

Chronology of major milestones for the HHCTCP:

- December 7, 2005 FTA publishes a Notice of Intent (NOI) in the Federal Register for a combined alternatives analysis and Draft Environmental Impact Statement (AA/DEIS) considering major highway and transit options for the High Capacity Transit Corridor.
- April 4, 2006 The Oahu Metropolitan Planning Agency adopts a regional transportation plan that includes Rail Transit from Kapolei to Mānoa/Waikīkī.
- November 1, 2006 The City completes the alternatives analysis, having decided in collaboration with FTA to defer the DEIS components in deference to the local schedule for selection of a preferred alternative.
- December 22, 2006 The City selects a locally preferred alternative (LPA) that is “fixed guideway transit” with a length of approximately 34 miles extending from West Oahu, along Salt Lake Boulevard or through Honolulu International Airport, through downtown, and branching to two eastern termini in Waikīkī and on the Mānoa campus of the University of Hawaii.
- February 27, 2007 The City identifies an initial project of approximately 20 miles that extends from the west in Kapolei, via Salt Lake Boulevard, to Ala Moana Center just east of downtown.
- March 15, 2007 FTA publishes a Notice of Intent (NOI) in the Federal Register for a DEIS that will consider the LPA, including alignment options on Salt Lake Boulevard and through Honolulu International Airport.
- May 4, 2007 The Oahu Metropolitan Planning Organization amends the Oahu Regional Transportation Plan to specify fixed guideway from East Kapolei to Ala Moana Center
- April 17, 2008 The City chooses steel wheel on steel rail as the transit technology.
- February 11, 2009 The City completes the DEIS and chooses the airport alignment option.
- May 4, 2009 The City submits an initial request to advance the project into PE.
- (August, 2009) With receipt of the revised financial plan, FTA deems the PE application complete.