	2019	200,000	7	2026	4								-4												
El Dorado Aero Elite - Hydrogen	1	2015	200,000	7	2022	1							-1													
El Dorado Aero Elite - Hydrogen	2	2012	200,000	7	2019	0		2					-2													
(6) <30-foot buses	6	2024	500,000	12	2036	0			6																	
(2) <30-foot buses	2	2024	200,000	7	2031	0		2																		
Minivan	4	2027	100,000	4	2031	0				4																
Minivan	3	2029	100,000	4	2033	0									3											
(4) <30-foot buses	4	2026	200,000	7	2033	0						4														
Fleet Change						0	-1	4	0	6	0	4	-7	4	-4	3	-3	0	0	0	0	0	0	0	0	
Total Fleet in 2022						13																				
Contingency/Leased Fleet						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Adjusted Total Fleet (Total + Changes)							12	16	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
Grand Total							12	16	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
Beginning Peak Requirement							9	9	12	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
Service Changes																										
Route Reductions																										
New or Expanded Routes							0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
End Peak Requirement							9	12	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16
FR and Paratransit Spare Ratio							33%	33%	38%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%	19%

Non-Revenue Fleet Plan - Updated August 26, 2022

Submitted: 8/26/2022

Approved: John Andoh

Vehicle	Use	Qty	Purchased		Year Fully Depreciated	2022 Qty	FY 22		FY 23		FY 24		FY 25		FY 26		FY 27		FY 28		FY 29		FY 30		FY 31			
			Year	Miles			Life	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	Add	Retire	
2020 FORD EXPLORER #1FMSK8BB8LGB12813 CH3604	Mass Transit Administrator & General Manager	1	2020	100,000	8	2028	1																					
07 FORD E-450 VAN 1FDXE45S970A56097 CH3606	Mechanics	1	2007	100,000	8	2015	1	-1																				
'94 P/U TRUCK #1GCGC24M7B2133657 CH1096	Mechanics	1	1994	100,000	8	2002	1																					
FORD F350 4X4 SUPERCAB F/B #09871 CH3151	Mechanics	1	2003	100,000	8	2011	1																					
FORD F350 4X4 SUPERCAB F/B #09870 CH3152	Mechanics	1	2003	100,000	8	2011	1	-1																				
2014 FORD FOCUS 4DR #1FADP3F29EL219588 CH3725	Administrative Staff	1	2014	100,000	8	2022	1																					
FORD EXPEDITION 1FMPU16506LA35586 CH2437	Administrative Staff (Mo'oheau Bus Terminal)	1	2006	100,000	8	2014	1																					
2018 FORD F-350 TRUCK JED02425 CH3471	Mechanics	1	2018	100,000	8	2026	1																					
Replacement Shop Truck	Mechanics	4	2023	100,000	8	2031	0		4																			
Replacement Shop Truck	Mechanics	1	2026	100,000	8	2034	0																					
Replacement Administrator Vehicle	Mass Transit Administrator & General Manager	1	2029	100,000	8	2037	0																					
Replacement Office Vehicle	Administrative Staff	3	2024	100,000	8	2032	0		1		2											1						
Expansion Driver Relief Vehicles	Contracted Bus Operators for Relief	4	2023	100,000	8	2031	0		4																			
Fleet Change								0	-2	9	-3	2	-1	0	0	0	0	0	1	-1	0	0	1	-1	0	0	0	
Total Fleet in 2022							8																					
Contingency/Leased Fleet							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjusted Total Fleet (Total + Changes)								6	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13
Grand Total								6	12	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13		

Hele-On Fleet Plan

				8/26/2022	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Large Bus														
	Mode	Year												
Gillig Phantom	10	Fixed Route	1998	10	10	5								
Gillig Phantom	16	Fixed Route	1997	16	14	14	2							
Gillig Phantom	2	Fixed Route	2000	2										
Gillig Phantom	2	Fixed Route	2005	2	1	1	1							
Gillig Phantom	4	Fixed Route	2007	4	4	1	1							
MCI	4	Commuter Bus	2010	4										
MCI	2	Commuter Bus	2013	2	2	2	2							
MCI	2	Commuter Bus	2014	2	2	2	2	2						
MCI	2	Commuter Bus	2015	2	2	2	2	2	2					
Gillig Phantom	2	Fixed Route	1995	2										
Alexander Dennis Enviro500	1	Commuter Bus	2010	1										
Alexander Dennis Enviro500	1	Commuter Bus	1994	1										
ENC XHF	3	Fixed Route	2014	3	3	3	3	3						
MCI	4	Commuter Bus	2022	4	4	4	4	4	4	4	4	4	4	4
(1) 35-foot bus (EZ Rider II)	1	Fixed Route	2023			1	1	1	1	1	1	1	1	1
(1) 35-foot bus (EZ Rider II)	1	Fixed Route	2023			1	1	1	1	1	1	1	1	1
(2) 30-foot buses (EZ Rider II)	2	Fixed Route	2023			2	2	2	2	2	2	2	2	2
(1) 35-foot Hybrid bus (XDE 35)	1	Fixed Route	2023			1	1	1	1	1	1	1	1	1
(1) 35-foot Hybrid bus (XDE 35)	1	Fixed Route	2023			1	1	1	1	1	1	1	1	1
(2) 40-foot Hybrid Buses	2	Fixed Route	2024				2	2	2	2	2	2	2	2
(3) 40-45 foot Commuter buses	3	Commuter Bus	2024				3	3	3	3	3	3	3	3
(10) 40-foot buses	10	Fixed Route	2024				5	10	10	10	10	10	10	10
(3) 40-foot buses	3	Commuter Bus	2024				3	3	3	3	3	3	3	3
(4) 35 foot electric buses														
(4) Charging Equipment	4	Fixed Route	2025					4	4	4	4	4	4	4
(6) Hydrogen 40-foot buses														
(1) One Station Infrastructure	6	Fixed Route	2025					6	6	6	6	6	6	6
(1) 40-foot electric bus														
(1) charging station	1	Fixed Route	2025					1	1	1	1	1	1	1
(3) 40-foot electric bus														
(3) charging station	3	Fixed Route	2025					3	3	3	3	3	3	3
(3) 35-foot buses - Private Funded	3	Fixed Route	2023				3	3	3	3	3	3	3	3
		Total		51	42	40	39	52	47	45	45	45	45	45

				8/26/2022	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Small Bus														
	Year													
Dodge Caravan	4	Paratransit	2019	4	4	4	4							
Dodge Caravan	3	Paratransit	2021	3	3	3	3	3	3					
Arboc Sprit of Mobility	1	Flex Route	2013	1										
El Dorado Aero Elite	4	Flex Route	2019	4	4	4	4	4						
El Dorado Aero Elite - Hydrogen	1	Fixed Route	2015	1	1	1	1							
El Dorado Aero Elite - Hydrogen	2	Fixed Route	2012			2	2							
(6) <30-foot buses	6	Fixed Route	2024				6	6	6	6	6	6	6	6
(2) <30-foot buses	2	Flex Route	2024			2	2	2	2	2	2	2	2	2
Minivan	4	Paratransit	2027					4	4	4	4	4	4	4
Minivan	3	Paratransit	2029							3	3	3	3	3
(4) <30-foot buses	4	Flex Route	2026						4	4	4	4	4	4
	15	Total		13	12	16	22	19	19	19	19	19	19	19

Hele-On Fleet Plan

LARGE BUS

Item	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Vehicle Fleet	42	40	39	52	47	45	45	45	45	45
Vehicles Loaned	0	0	0	0	0	0	0	0	0	0
Net Fleet Availability	42	40	39	52	47	45	45	45	45	45
Additional Vehicles Required	0	0	0	0	0	0	0	0	0	0
Peak Service Requirements	34	34	34	34	34	34	34	34	34	34
Spare Vehicles Required <i>(The 20 percent rule applies to agencies operating more 50 or more fixed route revenue vehicles)</i>	7	7	7	7	7	7	7	7	7	7
Spare Vehicles Available (Current Compliment)	8	6	5	18	13	11	11	11	11	11
Contingency Fleet	0	0	0	0	0	0	0	0	0	0
Spare Ratio	24%	18%	15%	53%	38%	32%	32%	32%	32%	32%
Disposals	-13	-8	-17	-6	-5	-2	0	0	0	0
Acquisitions	4	6	16	19	0	0	0	0	0	0
Comment	Service enhancements implemented on September 5, 2021 with additional Route 90 trip and add Route 12 May 1 2022	Restore Route 1 due to bridge opening	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.

Notes:
Fleet plan assumes no additional service growth beyond adding FY 23 service growth.

Hele-On Fleet Plan

SMALL BUS

Item	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Vehicle Fleet	12	16	22	19	19	19	19	19	19	19
Vehicles Loaned	0	0	0	0	0	0	0	0	0	0
Net Fleet Availability	12	16	22	19	19	19	19	19	19	19
Additional Vehicles Required	0	0	0	0	0	0	0	0	0	0

Peak Service Requirements	9	9	12	16	16	16	16	16	16	16
Fixed Route Peak Service Requirements	4	4	7	10	10	10	10	10	10	10
Demand Response Peak Service Requirements	5	5	5	6	6	6	6	6	6	6
Spare Vehicles Required <i>(The 20 percent rule applies to agencies operating more 50 or more fixed route revenue vehicles)</i>	1	1	1	2	2	2	2	2	2	2
Spare Vehicles Available (Current Compliment)	3	7	10	3	3	3	3	3	3	3
Contingency Fleet	0	0	0	0	0	0	0	0	0	0
Net Fleet	3	7	10	3	3	3	3	3	3	3
Spare Ratio	33%	78%	83%	19%	19%	19%	19%	19%	19%	19%

Disposals	-1	0	0	-7	-4	-3	0	0	0	0
Acquisitions	0	4	6	4	4	3	0	0	0	0
Comment	Service enhancements implemented on September 5, 2021 with Routes 60, 301, 402, 403 using small bus	Implement Routes 202, 203, 204 Microtransit using small bus	Shift Routes 12, 401, 102, 103, 104 to small bus from large bus	Shift Routes 202, 203, 204 to large bus due to retirement of cutaway hydrogen buses	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.	No service changes.

Notes:
Fleet plan assumes no additional service growth beyond adding FY 23 service growth.

Hele-On Fleet Plan

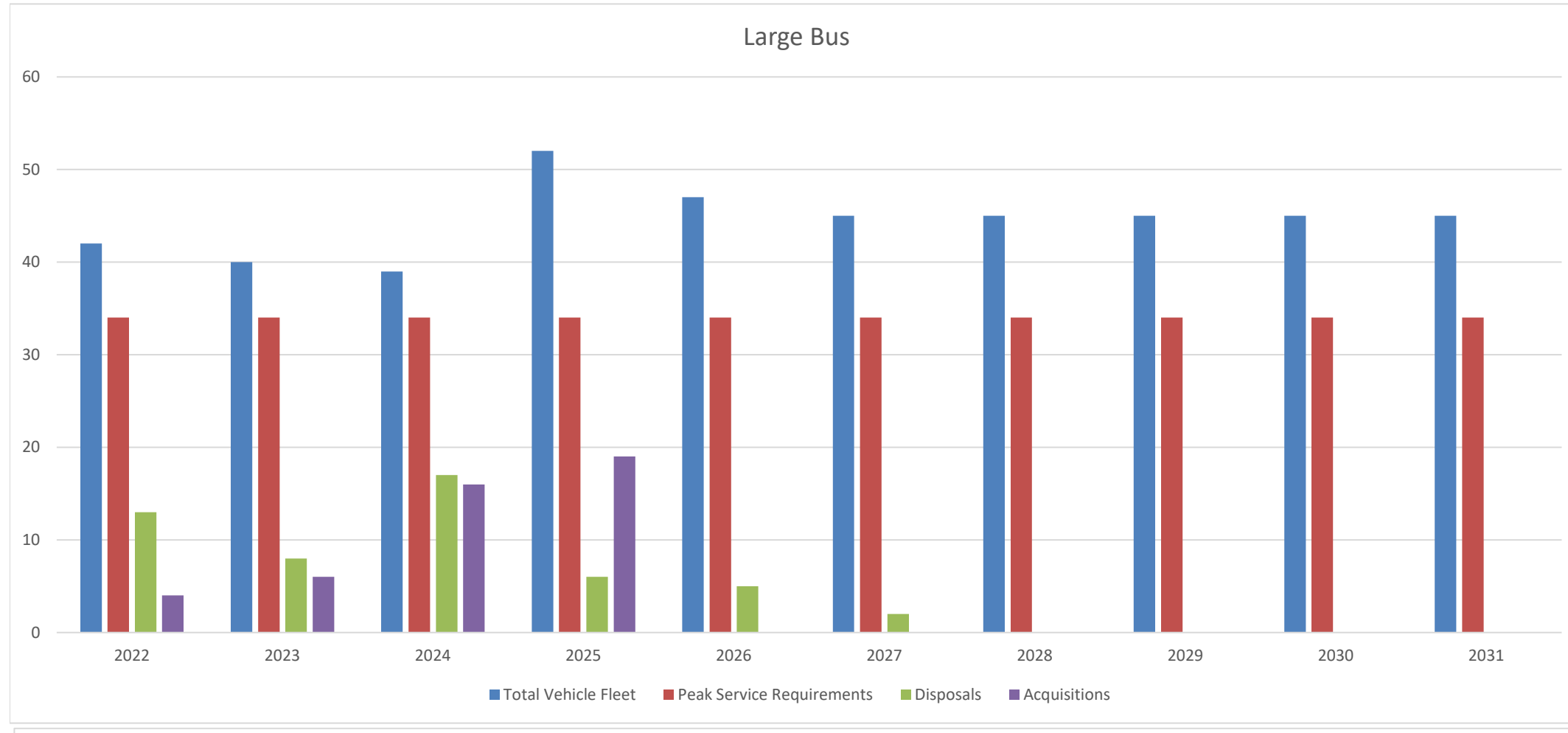
LARGE BUS

Item	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Vehicle Fleet	42	40	39	52	47	45	45	45	45	45
Peak Service Requirements	34	34	34	34	34	34	34	34	34	34
Disposals	13	8	17	6	5	2	0	0	0	0
Acquisitions	4	6	16	19	0	0	0	0	0	0

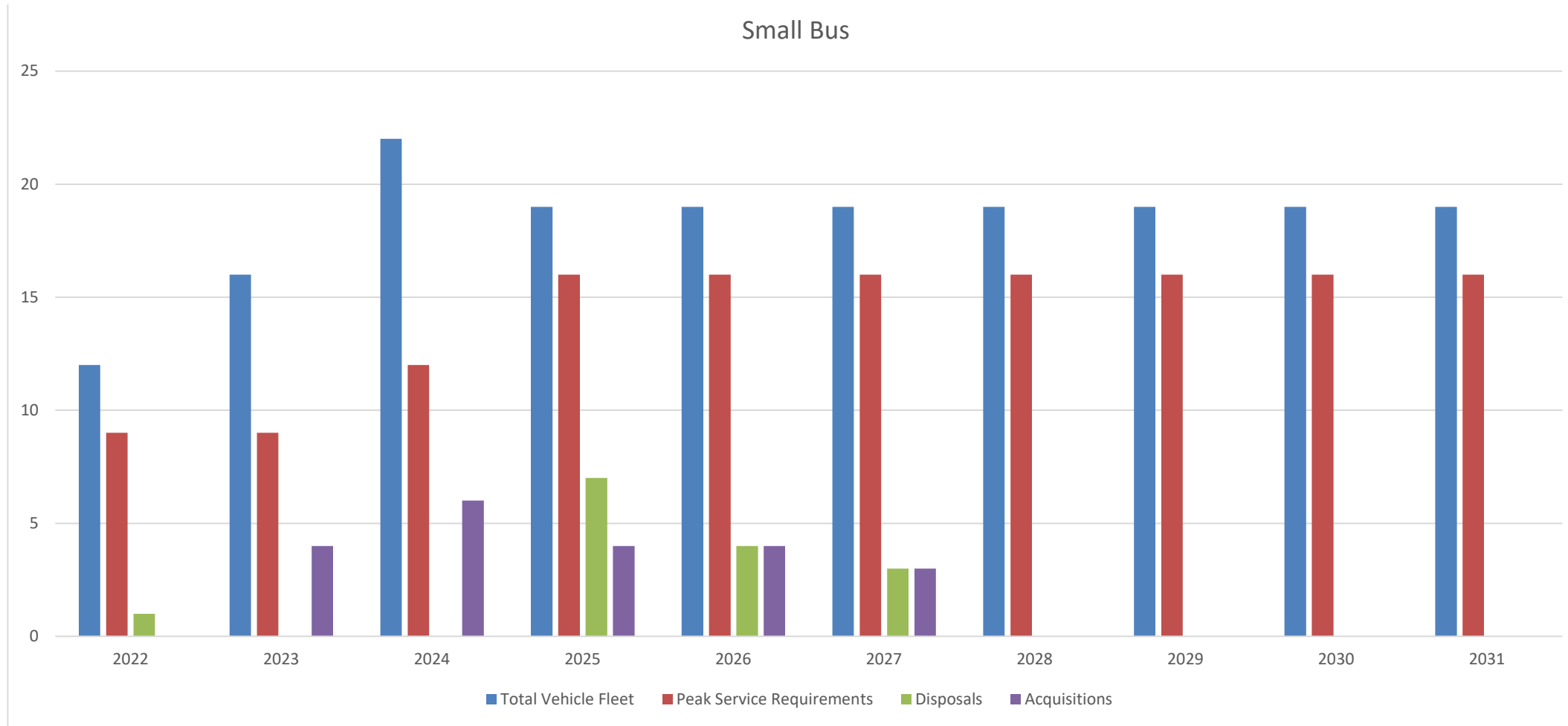
Hele-On Fleet Plan

SMALL BUS

Item	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Total Vehicle Fleet	12	16	22	19	19	19	19	19	19	19
Peak Service Requirements	9	9	12	16	16	16	16	16	16	16
Disposals	1	0	0	7	4	3	0	0	0	0
Acquisitions	0	4	6	4	4	3	0	0	0	0



Small Bus



Vehicle Number	Vehicle Year	Make/Model or Vehicle Description	Date in Service	Condition	Replacement Date	Ambulatory Capacity	Wheelchair Spaces	Grant	Funding Source	Original Federal Share	Out of Service	Federal Useful Life (yr)	Actual Service (yr) 6/1/2022	Remaining Years	Remaining % based on Years	Actual Mileage - 6/15/2022	Minimum Useful Life Mileage	Remaining % based on miles	Total Federal Share	Remaining Federal Share based on years	Remaining Federal Share Based on Miles	Total Cost Per Vehicle	Local Share Cost	Local Share on Years	Local Share on Miles
Large Bus Fleet																									
240	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	977,803	500,000	-95.56%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
241	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	947,439	500,000	-89.49%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
242	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	966,476	500,000	-93.30%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
243	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	945,579	500,000	-89.12%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
244	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	929,245	500,000	-85.85%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
245	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	918,148	500,000	-83.63%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
246	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	914,658	500,000	-82.93%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
247	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	920,316	500,000	-84.06%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
248	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	904,041	500,000	-80.81%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
249	1998	1998 Gillig Phantom	5/1/2021	Fair		29	2		5307	80%		12	24	-12	-100.00%	934,900	500,000	-86.98%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
301	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	776,663	500,000	-55.33%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
302	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	753,627	500,000	-50.73%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
303	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	770,852	500,000	-54.17%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
304	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	775,726	500,000	-55.15%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
307	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	764,442	500,000	-52.89%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
310	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	767,170	500,000	-53.43%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
312	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	731,287	500,000	-46.26%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
314	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	764,801	500,000	-52.96%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
315	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	784,842	500,000	-56.97%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
317	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	776,639	500,000	-55.33%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
320	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	776,745	500,000	-55.35%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
322	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	763,071	500,000	-52.61%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
323	1997	1997 Gillig Phantom		TBD		45 + 19	2		5307	80%		12	25	-13	-108.33%	778,821	500,000	-55.76%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
341	1997	1997 Gillig Phantom	8/4/2017	Fair		45 + 19	2		5307	80%		12	25	-13	-108.33%	926,703	500,000	-85.34%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
342	1997	1997 Gillig Phantom	8/4/2017	Fair		45 + 19	2		5307	80%		12	25	-13	-108.33%	884,573	500,000	-76.91%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
345	1997	1997 Gillig Phantom	8/4/2017	Fair		45 + 19	2		5307	80%		12	25	-13	-108.33%	884,573	500,000	-76.91%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
402	2000	2000 Gillig Phantom	11/1/2000	Fair		45 + 19	2		5311	80%		12	22	-10	-83.33%	616,966	500,000	-23.39%	\$ 234,654.28	\$ (195,545.23)	\$ (54,893.15)	\$ 282,716.00	\$ 48,061.72	\$ (40,051.43)	\$ (11,243.17)
405	2000	2000 Gillig Phantom	11/1/2000	Fair		45 + 19	2		5311	80%		12	22	-10	-83.33%	455,428	500,000	8.91%	\$ 234,654.28	\$ (195,545.23)	\$ 20,918.02	\$ 282,716.00	\$ 48,061.72	\$ (40,051.43)	\$ 4,284.41
406	2005	2005 Gillig Phantom	12/1/2005	Fair		45 + 19	2		5311	80%		12	17	-5	-41.67%	488,187	500,000	2.36%	\$ 247,688.60	\$ (103,203.58)	\$ 5,851.89	\$ 298,420.00	\$ 50,731.40	\$ (21,138.08)	\$ 1,198.58
408	2005	2005 Gillig Phantom	12/1/2005	Fair		45 + 19	2		5311	80%		12	17	-5	-41.67%	648,459	500,000	-29.69%	\$ 247,688.60	\$ (103,203.58)	\$ (73,543.20)	\$ 298,420.00	\$ 50,731.40	\$ (21,138.08)	\$ (15,063.07)
409	2007	2007 Gillig Phantom	10/23/2007	Fair		45 + 19	2		5311	80%		12	15	-3	-25.00%	525,619	500,000	-5.12%	\$ 270,826.51	\$ (67,706.63)	\$ (13,876.61)	\$ 326,297.00	\$ 55,470.49	\$ (13,867.62)	\$ (2,842.20)
410	2007	2007 Gillig Phantom	10/23/2007	Fair		45 + 19	2		5311	80%		12	15	-3	-25.00%	549,546	500,000	-9.91%	\$ 270,826.51	\$ (67,706.63)	\$ (26,836.74)	\$ 326,297.00	\$ 55,470.49	\$ (13,867.62)	\$ (5,496.68)
411	2007	2007 Gillig Phantom	10/23/2007	Fair		45 + 19	2		5311	80%	2017	12	15	-3	-25.00%	389,212	500,000	22.16%	\$ 270,826.51	\$ (67,706.63)	\$ 60,008.65	\$ 326,297.00	\$ 55,470.49	\$ (13,867.62)	\$ 12,290.93
412	2007	2007 Gillig Phantom	10/23/2007	Fair		45 + 19	2		5311	80%	2017	12	15	-3	-25.00%	497,567	500,000	0.49%	\$ 270,826.51	\$ (67,706.63)	\$ 1,317.84	\$ 326,297.00	\$ 55,470.49	\$ (13,867.62)	\$ 269.92
601	2010	2010 MCI D4000	11/1/2009	Fair		50 + 19	2		5311	80%		12	12	0	0.00%	581,946	500,000	-16.39%	\$ 382,778.80	\$ -	\$ (62,734.38)	\$ 450,328.00	\$ 67,549.20	\$ -	\$ (11,070.77)
602	2010	2010 MCI D4000	11/1/2009	Fair		50 + 19	2		5311	80%		12	12	0	0.00%	643,237	500,000	-28.65%	\$ 382,778.80	\$ -	\$ (109,656.17)	\$ 450,328.00	\$ 67,549.20	\$ -	\$ (19,351.09)
604	2010	2010 MCI D4000	11/1/2009	Fair		50 + 19	2		5311	80%		12	12	0	0.00%	452,964	500,000	9.41%	\$ 382,778.80	\$ -	\$ 36,008.77	\$ 450,328.00	\$ 67,549.20	\$ -	\$ 6,354.49
605	2010	2010 MCI D4000	11/1/2009	Fair		50 + 19	2		5311	80%		12	12	0	0.00%	662,275	500,000	-32.46%	\$ 382,778.80	\$ -	\$ (124,230.86)	\$ 450,328.00	\$ 67,549.20	\$ -	\$ (21,923.09)
608	2013	2013 MCI D4000	9/1/2012	Fair		50 + 19	2		5311	80%		12	9	3	25.00%	389,133	500,000	22.17%	\$ 446,188.71	\$ 111,547.18	\$ 98,935.21	\$ 524,927.89	\$ 78,739.18	\$ 19,684.80	\$ 5,496.15
609	2013	2013 MCI D4000	9/1/2012	Poor		50	2		5311	80%	2017	12	5	7	58.33%	370,409	500,000	25.92%	\$ 419,942.40	\$ 244,966.40	\$ 108,841.51	\$ 524,928.00	\$ 104,985.60	\$ 61,241.60	\$ 27,210.38
610	2014	2014 MCI D4000	11/1/2013	Fair		50 + 19	2		5311	80%		12	8	4	33.33%	439,726	500,000	12.05%	\$ 466,973.00	\$ 155,657.67	\$ 56,292.66	\$ 549,380.00	\$ 82,407.00	\$ 27,469.00	\$ 9,934.00
611	2014	2014 MCI D4000	11/1/2013	Fair		50 + 19	2		5311	80%		12	8	4	33.33%	431,738	500,000	13.65%	\$ 466,973.00	\$ 155,657.67	\$ 63,753.02	\$ 549,380.00	\$ 82,407.00	\$ 27,469.00	\$ 11,250.53
612	2015	2015 MCI D4000	8/1/2015	Fair		50 + 19	2		5311	80%		12	7	5	41.67%	450,147	500,000	9.97%	\$ 484,717.37	\$ 201,965.57	\$ 48,329.23	\$ 570,255.73	\$ 85,538.36	\$ 35,640.98	\$ 8,528.69
613	2015	2015 MCI D4000	8/1/2015	Fair		50 + 19	2		5311	80%		12	7	5	41.67%	388,410	500,000	22.32%	\$ 484,717.37	\$ 201,965.57	\$ 108,179.22	\$ 570,255.73	\$ 85,538.36	\$ 35,640.98	\$ 19,090.45
667	1995	1995 Gillig Phantom	9/1/2014	Fair		45 + 19	2		5307	80%		12	27	-15	-125.00%	756,820	500,000	-51.36%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
699	1995	1995 Gillig Phantom	9/1/2014	Fair		45 + 19	2		5307	80%		12	27	-15	-125.00%	773,092	500,000	-54.62%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
801	2014	2014 El Dorado XHF	10/1/2014	Fair		42	2		5311	80%	2018	12	4	8	66.67%	250,630	500,000	49.87%	\$ 382,739.70	\$ 255,159.80	\$ 190,887.60	\$ 450,282.00	\$ 67,542.30	\$ 45,028.20	\$ 33,686.05
802	2014	2014 El Dorado XHF	10/1/2014	Fair		42	2		5311	80%	2018	12	4	8	66.67%	298,209	500,000	40.36%	\$ 360,225.60	\$ 240,150.40	\$ 145,380.57	\$ 450,282.00	\$ 90,056.40	\$ 60,037.60	\$ 36,345.14
803	2014	2014 El Dorado XHF	10/1/2014	Fair		42	3		5311	80%	2018	12	4	8	66.67%	222,215	500,000	55.56%	\$ 360,225.60	\$ 240,150.40	\$ 200,130.54	\$ 450,282.00	\$ 90,056.40	\$ 60,037.60	\$ 50,032.63
Small Bus Fleet																									
60	2019	2019 Dodge PVAN	5/1/2021	Excellent		6	2		None	0%		4	3	1	25.00%	0	100,000	100.00%	\$ -	\$ -	\$ -	\$ 68,072.00	\$ 68,072.00	\$ 17,018.00	\$ 68,072.00
61	2019	2019 Dodge PVAN	5/1/2021	Excellent		6	2		None	0%		4	3	1	25.00%	224	100,000	99.78%	\$ -	\$ -	\$ -	\$ 68,072.00	\$ 68,072.00	\$ 17,018.00	\$ 67,919.52
62	2019	2019 Dodge PVAN	5/1/2021	Excellent		6	2		None	0%		4	3	1	25.00%	802	100,000	99.20%	\$ -	\$ -	\$ -	\$ 68,072.00	\$ 68,072.00	\$ 17,018.00	\$ 67,526.06

MTA Fleet as of 9/1/2022							
Bus #	Description/Model	Size	Age of Vehicle	Miles as of 8-5-2021	Retirement Date	Replacement Bus	Type of Vehicle
PV 1	2019 Dodge PVAN	Van	2	4,134		None	4 Yrs/100,000 miles
PV 2	2019 Dodge PVAN	Van	2	224		None	4 Yrs/100,000 miles
PV 3	2019 Dodge PVAN	Van	2	802		None	4 Yrs/100,000 miles
PV 4	2019 Dodge PVAN	Van	2	103		None	4 Yrs/100,000 miles
PV 5	2019 Dodge PVAN	Van	0	49		None	4 Yrs/100,000 miles
PV 6	2019 Dodge PVAN	Van	0	93		None	4 Yrs/100,000 miles
PV 7	2019 Dodge PVAN	Van	0	71		None	4 Yrs/100,000 miles
106	2013 Chevy (Arboc Sprit of Mobility)	26 Ft	8	116,967	2022	Retire	7 years/200,000 miles
107	2019 El Dorado AeroElite	28 Ft	2	37,609	2025	New <30 Foot Bus	7 years/200,000 miles
108	2019 El Dorado AeroElite	28 Ft	2	65,851	2025	New <30 Foot Bus	7 years/200,000 miles
109	2019 El Dorado AeroElite	28 Ft	2	47,144	2025	New <30 Foot Bus	7 years/200,000 miles
110	2019 El Dorado AeroElite	28 Ft	2	58,350	2025	New <30 Foot Bus	7 years/200,000 miles
111	2019 El Dorado AeroElite Hydrogen	26 Ft	2	1,101	2025	New Flyer Hydrogen 40 Foot Bus (3)	7 years/200,000 miles
240	1998 Gillig Phantom	30 Ft	23	977,803	2023	EZ Rider II 30 Foot	12 years/500,000 miles
241	1998 Gillig Phantom	30 Ft	23	947,439	2023	EZ Rider II 30 Foot	12 years/500,000 miles
242	1998 Gillig Phantom	30 Ft	23	966,476	2023	EZ Rider II 35 Foot	12 years/500,000 miles
243	1998 Gillig Phantom	30 Ft	23	945,579	2023	EZ Rider II 35 Foot	12 years/500,000 miles
244	1998 Gillig Phantom	30 Ft	23	929,245	2023	New Flyer Xclesor DE - 35 Foot	12 years/500,000 miles
245	1998 Gillig Phantom	30 Ft	23	918,148	2023	New Flyer Xclesor DE - 35 Foot	12 years/500,000 miles
246	1998 Gillig Phantom	30 Ft	23	914,658	2023	Retire	12 years/500,000 miles
247	1998 Gillig Phantom	30 Ft	23	920,316	2023	Retire	12 years/500,000 miles
248	1998 Gillig Phantom	30 Ft	23	904,041	2023	Retire	12 years/500,000 miles
249	1998 Gillig Phantom	30 Ft	23	934,900	2023	Retire	12 years/500,000 miles
301	1997 Gillig Phantom	40 Ft	25	776,663	2024	40 Foot Bus	12 years/500,000 miles
302	1997 Gillig Phantom	40 Ft	25	753,627	2024	40 Foot Bus	12 years/500,000 miles
303	1997 Gillig Phantom	40 Ft	25	770,852	2024	40 Foot Bus	12 years/500,000 miles
304	1997 Gillig Phantom	40 Ft	25	775,726	2024	40 Foot Bus	12 years/500,000 miles
307	1997 Gillig Phantom	40 Ft	25	764,442	2024	40 Foot Bus	12 years/500,000 miles
310	1997 Gillig Phantom	40 Ft	25	767,170	2023	40 Foot Bus	12 years/500,000 miles
312	1997 Gillig Phantom	40 Ft	25	731,287	2023	40 Foot Bus	12 years/500,000 miles
314	1997 Gillig Phantom	40 Ft	25	764,801	2023	40 Foot Bus	12 years/500,000 miles
315	1997 Gillig Phantom	40 Ft	25	784,842	2024	40 Foot Bus	12 years/500,000 miles
317	1997 Gillig Phantom	40 Ft	25	776,639	2024	40 Foot Bus	12 years/500,000 miles

320	1997 Gillig Phantom	40 Ft	25	776,745	2024	40 Foot Bus	12 years/500,000 miles
322	1997 Gillig Phantom	40 Ft	25	763,071	2023	Retire	12 years/500,000 miles
323	1997 Gillig Phantom	40 Ft	25	778,821	2023	Retire	12 years/500,000 miles
341	1997 Gillig Phantom	40 Ft	24	926,703	2022	Honolulu Buses 300s	12 years/500,000 miles
342	1997 Gillig Phantom	40 Ft	24	884,573	2023	40 Foot Bus	12 years/500,000 miles
406	2005 Gillig Phantom	40 Ft	16	488,187	2022	Honolulu Buses 300s	12 years/500,000 miles
408	2005 Gillig Phantom	40 Ft	16	648,459	2024	40 Foot Hybrid	12 years/500,000 miles
409	2007 Gillig Phantom	40 Ft	14	525,619	2023	45 Foot Commuter	12 years/500,000 miles
410	2007 Gillig Phantom	40 Ft	14	549,546	2023	45 Foot Commuter	12 years/500,000 miles
411	2007 Gillig Phantom	40 Ft	14	389,212	2024	40 Foot Hybrid	12 years/500,000 miles
412	2007 Gillig Phantom	40 Ft	14	497,567	2023	40 Foot Bus	12 years/500,000 miles
601	2010 MCI D4000	40 Ft	11	581,946	2022	MCI D4000	12 years/500,000 miles
602	2010 MCI D4000	40 Ft	11	643,237	2022	MCI D4000	12 years/500,000 miles
604	2010 MCI D4000	40 Ft	11	452,964	2022	MCI D4000	12 years/500,000 miles
605	2010 MCI D4000	40 Ft	11	662,275	2022	MCI D4000	12 years/500,000 miles
608	2013 MCI D4000	40 Ft	8	389,133	2023	45 Foot Commuter	12 years/500,000 miles
610	2014 MCI D4000	40 Ft	7	439,726	2025	Retire	12 years/500,000 miles
611	2014 MCI D4000	40 Ft	7	431,738	2025	Retire	12 years/500,000 miles
612	2015 MCI D4000	40 Ft	6	450,147	2026	Retire	12 years/500,000 miles
613	2015 MCI D4000	40 Ft	6	388,410	2026	Retire	12 years/500,000 miles
801	2014 El Doradio XHF	34 Ft	7	250,630	2025	Retire	10 years/350,000 miles
802	2014 El Doradio XHF	34 Ft	7	298,209	2025	Retire	10 years/350,000 miles
803	2014 El Doradio XHF	34 Ft	7	222,215	2025	Retire	10 years/350,000 miles
609	2013 MCI D4000	40 Ft	8	370,409	2024	Retire	12 years/500,000 miles