

Honolulu, Hawaii High-Capacity Transit Corridor Project

| Summary Description | |
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| Proposed Project: | Heavy Rail Transit 20.1 Miles 21 Stations |
| Total Capital Cost (\$YOE): | \$ 5,347.68 Million |
| Section 5309 New Starts Share (\$YOE): | \$ 1,550.00 Million (29.0%) |
| Annual Forecast Year Operating Cost: | \$ 125.92 Million |
| Ridership Forecast (2030): | 116,000 Average Daily Boardings 64,000 Daily New Riders |
| Opening Year Ridership Forecast (2018): | 97,000 Average Weekday Boardings |
| FY 2011 Local Financial Commitment Rating: | Medium |
| FY 2011 Project Justification Rating: | Medium |
| | Cost-effectiveness = Medium \$16.24 |
| | Land use = Medium |
| FY 2011 Overall Project Rating: | Medium |

The project is not recommended for funding in the FY2011 Budget.

What is the project and who is its sponsor?

Response: The City and County of Honolulu proposes to build a 21-station, 20.1-mile elevated heavy rail line from the developing areas of Kapolei in western Oahu to Ala Moana Center just east of downtown Honolulu.

Why is the project receiving a funding recommendation?

Response: The City is expected to complete NEPA in the next several months, request FTA approval to advance the project into Final Design by mid-2010, and be ready for a Full Funding Grant Agreement in FY2011.

What are the implications of concerns on project funding that were expressed by FTA in its letter approving this project into New Starts Preliminary Engineering?

Response: The City is preparing a revised financial plan during Preliminary Engineering, updating projections of project costs and funding sources. FTA's decision on advancing the project into Final Design will depend on the strength of the revised plan. An important element of FTA's financial assessment of the project is the large funding source already put in place by the State and the City the the dedicated increment in the State excise tax.

Does the recently announced change in the FTA policy on cost-effectiveness affect this project?

Response: The policy change is unlikely to affect this project because the project rates well versus FTA's current cost-effectiveness criterion. While the cost of the project is substantial, so are the benefits to the substantial number of existing and new transit riders who will enjoy substantial time savings compared to travel on Honolulu congested streets and highways.

What is the status/schedule for the project?

Response: The project was approved by FTA into Preliminary Engineering in October 2009 and a Final EIS is expected to be released in early 2010.