



RAIL TRANSIT BROCHURE INFORMATION UPDATE

Released in November 2008, the Project's Draft Environmental Impact Statement (Draft EIS) evaluates three rail transit routes from East Kapolei to Ala Moana Center: one that serves Salt Lake Boulevard, another serving the Airport and a combined Salt Lake-Airport route. Based on these routes, the Draft EIS updates several estimates in the Honolulu Rail Transit Project informational brochure.

Please note the following changes about the reduction in future traffic congestion and vehicles on the road, as well as updated financial estimates and the status of federal funding.

TRAFFIC CONGESTION

The Draft EIS projects future congestion will be reduced between 21 and 23 percent, depending on the route selected. This roughly doubles the projected congestion reduction of original estimates.

VEHICLE REDUCTION

According to the Draft EIS, rail transit will take more than 34,000 cars and trucks off our roads and highways each day.

CONSTRUCTION COSTS

Consistent with projected inflation over the budgeted 2006 dollars, the Draft EIS estimates that in fiscal year 2008 dollars, the cost to complete the route from Kapolei to Ala Moana will be between \$4.3 billion (Salt Lake route), \$4.5 billion (Airport route) or \$5.3 billion (combined Salt Lake-Airport), depending on the route. Either the Salt Lake or Airport routes are affordable with the ½-cent GET surcharge and federal funding, as stated in the brochure.

FEDERAL FUNDING

The City will apply for \$1.2 billion to \$1.4 billion in federal funds, depending on the route selected. The Federal Transit Administration has already agreed to consider a request of \$1.2 billion from the City.

OPERATING AND MAINTENANCE

In the Draft EIS, operating and maintenance costs have been updated to between \$63 million and \$96 million per year, depending on the selected route. No new taxes are required to pay for operating and maintaining rail transit.