
SENATE 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
9

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
14

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
19

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
25

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
31

32 WHEREAS, the density of a place refers to the quantity of
33 people, households, or employment distributed over a unit of
34 area; and
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1 WHEREAS, higher density is associated with shorter trips,
2 an increased number of trips taken from home, an increase in
3 transportation options, and reduced vehicle ownership compared
4 to lower density, making density one of the most commonly used
5 measures in planning; and
6

7 WHEREAS, rail transit will provide people living and
8 working from West Oahu to Ala Moana Center with a fast, reliable
9 alternative to driving in traffic congestion; and
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11 WHEREAS, with the ability to carry more than 400
12 passengers, which is the equivalent of more than six buses, rail
13 transit is more economical and efficient than buses for heavy-
14 volume passenger loads; and
15

16 WHEREAS, by 2030 there will be an estimated additional
17 40,000 car trips per day on Honolulu's highways and surface
18 streets, which rail transit will alleviate, and rail transit is
19 also expected to reduce delay due to congestion by eighteen
20 percent; and
21

22 WHEREAS, thirty-five percent of construction for rail
23 transit is being paid for with funds from the Federal Transit
24 Administration; twenty-three percent is being paid by tourists
25 visiting Oahu as part of the existing one-half percent general
26 excise tax surcharge; and forty-two percent is being paid by
27 Oahu residents and businesses through the general excise tax
28 surcharge; and
29

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
33 planning, construction, operation, maintenance, and expansion of
34 the City and County of Honolulu fixed guideway system; and
35

36 WHEREAS, HART determines that thirty-five percent of Oahu's
37 population lives in areas of low-income districts expected to
38 benefit significantly from low commuting costs that will
39 increase transit ridership by twenty percent; and
40

41 WHEREAS, development and redevelopment should be focused
42 along public transit corridors to optimize public transit
43 ridership, and HART should coordinate with stakeholders on
44 ridership goals; and



1
2 WHEREAS, much information exists regarding the building and
3 planning of the construction, location, and financing of the
4 rail transit system; however, a very limited amount of
5 information exists regarding the sustainability of the project
6 beyond its completion; and
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8 WHEREAS, information on the number of riders per day
9 required to make the project cost-effective and revenue-
10 generating is needed to ensure the proper planning and financing
11 of the project; now, therefore,
12

13 BE IT RESOLVED by the Senate of the Twenty-sixth
14 Legislature of the State of Hawaii, Regular Session of 2012,
15 that the Honolulu Authority for Rapid Transportation is urged to
16 determine cost-effective and revenue-generating ridership levels
17 for the rail transit system; and
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19 BE IT FURTHER RESOLVED that the Honolulu Authority for
20 Rapid Transportation submit a report of its findings to the
21 Legislature no later than twenty days prior to the convening of
22 the Regular Session of 2013; and
23

24 BE IT FURTHER RESOLVED that certified copies of this
25 Resolution be transmitted to the Governor, Mayor of the City and
26 County of Honolulu, and Chairperson of the Honolulu Authority
27 for Rapid Transportation.