

# Honolulu High Capacity Transit Corridor Project



## BACKGROUND on the STATE of HAWAII

Hawaii's seven populated islands are home to more than 1.2 million residents. Its world-famous beauty and hospitality attracts upward of 7 million visitors a year. It is no surprise that the visitor industry is the state's main economic driver. After tourism, the state's largest sources of revenue are construction, military spending and real estate development.

With more than 900,000 residents, the island of O'ahu is the economic and population center of the state. The island is incorporated as the City and County of Honolulu. It is home to over 700,000 registered cars and trucks. The island's current transit system, TheBus and TheBoat, carried 72 million trips in 2007 with 237,000 daily boardings.



corridor includes the majority of daily person trips and more than 60 percent of the housing and employment on the island. The north-south width of the corridor is at most four miles wide, bounded by mountains and the Pacific Ocean.

The AA identified the Fixed Guideway as the best choice for Honolulu's Locally Preferred Alternative, determining that this alternative would best meet the AA's stated goals and objectives including: cause the least pollution, consume the least energy, result in the highest increase in transit riders and have the greatest potential to slow the growth rate of traffic congestion.

The Fixed Guideway would be 20-miles long with 19 rail stations. The guideway would average 30 feet above ground in most areas; elevated rail stations would be approximately 40 feet tall.

The system would utilize electrically powered steel wheel trains. The train fleet would be approximately 60 vehicles, with each train between 175-200 feet long.

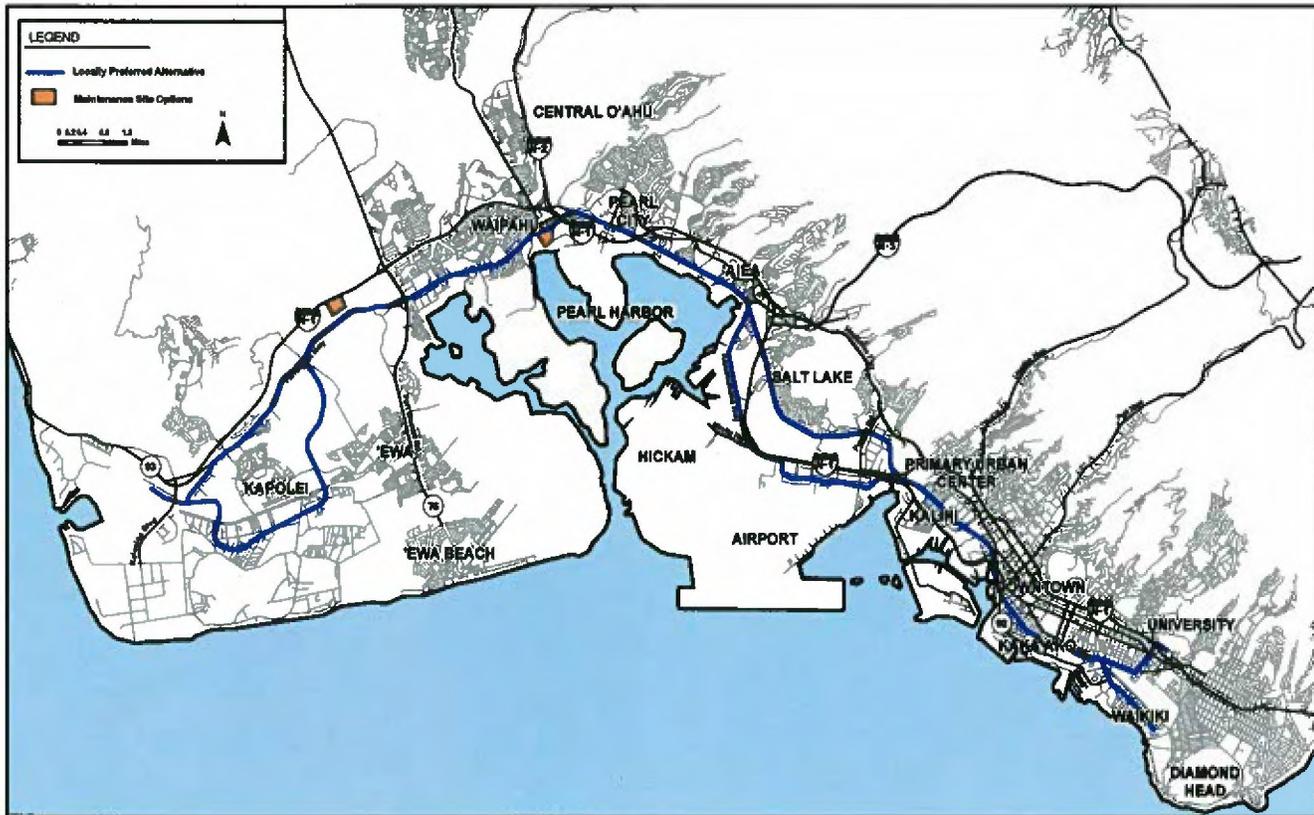
By 2030, the rail system will accommodate up to 6,000 people per hour in peak directions and 90,000 trips a day between O'ahu's West side.

## PROJECT DESCRIPTION

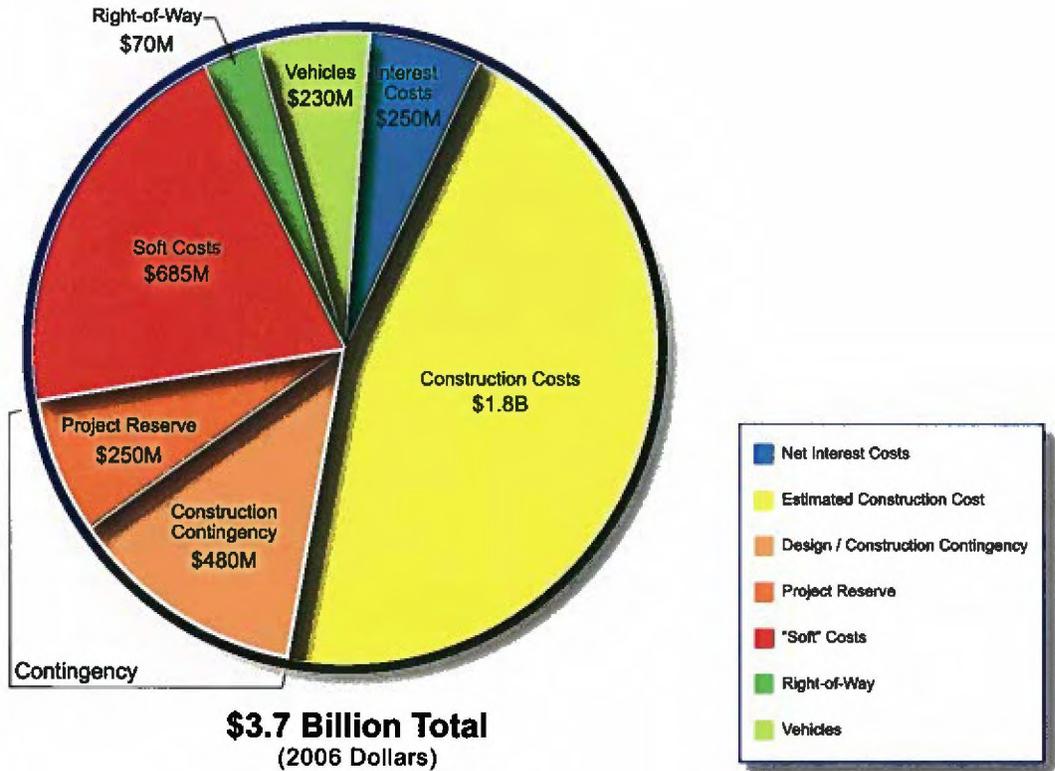
The Honolulu High Capacity Transit Corridor Project began in 2005, when the state Legislature authorized a 0.5% tax increase to the state General Excise Tax (GET) for use on a new mass transit project. The City and County of Honolulu followed later that year with a 0.5% tax surcharge on the state GET on the island of O'ahu.

The funding enabled the City and County, in coordination with the Federal Transit Administration, to prepare its Alternatives Analysis (AA). The AA studied traffic in the 23-mile traffic corridor from Kapolei to the University of Hawaii-Manoa; the traffic

# LOCALLY PREFERRED ALTERNATIVE



# PRICE COST ESTIMATE



The Locally Preferred Alternative was selected following the completion of the Alternatives Analysis in late 2006. A Notice of Intent was issued and the preparation for the Environmental Impact Statement (EIS) began in March 2007. The Draft EIS is expected to be circulated this fall. The Final EIS is scheduled for completion in 2009 and the Record of Decision is expected in fall 2009.

Honolulu intends to construct the 20-mile project in 5 sections. The first 2 sections and a yard can be built as a locally funded project with a Design-Build (DB) contract. The other 3 sections will be Design-Bid-Build (DBB) contracts after the Full Funding Grant Agreement in 2011. Stations will be packaged into about 6 DBB contracts. Vehicles and system contract will commence in 2009.

The first DB contract will be awarded in 2009 with the completion expected in 2012.

- Design-Build Contracts**
- Initial line segment
  - Yard and shop facility

- Design Bid-Build**
- Stations
  - Future line segments

- Professional Services**
- General construction manager
  - Final designers

- Systems**
- Traction power distribution, train control, and communications
  - Revenue vehicle

- Owner Furnished Materials**
- Rail and special trackwork
  - Elevators and escalators
  - Fare equipment
  - Traction power pre-packaged substations

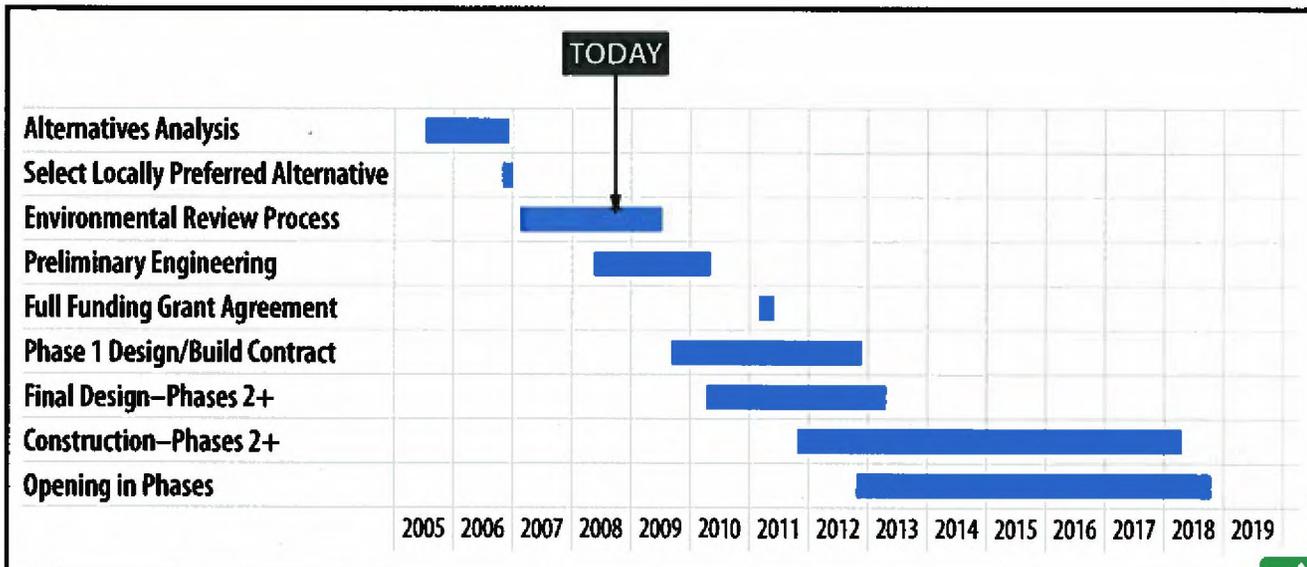


Simulation



Simulation

## PROJECT SCHEDULE



## REVENUE and COSTS

The dedicated tax on O'ahu for transit is for the exclusive use of "operating or capital costs of a locally preferred alternative for a mass transit project." The tax began in 2007 and will be collected through 2022. It is expected to generate about \$4 billion or 80% of the project's capital cost in year of expenditure dollars.

The implementation of the transit tax in advance of the New Starts process is unique and unprecedented for Honolulu's aspiration for a fixed guideway.

The cost and revenue balance sheet is presented below in both constant 2006 dollars and in year of expenditure. Should yearly revenues prove insufficient, debt financing would be needed to meet the peak construction activities. The interest costs are added to the total cost as shown.

	Projected Revenue and Costs	
	2006 \$M	YOE \$M
<b>Total Net GET Surcharge Revenues</b>	3,020	4,055
<b>New Starts Funds</b>	700	925
<b>Total Revenues</b>	3,720	4,980
<b>Fixed Guideway Capital Cost</b>		
	3,470	4,570
<b>Net Interest Costs</b>	250	410
<b>Total Cost</b>	3,720	4,980



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