

FREQUENTLY ASKED QUESTIONS

- *Is there a website for the project and will all of the information presented today be posted there?*

Yes – honolulutransit.org. All findings, comments etc. will be posted there.

- *How are all stops being incorporated – how do people get from their homes to the transit stops?*

That is a strong consideration in determining route. Stops will be determined based on:

1. Walking distance from people's homes
2. Ability to modify bus routes
3. Proximity to park & ride lots

The current planning is confined to the specific corridor, but design will provide for expansion and ease of access to line from areas outside of transit corridor.

- *What were the overall comments from Scoping?*

Initial reactions were favorable. People seemed to prefer the managed lane alternative and expressed concerns about additional taxes to fund transit.

We are very pleased by the number of responses we received and the addition of people not previously involved in transit discussions.

- *In planning routes and selecting alternatives, what consideration is given to existing land use plans?*

Federal guidelines prohibit driving conclusions based on accommodation of existing land use plans. Specific direction to solicit and consider public input.

- *Alternatives 1 – 3 seem like a “quick-fit”, now-casting rather than long-term forecasting*

Plans are all based on forecasts to take use to the year 2030.

- *How do you quantify/place a value on specific scenarios?*

The alternatives analysis process is designed to provide enough information for the City Council to have the ability to place value and make decisions, based on factors such as ridership levels vs. cost.

- *What is the timeline for project construction?*

The construction timeframe can only really be determined after the decision is made on what to build. Another key element is the availability of funding, as is the requirement for a construction lot to house vehicles and equipment. The construction yard and shop requires about 20 acres making it unlikely that operations could begin in urban Honolulu. The entire project should be complete by 2014, 2015.

There is a need for clarity regarding the construction timeframe. Work will be phased.

- Kapolei to Waipahu;
- Waipahu to the Airport;
- Rest of system.

Riders will be able to utilize segments as they are completed and given traffic congestion within these communities, we are confident that they will use the system as the various segments begin operation.

- *Will the positive and negative findings be posted on the web site?*

Yes.

- *How will the waterways/ferry be incorporated in this study?*

Toru is also in charge of the ferry pilot project and demonstration ferries should begin operation in the summer of 2006. Ferry routes will feed into the transit line. There are limitations on the number of people that can be transported as the vessels under consideration now can only accommodate 150 passengers. Vessels larger than that require different, more rigorous certifications and would take too much time to port, making them ineffective for work commuting.

- *In the past 25 years this issue has been studied to death and opponents appear to be very vocal and well educated. What have you learned to make the process more successful this time?*

That is the same question Mayor Hannemann raised.

In 1992, we issued a \$2 billion construction contract, making it impossible for local contractors to participate. This time, work is being procured in smaller pieces, ensuring that local contractors can bid for work.

While transit opponents remain the same, our strategies for responding to them have changed. Last time we did not respond to those concerns that seemed to us to be frivolous or specious. This time we will respond to all concerns and do so quickly as we have a better understanding of the political nature of this issue. At the same time,

while we are committed to providing information quickly and accurately, we are not advocating for one alternative over the other. Groups like this one can and it is our hope that you stay involved and share your opinions with the City Council

- *Will there be joint development opportunities to lessen the dependency on public funding?*

It is too soon to say. Last time around there were legislative mandates requiring joint development

- *Does federal transportation funding for transit put funding for highway resurfacing and other transportation projects in jeopardy?*

No. Projects do not compete once they are included in the OMPO planning document. There is no competition between alternatives. Federal highway funding is determined by formula.

- *Is the public being surveyed for ridership? Planning decisions seem to be made without considering ridership numbers. I haven't seen any ridership studies and this is a critical factor. Also need to address Oahu's two distinct traffic patterns – during and outside of the school year*

Data from OMPO forecasting model being used. Five years ago 15,000 households were given travel journals that were filled out on a daily basis and this is the information that is currently being used. That data is being extrapolated to determine transportation needs of each individual in the surveyed household. We are also currently distributing on onboard bus survey.