

HONOLULU RAIL TRANSIT

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

PROJECT UPDATE

AUGUST 2012

Honolulu Rail Transit Project Facts

FAST FACTS

- Rail system trains will run every three minutes during peak times, every six minutes during the day, and every 10 minutes in the evening. Trains will run from 4 a.m. to midnight.
- There will be a rail station at the Honolulu Airport that will provide service for people who work at the airport as well as visitors and interisland travelers.
- Bicycles, surfboards, wheel chairs, strollers, coolers, and luggage will be allowed on the train.
- There will be four “park and ride” lots available at East Kapolei, UH West O’ahu, Pearl Highlands and Aloha Stadium stations with a total of 4,100 parking spaces.
- Honolulu is in great financial shape on rail transit. Funding for rail is ahead of schedule, with nearly 25 percent of the general excise tax (GET) already collected. And construction contracts so far are nearly \$300 million under budget. As of the second quarter 2012, HART has already received more than \$905 million in GET revenue.



island’s jobs will be located along the 20-mile rail corridor. Rail will connect major residential areas with major job centers, as well as three UH campuses, Aloha Stadium, the Honolulu International Airport and several shopping centers. Rail will be a convenient, affordable and reliable way to get to work, school or home. In addition, rail will be a hassle-free way of attending special events at Aloha Stadium, catching flights at the Airport, or concerts at the Blaisdell, without worrying about parking and traffic. There are an average of 235,000 daily bus riders today. Given the reliability and affordability of rail and the increasing costs of driving a car, it is expected that public transit ridership will increase.

DID YOU KNOW...

There’ll be less traffic congestion with rail than without rail.

Honolulu has the dubious distinction of having the worst traffic congestion in America. Rail transit will take up to 40,000 car trips a day off our highways. That’s thousands of cars a day that aren’t adding to street congestion in town or fighting for parking spaces.

Rail will not leave us with construction debt.

The truth is that there will be NO debt for future generations to pay. And when the GET surcharge ends in FY2023, the project’s construction costs will be fully paid. There are two funding sources to pay for rail construction: federal funds and local funding from the half percent surcharge on the GET paid by residents, businesses and visitors on O’ahu.

There will be more than 116,000 riders every weekday on Rail.

By 2030, nearly 70 percent of O’ahu’s population and more than 80 percent of the

Steel-on-steel technology is tried and true.

Honolulu’s rail technology is very different from the old heavy elevated rail lines in New York City, Chicago and elsewhere. It is quiet, smooth, and efficient and uses one of the most advanced control technologies in the nation. Steel-on-steel was recommended by a panel of engineering and transit professionals because it is the most reliable technology available.

Elevated rail has many benefits.

There will be absolutely no traffic congestion for rail transit passengers. That’s because rail will operate grade separated from street and highway traffic, accidents and stalls, buses, intersections and traffic signals. Elevated rail will be safe, reliable and run on time. Granted, beauty is in the eye of the beholder; but, extensive steps are being taken regarding the appearance of the guideway and stations and to protect view planes. It is being built in existing transportation rights-of-way and will be less conspicuous than the H-1 viaduct and many buildings along the route. Designs will reflect the character of the surrounding neighborhoods and convey a sense of place. Landscaping, art and community-inspired design elements will be incorporated throughout the project.

The rail system will be integrated with TheBus.

Rail will actually work in concert with buses to develop a more robust, efficient and cost-effective public transportation system. An integrated bus/rail system will optimize the use of the bus fleet, freeing up long-haul and Express buses to other routes that need service.

You can use the bus pass on the rail system. A single pass system allows you to switch from bus to rail and vice versa since it will be an integrated transit system.

Rail funds cannot be directed to fix pot holes, sewer lines or to schools and education.

The half percent GET surcharge funds must be used for rail only. And if the city decided not to build this rail project, it would no longer be eligible for the Federal government’s \$1.55 billion in New Starts funding.



Column Work Underway

The first column built for the Honolulu Rail Transit Project now stands in East Kapolei. The above ground portion of the column stands 23 feet, nine inches high. The column required approximately 33 cubic yards of concrete. Workers from Kiewit Infrastructure West are building the remaining columns needed to support the rail guideway.

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HONOLULU AUTHORITY FOR RAPID TRANSPORTATION
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HART Submits Request for \$1.55 Billion in Federal Funding

The Federal Transit Administration (FTA) is currently reviewing the City's request for \$1.55 billion in federal New Starts funding for the Honolulu rail transit project. The City's Full-Funding Grant Agreement (FFGA) submittal is the final step in the FTA's planning and development process, which concludes with a multi-year agreement between the City and the FTA that formally establishes the level of federal funding for the rail project.

"The rail project has reached a significant benchmark with its FFGA submittal," said HART CEO and executive director Dan Grabauskas. "This represents the culmination of nearly seven years of hard work by many dedicated individuals who have helped to move our rail transit project forward."

Grabauskas noted the Honolulu rail project staff worked closely with their FTA partners to finalize the FFGA package.

"We want to thank those on the federal level – the FTA and our Hawai'i congressional delegation – who worked closely with the City throughout the years during this lengthy and stringent process," Grabauskas said.

Speaking on behalf of Hawaii's congressional delegation, U.S. Sen. Daniel K. Inouye said, "The submittal of the Full Funding Grant Agreement to the Federal Transit Administration by the City and the Honolulu Authority for Rapid Transportation is an important milestone. When the FFGA is approved later this year, Honolulu will secure the commitment of \$1.55 billion in federal funds for construction of the rail project. This has been a collective effort of many people working together. Our congressional delegation is proud to be a part of the team."

The Honolulu rail project has already received \$120 million in federal funding that goes toward the requested \$1.55 billion.

"Before it signs a \$1.55 billion contract, the

federal government needs to be sure that the money will be well spent, especially when other cities are saying they need those same dollars," said HART Board Chairwoman Carrie Okinaga. "Our rail project is being allowed through these gates because we have shown our commitment and ability to bring this project to fruition."

After receiving Honolulu's FFGA request, the FTA will take approximately 30 days to review it before forwarding the request to the Office of Management and Budget at the White House for its own 30-day review.

The FTA will then inform Congress of its intent to sign the agreement as part of a 60-day notification process. The completed agreement is expected to be finalized later this year.

The updated financial plan for the rail project shows that it is expected to cost \$5.16 billion, which includes a \$645 million contingency. The cash surplus at the completion of the project is forecast to be \$193 million.

For more information on the Full-Funding Grant Agreement request, visit the rail project's website at www.HonoluluTransit.org.

ALA MOANA NEIGHBORHOOD TOD PLAN COMMUNITY WORKSHOP #1

Tuesday, August 7, 2012

6:00 p.m. - 8:00 p.m.

McKinley High School Cafeteria

1039 South King Street

Join your neighbors as part of this Transit-Oriented Development (TOD) community workshop to brainstorm ideas for the neighborhood surrounding the Ala Moana Center rail station. It includes opportunities for new housing, jobs, retail, and more.

For more information, please visit
www.HonoluluDPP.org/planning or call (808) 768-8050.

FINAL PRINTED EDITION! HART NEWSLETTER GOING DIGITAL

This will be the last printed edition of HART's monthly newsletter. We're going green and going digital! To keep receiving monthly updates on the Honolulu Rail Transit Project, visit our website at www.HonoluluTransit.org to sign up and receive monthly project updates via our new electronic newsletter.

