

High Capacity Transit Corridor Project

Honolulu, Hawaii

(January 2015)

The Honolulu Authority for Rapid Transit (HART) is constructing the High-Capacity Transit Corridor Project, a 20-mile rail line that would serve the south shore of Oahu from a western terminus in Kapolei, past Pearl Harbor and Honolulu International Airport, through Downtown Honolulu, to an eastern terminus at Ala Moana Center. The electrified (third rail) line would be almost entirely on elevated structure in existing public rights-of-way, primarily arterial streets. Rail service would extend 20 hours each day with automated trains running every 2.4 minutes in weekday peak periods and every 4.7 minutes during most off-peak hours. The project scope includes 21 stations, 80 light metro rail vehicles, four park and ride facilities with 4,100 spaces, and a maintenance and storage facility. The project is expected to serve 116,000 average weekday trips in 2030.

The project corridor is on the south shore of Oahu and is geographically constrained by the ocean to the south and two mountain ranges to the north. Large numbers of workers commute into Honolulu from the western parts of the corridor and from Central Oahu – located between the two mountain ranges to the north. Highway travel is carried by the H-1 freeway that extends through the length of the corridor. The H-1 freeway is heavily congested through much of the day, seven days per week. The Honolulu bus system provides high quality service throughout the corridor. Service quality suffers substantially from mixed-traffic operations, and increasing traffic congestion degrades schedule reliability, increases operating costs, and exacerbates the bus capacity limitations on the highest-ridership bus routes. The project introduces a fully grade-separated guideway for trains providing frequent, higher-speed transit service. By 2030, the project will reduce average transit travel times from Western and Central Oahu to the urban core to 65 minutes, approximately 29 minutes faster than the baseline alternative.

The total project cost under the Full Funding Grant Agreement (FFGA) is \$5,121.69 million. The Section 5309 New Starts funding share is \$1,550.00 million.

Status

The City completed an alternatives analysis for the corridor in November 2006, and identified an elevated fixed-guideway as a starter project with future extensions both east and west. In May 2007, the Oahu Metropolitan Planning Organization amended the transportation plan for Oahu to include this initial project. In April 2008, the City chose steel-wheel-on-steel-rail as the technology and, in November 2008, a Draft Environmental Impact Statement (EIS) was issued for the project. FTA approved the project into preliminary engineering in October 2009. A Final EIS was published in June 2010, and a Record of Decision issued in January 2011. FTA approved the project into final design in December 2011.

HART and FTA entered into an FFGA in December 2012 with revenue operations scheduled for January 2020. The Project is currently in the construction phase and it is approximately 30% complete. Design, utility relocations and civil construction activities are underway. More than 60% of the contracts have been awarded and construction activities are progressing well. However, HART recently notified FTA that, due to some of the contract bids coming in higher than the initial estimates, the project is currently trending about 10 to 15% over the FFGA budget. FTA is working

with HART to validate the new cost estimate.

Section 20008 of the Moving Ahead for Progress in the 21st Century Act authorized FTA to award Federal major capital investment funds for final design and construction of the Honolulu High Capacity Transit Corridor Project. Through FY 2015, Congress has appropriated a total of \$1,056.27 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funding (\$million)	Appropriations to Date
Federal: Section 5309 New Starts	\$1,550.00	\$1,056.27 million in total New Starts appropriations through FY 2015
Section 5307 Urbanized Area Formula Funds	\$209.90	
American Recovery and Reinvestment Act	\$4.00	
State/Local: General Excise Tax (GET)	\$3,357.79	
Total:	\$5,121.69	

NOTE: The sum of the figures may differ from the total as listed due to rounding.

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