

QUESTIONS ABOUT THE HONOLULU RAIL TRANSIT PROJECT

How much will the project cost?

The project will cost \$5.17 billion to build, which includes interest and finance charges and a contingency reserve of more than half a billion dollars. The project is on budget, with expenses currently under budget and revenue higher than projected. The financial plan is sound and has been approved by the Federal Transit Administration.

How will we pay for it?

Revenue for construction comes from two sources: the half-percent surcharge on the General Excise & Use Tax (GET) and federal funds.

As of May 2012, GET revenues have come in higher than projected and \$858 million has already been collected. This funding can only be used for the rail project.

In addition, \$120 million in federal funding has already been received and the project is on track to receive a total of \$1.55 billion in federal funds.

When will the trains operate?

Trains will operate from 4 a.m. to midnight daily. Trains will arrive every three minutes during peak travel times, every six minutes during the day and every 10 minutes in the evenings.

How much will it cost to ride?

Fares for the rail system will be the same as fares for the city bus. Bus passes can also be used for the rail system, and all applicable discounts for passes for seniors, students and the disabled will apply.

Will there be parking?

Yes. There are four park-and-ride structures planned at the East Kapolei, UH-West O'ahu, Pearl Highlands and Aloha Stadium that will provide more than 4,000 spaces.

Will TheBus be integrated with the rail system?

Yes, city bus routes will be integrated with the rail system and service key areas near each respective station. Each station will have drop-off areas, including areas for the Handi-Van that comply with the American with Disabilities Act requirements.

Also, a combination bus-rail system will be more efficient to operate. Rail transit will allow the buses to circulate much faster and pick up passengers with greater frequency.

Will rail reduce future congestion?

Yes. Congestion will be far greater in the future without rail. Rail transit will take about 40,000 vehicle trips off our island roads each weekday in the future. There will be zero congestion for those choosing to ride the rail system. Riding rail will reduce future traffic congestion as one 400-passenger train can take up to 300 vehicles off our roadways. In addition, a two-car train can hold more passengers than five city buses.

When will the train start operating?

The initial section from Kapolei to Aloha Stadium is slated to open in 2016 and the system is set to be fully operational, from Kapolei to Ala Moana Center, in 2019.

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STAY IN TOUCH



For questions, comments or more information, speak with a representative by calling our 24-hour project hotline at (808) 566-2299



Email us your questions, comments or concerns at info@HonoluluTransit.org



Check for weekly traffic updates that affect your area by visiting the project website at www.HonoluluTransit.org

HART QR CODE



The Honolulu Rail Transit Project's new QR Code (Quick Response Code) that connects individuals with iPhones and smart phones to the project's website.



HONOLULU AUTHORITY FOR RAPID TRANSPORTATION

June 2012



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RAIL SIMULATION

HONOLULU RAIL TRANSIT PROJECT OVERVIEW

What is the Honolulu Rail Transit Project?

The Honolulu Rail Transit Project is a 20-mile elevated rail line with 21 stations. The project will connect West O'ahu with downtown Honolulu and Ala Moana Center via Honolulu International Airport in a time of 42 minutes. The system features modern, electric, steel-wheel trains each able to carry hundreds of passengers. Future

extensions could serve other parts of West O'ahu and other communities of Salt Lake, UH Mānoa, and Waikiki.

What are the benefits?

Rail transit will be a fast, attractive, and reliable alternative to driving for many commuters. By 2030, about 116,300 trips per weekday are expected on rail transit. It will take about 40,000 vehicles off our roads each weekday

by the year 2030. This reduction in the number of cars and trucks on our congested streets will deliver benefits and improve travel times for everyone – train riders, bus passengers, and vehicle drivers. Approximately 10,000 jobs each year will be attributed to rail construction, with development around rail stations infusing our economy with billions of dollars during the coming decade.

HONOLULU RAIL TRANSIT PROJECT



PROJECTED RAIL TRAVEL TIMES TO ALA MOANA CENTER

FROM		TO	
1 East Kapolei Station Kualakai Parkway (North-South Road) and East-West Road	42 min.	8 Pearlridge Station Kamehameha Highway and Kaonohe Street	24 min.
2 UH West O'ahu Station Kualakai Parkway (North-South Road) and UH West O'ahu Entrance (aka Campus Drive)	40 min.	9 Aloha Stadium Station Kamehameha Highway and Salt Lake Boulevard	21 min.
3 Ho'opili Station At the future planned intersection of minor East-West Street approximately 300 feet south of Farrington Highway	36 min.	10 Pearl Harbor Naval Base Station Kamehameha Highway and Radford Drive	19 min.
4 West Loch Station Farrington Highway and Leoku Street	34 min.	11 Honolulu International Airport Station Near the existing lei stands on Aolele Street	16 min.
5 Waipahu Transit Center Farrington Highway and Mokuola Street	31 min.	12 Lagoon Drive Station Ualena Street and Lagoon Drive	14 min.
6 Leeward Community College Station Leeward Community College campus parking lot	29 min.	13 Middle Street Station Kamehameha Highway and Middle Street	12 min.
7 Pearl Highlands Station Kamehameha Highway and Kuala Street	28 min.	14 Kalihi Station Dillingham Boulevard and Mokauea Street	10 min.
		15 Kapalama Station Dillingham Boulevard and Kokea Street	8 min.
		16 Iwilei Station Dillingham Boulevard and Kaa'ahi Street	6 min.
		17 Chinatown Station Nimitz Highway and Kekaulike Street	5 min.
		18 Downtown Station Nimitz Highway and Bishop Street	4 min.
		19 Civic Center Station Halekauwila Street and South Street	3 min.
		20 Kaka'ako Station Halekauwila Street and Ward Avenue	2 min.
		21 Ala Moana Center Station Located at Kona Street (mauka of Ala Moana Center) near Kona Iki Street	—

HONOLULU RAIL TRANSIT PROJECT FACTS & FIGURES

Length

- 20 miles
- The system begins in East Kapolei and connects with the Honolulu International Airport and downtown Honolulu and ends at Ala Moana Center

Stations

- 21 stations
- High-level platforms (same level as the vehicle floor)
- Stairs, escalators and elevators featured at each station
- Bicycle racks
- Fully compliant with the Americans with Disabilities Act of 1990 (ADA)
- Trains and stations will feature security cameras, attendants, and interior/exterior safety lighting

Ridership

Estimated at 116,300 weekday rider trips by year 2030

Features

- Modern steel-wheel-on-steel-rail technology powered by a third rail
- Elevated, grade-separated
- Vehicle maintenance and storage facility near Leeward Community College
- Four new bus transit centers located at UH West O'ahu, West Loch, Pearl Highlands, and Aloha Stadium
- Four new park-and-ride lots at East Kapolei, UH West O'ahu, Pearl Highlands, and Aloha Stadium with a total of 4,100 parking spaces
- Traction power substations
- A dedicated access ramp from the H-2 Freeway to the Pearl Highlands station's park-and-ride and bus transit center

Station Access

Walk, bicycle, transfer to/from TheBus, private bus/shuttle, TheHandi-Van drop off and pick up, automobile drop-off and pick-up (kiss-and-ride), and park-and-ride facilities at select stations

Operations Schedule

- Trains will operate daily from 4 a.m. to midnight
- Trains will arrive every 3 minutes during peak travel times, every 6 minutes during the day, and every 10 minutes in the evenings

Fare

- Single systemwide fare; one pass system between TheBus and rail system
- Free transfer to/from TheBus when a one-way fare is purchased
- Ticket vending machines available at all stations
- Proof of payment system

Rail Vehicles

- Fully automated (driverless)
- Capacity between 330 (two-car trains) and 495 (three-car trains) passengers
- Total fleet of 80 vehicles with 68 vehicles in operation during peak periods in 2030
- Bicycles, surfboards, wheel chairs, strollers, coolers, and luggage will be allowed on trains as regulated by policy
- Air-conditioned vehicles
- Closed-circuit security cameras will be featured onboard train vehicles

Speed

- Average speed (including station stop time): 30 mph
- Top speed: 55 mph or greater