

## An Update on the Honolulu High-Capacity Transit Corridor Project

**Aloha!** You may have heard a lot of talk lately about Environmental Impact Statements (EISs). We want to take this opportunity to inform you about our EIS: what it is, why we're doing it and what it covers.

An EIS is a report that stems from the National Environmental Policy Act (NEPA). NEPA requires federal agencies to include environmental considerations in their decision making processes. The State of Hawai'i also requires environmental considerations as stated under Hawai'i Revised Statutes Chapter 343. The EIS is a detailed documentation of potential environmental effects that may result from a proposed action.

The EIS states the purpose of and need for the project, and describes the alternatives being considered, the environment as it exists and the environmental consequences of the proposed action. It facilitates evaluation of the impacts of two or more alternatives, one of which is a "no build" alternative. The

purpose of the "no build" alternative is to compare the impacts of a proposed action with the projected environmental state if nothing changed from the current situation.

The EIS analysis covers a thorough range of potential environmental impacts and describes the plans to mitigate these impacts when possible. Impact assessment covers areas typically associated with the environment such as air quality, noise and vibration, land use, visual impacts, and natural resources. The EIS also covers impacts to the social aspect of the environment, such as cultural resources, historic resources, archeology, and environmental justice. The EIS provides a clear assessment of the potential impacts of a proposed project and defines how any negative impacts can be avoided or minimized. The public's participation in the EIS process is important, so, great effort is being made to ensure everyone has an opportunity to review and comment on the document once it is released for public review.

### How Will It Work?

#### WHAT IS MULTIMODAL INTEGRATION?

You may have noted that the transit system on O'ahu is quickly growing to be more than simply TheBus and TheHandi-Van. Now, there is TheBoat and an ever-growing system of bike and walking paths. These are the different modes of our transportation system, and multimodal integration is ensuring all these modes work together. In the future, we can include a fixed guideway system, too.

The multimodal nature of a future fixed guideway transit system demands that all parts of the system be seamlessly integrated. All of the transit elements must work together to provide continuity of service and be easy to use in order to provide a real alternative to taking a private auto. The bus routes will be adjusted so that connecting to a fixed guideway would be simple and sensible.

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**Myth:** An EIS is required for all transportation projects.

**Fact:** An EIS is required for transportation projects receiving federal (or state) funding, requiring federal (or state) permitting, or other federal (or state) action. Exceptions to this are cases where an Environmental Assessment (a less detailed version of an EIS) can communicate environmental concerns or where projects meet categorical exclusions specified by federal or state regulations.

#### Questions from Readers

**Q:** What will happen to the bus drivers when the fixed guideway system begins? Do you plan to reduce bus service, especially from windward O'ahu, to pay for or reconfigure the system?

Bus drivers and mechanics will not lose their jobs because the City is likely to need more buses, not less. The bus system will be reconfigured to maximize integration with the fixed guideway system. New bus routes will be added to support the fixed guideway and some routes will be reconfigured to provide feeder service to the fixed guideway. When express buses and bus routes do not follow the fixed guideway system alignment, those routes will remain unchanged. That means bus service will actually be increased island wide, making it likely that more buses and new bus drivers will have to be added.

# Honolulu On The Move

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## Contact Us

We'd love to hear from you. If you have recommendations, questions, or comments, please send your thoughts to us. You can contact us by email through the "Contact Us" at [www.honolulutransit.org](http://www.honolulutransit.org) or by calling our project hotline at 566-2299.

## Don't Forget!



**Transit Symposium 2007**  
**Tuesday, November 13**  
**8:30 a.m. – 5:00 p.m.**  
(Registration begins at 8:00 a.m.)  
**Neal Blaisdell Exhibition**  
**Hall (Pikake Room)**

This year's Transit Symposium will feature representatives from major cities in the U.S. and Canada in three dynamic presentation sessions: Managing a Growing Transportation System; Business and Community Involvement and Transit Oriented Development.

Registration forms can be downloaded by visiting our website at [www.honolulutransit.org](http://www.honolulutransit.org). Deadline is November 2, space is limited.

***We look forward to seeing you there!***

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One of the most important aspects of multimodal integration is the scheduling of arrival and departure times so that transit users do not spend a long time waiting at transfer points. As you may have noticed with the recent launch of TheBoat, TheBus was waiting when the ferry docked and ferry users rode TheBus from the ferry landing to their final destinations. To do this with the fixed guideway system, bus schedules will be coordinated with the fixed guideway schedules and the ferry schedules. The bus will be the main connector getting people from their home or work to other parts of the transit system and back again. The result will be a transit system that provides freedom of movement in the primary transportation corridor without having to face roadway congestion.

Also, another key component in the integration of all elements of



Passengers disembarking from TheBoat at Aloha Tower. TheBoat is the City's newest transit alternative and is fully integrated with supporting bus routes. It runs between Kalaeloa and Aloha Tower on weekdays.

the transit system will be a uniform fare system; with a ride on TheBus, TheBoat and eventually the fixed guideway all costing the same fare. As is the current practice on TheBus and now TheBoat, a single ride will include transfers, and all transfers and transit passes will be accepted system-wide.

All modes of the transportation system working together under a unified fare structure, conveniently and reliably, is multimodal integration.