



Honolulu On The Move

NEWSLETTER OF THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT



Welcome to our new "I love rail" feature, in which we spotlight energetic supporters of a new elevated rail system for Honolulu.

This month, we look at the nonprofit group AARP-Hawai'i, which promotes independence, choice and control for people as they age. "We believe the rail project offers the potential for expanded mobility options, more affordable housing and improved access to public facilities such as schools, hospitals and recreational areas that support a healthy lifestyle," according to Barbara Kim Stanton, AARP Hawai'i State Director.



Expanded mobility options, whether by train, TheBus or TheBoat, will make it easier to travel around our island and benefit everyone, particularly our aging population. In the next 22 years, the number of Hawai'i residents aged 65 or older will increase by 86%.

More mobility is a key component to our quality of life; it saves time that would otherwise be wasted sitting in traffic. Rail will reduce traffic delays on our roads in the future by at least 20 percent between Kapolei and UH Mānoa. Islandwide, rail will take more than 30,000 cars and trucks off the roads daily.

AARP-Hawai'i also supports rail because of the potential for Transit Oriented Development (TOD), which encourages new housing, government services and business opportunities around rail stations. With TOD, community members can live close to services such as pharmacies, supermarkets, and adult care centers.

Rail Will Fight Recession

Aloha! UH-West O'ahu economics professor Lawrence Boyd investigates the impact that building Honolulu's proposed rail transit system will have on the state's economy in the February issue of *Hawaii Business* magazine. His independent analysis puts the project's combined economic stimulus at more than \$3 billion over the next three years, and it could help our stalled local economy recover in 2010.



Nationally, rail transit construction is creating new jobs and new revenue.

- 2009 – \$307.2 million
- 2010 – \$1.2 billion
- 2011 – \$2.1 billion

As published in *Hawaii Business*, professor Boyd's analysis shows that building the airport route will have a direct impact on the economy of \$160 million this year and rising dramatically: \$600 million for 2010 and over \$1 billion in 2011.

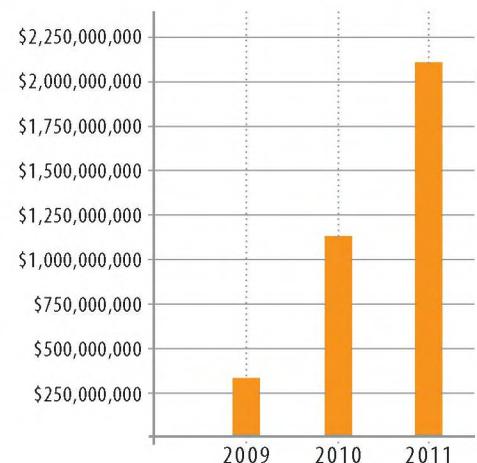
Similar economic benefits are in the project's Draft Environmental Impact Statement, which forecasts that construction activity will generate more than 10,000 jobs a year on average. This will bring paychecks to individuals and families for rents, mortgages and healthcare, buying essentials like food, clothes and school supplies, and spending for travel and entertainment.

Known as an induced impact, this household spending will strengthen our state's finances. By combining the direct, indirect and induced economic impacts, the professor's data predicts the project's contribution by year:

He estimates that building the airport route can help ease the recession this year and could grow our economy by 3 percent in 2010.

To read more, look for the special construction section in *Hawaii Business*.

Direct, Indirect, and Induced Impact on Hawai'i



Source: Hawaii Business magazine



Contact Us

You can reach us by calling the project hotline at 566-2299 or by submitting your comments to www.honolulustransit.org.

Call or email us if you would like to receive an electronic version of this newsletter or would like to be removed from our mailing list.

City Council Picks New Route



After convening several public meetings and hearing testimony from residents, on January 28 the Honolulu City Council passed a resolution to change the first 20 miles of the proposed rail route from the Salt Lake route to the Honolulu International Airport route.

In choosing the airport route, the City Council's resolution cited the higher projected daily ridership compared to the Salt Lake route and the convenience for visitors, residents and the military community. More than 7,000 residents work at the airport, and the airport serves 58,000 daily arrivals – a

figure projected to double in the next 20 years.

According to the Draft Environmental Impact Statement, key potential impacts of the Airport route include:

- 23% reduction in future traffic delay.
- Construction cost of \$4.5 billion in current dollars.
- Annual maintenance cost of \$68 million.
- 22 elevated rail stations. In addition to a station at Honolulu International Airport, stations would be located at the Makalapa Gate of the Pearl Harbor naval station and Lagoon Drive.

To learn more about the airport route, visit the project's website www.honolulustransit.org, where you will find detailed maps, a computer-animated tour of the route as well as conceptual renderings of the proposed rail stations.

Saving Money With Public Transportation

Times are tough and people are looking to trim expenses from their household budgets. In Honolulu, our public transportation system can save families up to \$831 a month and nearly \$10,000 a year, according to the American Public Transportation Association (APTA).

By eliminating a household vehicle and buying a monthly bus pass, individuals and families can save money on car loans, gas, maintenance and parking – funds that can be used for home expenses, meals, school and other essentials.

When Honolulu's rail system begins service, it will provide more public transportation options to residents and more opportunities to save transportation costs. And whether you ride a train, TheBus or TheBoat, the cost of a ticket will be the same, enabling you to easily use O'ahu's improved public transportation to get to work, school or run errands.

To calculate how much public transportation can save you and your family, visit www.publictransportation.org.