

Honolulu On The Move



An Update on the Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

Selection of a First Project (A Minimum Operable Segment)

February 13, 2007

What are the operating details?

- When will it run?
 - From 4 a.m. to midnight, every 3 to 10 minutes.
- How fast will it be?
 - 55+ mph top speed
- Will it be reliable?
 - Dedicated right-of-way, dedicated vehicles
- How much will a ride cost?
 - Same as TheBus, can use a transfer from one to the other

What are the physical characteristics?

- Where is the guideway located?
 - Primarily aerial (elevated) with columns in existing roadway medians
 - Some at-grade in 'Ewa
- How wide is the guideway?
 - < 30 feet between stations
 - At stations ~ 50 feet plus vertical circulation
- How many stations?
 - Approximately every mile
- How long are the stations?
 - Approximately 270 feet

Minimum Operable Segment (MOS)

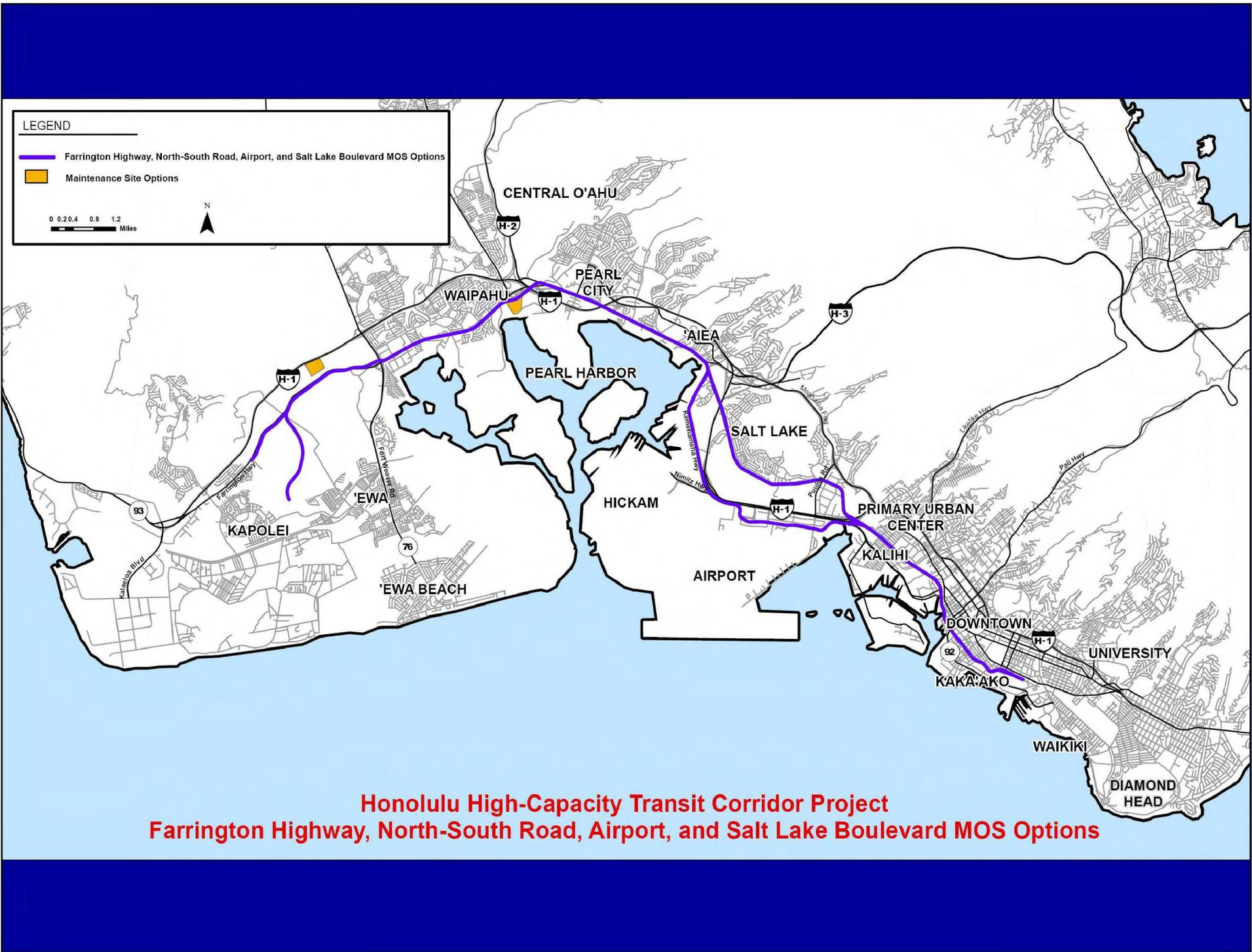
- The MOS is the project being proposed for federal approval for design.
- The MOS is NOT the long-range plan for the eventual complete system.
- The MOS must be able to operate as a stand-alone project.
- The MOS must meet FTA requirements for entry into Preliminary Engineering.

Candidate MOS Choices for Honolulu

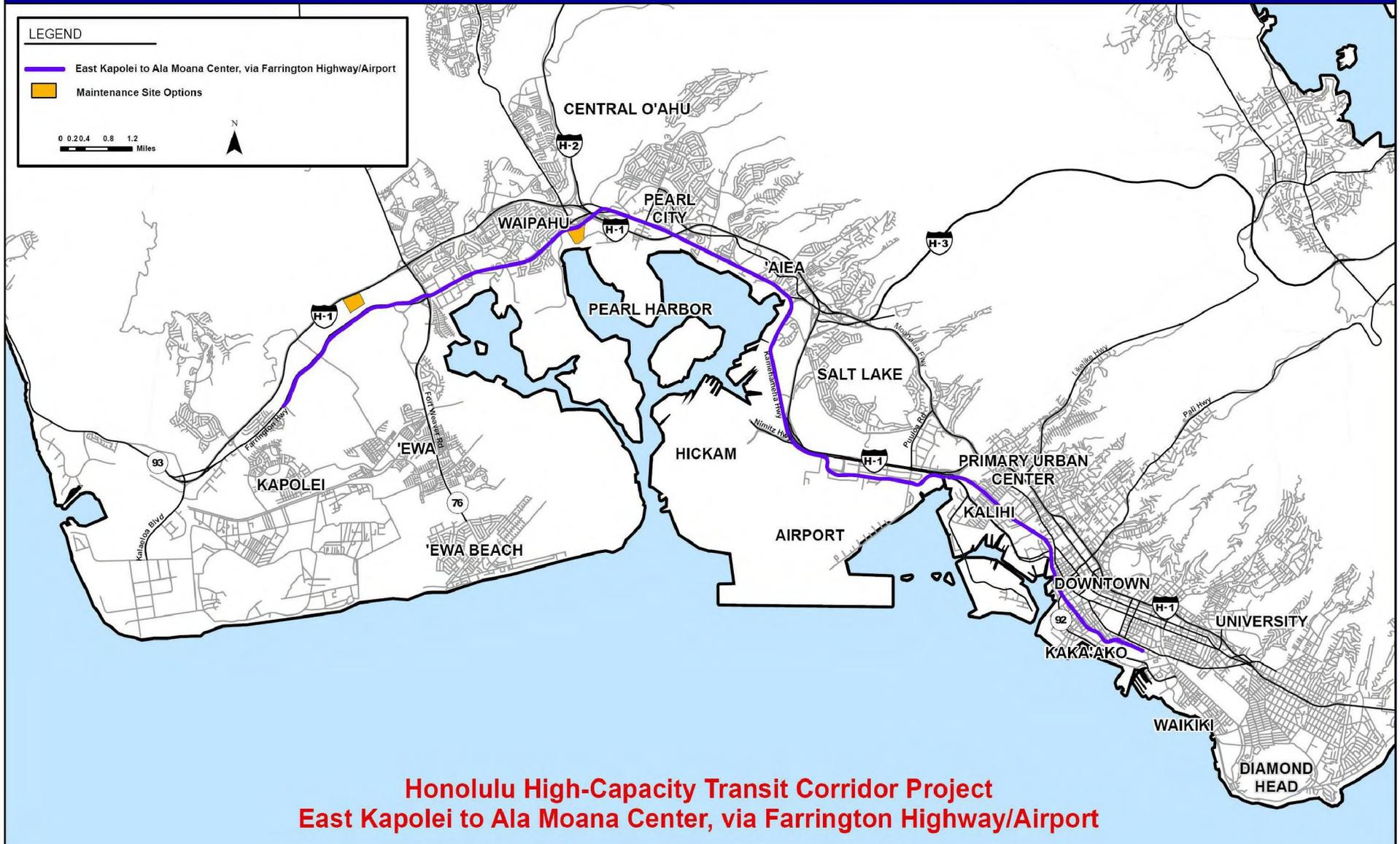
- Must rank well on New Starts Criteria
- Must include Maintenance Facility

Candidate MOS Choices for Honolulu

- From East Kapolei to Ala Moana Center
 - Farrington Highway/Airport
 - North-South Road/Airport
 - Farrington Highway/Salt Lake
 - North-South Road/Salt Lake



East Kapolei to Ala Moana Center via Farrington Highway / Airport



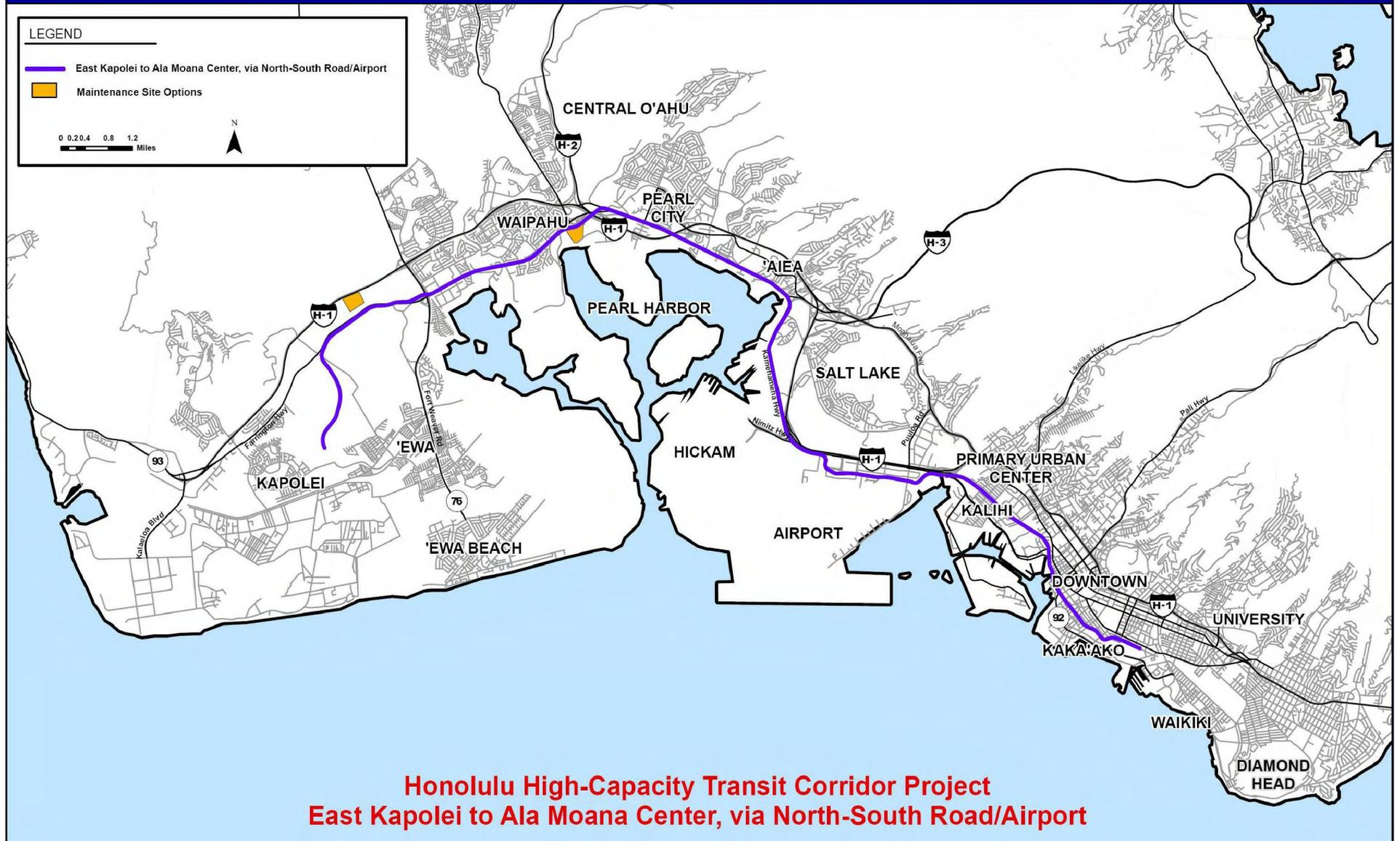
East Kapolei to Ala Moana Center via Farrington Highway / Airport

- 20.1 miles long; 21 stations
- Capital Cost: **\$3,547 million** (2006 dollars)
- 2030 O&M Cost: **\$262.0 million** (2006 dollars)
- 2030 Employees + Population within $\frac{1}{2}$ mile of stations: **543,200**
- 2030 Fixed Guideway Ridership: **90,600**
- 2030 Total Transit Trips: **279,800**

East Kapolei to Ala Moana Center via Farrington Highway / Airport

- FTA Cost-Effectiveness Index: \$23.81

East Kapolei to Ala Moana Center via North-South Road / Airport



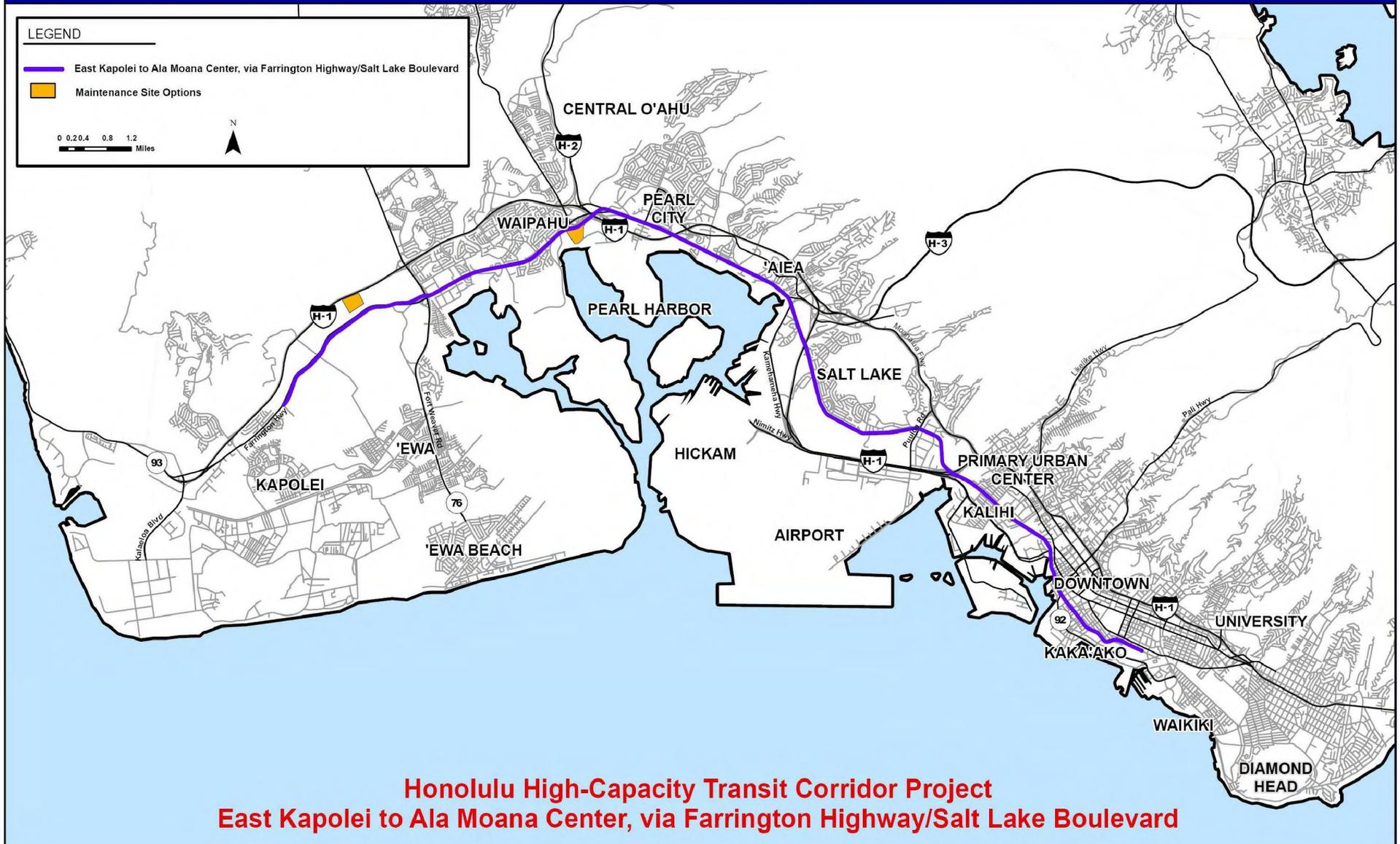
East Kapolei to Ala Moana Center via North-South Road / Airport

- 20.4 miles long; 21 stations
- Capital Cost: **\$3,584 million** (2006 dollars)
- 2030 O&M Cost: **\$262.6 million** (2006 dollars)
- 2030 Employees + Population within $\frac{1}{2}$ mile of stations: **549,600**
- 2030 Fixed Guideway Ridership: **93,500**
- 2030 Total Transit Trips: **283,500**

East Kapolei to Ala Moana Center via North-South Road / Airport

- FTA Cost-Effectiveness Index: **\$22.56**

East Kapolei to Ala Moana Center via Farrington Hwy / Salt Lake Blvd



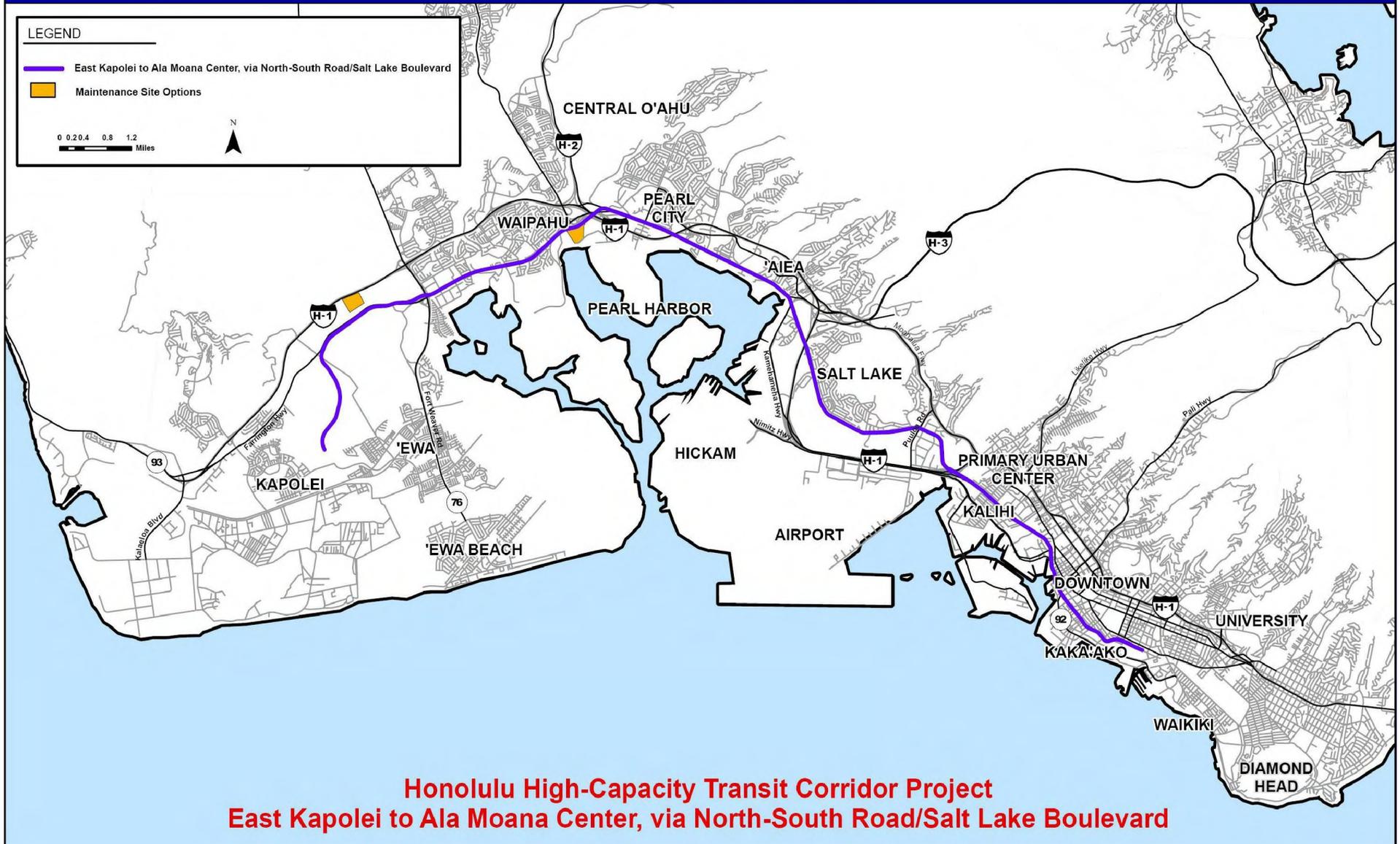
East Kapolei to Ala Moana Center via Farrington Hwy / Salt Lake Blvd

- 19.4 miles long; 19 stations
- Capital Cost: **\$3,430 million** (2006 dollars)
- 2030 O&M Cost: **\$263.0 million** (2006 dollars)
- 2030 Employees + Population within $\frac{1}{2}$ mile of stations: **532,200**
- 2030 Fixed Guideway Ridership: **84,700**
- 2030 Total Transit Trips: **278,400**

East Kapolei to Ala Moana Center via Farrington Hwy / Salt Lake Blvd

- FTA Cost-Effectiveness Index: \$24.13

East Kapolei to Ala Moana Center via North-South Rd / Salt Lake Blvd



East Kapolei to Ala Moana Center via North-South Rd / Salt Lake Blvd

- 19.7 miles long; 19 stations
- Capital Cost: **\$3,467 million** (2006 dollars)
- 2030 O&M Cost: **\$264.6 million** (2006 dollars)
- 2030 Employees + Population within $\frac{1}{2}$ mile of stations: **538,600**
- 2030 Fixed Guideway Ridership: **87,600**
- 2030 Total Transit Trips: **282,000**

East Kapolei to Ala Moana Center via North-South Rd / Salt Lake Blvd

- FTA Cost-Effectiveness Index: **\$22.92**

CEI Summary

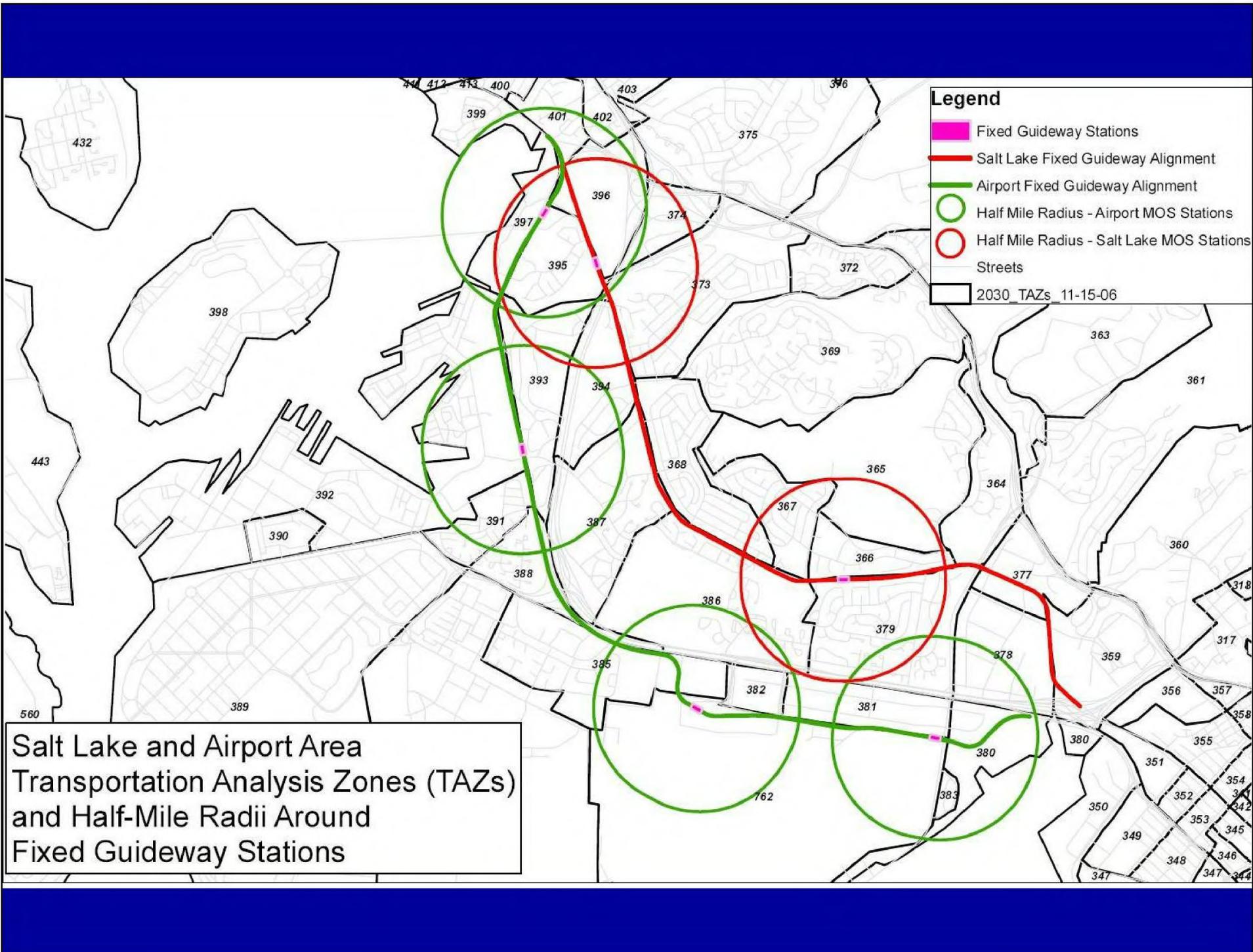
MOS	Cost-Effectiveness (Cost per Hour of User Benefit)	FTA Cost-Effectiveness Rating
East Kapolei to Ala Moana Center, via <u>Farrington Highway/Airport</u>	\$ 23.81	Medium-Low Over Threshold
East Kapolei to Ala Moana Center, via North-South Road/Airport	\$ 22.56	Medium Under Threshold
East Kapolei to Ala Moana Center, via <u>Farrington Highway/Salt Lake Boulevard</u>	\$ 24.13	Medium-Low Over Threshold
East Kapolei to Ala Moana Center, via North-South Road/Salt Lake Boulevard	\$ 22.92	Medium Under Threshold

Salt Lake Blvd. vs. Airport

- Capital Cost (millions of 2006 dollars)
 - Salt Lake Blvd: \$3,467
 - Airport: \$3,584
- 2030 Operating Cost (millions of 2006 dollars)
 - Salt Lake Blvd: \$264.6
 - Airport: \$262.6
- 2030 Fixed Guideway Daily Ridership
 - Salt Lake Blvd: 87,600
 - Airport: 93,500

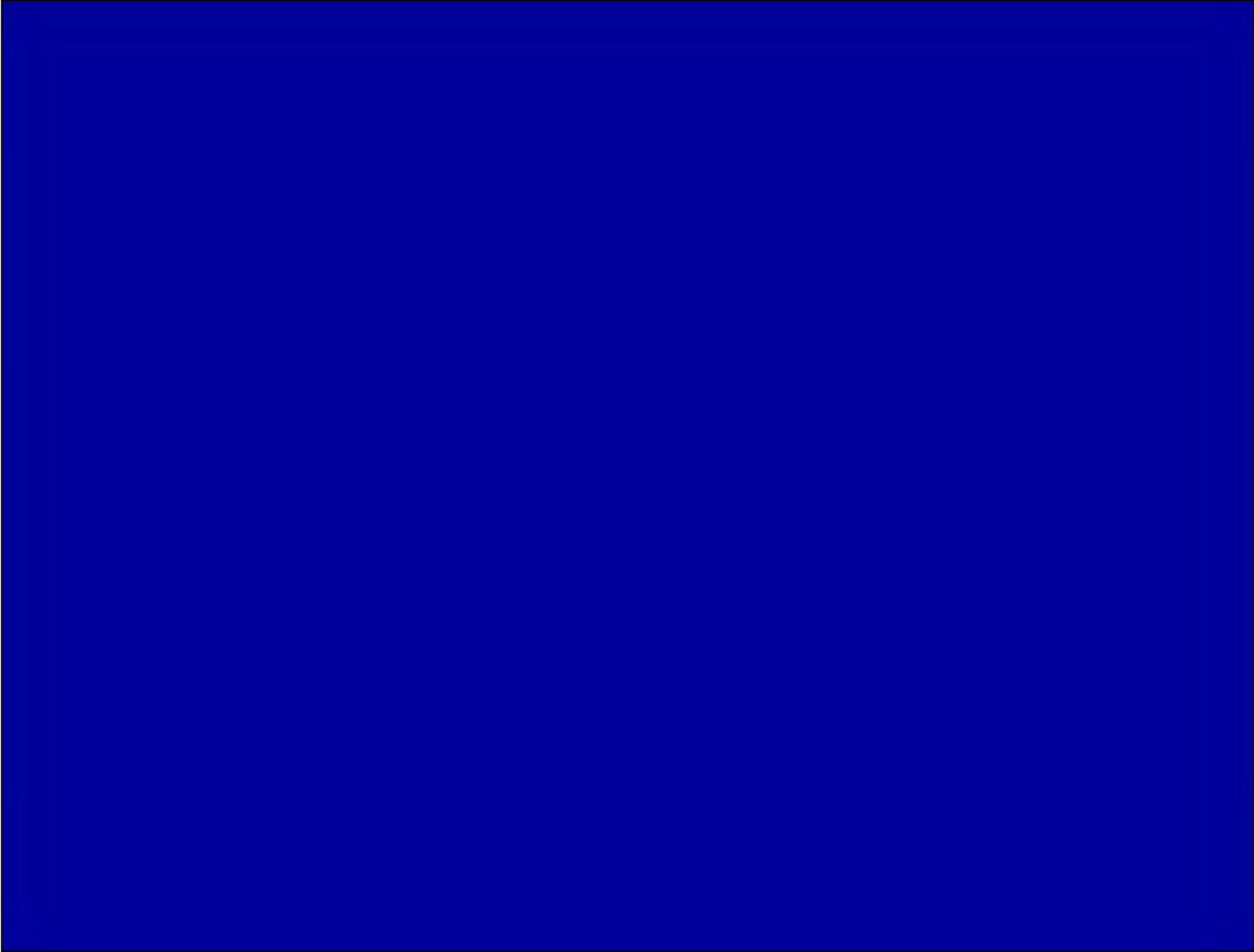
Salt Lake Blvd. vs. Airport

- 2030 Population within $\frac{1}{2}$ mile of stations
 - Salt Lake: 19,500 (227,100)
 - Airport: 7,600 (215,200)
- 2030 Employment within $\frac{1}{2}$ of stations
 - Salt Lake: 4,900 (311,500)
 - Airport: 27,800 (334,400)
- 2030 Population + Employment within $\frac{1}{2}$ mile of stations
 - Salt Lake: 24,400 (538,600)
 - Airport: 35,400 (549,600)

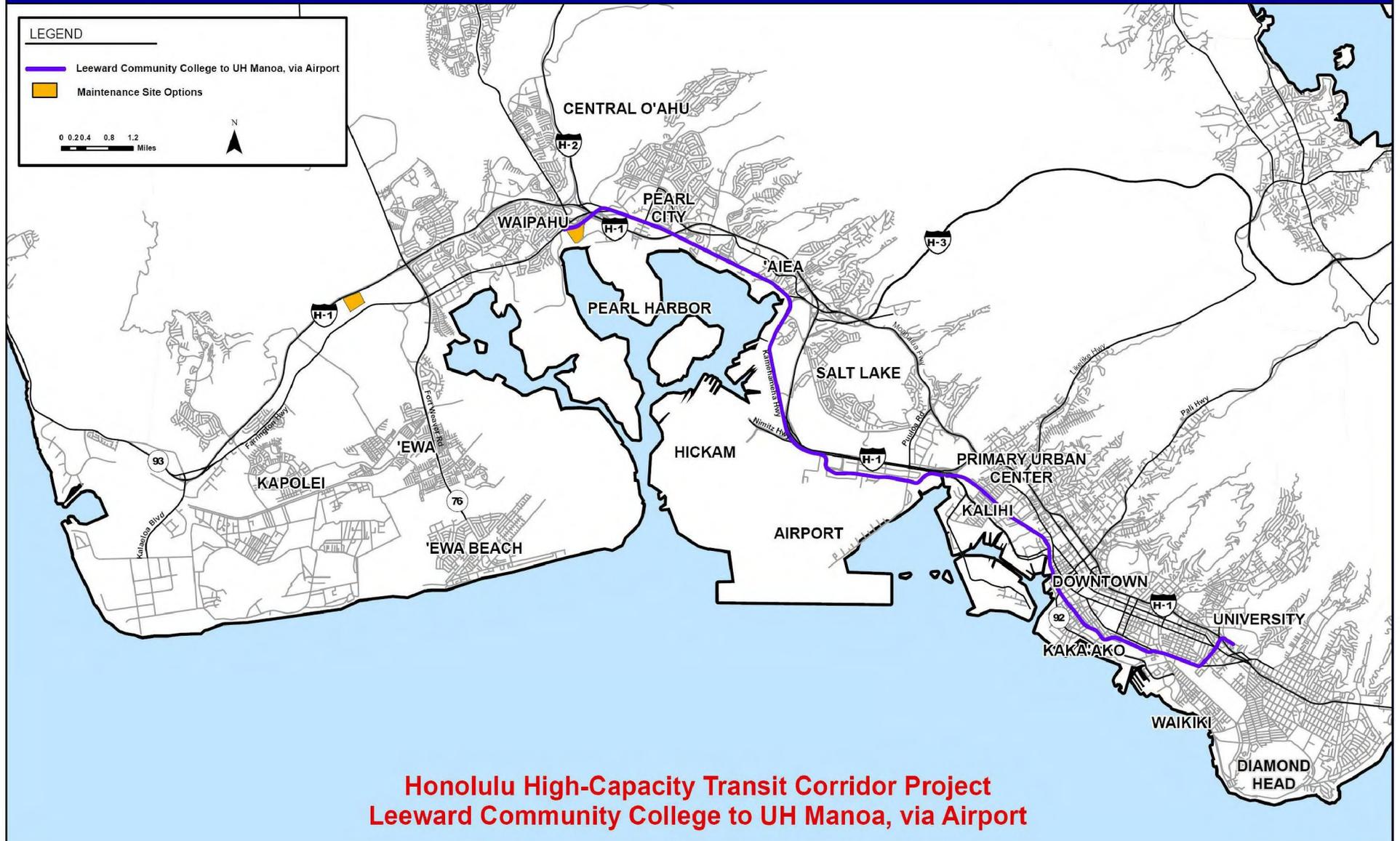


Salt Lake Blvd. vs. Airport

- Cost Effectiveness Index
 - Salt Lake: \$22.92
 - Airport: \$22.56



Leeward Community College to UH Mānoa, via Airport



Leeward Community College to UH Mānoa, via Airport

- 16.0 miles long; 20 stations
- Capital Cost: \$3,350 million (2006 dollars)
- 2030 O&M Cost: \$245.4 million (2006 dollars)
- 2030 Fixed Guideway Ridership: 88,700
- 2030 Total Transit Trips: 272,900
- Cost-Effectiveness Index: \$25.50