

MAR 14 2012

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, rail transit will provide people living and
2 working from West Oahu to Ala Moana Center with a fast, reliable
3 alternative to driving in traffic congestion; and
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5 WHEREAS, with the ability to carry more than 400
6 passengers, which is the equivalent of more than six buses, rail
7 transit is more economical and efficient than buses for heavy-
8 volume passenger loads; and
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10 WHEREAS, by 2030 there will be an estimated additional
11 40,000 car trips per day on Honolulu's highways and surface
12 streets, which rail transit will alleviate, and rail transit is
13 also expected to reduce delay due to congestion by eighteen
14 percent; and
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16 WHEREAS, thirty-five percent of construction for rail
17 transit is being paid for with funds from the Federal Transit
18 Administration; twenty-three percent is being paid by tourists
19 visiting Oahu as part of the existing one-half percent general
20 excise tax surcharge; and forty-two percent is being paid by
21 Oahu residents and businesses through the general excise tax
22 surcharge; and
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24 WHEREAS, during each year of its construction, the rail
25 transit project will create an average of 10,000 jobs in
26 construction, engineering, and other areas, which will increase
27 demand for goods and services at local businesses and increase
28 tax revenues to the City and County of Honolulu and State; and
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30 WHEREAS, the Honolulu Authority for Rapid Transportation
31 ("HART") was established as a semi-autonomous public transit
32 authority, approved by voters in 2010, and is responsible for



1 planning, construction, operation, maintenance, and expansion of
2 the City and County of Honolulu fixed guideway system; and

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4 WHEREAS, HART determines that thirty-five percent of Oahu's
5 population lives in areas of low-income districts expected to
6 benefit significantly from low commuting costs that will
7 increase transit ridership by twenty percent; and

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9 WHEREAS, development and redevelopment should be focused
10 along public transit corridors to optimize public transit
11 ridership, and HART should coordinate with stakeholders on
12 ridership goals; and

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14 WHEREAS, much information exists regarding the building and
15 planning of the construction, location, and financing of the
16 rail transit system; however, a very limited amount of
17 information exists regarding the sustainability of the project
18 beyond its completion; and

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20 WHEREAS, information on the number of riders per day
21 required to make the project cost-effective and revenue-
22 generating is needed to ensure the proper planning and financing
23 of the project; now, therefore,

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25 BE IT RESOLVED by the Senate of the Twenty-sixth
26 Legislature of the State of Hawaii, Regular Session of 2012, the
27 House of Representatives concurring, that the Honolulu Authority
28 for Rapid Transportation is urged to determine cost-effective
29 and revenue-generating ridership levels for the rail transit
30 system; and

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32 BE IT FURTHER RESOLVED that the Honolulu Authority for
33 Rapid Transportation submit a report of its findings to the
34 Legislature at least twenty days prior to the convening of the
35 Regular Session of 2013; and

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37 BE IT FURTHER RESOLVED that certified copies of this
38 Concurrent Resolution be transmitted to the Governor, Mayor of
39 the City and County of Honolulu, and Chairperson of the Honolulu
40 Authority for Rapid Transportation.

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43 OFFERED BY: 

