

PROGRAMMATIC AGREEMENT

among the

U.S. Department of Transportation Federal Transit Administration

the

Hawai'i State Historic Preservation Officer

and the

Advisory Council on Historic Preservation

regarding the

Honolulu High-Capacity Transit Corridor Project

in the

City and County of Honolulu, Hawai'i

**Attachment 1: APE for Historic Resources; APE for
Archaeological Resources**



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

TP 243362

DEC 26 2007

Ms. Laura H. Thielen
State Historic Preservation Officer and Chairperson
Department of Land and Natural Resources
State Historic Preservation Division
Kakuhihewa Building, Room 555
601 Kāmokila Boulevard
Kapolei, Hawai'i 96707

RE: Honolulu High-Capacity Transit Corridor
Project Coordination on Determination of Area of
Potential Effect

JAN 7 11 51 AM '07
 DTS
 TRANS PLANNING

Dear Ms. Thielen:

The City and County of Honolulu Department of Transportation Services (DTS) and the U.S. Department of Transportation Federal Transit Administration (FTA) are in the process of defining the Area of Potential Effect (APE) for the Honolulu High-Capacity Transit Corridor Project in accordance with 36 CFR 800.16(d).

The project will include the construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikīkī. In addition to the guideway and stations, the project will include construction of a transit vehicle maintenance facility, several park-and-ride lots, traction power sub-stations, and improvements to the bus system to interface with the fixed guideway system. The attached map illustrates the extent of the planned system, including two optional sites for the maintenance facility. Planning and environmental review is being completed for the project extents; however, anticipated funding is only available for completion of the First Project, which would extend from the vicinity of the planned University of Hawai'i at West O'ahu to Ala Moana Center. This portion of the overall project is anticipated to be completed and operational by 2018, while the schedule for any future extensions is indeterminate.

Pending your comment, the APE for the project is proposed to include the following:

- For **Archaeological Resources**, the APE is proposed to be all areas of direct ground disturbance. This would include any areas excavated for the placement of piers to support the elevated structure and foundations for structures, or graded to provide parking. Confining the Archaeological Resources APE to the limits of ground disturbance is warranted because the surrounding built environment is largely developed, becoming progressively more urban as the project progresses Koko Head. As a result of the existing level of development, construction of the elevated guideway would not generate secondary effects, such as visual, atmospheric, or audible elements, that could diminish the integrity

of archaeological resources. Accordingly, direct construction impacts to known and as-yet-
unidentified archaeological resources are the concern.

- For **Historic Resources**, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of stations, park-and-ride facilities, and maintenance and storage facility alternatives, the coverage of the APE is proposed to include the entire blocks on which the stations or facilities are located, to a maximum of 500 feet from the project element where there is no defined block. Similarly, for portions of the alignment within or adjacent to historic districts, the APE is proposed to extend one block, rather than one parcel deep.

Direct construction impacts to known and as-yet-unsurveyed historic resources are the main concern. Alterations to the setting of historic resources (where the setting is a qualifying characteristic of its eligibility for the National Register) are also addressed in the above definition of the APE. Since stations, park-and-ride facilities, and the maintenance facility could have a greater effect, the APE is larger around them. It is also larger where the alignment is in or near an eligible historic district because of the potential greater importance of setting to historic districts.

Once the project's APE has been defined, consultation will continue with your office regarding identifying historic properties within the APE.

If you have any questions, please call Ted Matley, FTA Transportation Representative, at (415) 744-2590. Thank you.

Sincerely,



Leslie T. Rogers
Regional Administrator

Enclosures:

Map of Honolulu High-Capacity Transit Corridor Project

Compact disc containing detailed maps of the proposed APE for historic resources

cc: Administrator, State Historic Preservation Division

→ Mr. Toru Hamayasu, DTS (w/o enclosures)

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

LAURA H. THELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAPOLEI ISLAND RESERVE COMMISSION
LAND
STATE PARKS

February 4, 2008

Ms. Leslie T. Rogers, Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
Region IX
201 Mission Street
Suite 1650
San Francisco, California 94105-1839

LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

Dear Ms. Rogers:

**SUBJECT: Section 106 Coordination
Honolulu High-Capacity Transit Corridor Project Determination of Area of
Potential Effect
TMK: (1)-various**

This letter acknowledges your transmittal of December 26, 2007, received in our Kapolei office on January 8. Through consultation with the City and County of Honolulu Department of Transportation Services and the U.S. Department of Transportation Federal Transit Administration and in accordance with 36 CFR 800.16(d), the proposed project area of potential effect (APE) is outlined for consideration. SHPD staff has participated in site visits of the proposed route on November 14, 2007 and January 10, 2008 with Mason Architects, Inc. and other interested parties.

The proposed project is for construction of an elevated transit system between Kapolei and the University of Hawai'i at Mānoa, with an extension to Waikiki. The scope of work includes the guideway, transit stations, a transit vehicle maintenance facility (two optional sites), park-and-ride lots, traction power sub-stations, and improvements to the existing bus system. The first phase of the project, from the planned University of Hawai'i at West O'ahu to Ala Moana Center, is anticipated for completion by 2018, with future extensions as yet indeterminate.

Upon review of the proposed APE, for archaeological resources, in addition to all areas of direct ground disturbance, the area of potential effect should include a greater area, to be determined through consultation with native Hawaiian organizations, as well as other knowledgeable individuals of the community, to account for any visual effects the proposed undertaking may have on traditional cultural properties (TCP's). We suggest consulting native Hawaiian organizations and other knowledgeable community members to identify any traditional cultural properties that may be adversely affected by the proposed undertaking.

Ms. Leslie T. Rogers, Regional Administrator
Federal Transit Administration
Page 2 of 3

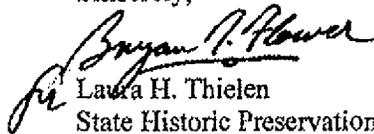
LOG NO: 2008.0098
DOC NO: 0802AL01
Architecture
Archaeology

For historic architectural resources of the built environment, the APE is proposed to extend one parcel deep from the project alignment and traction power sub-stations. In the vicinity of transit stations, park-and-ride lots, and maintenance and storage facilities, the APE is proposed to extend the entire block on which stations or facilities are located or to a maximum of 500 feet in less developed areas. For portions of the proposed alignment within or adjacent to historic districts, the APE will also extend one block, rather than one parcel, deep.

Whereas it regards the potential impact of direct construction and alteration to local historic built contexts, these will be determined following an ongoing survey of resources. The SHPD acknowledges that consultation will now proceed to identify and consult on individual historic properties within the identified APE.

The SHPD concurs with the Federal Transit Administration's identified area of potential effect and its due consideration of historic architectural and archaeological resources. Thank you sincerely for the opportunity to comment. Should you have any additional questions or concerns, please do not hesitate to contact Dr. Astrid Liverman, regarding architectural matters, or Teresa E. Davan, regarding archaeological matters, in our O'ahu office at (808) 692-8015.

Sincerely,


Laura H. Thielen
State Historic Preservation Officer and Chairperson

AMBL:

U.S. Department of the Interior, National Park Service

Dr. Elaine Jackson-Retondo, Architectural Historian, Architectural Resources Team, Specific
Great Basin Support Office, 1111 Jackson Street, Suite 700, Oakland, California 94607-
4807

Frank Hays, Director, Pacific West Region-Honolulu, West Regional Office, 300 Ala Moana,
Blvd., Room 6-226, Honolulu, Hawaii 96850

National Trust for Historic Preservation

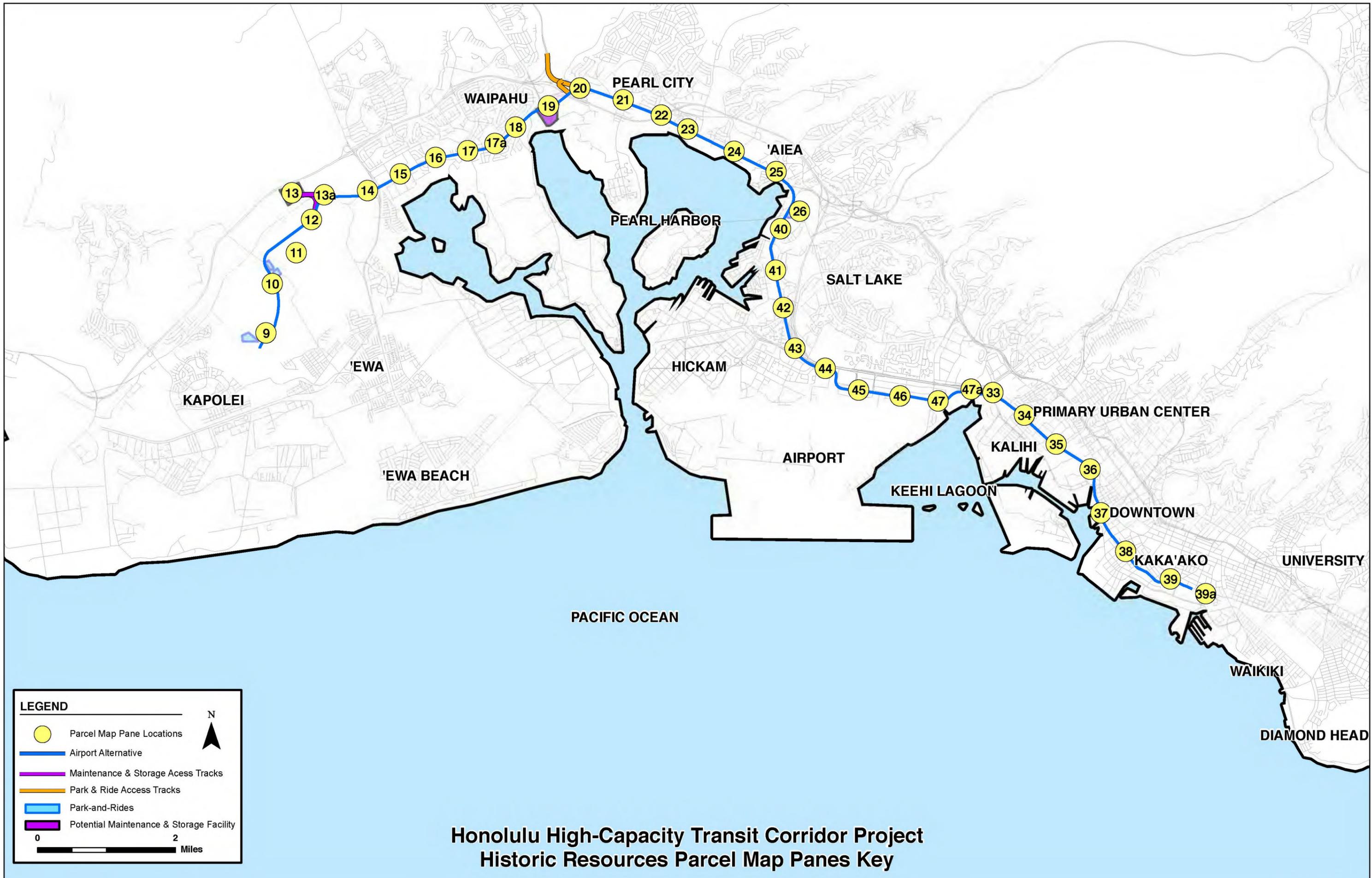
Elizabeth S. Merritt, Deputy General Counsel, Law Department, 1785 Massachusetts Avenue
N.W., Washington, D.C. 20036

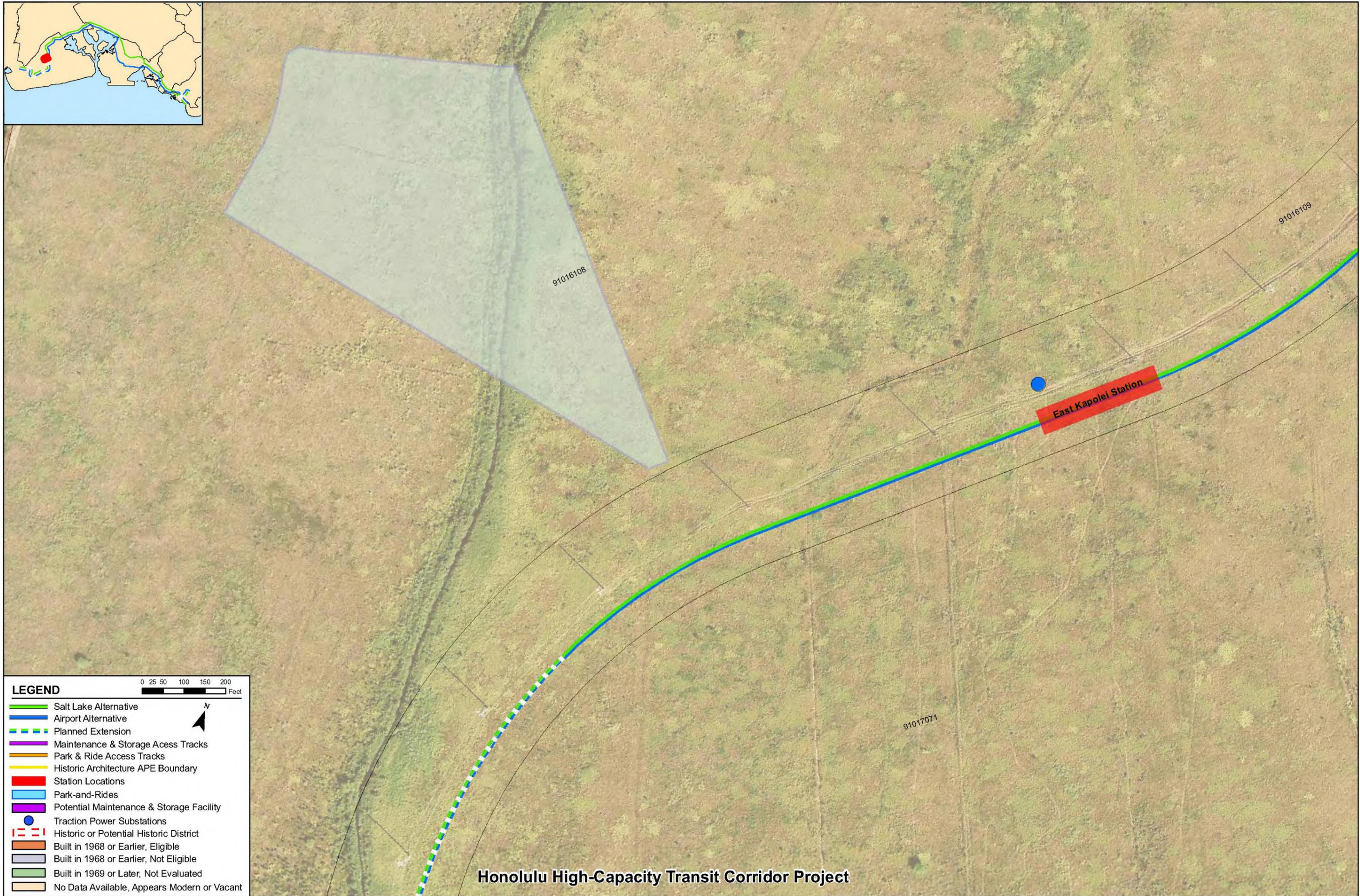
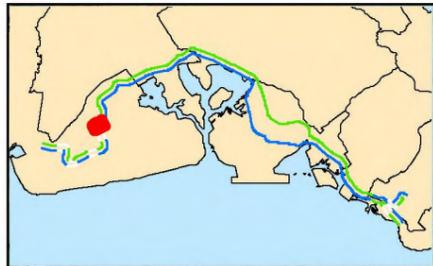
Anthea Hartig, Director, The Hearst Building, 5 Third Street, Suite 707, San Francisco,
California 94103

Anthony Veerkamp, Senior Program Officer, The Hearst Building, 5 Third Street, Suite 707,
San Francisco, California 94103

Historic Hawaii Foundation

Kiersten Faulkner, Executive Director, P.O. Box 1658, Honolulu, Hawaii 96806



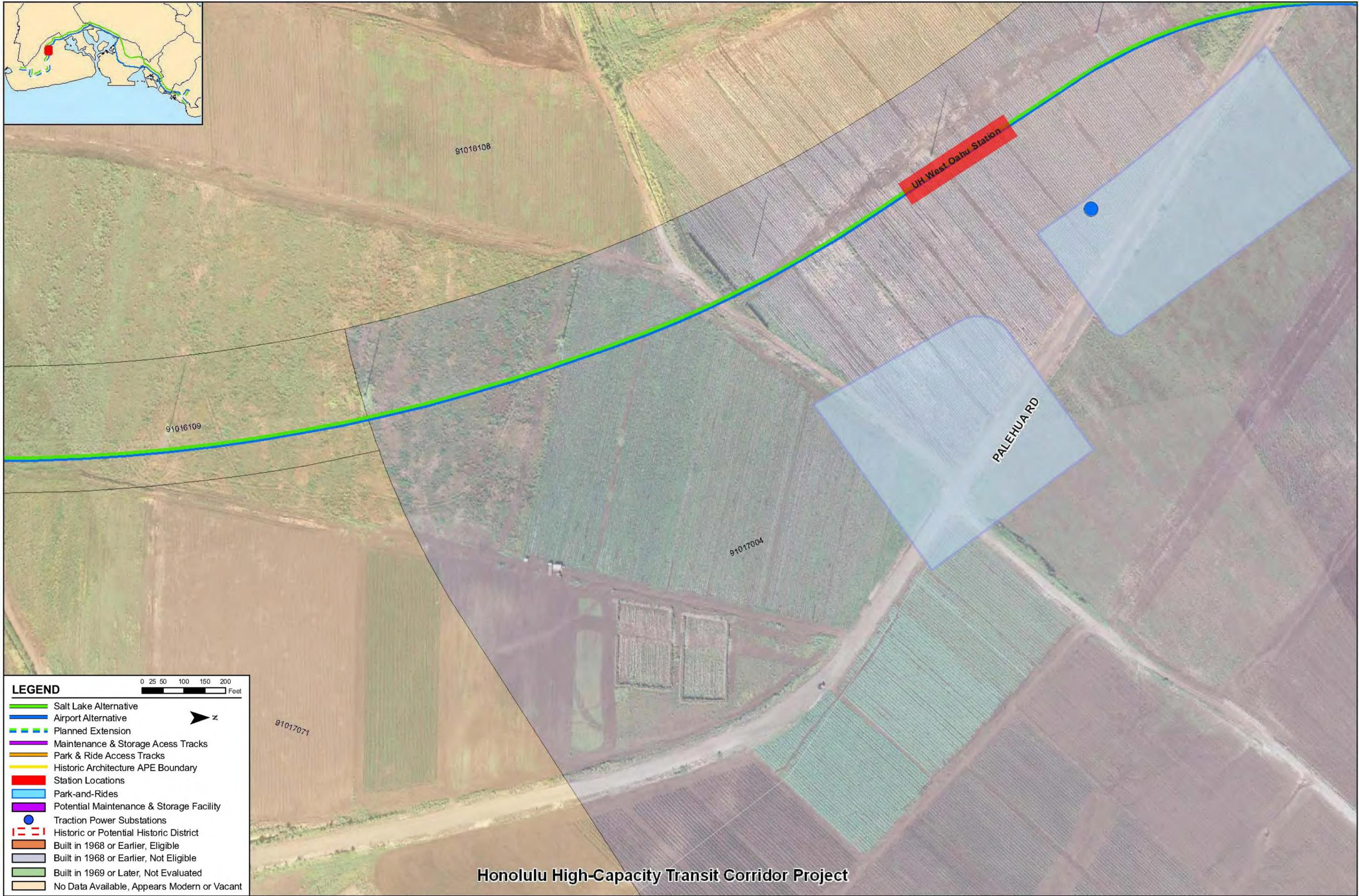


LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

➤ z

Honolulu High-Capacity Transit Corridor Project



91018001

91017004

Ho'opili Station

LEGEND

0 25 50 100 150 200 Feet

-  Salt Lake Alternative
-  Airport Alternative
-  Planned Extension
-  Maintenance & Storage Access Tracks
-  Park & Ride Access Tracks
-  Historic Architecture APE Boundary
-  Station Locations
-  Park-and-Rides
-  Potential Maintenance & Storage Facility
-  Traction Power Substations
-  Historic or Potential Historic District
-  Built in 1968 or Earlier, Eligible
-  Built in 1968 or Earlier, Not Eligible
-  Built in 1969 or Later, Not Evaluated
-  No Data Available, Appears Modern or Vacant



Honolulu High-Capacity Transit Corridor Project

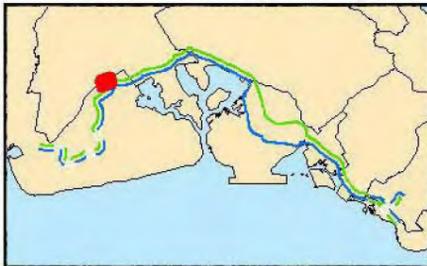


LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



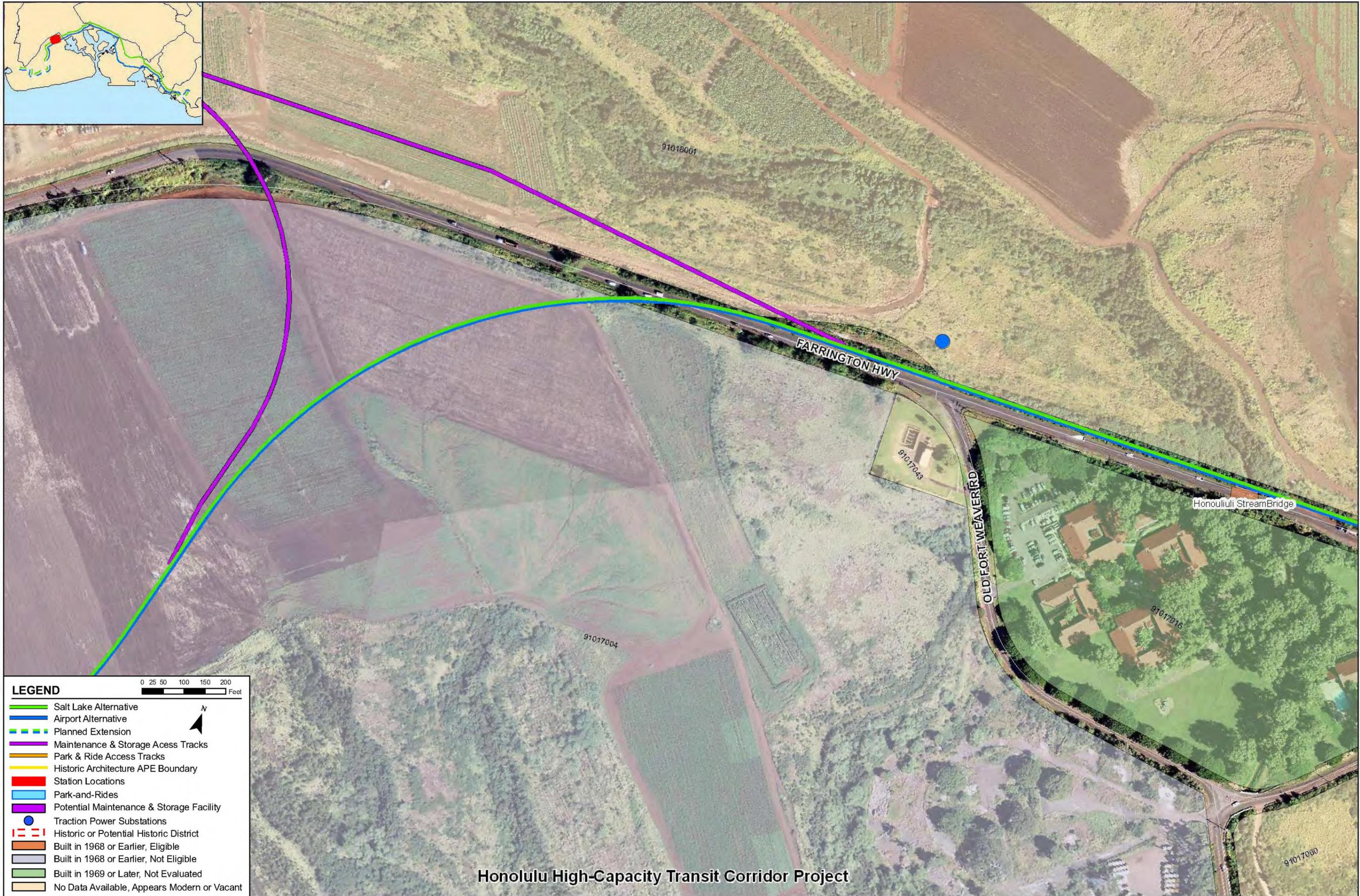
LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

N

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

▲ N

- Salt Lake Alternative
- Airport Alternative
- - - Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project

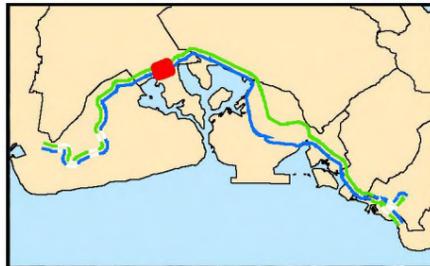


LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



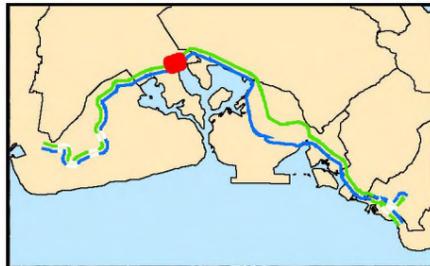
LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

N

Honolulu High-Capacity Transit Corridor Project



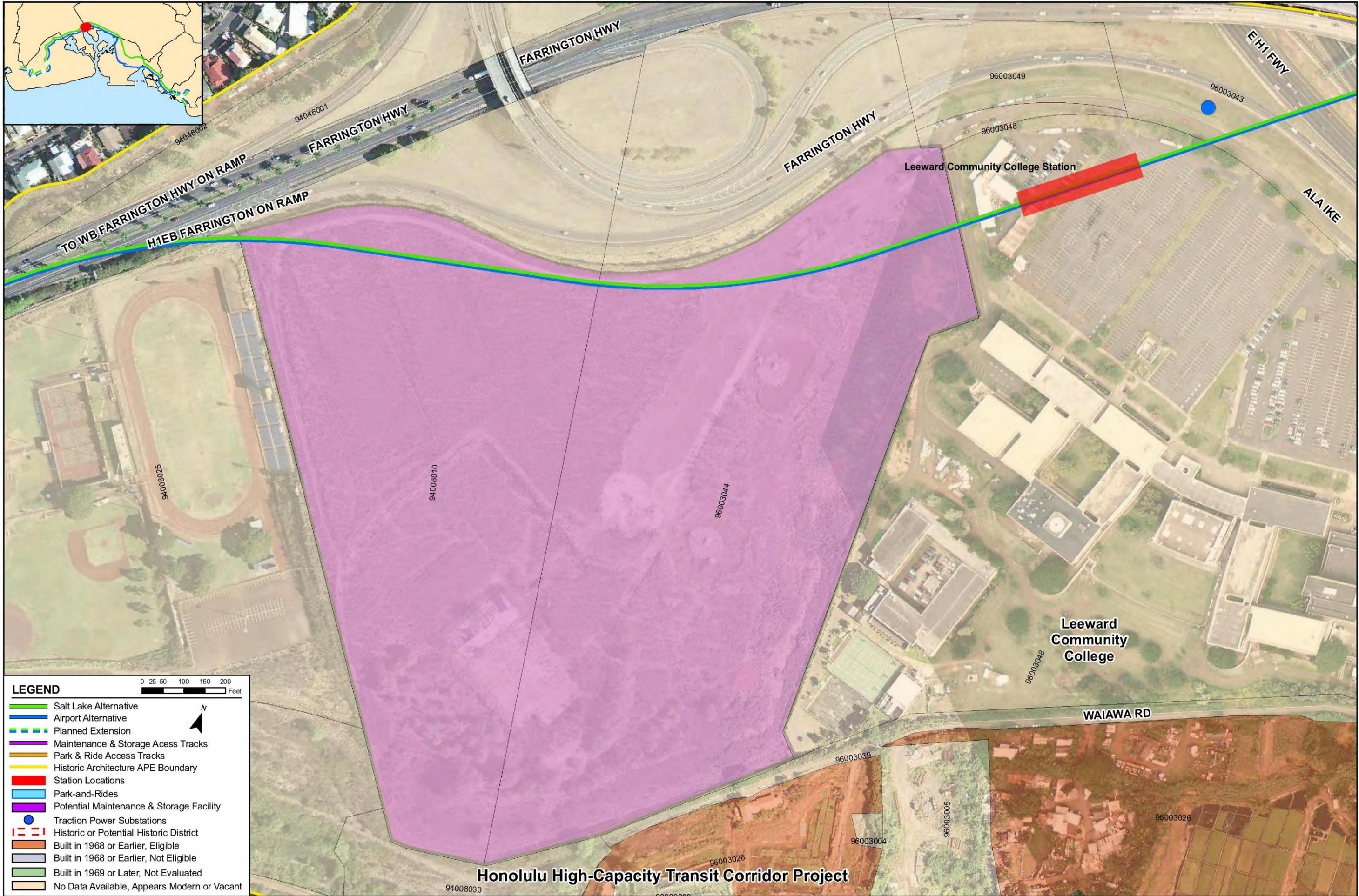
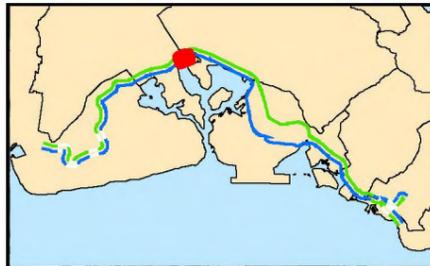
LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project

Pearl Harbor National Historic Landmark

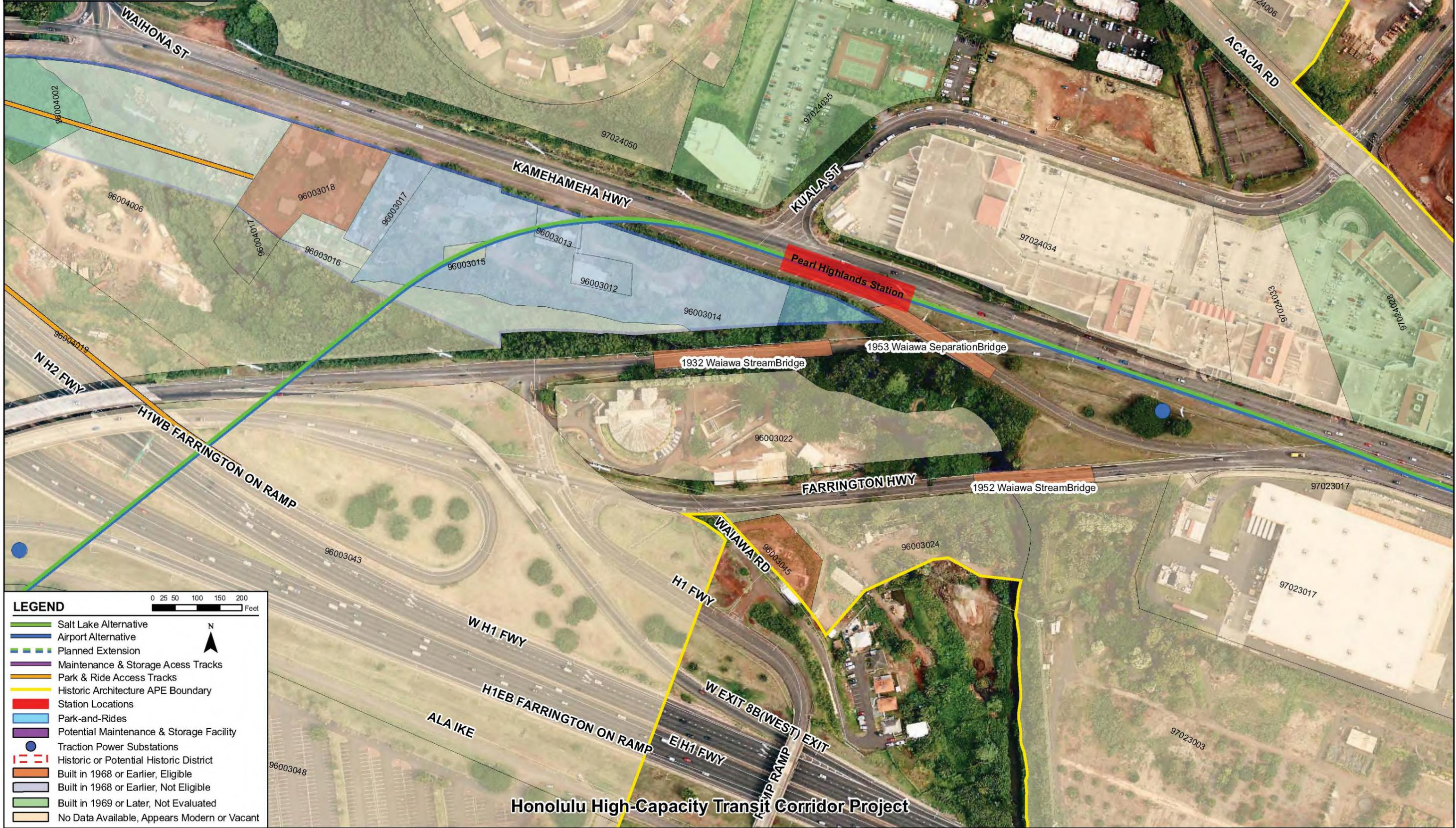
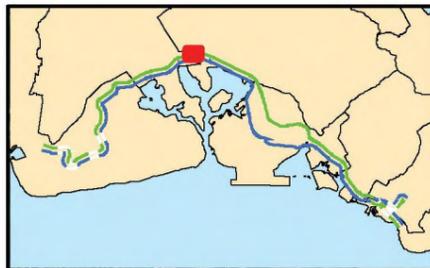


LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- - - Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- - - Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- - - Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



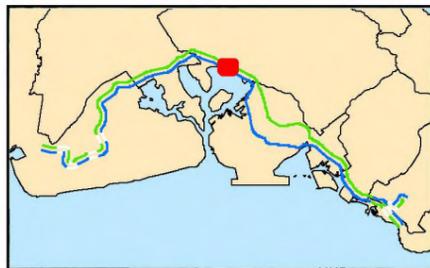
LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



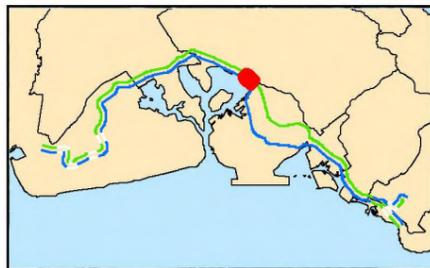
LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- - - Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- - - Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Pearl Harbor National Historic Landmark

Honolulu High-Capacity Transit Corridor Project



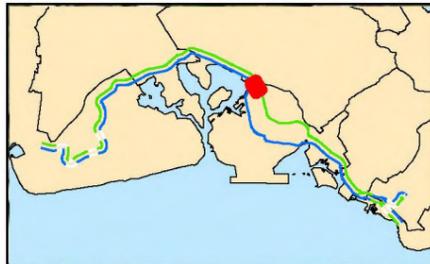
LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Pearl Harbor National Historic Landmark

Honolulu High-Capacity Transit Corridor Project





LEGEND

0 25 50 100 150 200 Feet

- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project

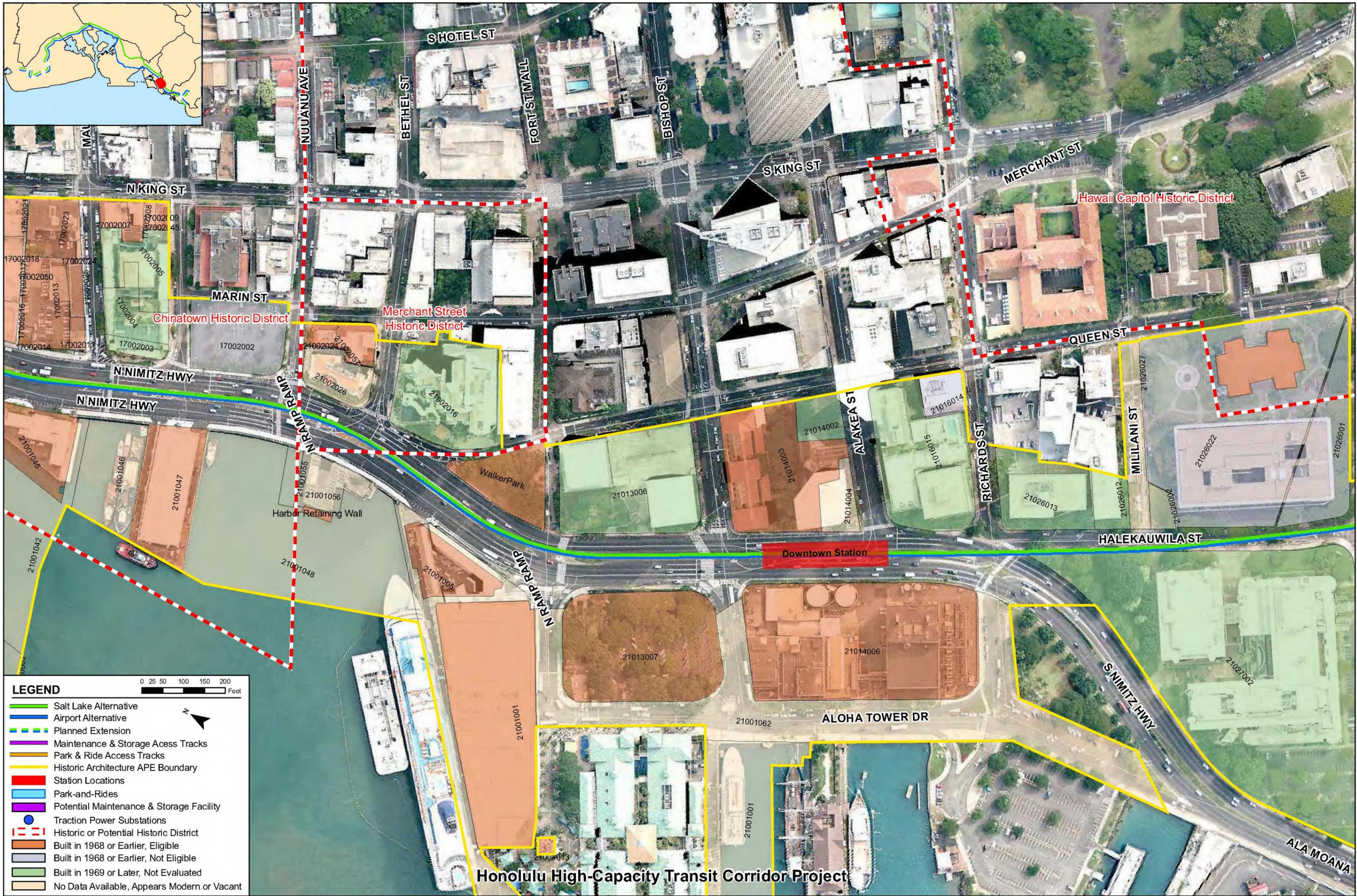
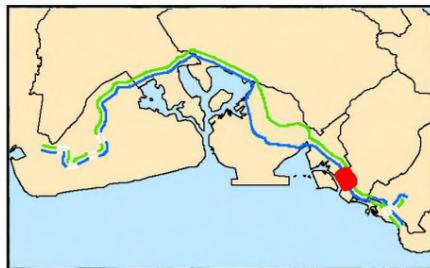


LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

▲ N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



Historic District

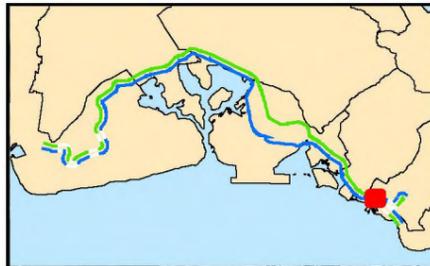


LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



Aloha Stadium Station (Airport)

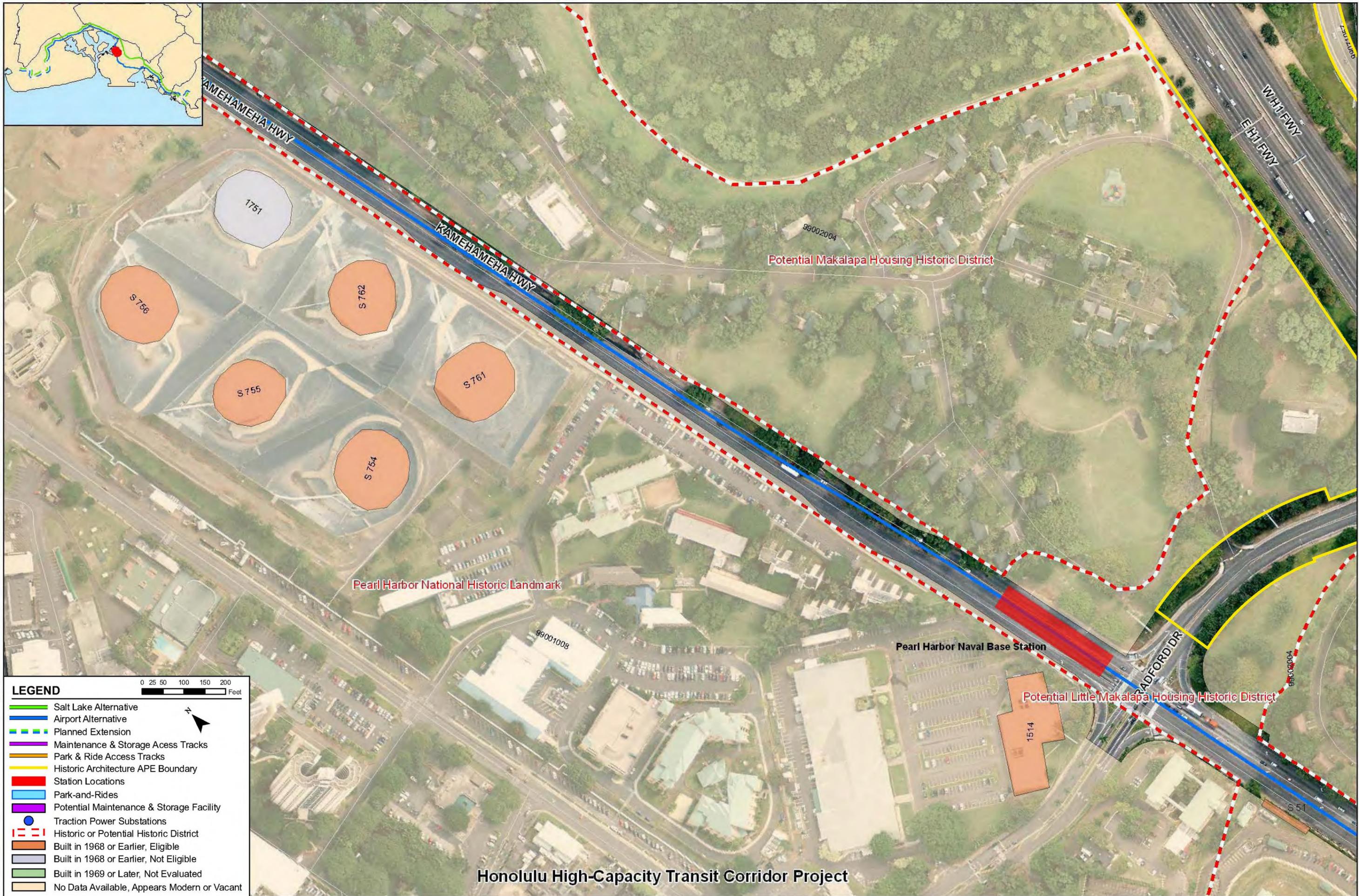


LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



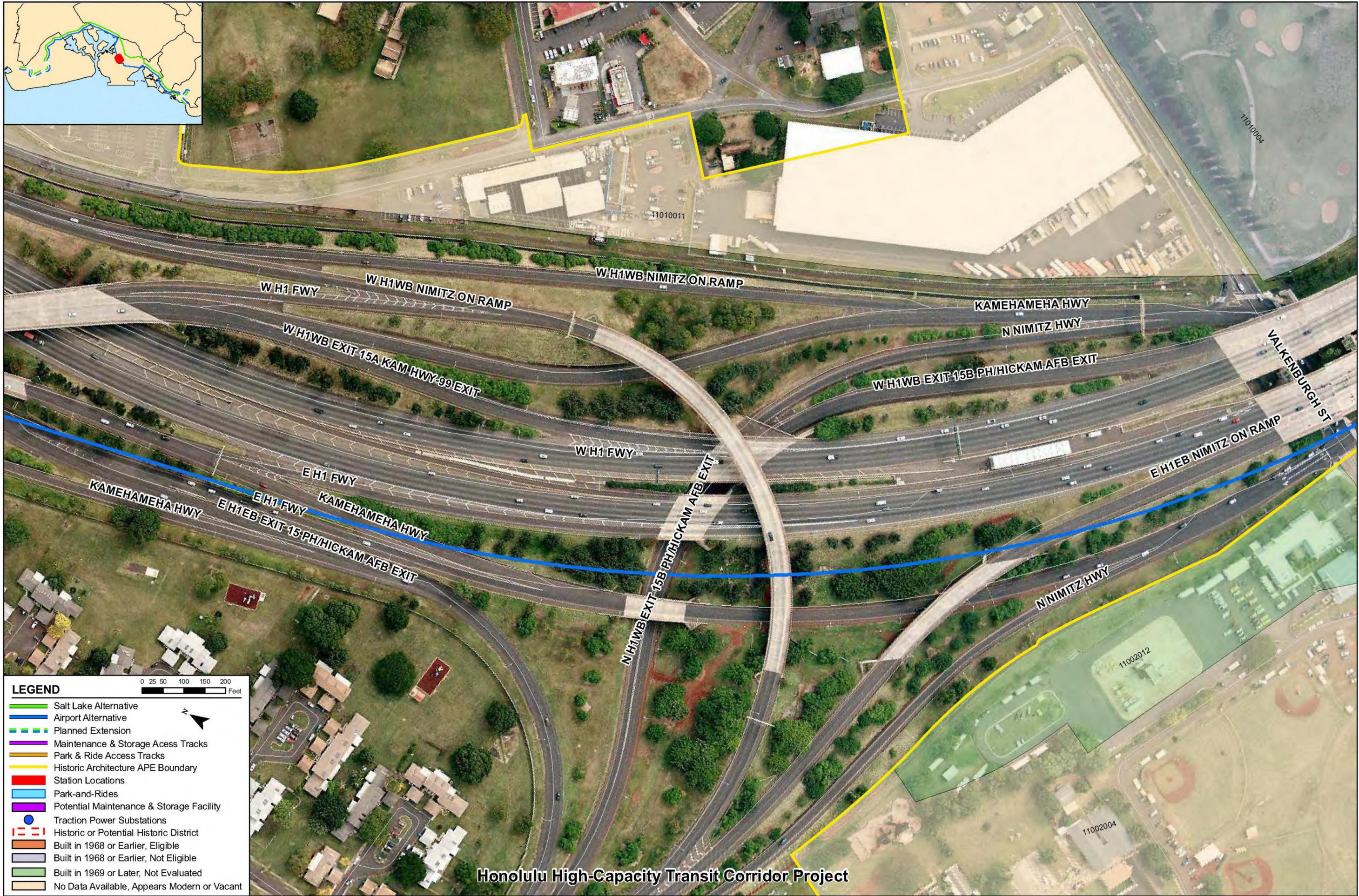
LEGEND

0 25 50 100 150 200 Feet

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



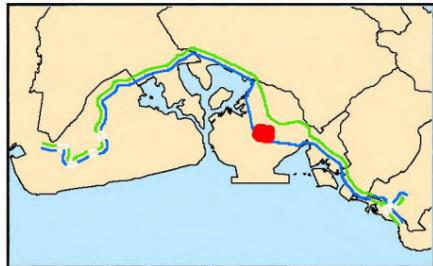


LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



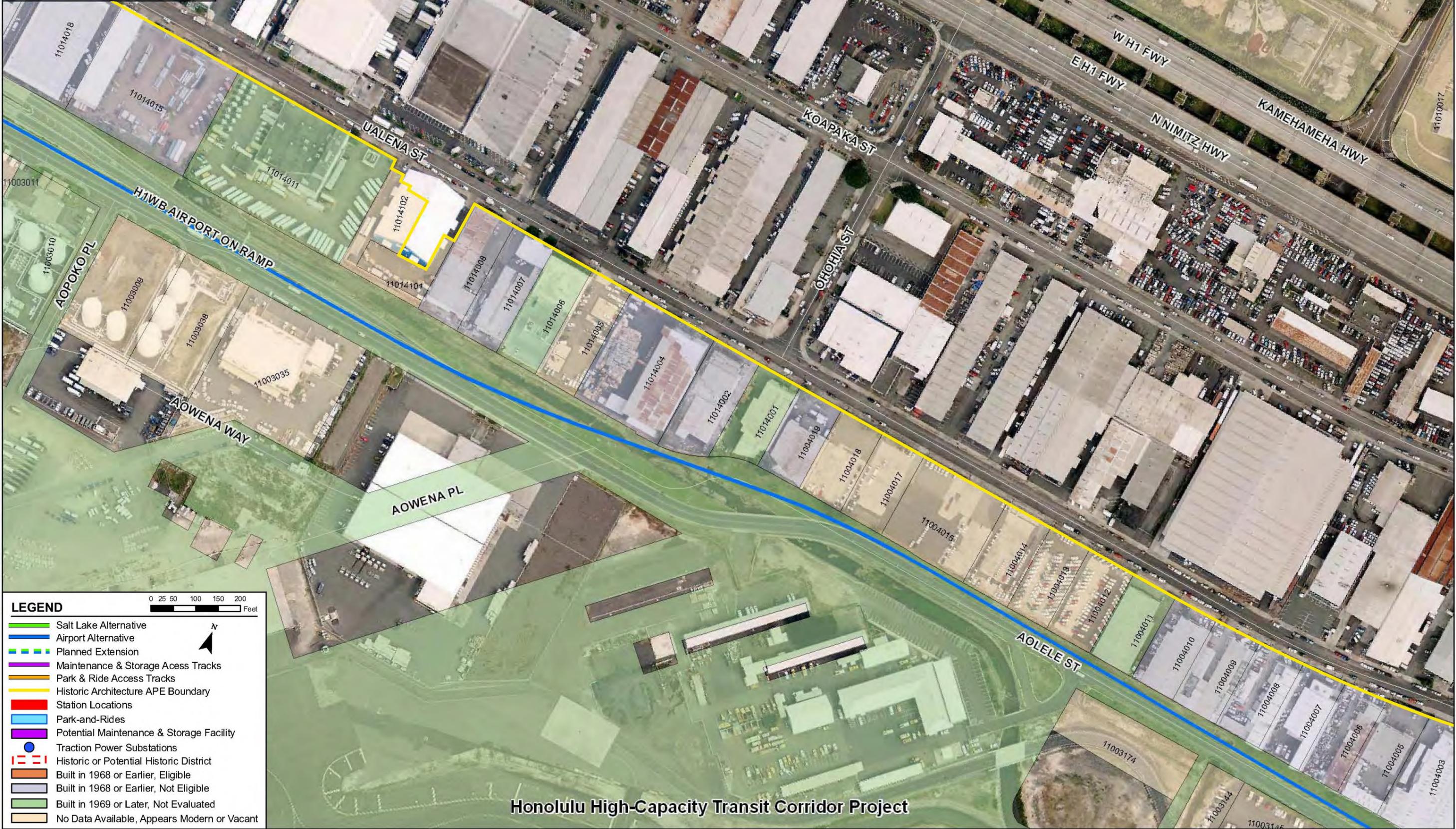
LEGEND

0 25 50 100 150 200 Feet

N

- Salt Lake Alternative
- Airport Alternative
- Planned Extension
- Maintenance & Storage Access Tracks
- Park & Ride Access Tracks
- Historic Architecture APE Boundary
- Station Locations
- Park-and-Rides
- Potential Maintenance & Storage Facility
- Traction Power Substations
- Historic or Potential Historic District
- Built in 1968 or Earlier, Eligible
- Built in 1968 or Earlier, Not Eligible
- Built in 1969 or Later, Not Evaluated
- No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

Honolulu High-Capacity Transit Corridor Project



LEGEND

0 25 50 100 150 200 Feet

Salt Lake Alternative
 Airport Alternative
 Planned Extension
 Maintenance & Storage Access Tracks
 Park & Ride Access Tracks
 Historic Architecture APE Boundary
 Station Locations
 Park-and-Rides
 Potential Maintenance & Storage Facility
 Traction Power Substations
 Historic or Potential Historic District
 Built in 1968 or Earlier, Eligible
 Built in 1968 or Earlier, Not Eligible
 Built in 1969 or Later, Not Evaluated
 No Data Available, Appears Modern or Vacant

N

Honolulu High-Capacity Transit Corridor Project

