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# SENATE CONCURRENT RESOLUTION

URGING THE HONOLULU AUTHORITY FOR RAPID TRANSPORTATION TO  
DETERMINE COST-EFFECTIVE AND REVENUE-GENERATING RIDERSHIP  
LEVELS FOR THE RAIL TRANSIT SYSTEM.

1           WHEREAS, in the last fifteen years, the United States has  
2 developed twenty-five percent of all its land which has  
3 contributed to urban sprawl and metropolitan areas with  
4 concentrated populations of poverty; and  
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6           WHEREAS, far from the city core, forests are being cleared  
7 for big box retailers, high speed roadways, and low density  
8 subdivisions for long-distance commuters; and  
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10           WHEREAS, Americans spend more time at work and commuting  
11 than the previous generation with the average American working  
12 1,821 hours a year, almost more than any other developed  
13 country; and  
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15           WHEREAS, many zoning laws and development practices lead to  
16 sprawling development areas, and some communities are slowly  
17 becoming less diverse with less meaningful interaction between  
18 neighbors; and  
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20           WHEREAS, suburban renewal with walkable and dense  
21 communities have greater economic output and higher incomes,  
22 higher levels of human capital, higher membership in the  
23 creative class, and higher levels of patented innovations and of  
24 high-tech industries and employees; and  
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26           WHEREAS, there is a movement toward retrofitting our  
27 suburbs to make them more vibrant and livable and to create the  
28 density required for innovation and productivity growth, which  
29 may improve troubled areas and provide future generations with a  
30 more resilient and productive setting; and  
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1 WHEREAS, the density of a place refers to the quantity of  
2 people, households, or employment distributed over a unit of  
3 area; and  
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5 WHEREAS, higher density is associated with shorter trips,  
6 an increased number of trips taken from home, an increase in  
7 transportation options, and reduced vehicle ownership compared  
8 to lower density, making density one of the most commonly used  
9 measures in planning; and  
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11 WHEREAS, rail transit will provide people living and  
12 working from West Oahu to Ala Moana Center with a fast, reliable  
13 alternative to driving in traffic congestion; and  
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15 WHEREAS, with the ability to carry more than 400  
16 passengers, which is the equivalent of more than six buses, rail  
17 transit is more economical and efficient than buses for heavy-  
18 volume passenger loads; and  
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20 WHEREAS, by 2030 there will be an estimated additional  
21 40,000 car trips per day on Honolulu's highways and surface  
22 streets, which rail transit will alleviate, and rail transit is  
23 also expected to reduce delay due to congestion by eighteen  
24 percent; and  
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26 WHEREAS, thirty-five percent of construction for rail  
27 transit is being paid for with funds from the Federal Transit  
28 Administration; twenty-three percent is being paid by tourists  
29 visiting Oahu as part of the existing one-half percent general  
30 excise tax surcharge; and forty-two percent is being paid by  
31 Oahu residents and businesses through the general excise tax  
32 surcharge; and  
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34 WHEREAS, the Honolulu Authority for Rapid Transportation  
35 ("HART") was established as a semi-autonomous public transit  
36 authority, approved by voters in 2010, and is responsible for  
37 planning, construction, operation, maintenance, and expansion of  
38 the City and County of Honolulu fixed guideway system; and  
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40 WHEREAS, HART determines that thirty-five percent of Oahu's  
41 population lives in areas of low-income districts expected to  
42 benefit significantly from low commuting costs that will  
43 increase transit ridership by twenty percent; and  
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1           WHEREAS, development and redevelopment should be focused  
2 along public transit corridors to optimize public transit  
3 ridership, and HART should coordinate with stakeholders on  
4 ridership goals; and  
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6           WHEREAS, much information exists regarding the building and  
7 planning of the construction, location, and financing of the  
8 rail transit system; however, a very limited amount of  
9 information exists regarding the sustainability of the project  
10 beyond its completion; and  
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12           WHEREAS, information on the number of riders per day  
13 required to make the project cost-effective and revenue-  
14 generating is needed to ensure the proper planning and financing  
15 of the project; now, therefore,  
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17           BE IT RESOLVED by the Senate of the Twenty-sixth  
18 Legislature of the State of Hawaii, Regular Session of 2012, the  
19 House of Representatives concurring, that the Honolulu Authority  
20 for Rapid Transportation is urged to determine cost-effective  
21 and revenue-generating ridership levels for the rail transit  
22 system; and  
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24           BE IT FURTHER RESOLVED that the Honolulu Authority for  
25 Rapid Transportation submit a report of its findings to the  
26 Legislature no later than twenty days prior to the convening of  
27 the Regular Session of 2013; and  
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29           BE IT FURTHER RESOLVED that certified copies of this  
30 Concurrent Resolution be transmitted to the Governor, Mayor of  
31 the City and County of Honolulu, and Chairperson of the Honolulu  
32 Authority for Rapid Transportation.

