

# **Why the 2005 - 2011 Honolulu Rail Proposal Went Nowhere**

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# Honolulu's traffic problem

## Crowded highways

The Capital Beltway has been ranked the third most congested freeway in the United States, based on data from 1.5 million GPS devices, mostly in freight trucks.

- Weekly hours of congestion on worst bottleneck
- Speed of worst bottleneck when congested

### 1. Hollywood Freeway, **Los Angeles**

77 hours

14 mph

### 2. Lualilo Freeway, **Honolulu**

36 hours

16.4 mph

### 3. Capital Beltway

31 hours

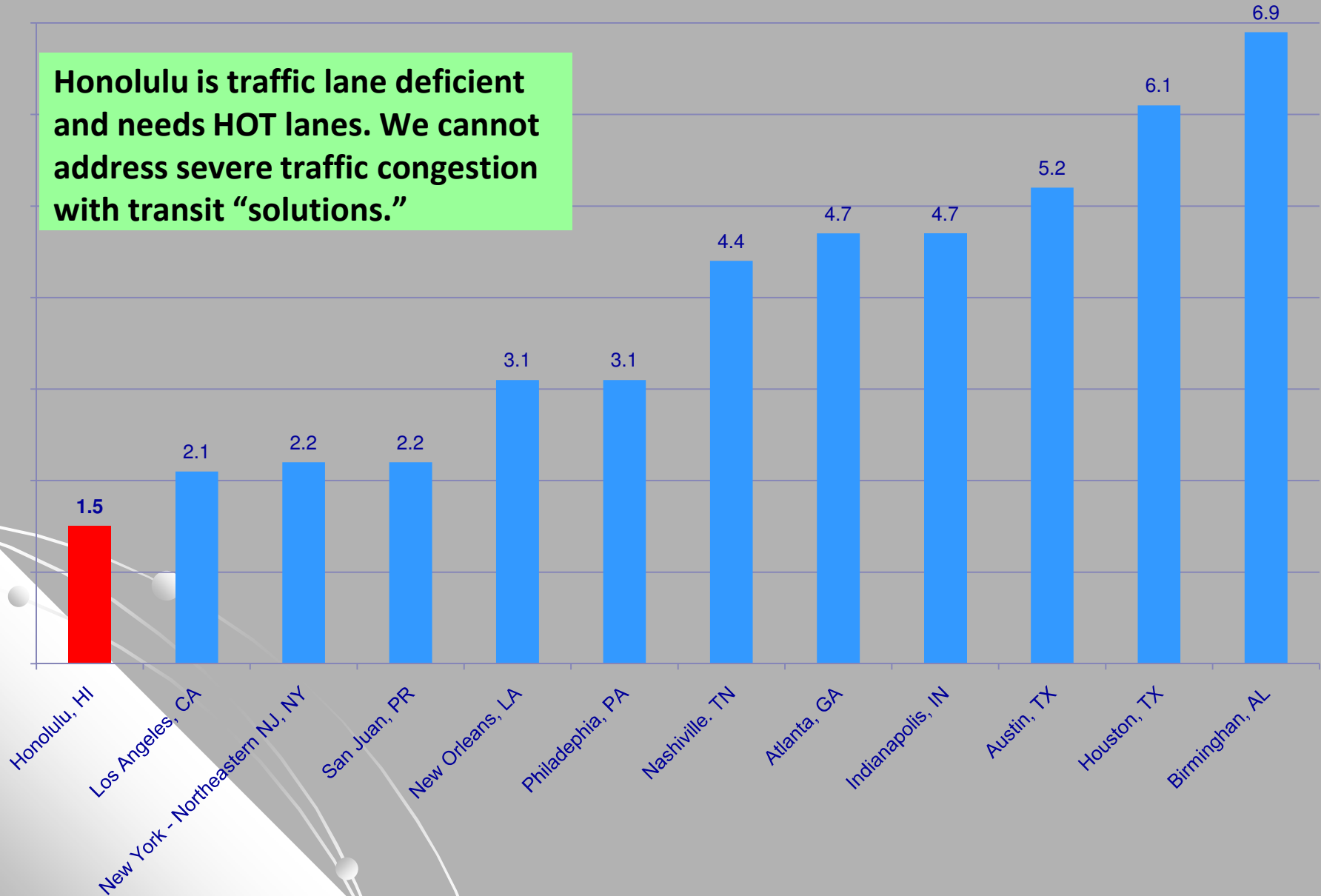
21.2 mph

*The Washington Post*

January 21, 2010

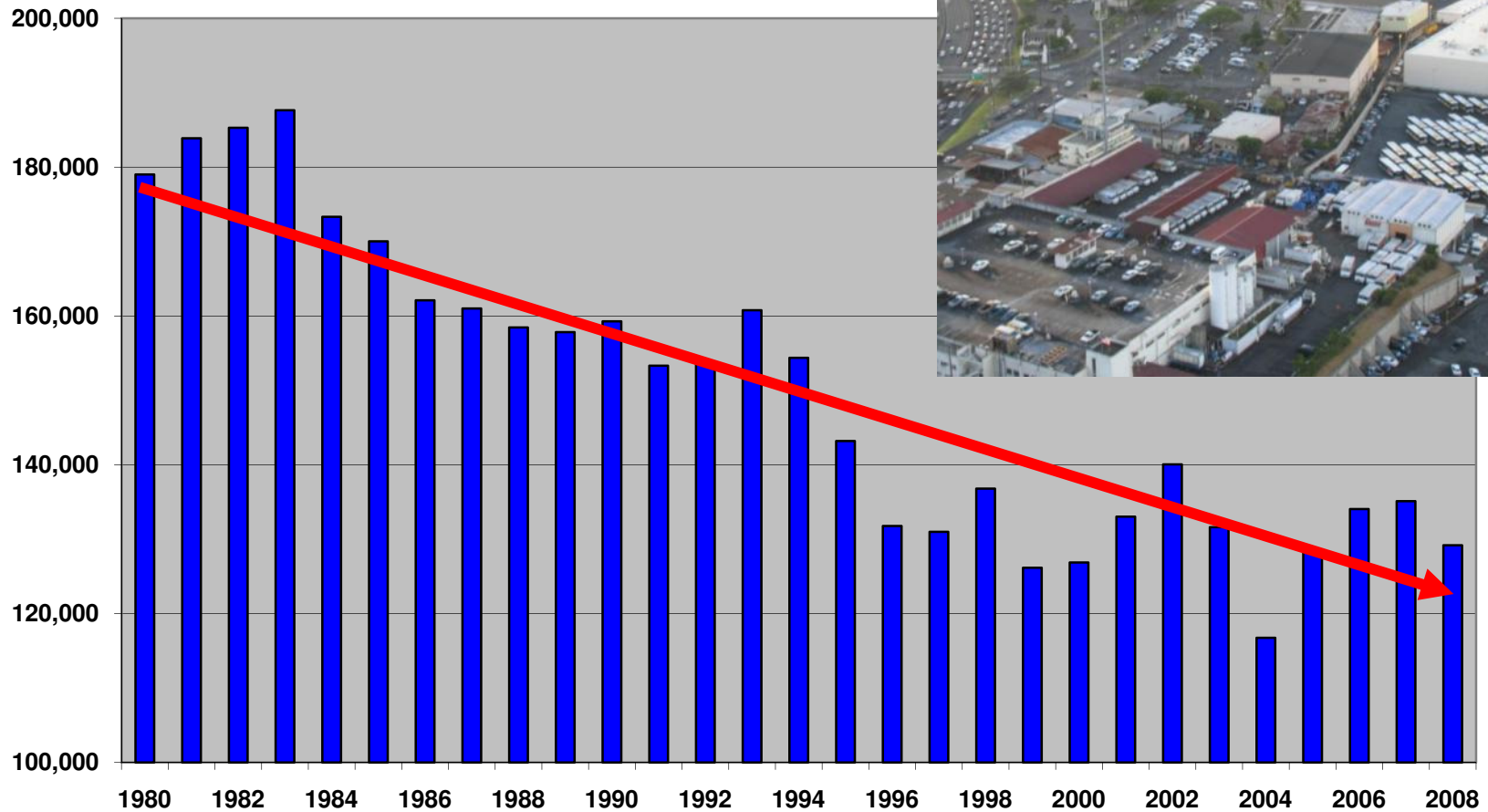
## Miles of Roadway Per 1,000 Persons

Honolulu is traffic lane deficient and needs HOT lanes. We cannot address severe traffic congestion with transit “solutions.”



# The Unproductive The Bus

ANNUAL PASSENGERS PER BUS



# What Did the Voters Approve in 2008?

2008	2010
<b>Light Rail</b>	<b>Heavy Rail</b>
<b>Under \$5 B</b>	<b>Over \$5 B</b>
<b>Thru Salt Lake</b>	<b>Thru Airport</b>

<i>Honolulu: Ethics Civil Fines</i>		
	212	of 212
YES	223,547	72.5%
NO	53,524	17.4%
Blank Votes:	31,294	10.1%
Over Votes:	78	0.0%
<i>Honolulu: Impeachment Circuit Courts</i>		
	212	of 212
YES	224,363	72.7%
NO	49,300	16.0%
Blank Votes:	34,692	11.2%
Over Votes:	88	0.0%
<i>Honolulu: Dept. of Transportation Services Transit</i>		
	212	of 212
YES	156,051	50.6%
NO	140,818	45.7%
Blank Votes:	11,456	3.7%
Over Votes:	118	0.0%



**Under  
40,000  
pax/day**

**Over 300,000  
vehicles/day**

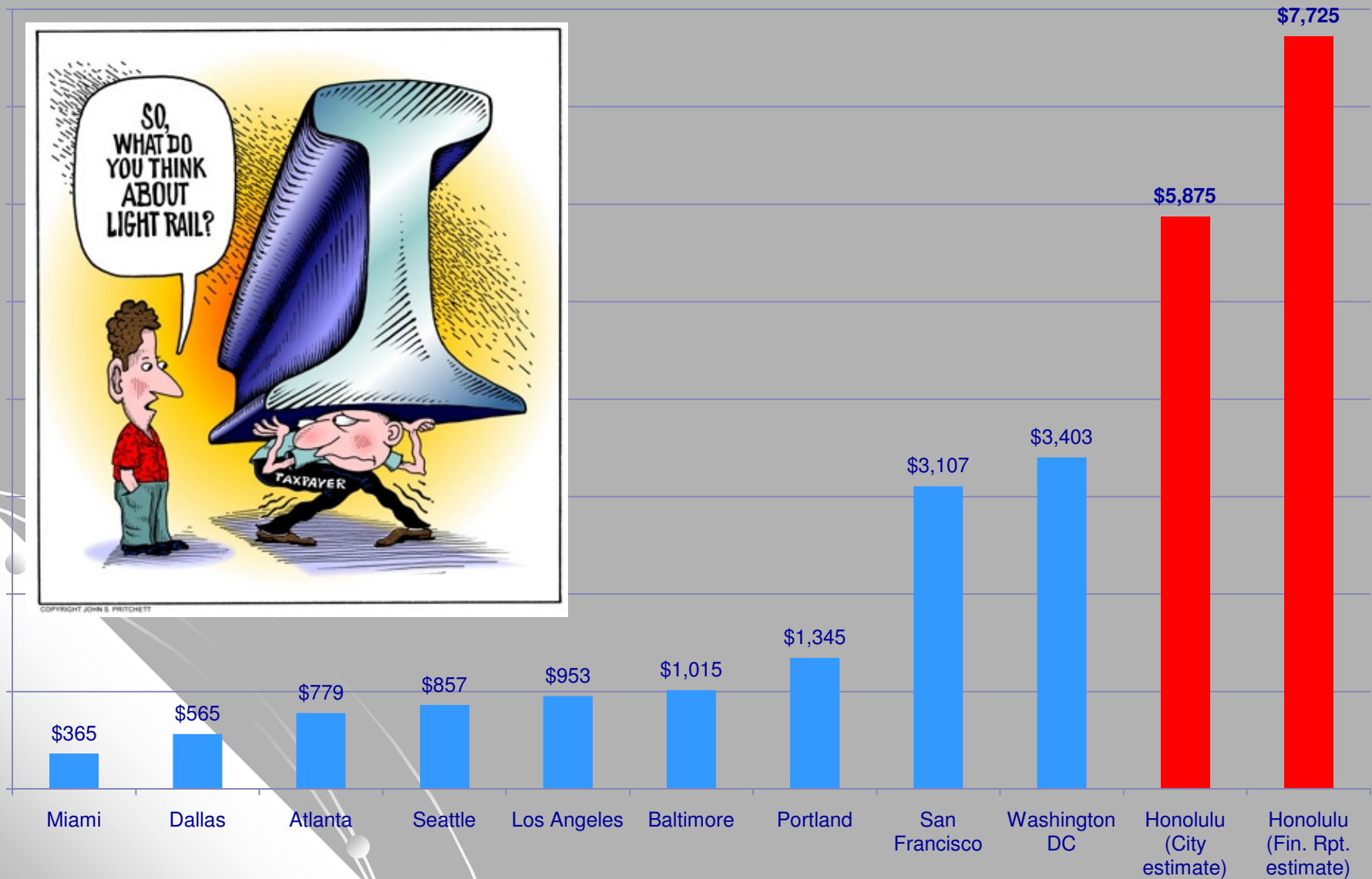
**Over 400,000  
pax/day**

**Attica Tollway  
and the  
Suburban  
Railway  
(Athens, 2009)**

# **London, Paris, New York, Tokyo ... Honolulu?**

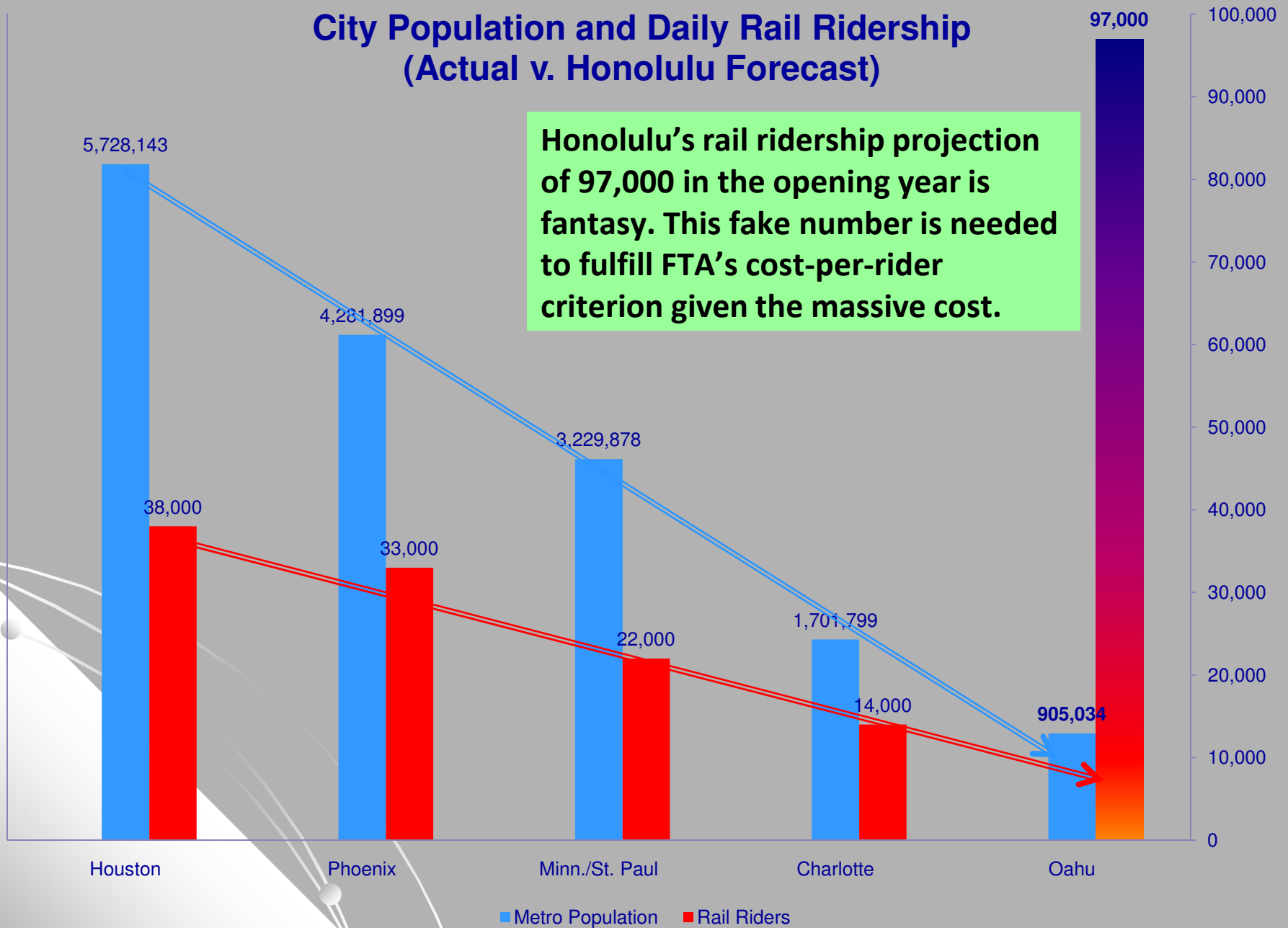


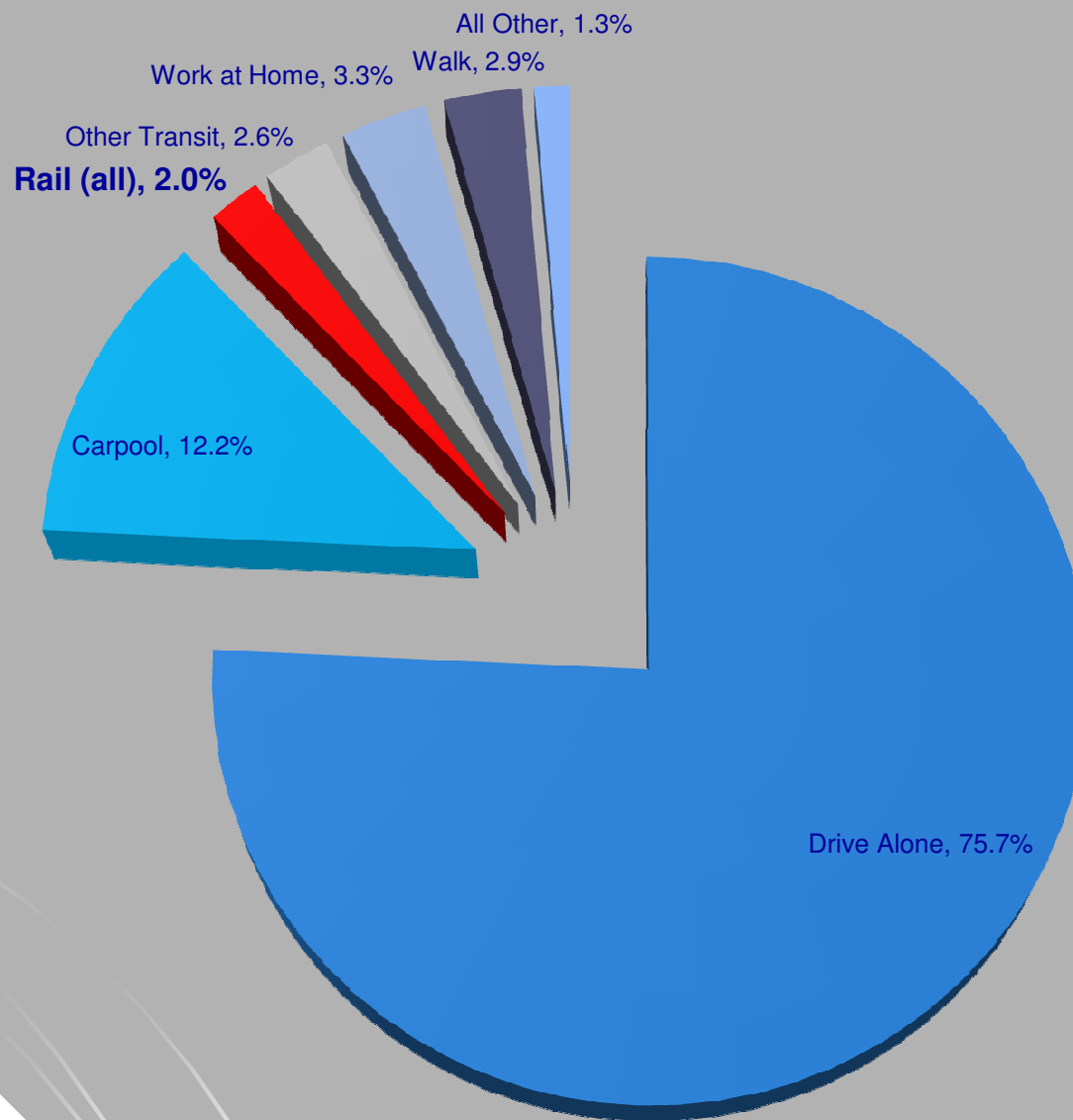
## Construction Rail Cost Per Capita in 2006\$ (Actual v. Honolulu Projections)



## City Population and Daily Rail Ridership (Actual v. Honolulu Forecast)

Honolulu's rail ridership projection of 97,000 in the opening year is fantasy. This fake number is needed to fulfill FTA's cost-per-rider criterion given the massive cost.



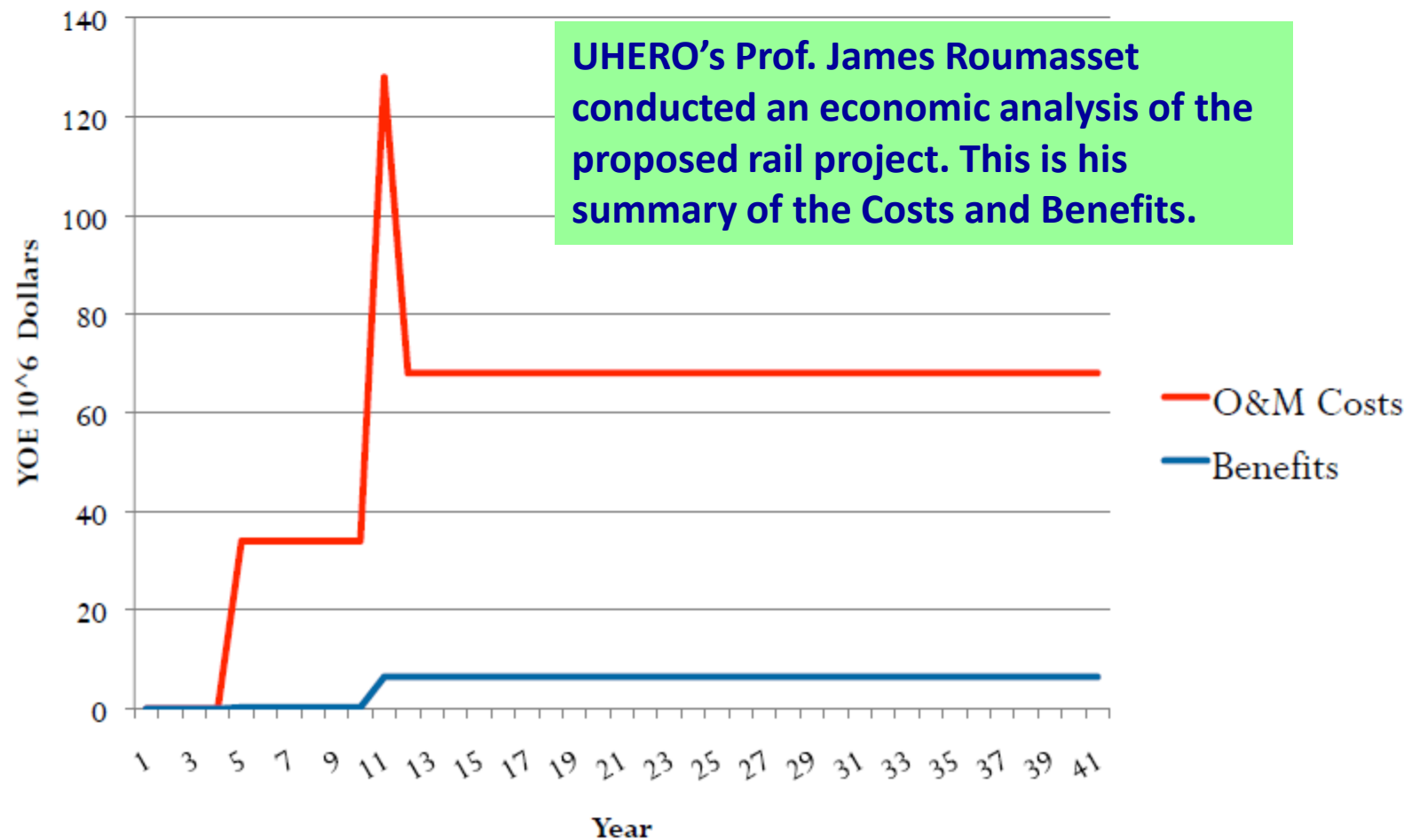


## Rail's Minuscule Contribution to Urban Commuting

UC professor Charles Lave insisted on observing the "Law of Large Proportions."

Investing one billion on the option used by 87.9% of the people (Drive Alone and Carpool) will produce far more benefits than investing the same billion on the option used by 2.0% of the people (Rail).

## O&M costs vs. benefits: \$4.3 billion in construction costs buys a negative income stream!



## ***Tren Urbano*** **(San Juan, PR)**



There is little doubt that Honolulu, HI will be San Juan, PR but 3x worse.

Island	City	Population Island	Population City	Median Household Income	Motor Vehicles per Capita	City Population Density
Oahu	Honolulu	909,863	371,657	\$54,714	1.5	4,337
Puerto Rico	San Juan	3,808,610	434,374	\$17,184	0.6	3,507

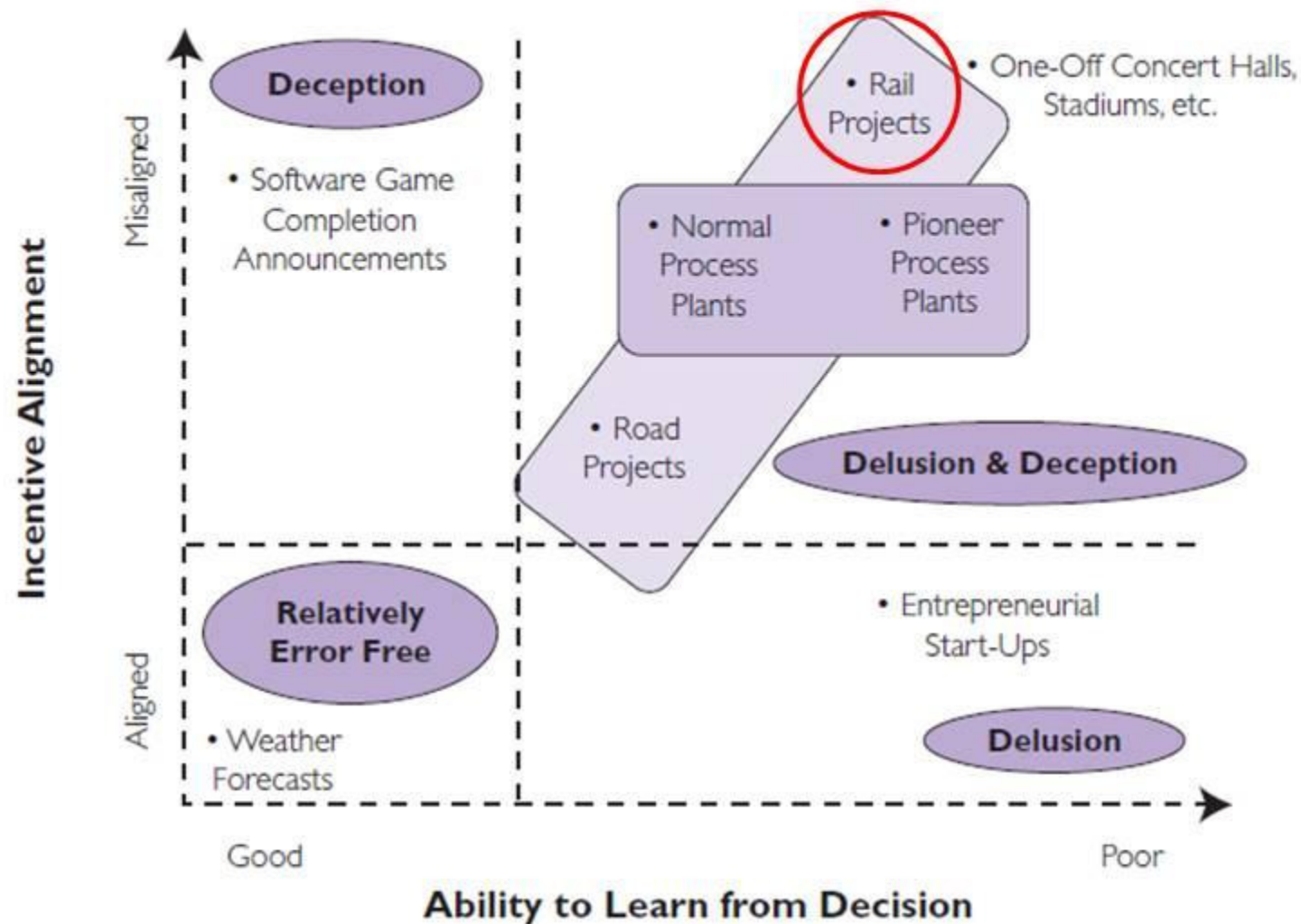
### **A perfectly matched comparison**

<b>San Juan</b>	<b>Honolulu</b>
<b>Island</b>	<b>Island</b>
<b>Heavy Rail</b>	<b>Heavy Rail</b>
<b>FTA</b>	<b>FTA</b>
<b>PB</b>	<b>PB</b>

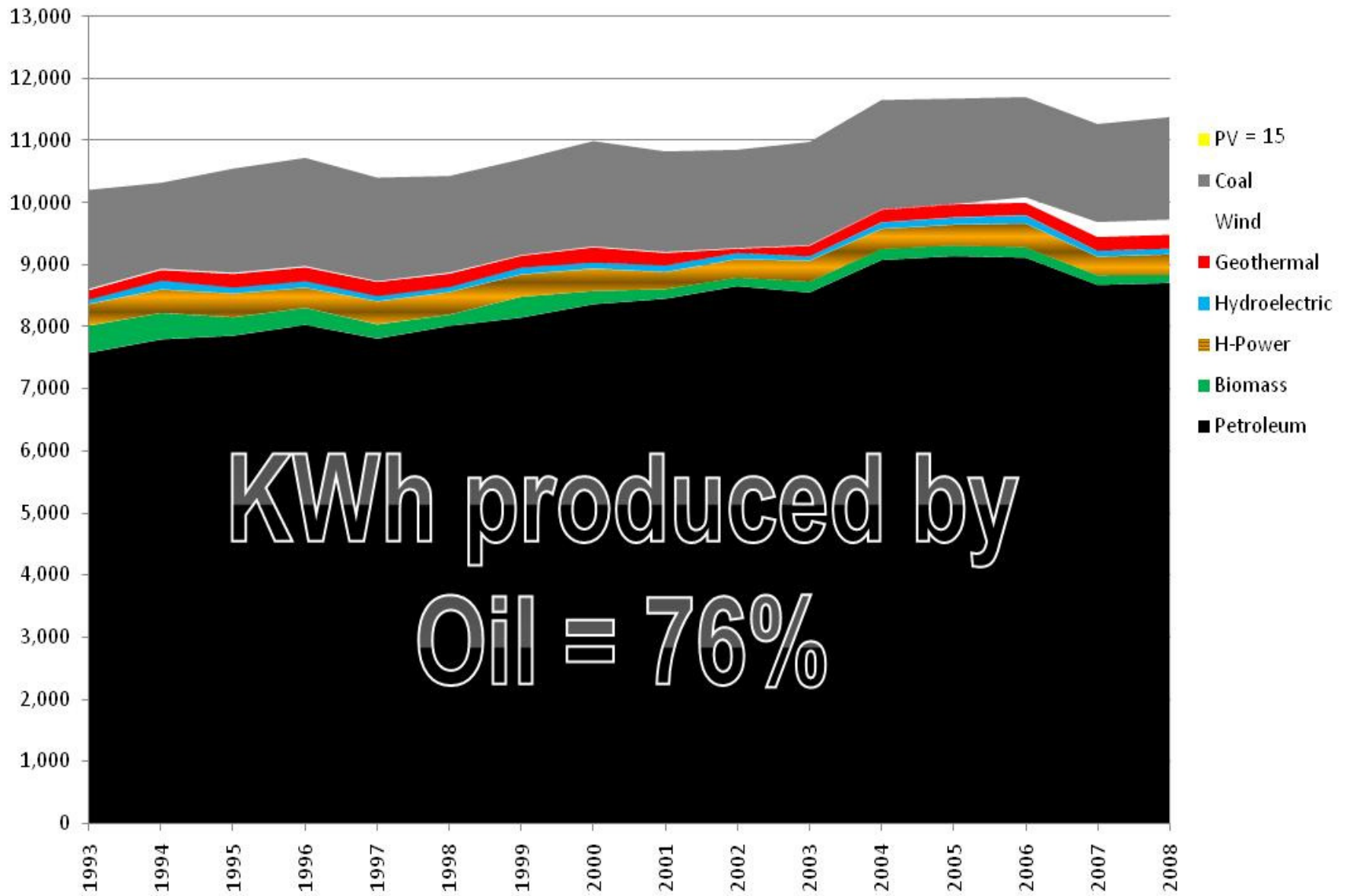
### **Lesson from recent island rail**

<b>COST</b>	<b>RIDERS</b>
<b>PB estimated \$1.25 B</b>	<b>PB estimated 80,000</b>
<b>FTA approved</b>	<b>FTA approved</b>
<b>Actual cost \$2.25 B</b>	<b>Actual riders Under 25,000</b>

Internationally renown megaproject specialist professor Bent Flyvbjerg (Oxford University) has discovered that rail advocates intentionally deceive the public with low construction costs and high forecasts, and most of them are deluded in believing their own estimates.



## Hawaii's Energy History -- Million KWh



## Real Solutions: Goal ... 20 Minute Commutes

### IMMEDIATE (1 to 4 years)

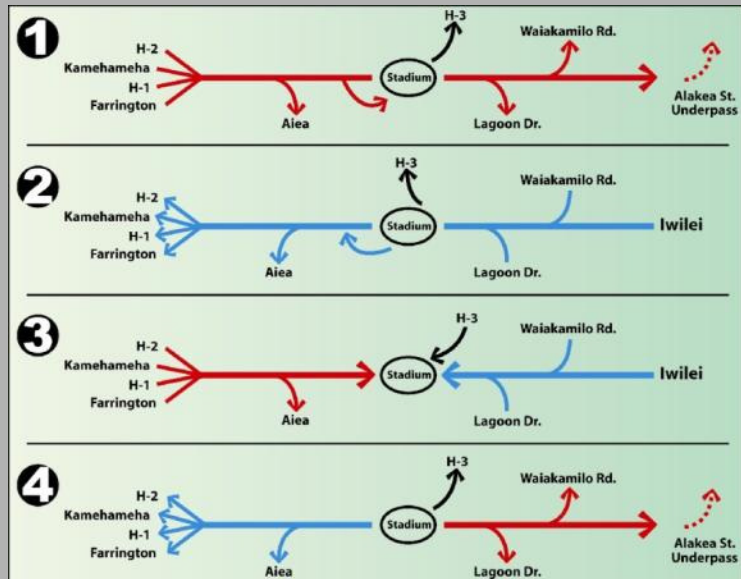
1. Pearl Harbor Ferry
2. Underpasses
3. Nimitz Viaduct
4. Traffic Signal Optimization
5. In-town BRT
6. Middle St. merge fix

### LONGER TERM (5 to 12 years)

1. **11 mi. HOT Lanes**
2. Tunnel: Alexander St. to Pali Hwy.
3. Complete Plan for ORL Light Rail
4. Pearl Harbor ferry and cut-and-cover tunnel thru airport



# A complete plan for reversible HOT lanes in Honolulu is available and a segment of 2 out of 11 miles has an approved EIS



**HOT: 100 buses, 400 vanpools, 4000 cars = 12,000 ppl/hr, seated**

**Rail: 20 x 300 = 6,000 ppl/hr, crash load,  $\frac{2}{3}$  are standees**

**Relative scores based on  
National Transportation Policy Project (NTPP), Bipartisan Policy Center (2009)**

<b>TRANSPORTATION GOAL</b>	<b>PERFORMANCE METRIC</b>	<b>FAIL</b>	<b>HOT LANES</b>
<b>Economic Growth</b>	Access to jobs and labor	2	10
	Access to non-work activities	5	10
<b>Energy and Environment</b>	Petroleum consumption	3	10
	CO2 emissions	2	10
<b>Safety</b>	Fatalities and injuries per capita	7	10
	Fatalities and injuries per VMT	8	10
<b>TOTAL SCORE</b>	<b>Equal Weights</b>	<b>27</b>	<b>60</b>
	<b>Safety First</b>	<b>32</b>	<b>60</b>

## Policy Goal → Sustainability

Transit	5.6
Drive Alone	<b>63.8</b>
Carpool	21.2
Other	9.4

Rail

Transit	6.6
Drive Alone	<b>63.0</b>
Carpool	21.1
Other	9.3

HOT  
BRT  
TeleC  
BikeW

Transit	7.0
Drive Alone	<b>57.0</b>
Carpool	25.0
Other	11.0

→ 50%

## The Table of Shame

Excludes current city deficit of \$0.3 Billion

Excludes current biennial State deficit of \$1.5 Billion

SOURCE OF FUTURE DEBT (All of Hawaii)	MILLION
Hawaii Employee Retirement System (HERS)	\$ 9,500
HERS Retiree Health Care	\$ 10,800
20 Miles of Elevated Rail	\$ 4,600
Sewer Mains and Secondary Treatment Plants	\$ 4,700
Water Mains	\$ 2,000
Airport Upgrades	\$ 2,800
Highway Repairs and Congestion Projects	\$ 4,100
Undersea Cable for Power Transmission	\$ 1,500
SUM	\$ 40,000

- ❖ **Tiny Hawaii has a 40 Billion Dollar liability!**
- ❖ **State and City have large budget deficits**
- ❖ **Rail and Undersea Cable are the only optional projects on the list**
- ❖ **Both need to be eliminated on fiscal grounds alone**

## **So If We Get Rail ... Then What?**

### **Impacts to Businesses and Community**

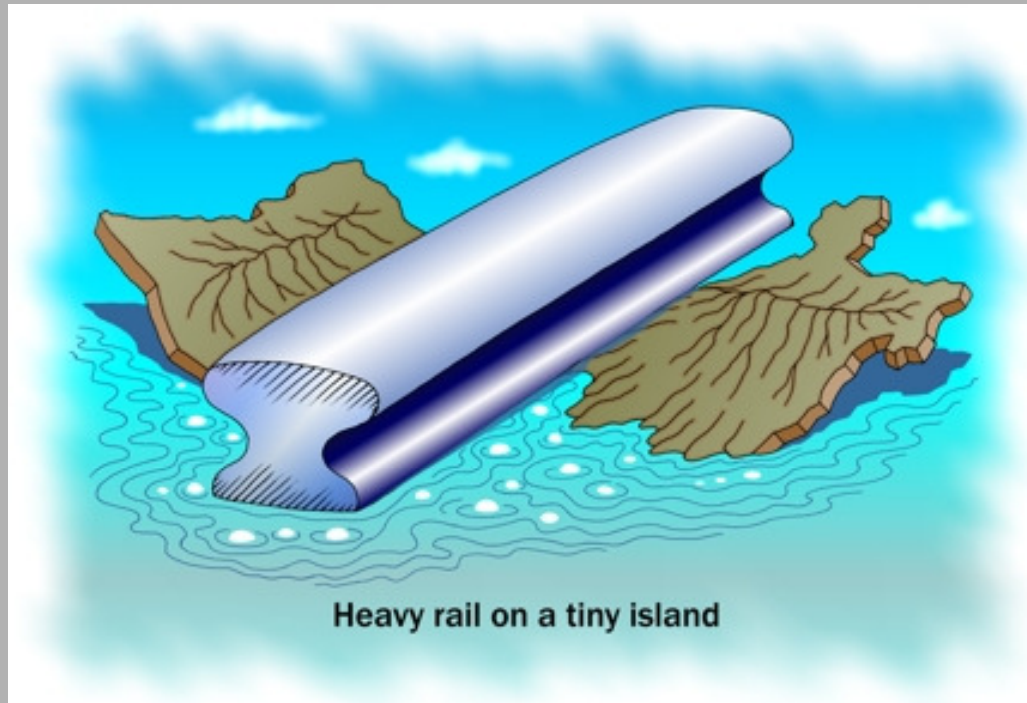
- ❖ GET → 5%
- ❖ Property tax ↑ means rents ↑
- ❖ Electricity costs ↑
- ❖ Cuts to *TheBus* will affect the most loyal riders
- ❖ Congestion ↑ but resources left to mitigate it ↓ because rail will consume transportation funds for two decades
- ❖ Huge congestion impacts during construction
- ❖ Permanent damage to tourist appeal of Oahu
- ❖ 20+ years of added city debt
- ❖ Neighbor Islands get more than their share of state taxes – now they will be forced to help close Oahu's multi-billion rail hole to maintain solvency



## **Waipahu and Honolulu Oceanfront...** **Any Questions?**

**Prepared by anonymous Hawaii Architects.**

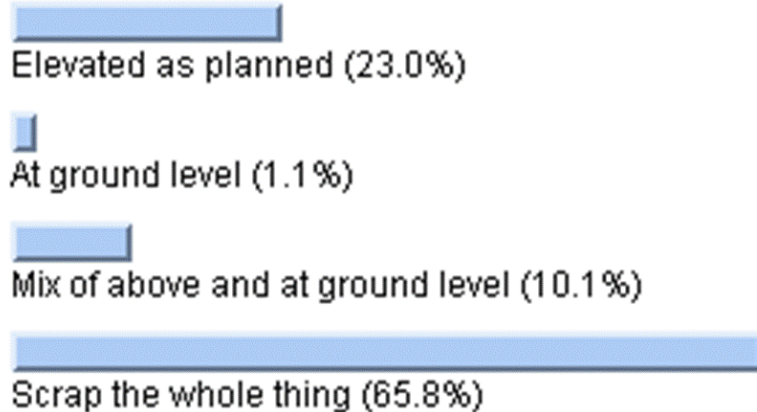
PANOS . PREVEDOUROS @ GMAIL . COM



**MAHALO!**

## Cast Your Vote

How should the city and state proceed with the rail transit project?



KHON 1/18/2009

## Survey - Windows Internet Explorer

<http://www.kitv.com/surveyresults/26014832/detail.html?section=news&questionum=1&an>

Given the recent finance report on the Honolulu rail transit project, the city should:

Choice	Votes	Percentage
abandon the plan.	677	75%
continue with construction.	230	25%

Thank you for participating in our survey. Stay with KITV4 News for coverage of the project.



KITV 12/7/2010

- Public sentiment is strongly against the rail and the project's champion, mayor Mufi Hannemann, was defeated in 2010 elections.
- Two city charter amendments on the ballot were strongly influenced by misleading advertising, outright lies and union-controlled voting. Recall Peter Carlisle's HART will cost us nothing. It's costing over \$2 M per year!
- Hawaii has mail-in ballots with no safeguards to privacy.