

HART

HONOLULU AUTHORITY for RAPID TRANSPORTATION

System Resource Guide 2021



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What is the Honolulu Rail Transit Project?

The Honolulu Authority for Rapid Transportation (HART) is building America's first fully-automated driverless, urban light metro rail system. It will link key employment centers, visitor destinations and residential communities along a 20-mile corridor on the south shore of the island of O'ahu.

ABOUT THE PROJECT

- The project will connect West O'ahu with downtown Honolulu and Ala Moana Center via Daniel K. Inouye International Airport.
- Travel time from Kualaka'i (East Kapolei) Station to Kālia (Ala Moana Center) Station will be 42 minutes, which will include the time spent at the stations for loading and unloading passengers on and off the trains.
- The system features modern electric steel-wheel trains that travel on steel-rail.
- Future extensions could serve other areas including the University of Hawai'i-Mānoa, West O'ahu, Salt Lake, and Waikīkī.

SYSTEM BENEFITS

- Rail transit will be a fast, affordable, safe, and reliable alternative to driving for many commuters.
- The elevated rail system will provide passengers with a congestion-free commute.
- More than 100,000 passenger trips every weekday are forecast for the rail system.
- Rail construction has created thousands of jobs, and Transit-Oriented Development around rail stations will infuse our economy with billions of dollars after the rail project is completed.

WHEN CAN I RIDE?

- When the first 10 miles of the project from East Kapolei to Aloha Stadium are complete and reach Operational Readiness Status, then the City Department of Transportation Services will establish an interim opening service date.
- Additional stations leading to the Middle Street Transit Center, including stops at Pearl Harbor and the Daniel K. Inouye International Airport, are planned to be operational by 2023.
- The entire 20-mile system from East Kapolei to Ala Moana Center is planned to be operational by 2031.

THE SYSTEM

- The 20-mile rail system will include 21 stations and will be the heart of O'ahu's public transportation system.
- Rail will be fully integrated with the City bus system. A single system-wide transit smart card will be used by passengers to move seamlessly between TheBus and the rail system.
- Educational institutions along the alignment include UH-West O'ahu, Leeward Community College, Honolulu Community College, and Hawaii Pacific University. An extension to UH-Mānoa can be built as the project is expanded in the future.
- The rail system will link the growing region of West O'ahu with the Daniel K. Inouye International Airport, downtown Honolulu and Ala Moana Center.
- Rail transit will be powered by electricity and benefits from the most promising advances in alternative energy sources, such as solar, wind and biofuels.
- The rail system will be operated from the 43-acre Leadership in Energy and Environmental Design (LEED) certified Rail Operations Center (ROC), which is also where the train fleet will undergo servicing and maintenance. The ROC is located between Waipahu High School and Leeward Community College.





System Facts & Figures

RAIL VEHICLES

- Fully-automated, driverless trains
- A four-car train has a maximum capacity of 800 passengers, which is equivalent to 10 City buses
- Air-conditioned vehicles
- 188 seats per four-car train; priority seating for senior citizens and those with disabilities
- Trains will be ADA (Americans with Disability Act of 1990) compliant with priority areas for wheelchairs
- Total fleet of 20 four-car trains, with 17 trains in operation during peak travel times and eight trains during non-peak travel times
- Bicycles, surfboards, wheelchairs, strollers, coolers, and luggage will be allowed on trains and regulated by policy
- Open gangways between train cars for easy access
- Audio announcements
- Visual display boards
- Closed-circuit TV security cameras and emergency call boxes will be featured onboard all train vehicles
- Average vehicle speed, including stops and passenger boardings, will be 30 mph with a top speed of 55 mph
- Free Wi-Fi connectivity

STATIONS

- Honolulu's elevated rail system will include 21 stations located at key destinations, employment centers, and residential communities that maximize ridership
- Stations will include stairs, escalators and elevators
- Roving customer service attendants from station to station
- Bicycle racks
- HOLO Card ticket vending machines at station entrances
- Closed-circuit TV security cameras and emergency call boxes located throughout the stations and common areas
- Interior and exterior safety lighting
- Platform screen gates to keep people and objects safely away from the tracks
- Fully ADA compliant



STATION ACCESS

- Walk, bicycle, TheBus, private bus/shuttle, TheHandi-Van, and personal vehicle drop-off and pick-up areas
- Feeder City bus service to and from the surrounding community to nearby stations
- Four new bus transit centers located at the Keone'ae (UH-West O'ahu) Station, Hō'ae'ae (West Loch) Station, Waiawa (Pearl Highlands) Station, and Hālawā (Aloha Stadium) Station
- Four Park & Ride lots located at the Kualaka'i (East Kapolei) Station, Keone'ae (UH-West O'ahu) Station, Waiawa (Pearl Highlands) Station, and Hālawā (Aloha Stadium) Station with the potential for additional sites in the future
- A dedicated access ramp from the H-2 Freeway directly into the Waiawa (Pearl Highlands) Station's Park & Ride and bus transit center

RIDERSHIP

- It's estimated that more than 100,000 passenger trips will be taken every weekday
- It's forecasted that of all passenger boardings, approximately 55% will walk or bike to a station, 36% will connect via feeder bus, 6% will utilize Park & Ride facilities, and 3% will be dropped off at stations

FULL REVENUE SERVICE OPERATING SCHEDULE (2031)

- Trains will operate 20 hours a day from 4 a.m. to midnight.
- Trains will arrive at stations about every five minutes during peak travel times and about every 11 minutes during non-peak travel times

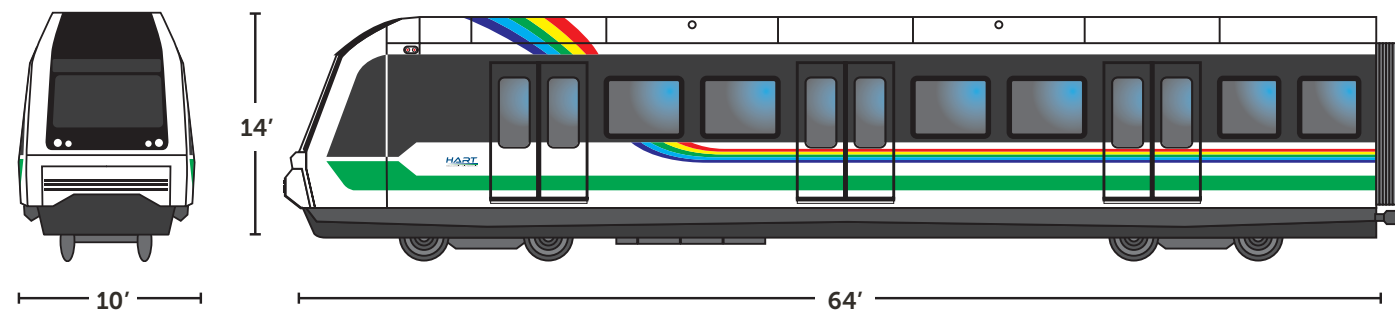
FARE

- The Honolulu City Council will set-fares and monthly pass costs after review by the City's Rate Commission
- The HOLO Card will provide for seamless travel on both TheBus and the rail system

A Look at O'ahu's High-Tech Train

Honolulu's modern light metro train cars are manufactured by Hitachi Rail Italy and come to Honolulu from the company's final assembly plant in Pittsburg, California. The trains will undergo months of testing before they are certified safe for passenger use. They will provide passengers with a fast, reliable, and comfortable ride to their destination.

VEHICLE DIMENSIONS

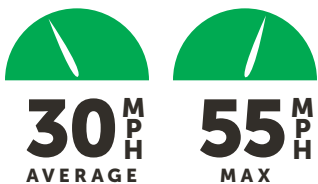


VEHICLE FLEET

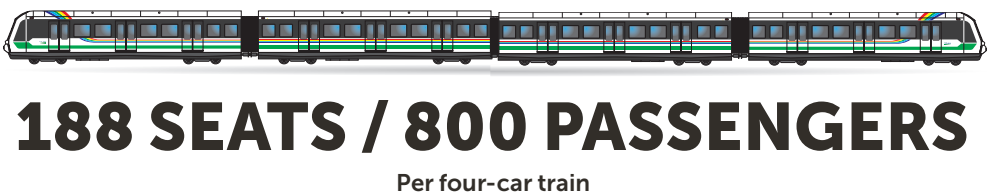


80 individual train cars will make up the Honolulu Rail Transit Project's fleet of 20 four-car trains

VEHICLE SPEED



SEATS & CAPACITY



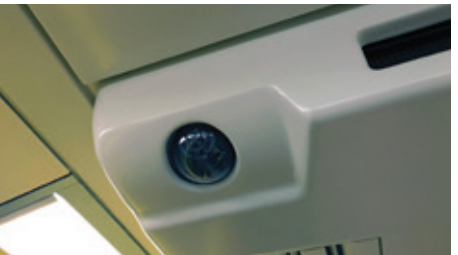
Interior Train Features



Visual display boards



Priority seats for seniors & passengers with disabilities



High-definition closed-circuit TV security cameras



Fully-automated, driverless system



Open gangways for easy access between rail cars



Wheelchair areas



Two-way emergency call boxes



Hand straps for stability



Free Wi-Fi for electronic devices



Bicycle racks



Surfboard Racks with tie-down straps



Overhead luggage racks



Stroller areas



Coolers (allowed next to passenger seats)





Operation & Maintenance

The City and County of Honolulu Department of Transportation Services (DTS) is responsible for the oversight, operation, and maintenance of the rail system. DTS administers fare payments, TheBus and rail coordination, rider communication, and customer service.

INTERIM OPENING

During interim opening, trains will arrive at stations every 10 minutes, and will be operating for 14 hours daily on weekdays, and 10 hours daily on weekends.

PARK & RIDE FACILITIES

There will be four Park & Ride facilities, located at the Kualaka'i (East Kapolei) Station (900 stalls), Keone'ae (UH-West O'ahu) Station (1,000 stalls), Waiawa (Pearl Highlands) Station (1,600 stalls) and the Hālawā (Aloha Stadium) Station (600 stalls), for a total of 4,100 spaces. Parking will be free of charge for transit riders.

THEBUS, THEHANDI-VAN AND RAIL SERVICE

TheBus routes will be reconfigured to provide feeder service to the rail stations from nearby communities. In addition, each station will have pick-up/drop-off areas, including areas for TheHandi-Van.

Four new TheBus transit centers will be located at Keone'ae (UH-West O'ahu) Station, Hō'āe'ae (West Loch) Station, Waiawa (Pearl Highlands) Station, and Hālawā (Aloha Stadium) Station.



Access to stations for people walking, bicycling, Kiss & Rides, and Park & Rides has been addressed in design and amenities.

The City plans to have TheBus service at the Kualaka'i (East Kapolei) Station for passengers to continue to westbound destinations and at the Hālawā (Aloha Stadium) Station for passengers to continue to eastbound destinations.

SAFETY AND SECURITY

Safety and security is DTS' highest priority. High-definition closed-circuit TV security cameras will be on trains and in stations, including entrance areas, adjacent transit centers, parking lots, and garages.

In addition, a wide range of safety resources, systems, and devices including 24-hour system monitoring, intrusion alarms, emergency call stations, and roving station attendants and train operators will be available. These staff members will provide customer service and assist during emergencies.

The elevated guideway, situated above ground-level hazards, provides an added measure of safety, minimizing the risk of vehicle collisions and pedestrian accidents. Each station boarding area includes platform screen gates to keep people and objects away from the energized tracks.

RIDING THE RAIL SYSTEM

Riders are to be patient when waiting for a train to arrive or to board. Wait for passengers to get off the train before entering. Do not go beyond the platform screen gates unless a train is ready to be boarded and the platform screen gates are open. Leaning against or blocking train doors is **PROHIBITED** at train stations.

Riders are to respect other riders and their surroundings at all times at stations and onboard the trains. A system-wide Code of Conduct will regulate the system.

DTS will provide an FAQ guide to be posted at the rail stations, handed out at rail-related events, and available online at honolulu.gov/dts.

Videos on "How to Ride" the rail system will be produced by DTS in the future, and will be available on YouTube and online at honolulu.gov/dts.



THE FOLLOWING ITEMS ARE ALLOWED ON THE TRAIN:

- Bicycles
- Strollers
- Surfboards
- Coolers
- Skateboards
- Luggage
- Wheelchairs
- Walkers



THE FOLLOWING ARE PROHIBITED ON THE TRAIN:

- Open food & drink
- Un-leashed pets (NOT including service animals)
- Disruptive behavior
- Firearms & ammunition
- Smoking
- Sharp objects

Station Services & Amenities

Customer wayfinding features as well as arrival and departure information are available on displays throughout parking and station structures.

SERVICES & AMENITIES (Available during Interim Opening)

- HOLO Card load/reload kiosks
- Escalators/elevators
- Stairs
- Platform seating and canopies
- Complimentary Wi-Fi at stations and on trains
- Roving station attendants
- Bicycle racks
- TheBus, TheHandi-Van and passenger vehicle drop-off and pick-up areas
- Kiss & Ride and pick-up/drop-off areas



Stairs



Bicycle racks



Elevators



Kiss & Ride areas



HOLO Card

The HOLO Card is O'ahu's first transit smart card.

In the near future, passengers on TheBus, TheHandi-Van, and the Honolulu rail transit system will use the HOLO Card to pay their fares and "GO ANYWHERE", while moving seamlessly between and among the island's public transportation services. The City has recently launched a pilot program to begin using the HOLO Card on TheBus.

The HOLO Card allows transit riders to simply tap their cards at a HOLO Card reader each time they board TheBus and TheHandi-Van or when they enter a future rail station.

Each tap debits a user's card account with an associated fare cost. Fares will be determined by the Honolulu City Council after review by the City's Rate Commission.

In addition to regular adult fare cards, discounted fares will be available for seniors, youth and students, and passengers with disabilities.

When implemented, public transportation customers will be able to monitor their HOLO Card balances and reload card values online by visiting HOLOCard.net, by using their smartphone, or by accessing one of the fare vending machines, which will be located at the system's 21 rail stations. In addition, cards will be able to be purchased and reloaded at more than 100 participating stores in the HOLO Card retail network all across O'ahu, at Satellite City Hall locations, and at TheBus Customer Services Center.

One of the best features of HOLO Card is that your money is protected in the event that your card is lost or stolen. What's more is that managing the HOLO Card is easy and comes with many advantages, including:

- Registered card and account protection for lost or stolen cards
- Reload and purchase passes and card values online
- Set up an auto-load so your card balance never runs out
- Easily manage multiple cards for your family or group

You'll be able to learn more information about Honolulu's HOLO Card when you visit HOLOCard.net or call **808-768-HOLO (4656)**.

Rail Stations

The Honolulu rail system will feature 21 stations along a 20-mile long corridor on the south shore of O’ahu. The design of each station’s entryway will be unique to the community it serves. Stations will include architectural design elements that honor the area’s history and culture.

HART named its stations with Hawaiian names – a process that honors forgotten place names, historical events and significant sites in the Hawaiian culture. A group of Hawaiian language experts, elders, cultural practitioners, and community leaders were assembled to recommend and adopt culturally appropriate Hawaiian place names for the stations.



KUALAKA’I
East Kapolei
Kualaka’i Parkway (North-South Road) and Keahumoa Parkway (next to the Kroc Center)



KEONE’AE
UH-West O’ahu
Kualaka’i Parkway (North-South Road) and UH West O’ahu Entrance (aka Campus Drive)



HONOLULULI
Ho’opili
At the intersection of minor East-West Street approximately 300 feet from Farrington Highway



HŌ’AE’AE
West Loch
Farrington Highway and Leoku Street



POUHALA
Waipahu Transit Center
Farrington Highway and Mokuola Street



HĀLAULANI
Leeward Community College
Leeward Community College campus parking lot



WAIAWA
Pearl Highlands
Kamehameha Highway and Kuala Street



KALAUAO
Pearlridge
Kamehameha Highway and Kaonohi Street



HĀLAWA
Aloha Stadium
Kamehameha Highway and Salt Lake Boulevard



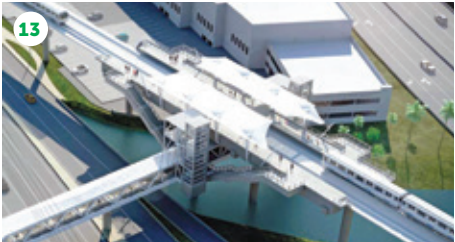
MAKALAPA
Joint Base Pearl Harbor-Hickam
Kamehameha Highway and Radford Drive



LELEPAUA
Daniel K. Inouye International Airport
Near the existing lei stands on Aolele Street between the international and domestic parking structures



ĀHUA
Lagoon Drive
Ualena Street and Lagoon Drive



KAHAUIKI
Middle Street-Kalihi Transit Center
Kamehameha Highway and Middle Street



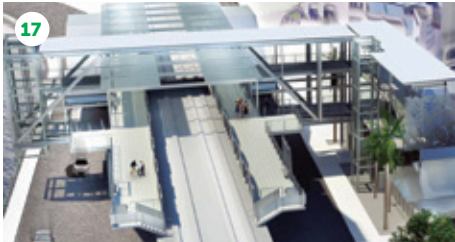
MOKAUEA
Kalihi
Dillingham Boulevard and Mokauea Street



NIUHELEWAI
Honolulu Community College - Kapālama
Dillingham Boulevard and Kokea Street



KŪWILI
Iwilei
Dillingham Boulevard and Ka’āhi Street



HŌLAU
Chinatown
Nimitz Highway and Kekaulike Street



KULOLOIA
Downtown
Nimitz Highway and Bishop Street



KA’ĀKAUKUKUI
Civic Center
Halekauwila Street and South Street



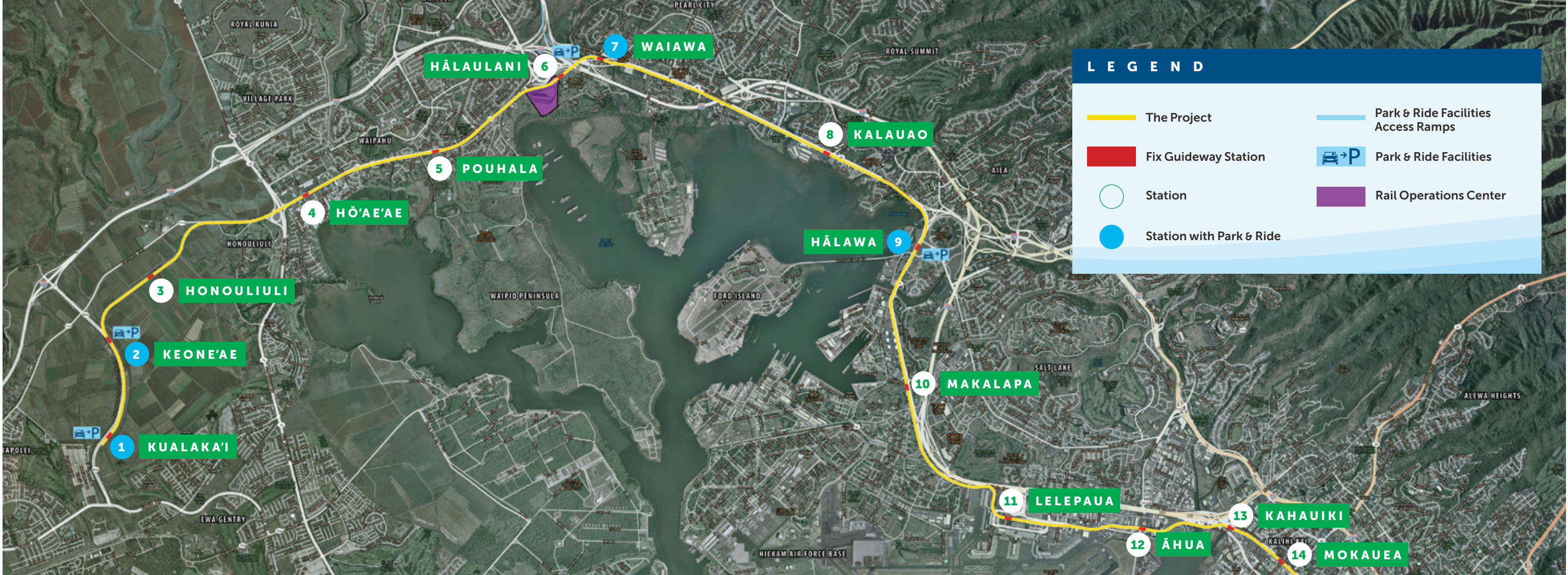
KŪKULUAE’O
Kaka’ako
Halekauwila Street and Ward Avenue



KĀLIA
Ala Moana Center
Located at Kona Street (mauka of Ala Moana Center) near Kona Iki Street

Stations with Park & Ride Facility

Stations 10 - 21 are represented by artist renderings



Rail Travel Times to Ala Moana Center

1	KUALAKA'I East Kapolei Kualaka'i Parkway (North-South Road) and Keahumoa Parkway (next to the Kroc Center)	42 min.	8	KALAUAO Pearlridge Kamehameha Highway and Kaonoahi Street	24 min.	15	NIUHELEWAI Honolulu Community College-Kapālama Dillingham Boulevard and Kokea Street	8 min.
2	KEONE'AE UH-West O'ahu Kualaka'i Parkway (North-South Road) and UH West Oahu Entrance (aka Campus Drive)	40 min.	9	HĀLAWA Aloha Stadium Kamehameha Highway and Salt Lake Boulevard	21 min.	16	KŪWILI Iwilei Dillingham Boulevard and Ka'a'ahi Street	6 min.
3	HONOULIULI Ho'opili At the intersection of minor East-West Street approximately 300 feet south of Farrington Highway	36 min.	10	MAKALAPA Joint Base Pearl Harbor-Hickam Kamehameha Highway and Radford Drive	19 min.	17	HŌLAU Chinatown Nimitz Highway and Kekaulike Street	5 min.
4	HŌ'AE'AE West Loch Farrington Highway and Leoku Street	34 min.	11	LELEPAUA Daniel K. Inouye International Airport Near the existing lei stands on Aoale Street between the International and domestic parking structures	16 min.	18	KULOLOIA Downtown Nimitz Highway and Bishop Street	4 min.
5	POUHALA Waipahu Transit Center Farrington Highway and Mokuola Street	31 min.	12	ĀHUA Lagoon Drive Ualena Street and Lagoon Drive	14 min.	19	KA'ĀKAUKUKUI Civic Center Halekauwila Street and South Street	3 min.
6	HĀLAULANI Leeward Community College Leeward Community College campus parking lot	29 min.	13	KAHAUIKI Middle Street-Kalihi Transit Center Kamehameha Highway and Middle Street	12 min.	20	KŪKULUAE'O Kaka'ako Halekauwila Street and Ward Avenue	2 min.
7	WAIAWA Pearl Highlands Kamehameha Highway and Kuaa Street	28 min.	14	MOKAUEA Kalihi Dillingham Boulevard and Mokauea Street	10 min.	21	KĀLIA Ala Moana Center Located at Kona Street (mauka of Ala Moana Center) near Kona Iki Street	—





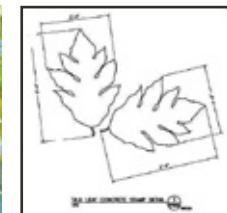
System-wide Station Architectural Elements

Hālaulani (Leeward Community College) Station

These system-wide station architectural elements have been established at all 21 stations throughout the 20-mile alignment. This example primarily highlights the design and cultural elements that have been put into place for Hālaulani (Leeward Community College) Station.

CULTURAL PAVING PLAN

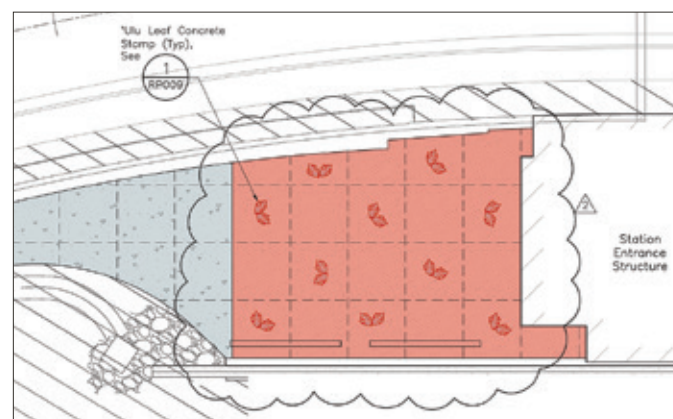
The 'ulu leaf is an emblematic campus motif, found in landscape tree plantings and on architectural balustrades.



'Ulu leaf concrete stamp detail.

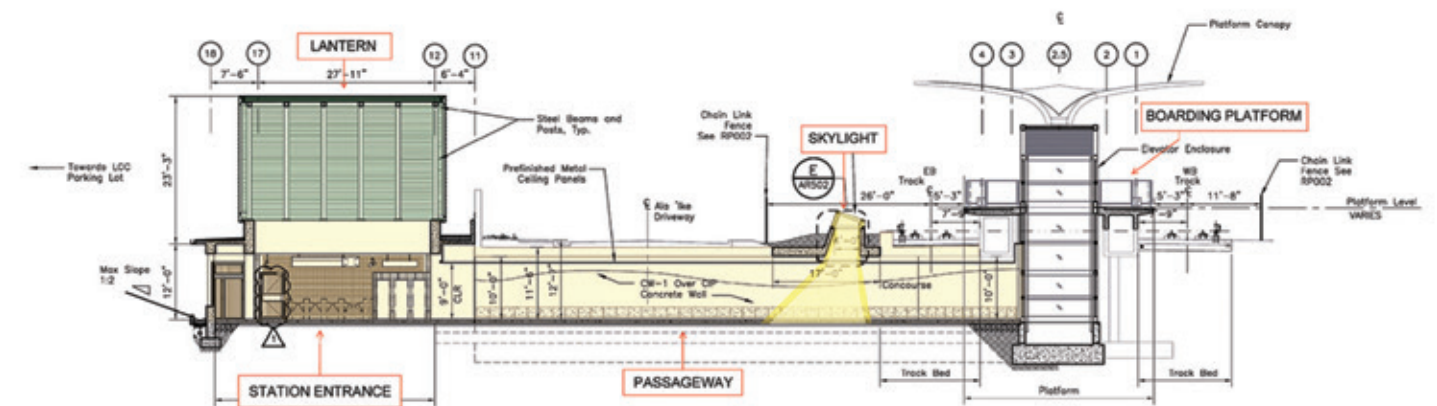


Iconic 'ulu quilt pattern on campus balustrades.

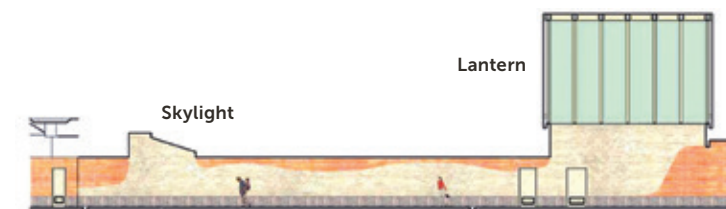


STATION ARCHITECTURAL UNIQUE FEATURES Pedestrian Passageway Interior – Conceptual Design – 2013

Hālaulani is the only at-grade (ground level, non-elevated) station. An underground passageway provides safe pedestrian movement under Ala 'Ike Street to the platform.



Section Through The Station Entry, Passageway And Platform



East Interior Elevation (Passageway)



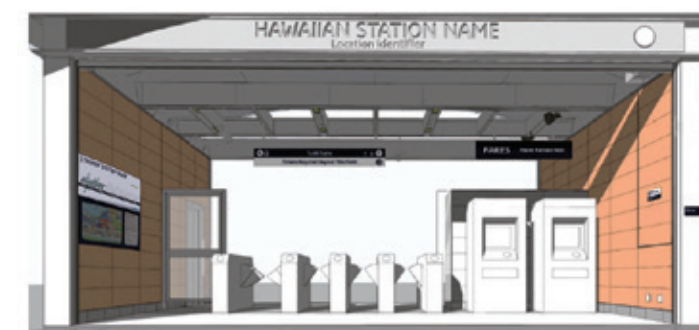
West Interior Elevation (Passageway)

Wayfinding visual cues & physical comfort:

- Translucent aluminum lantern–natural ventilation & daylight
- Glowing lantern at night–beacon for station entrance
- Skylight–natural daylight

Station interiors inspired by the geological strata–the ancient coral-based foundation and rich red soils of the Ewa plains.

HAWAIIAN STATION NAME Location Identifier



Station Entry Module

STATION NAMING NĀ INOA

The station names reflect forgotten place names, historic events, and significant sites in Hawaiian culture. Pursuant to Honolulu City Council Resolution 09-158, an expert working group reviewed community knowledge, ethnographic research, and oral accounts to develop culturally authentic and accurate station names. These station names will perpetuate the traditions, culture, and history of Hawai'i and help knit the rail system into the fabric of O'ahu.

- Ticket vending machines (TVMS)
- Turnstiles & wheelchair ADA access
- Signage with braille
- Neighborhood & station locations map
- Directional signage to platform
- Customer information phones
- Emergency phone
- Public address and digital variable messages
- Automated external defibrillator (AED)
- High-definition closed-circuit cameras

AESTHETIC COLUMN PROGRAM

Gods Kāne and Kanaloa stood on this low hill, Hā'upu (Haupu'u) in Waiawa ahupua'a. As they surveyed the surrounding resources throughout the moku of 'Ewa, they evoked the abundance of the area and by chanting made these named places prosper:

"The eel is perhaps there at Hanaloa,
The seaweed is at Kuhia-waho,
The mullet are at Kuhia-loko,

The lone coconut tree stands at Hape,
The taro leaves are at Mokaalika,
The water is at Kaaimalu,
The salt is at Ninauele,
The ka-i taro is at Kamili-waho,
The sweet potatoes are at Hanapouli,
The awa moi is gathered at Kalahikiola.
The gods from Kahiki will drink the awa."^[1]

1. *Some Ancient News of Hawaii. About Oahu, 1892*, trans. Kumu Pono Associates LLC, 2012. 94.

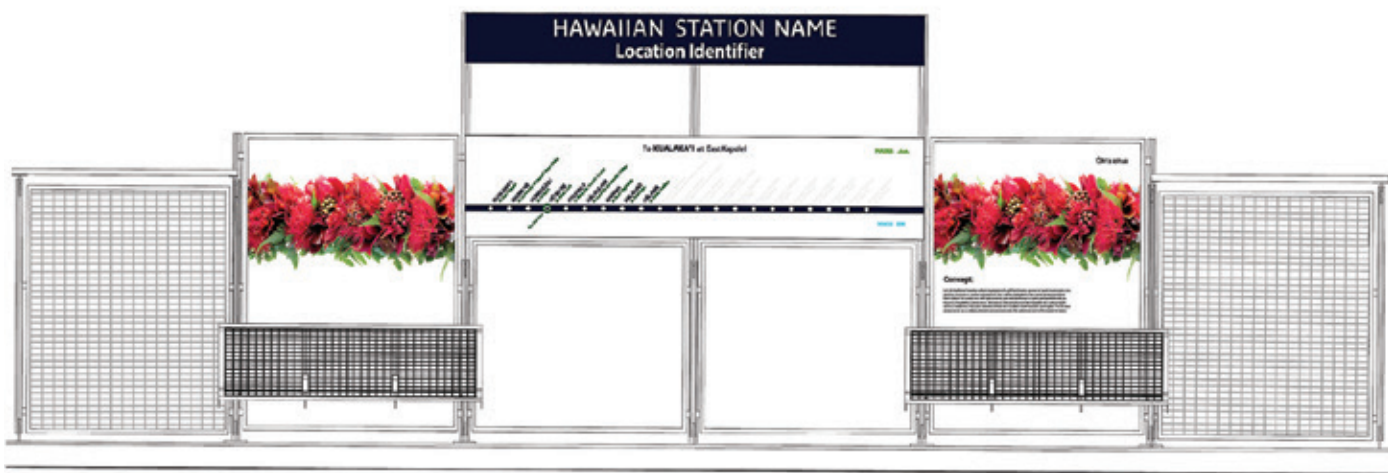


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Hālaulani (Leeward Community College) Station is the system's only at-grade (ground level, non-elevated) station and features its aesthetic column design as a wall mural. Typically, each aesthetic column design is featured on the guideway's support columns surrounding each station.

ART IN TRANSIT PROGRAM PLATFORM LEI WINDSCREENS CONCEPTUAL DESIGN

A selection of flowers and plants used in the lei will be celebrated on each station platform windscreen. Educational interpretative text that highlights the cultural significance or traditions of the plant selection will be included in both Hawaiian and English. A Master Lei Maker will create each station's flower lei image to be emblazoned into the glass of each station's platform windscreen.

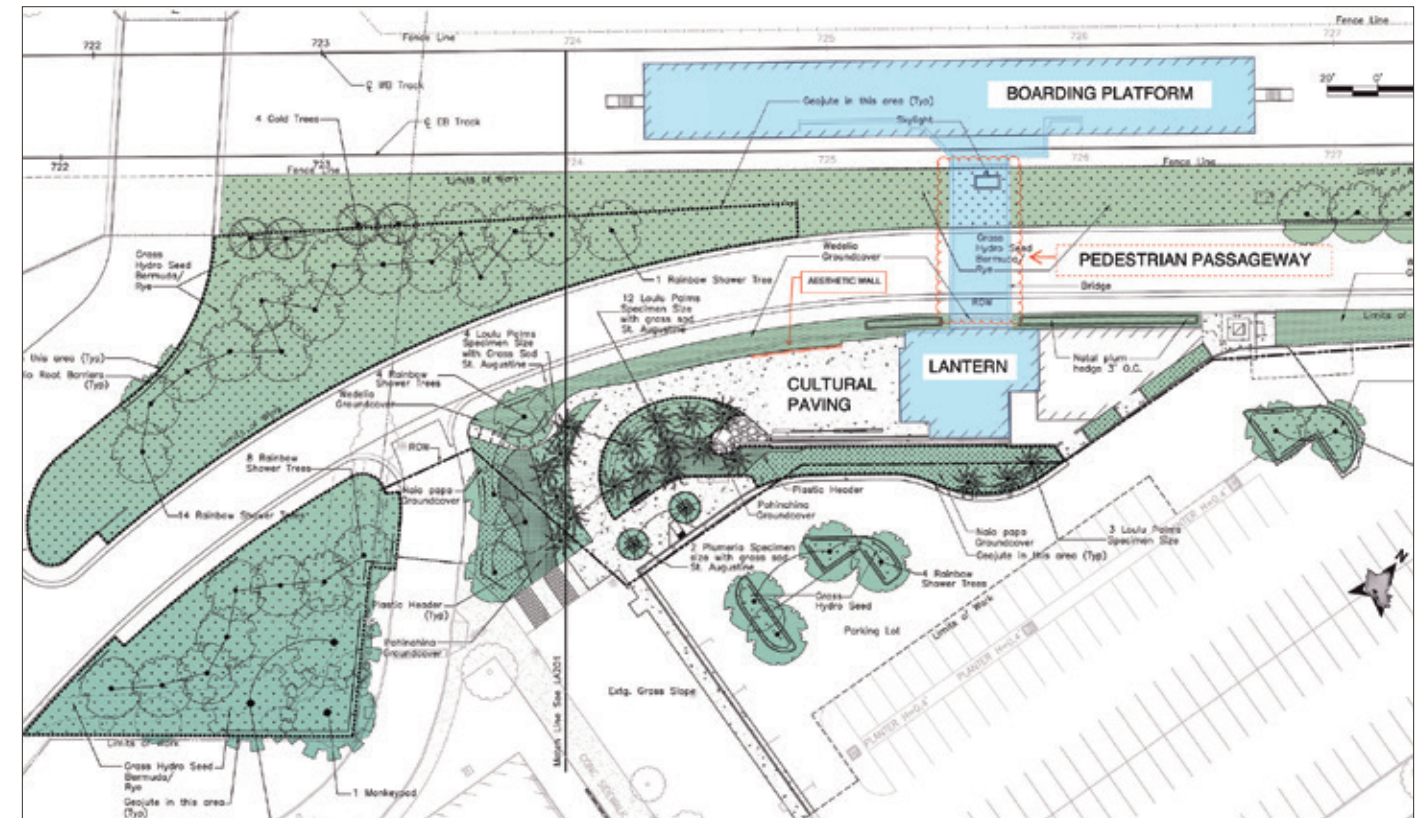


LANDSCAPE PLAN

Wherever and whenever feasible, HART incorporated indigenous & Polynesian introduced plant species* along with plants from the project's Compendium of Design Plant Palette List.

The plants featured below are representations of landscaping designs for Hālaulani (Leeward Community College) Station. Other station landscape plans will vary.

* City & County of Honolulu, Building Landscaping Ordinance



TREES & PALMS



Loulu Palm



Kamani



Monkeypod



Rainbow Shower



Plumeria

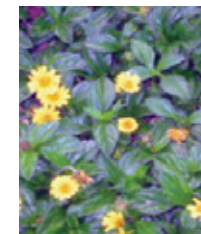


Gold Tabebuia

SHRUBS & GROUND COVER



Naio Papa



Wedelia



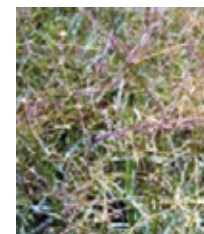
Pohinahina



St. Augustine Grass



Natal Plum



Bermuda Grass

System-wide Safety & Security

The rail system will have a multitude of safety and security systems in place to keep passengers safe at the stations and while riding the trains.

The system will be monitored by staff 24 hours a day, 7 days a week from the Rail Operations Center's Command Center. In addition, the system will include security presence by way of a contracted security firm, HPD patrols throughout the stations, and feature roving station attendants.

A systemwide "Code of Conduct" will be put into place to regulate passenger use of the system to guarantee a clean, safe, and reliable system.



Emergency push-to-talk call buttons/boxes in all train cars and stations



1,500+ closed-circuit TV security cameras in all train cars and stations



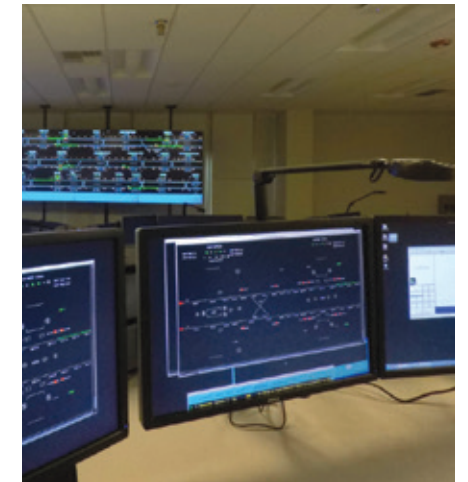
Announcement speakers and bright LED area lighting



Glass elevators for increased security



Platform screen gates



System-wide security monitoring at the Operations Control Center (OCC)

Rail Station ADA Access

HART places a high priority on meeting and exceeding the requirements of the Americans with Disabilities Act of 1990 (ADA) and is working to make Honolulu's rail system readily accessible to and usable by persons with disabilities.

FOR CUSTOMERS WITH MOBILITY IMPAIRMENTS

- Elevator access from ground level to each elevated passenger platform level
- Large-cab elevators with glass walls for security
- Escalators at major stations
- Handrails on stairways
- Concourse level that provides convenient access to boarding platforms and allows safe crossing over the streets below
- Level boarding (with standard ADA compliant 3-inch gap) between the platform and the train's entry door
- Designated areas in train cars reserved for wheelchair users
- Priority seats for senior citizens and those with disabilities

FOR CUSTOMERS WITH VISUAL IMPAIRMENTS

- Braille signage with tactile raised letters in large-print
- Audio announcements
- Texture changes and tactile platform edges at gate openings

FOR CUSTOMERS WITH HEARING IMPAIRMENTS

- Electronic message signs
- Directional and informational signage
- Universal symbols and signs with text labels
- Visual rail system and neighborhood maps

ADDITIONAL FEATURES

- Conveniently located accessible ticket vending machines
- Connections with TheBus, TheHandi-Van and passenger vehicle drop-off and pickup points
- Ability to use HOLO Card on the rail system, TheBus and TheHandi-Van
- Platform screen gates for safety
- High-definition closed-circuit TV security cameras for monitoring and security for passenger safety





Rail Operations Center

RAIL OPERATIONS CENTER (ROC)

The Rail Operations Center (ROC) is a 43-acre site off Farrington Highway between Leeward Community College and Waipahu High School. It includes four major structures:

- Operations & Servicing Building
- Maintenance of Way Building
- Train Wash Facility
- Wheel Truing Building

The ROC will provide periodic maintenance, inspections and repairs of the transit vehicles to keep them operating safely and efficiently. It will also provide storage for train vehicles when they are not in operation, and will include a track to test vehicles prior to operation.

OPERATIONS & SERVICING BUILDING (OSB)

This building will contain the Operations Control Center (OCC) as well as primary vehicle maintenance, inspection and repair facilities. From the OCC, staff will monitor and control the rail transit vehicles as they move through the system, stations and the rail operations and control center yard.

MAINTENANCE OF WAY BUILDING (MOW)

This building will house the specialized equipment used to inspect and repair the guideway, stations and track. Teams will be sent out regularly when the rail system is not operating to perform routine maintenance and to inspect the guideway.



TRAIN WASH FACILITY (TWF)

An automated train wash facility will be used to clean the exterior of the rail vehicles on a regular basis. Wash water will be recycled to minimize waste.

WHEEL TRUING BUILDING (WTB)

This facility will include specialized equipment to maintain vehicle wheels.

ENVIRONMENTALLY FRIENDLY

The facility has obtained Leadership in Energy and Environmental Design (LEED) Silver Certification. Sustainable features include, natural lighting and ventilation in buildings; alternative transportation facilities; construction waste diversion and recycled construction materials where possible; and water-efficient landscaping. Photovoltaics are also planned for the facility.



Track Safety

HART and its contractor Hitachi Rail Honolulu JV have energized the contact rail, or "third rail," on the tracks with 750 volts of electricity at the Rail Operations Center yard and through out the elevated guideway from Kualaka'i (East Kapolei) Station to Hālawā (Aloha Stadium) Station.

ELECTRIFIED THIRD RAIL

Third rail is a method of providing electric power to a train. Third rail systems are always supplied from direct current electricity. Third rail systems present electric shock hazards and are considered extremely dangerous. A very high current must be used to transfer adequate power. The electrified third rail threatens electrocution of anyone trying to access the tracks.

Trains in the Rail Operations Center are fully automated and will operate unmanned. The trains may start and stop suddenly or switch direction, making the rail yard and the nearly five miles of track dangerous and unsafe for those without the proper safety training.

Never put anything on the tracks or throw objects into the rail yard.

STAY OUT OF THE RAIL OPERATIONS CENTER AND STAY ALIVE

- There is absolutely no access to rail tracks without expressed consent from Hitachi Rail Honolulu JV
- Always consider all rail tracks as LIVE at ALL TIMES
- Respect and obey all safety, caution, and warning signs
- No stepping or sitting on third rail cover boards
- No placing of conductive materials on or near third rail

DANGER TRACKS ARE FOR TRAINS



KEEP OUT
of HART's Rail Operations Center. Extremely dangerous!



THE THIRD RAIL
has 750 volts of electricity flowing through it at all times. Serious injury or death may occur.



DO NOT
cut or hop fences to enter secured facilities. No trespassing.



ELECTRICITY
from the third rail is so strong that if you touch it, you may be killed.



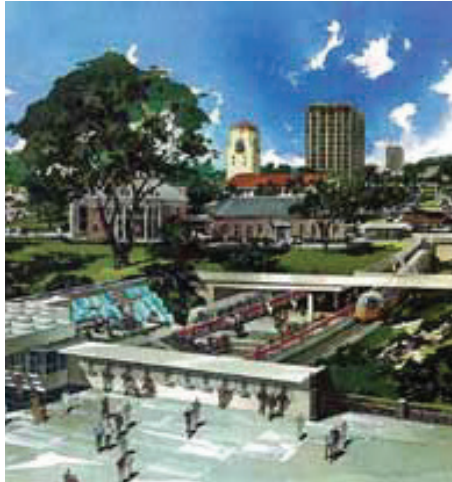
RAIL ELECTRICITY
is 100 times more powerful than electricity in your home.



TRAINS
move in any direction at any time without warning.

Project History

City and State officials have been working for decades to realize the vision of a mass transit system for O'ahu.



1960S-70s:

Officials plan and engineer a 22-mile rubber-tired system from Pearl City to Hawai'i Kai with a subway through downtown. The Civic Center station, located near Honolulu Hale, is shown above.



LATE 1970s-EARLY 1980s:

These plans evolved into an 8.4-mile route from the Airport to the University of Hawai'i. Mayor Eileen Anderson defers the project in 1981.



LATE 1980s-EARLY 1990s:

City officials plan a 15.9-mile system from Waiawa to the University of Hawai'i at Manoa. This project was canceled in 1992 after the City Council failed to secure local funding.

SUMMER 2005

The Hawai'i State Legislature authorizes a 0.5% General Excise Tax (GET) surcharge to provide local funding for a mass transit system.

DECEMBER 2006

The Honolulu City Council selects a fixed guideway system from Kapolei to Waikiki and UH-Mānoa as the Locally Preferred Alternative.

FEBRUARY 2007

The Honolulu City Council recommends an initial 20-mile route from East Kapolei to Ala Moana Center for the first construction phase.

NOVEMBER 2008

Voters confirm decision to utilize steel-wheel on steel-rail technology. The City completes the Draft Environmental Impact Statement (EIS).

FEBRUARY 2009

Officials shift the route from Salt Lake to the Honolulu International Airport.

NOVEMBER 2010

Voters establish HART as a semi-autonomous authority to build and operate the rail transit system.

DECEMBER 2010

Governor Neil Abercrombie accepts the project's Environmental Impact Statement (EIS).

JANUARY 2011

The Federal Transit Administration (FTA) issues a Record of Decision (ROD) to approve construction.

FEBRUARY 2011

A ceremonial project groundbreaking is held at the site of the Kualaka'i Station in East Kapolei.

AUGUST 2012

State Supreme Court rules that archaeological studies were improperly phased. Construction activities are halted.

DECEMBER 2012

FTA issues a Full-Funding Grant Agreement to provide \$1.55 billion in Federal New Station Funding to construct the project, or about 32% of the estimated \$5.1 billion project cost.

SEPTEMBER 2013

HART completes the archaeological studies and Supplemental EIS. Permits are reissued and construction resumes.

JANUARY 2016:

The Hawai'i State Legislature extends the 0.5% GET for five years until 2027 to raise an additional \$1.2 billion in funding for the project.

MAY 2016:

HART unveils the first four-car train to the public.

NOVEMBER 2016:

Honolulu voters transfer responsibility for rail operations from HART to the City and County of Honolulu Department of Transportation Services (DTS).

SEPTEMBER 2017:

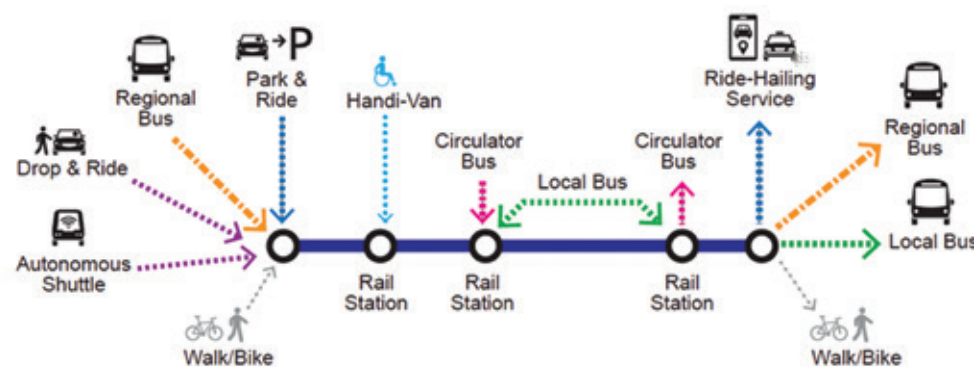
To provide an additional \$2.4 billion in funding for the project, the Hawai'i State Legislature extends the 0.5% GET for three additional years until December 2030, and also raises the Transient Accommodation Tax (TAT) by 1% as an additional local funding source until December 2030.

SEPTEMBER 2020:

HART energizes the third rail along the entirety of the mainline guideway from East Kapolei to Aloha Stadium so dynamic train testing may take place over the first 10 miles of the system to prepare for the anticipated launch of interim operations by the City.

Sustainable Mobility

Rail is designed to be a part of an integrated multimodal transportation system that will move people more efficiently and sustainably across the island. Rail stations will serve as community mobility hubs, providing connections between local and community circulator bus routes, ride-hailing services, Park & Ride lots, bicycle paths, and other means of transportation. Rail also supports the electrification of transportation as Hawai'i shifts its efforts toward renewable energy.



Hō'āe'ae (West Loch) Station Mobility Hub
Photo credit: Andy Stenz/The Image Group

Getting To & From The Rail System

1. Train boarding platforms
2. Rail station entrance
3. Bus transit center
4. Handi-Van and ride sharing curb (Uber/Lyft)
5. Bike racks
6. Kiss & Ride parking
7. On-street bus stop

Business Outreach

The Honolulu Authority for Rapid Transportation is committed to assisting businesses along the rail alignment through a variety of outreach and mitigation programs. In addition, HART has secured a number of strategic partners and resources to assist businesses through the rail construction process.



FREE 60-SECOND SHOP & DINE ON THE LINE PROMOTIONAL VIDEOS

Businesses that participate in HART's Shop & Dine on the Line program will have the opportunity to be profiled in a free social media video to highlight businesses along the alignment. Best of all, each business will be given a copy of the production to use online.



"SHOP THE COMMUNITY" FREE WEB PAGE PROGRAM

HART provides businesses along the 20-mile alignment a free web page to promote their establishment to potential customers. The web page is customized for each business and includes information on the establishment, photo and logo. A unique web page address is provided to each business to include on their marketing collateral and promotional materials.

HART BUSINESS ALLIANCE PROGRAM

Businesses along the alignment meet regularly with HART staff and receive email notices about construction activities and traffic updates. The program offers free workshops and promotional opportunities to assist them throughout the construction process. Sign up is easy: just email us at info@HonoluluTransit.org.



HART "OPEN FOR BUSINESS" AND ACCESS SIGNAGE PROGRAM

HART offers businesses along the alignment outdoor signage assistance when visual access, parking or accessibility is affected by construction.

To learn more about these HART Business Outreach Programs, contact us by calling our 24-hour project hotline at 808-566-2299 or email info@HonoluluTransit.org.



HART "SHOP & DINE ON THE LINE" ELECTRONIC OFFER PROGRAM

Businesses along the alignment can join HART's Shop & Dine on the Line electronic offer program to attract additional customers during construction. This free program will place your establishment's special discounts in the hands of thousands of new customers islandwide. To sign-up visit ShopAndDineOnTheLine.com.



CUSTOMER ALTERNATIVE ACCESS FLIER

During construction, HART provides businesses with Alternative Access fliers to notify customers and delivery services of more effective routes through the community to access businesses during construction. This program is free for businesses to participate and HART provides the printed fliers for distribution. An electronic PDF of the flier is also provided for online outreach efforts. It's also a useful tool to notify residents and guests of apartment complexes of updated access routes.

Community Engagement

Community stakeholder engagement is an important component of HART's public outreach program. As construction progresses throughout the 20-mile alignment, the project's Public Involvement team meets with community stakeholders and keeps them updated on construction activities and efforts to mitigate impacts. HART staff continuously meet with business owners and managers to assist them with their needs as construction activities progress through the community.



COMMUNITY EVENTS

HART participates in a number of community events throughout the year to educate residents about their future rail system. Informational displays, interactive activities, video simulations of the 20-mile alignment and stations, train and station models, and outreach staff are featured at each event.

EDUCATIONAL OUTREACH

Connecting with area schools situated throughout the 20-mile alignment allows the project to engage with future riders and educate them on the benefits of mass transportation. The project has outreach programs to engage with elementary, middle school, high school, and college level students.

STAKEHOLDER ENGAGEMENT

Keeping community stakeholders informed and up-to-date with construction progress and project milestones is important. Special stakeholder presentations are regularly made to businesses, landowners, property managers, business groups, homeowner associations, and community groups/organizations. If your group would like to schedule a presentation by HART, please call HART's 24-hour project hotline at 808-566-2299.



CONSTRUCTION NOTIFICATION & MONTHLY COMMUNITY MEETINGS

HART and its construction contractors regularly canvass the community and notify area residents and businesses of upcoming work. The project also hosts a number of in-person and online monthly community meetings throughout the alignment. One of the best ways to keep updated on weekly construction work and monthly meetings is to sign up for HART's weekly eBlast email update. To sign-up, visit HonoluluTransit.org or call HART's 24-hour project hotline at 808-566-2299.



SPEAKER'S BUREAU PRESENTATIONS

Looking for a construction or project update on the Honolulu Rail Transit Project? HART's Speaker's Bureau program offers project update presentations to residential associations, non-profit and community organizations, businesses and associations, professional organizations, and educational institutions throughout Honolulu. HART presentations include executive staff presenters and other subject matter experts to educate the community on the project.



Shop & Dine on the Line

Shop local and get discounts at more than 100 shopping, dining and services along the 20-mile rail alignment with HART's Shop & Dine on the Line program!

The Honolulu Authority for Rapid Transportation (HART) supports local businesses during rail construction with its Shop & Dine on the Line online discount and special offer program. It's the perfect way to shop local and support small businesses in the community.

BROWSE & REDEEM SPECIAL OFFERS IN THREE EASY STEPS

1. VISIT our website at ShopAndDineOnTheLine.com
2. **BROWSE** through the many offers in Shopping, Dining and Services
3. **REDEEM** by showing the offer* to the merchant via your mobile device (or your Shop & Dine on the Line card) and save money!



**Some restrictions may apply. See merchant for details.*

If you're an area business that would like to join the program, call HART's 24-Hour Project Hotline at 808-566-2299 or visit ShopAndDineOnTheLine.com.



HonoluluTransit.org | 24-Hour Project Hotline: 808-566-2299 | info@honolulutransit.org



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