

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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April 28, 2010

RT4/10-364057

Colonel Matthew Margotta
Directorate of Public Works
U.S. Army Garrison Hawaii
947 Wright Avenue
Schofield Barracks, Hawaii 96857-5001

Dear Colonel Margotta:

Subject: Honolulu High-Capacity Transit Corridor Project

Enclosed please find three (3) compact disk copies of the Honolulu High-Capacity Transit Corridor Project Final EIS (Pre-Decisional Review Copy). This document addresses comments previously received by the City from the Federal Transit Administration (FTA) and the cooperating agencies. With the exception of Chapter 5, blue highlight has been used throughout the document to denote most of the changes made since the October 2009 version of the Administrative Final EIS that was reviewed by FTA. FTA and the City respectfully request an expedited review by the cooperating agencies on this document.

This version of the Final EIS is being sent to you to review the revisions made to the June 2009 Administrative Final EIS that was issued to the cooperating agencies. Changes include additional documentation of the effects of the Project to Waters of the U.S., a summary of common comments received on the Draft EIS and responses to those comments (Chapter 8), design refinements for access between H-2 and the Pearl Highlands Station, and in the vicinity of the Pearl Harbor National Historic Landmark to remove project features within the boundary of the landmark and design refinements in the vicinity of Honolulu International Airport. These refinements are summarized in Section 2.4.1 of the Final EIS. The environmental effects and mitigation of the refinements are incorporated into Chapters 3 and 4 of the enclosed Final EIS.

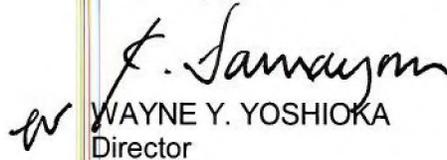
In coordination with the Federal Aviation Administration (FAA) and HDOT Airports Division, the alignment design described in the Draft EIS in the vicinity of Honolulu International Airport was refined to minimize impact to the runway protection zone (RPZ). The FAA's evaluation of design options to avoid conflicts within the RPZ is included in Appendix K of this Final EIS, but the conditional approval of the Airport Layout Plan (ALP) is not included as yet. It will be added to Appendix K prior to issuance of the Final EIS.

Colonel Matthew Margotta
Page 2
April 28, 2001

Chapter 5 of this Final EIS [Section 4(f) Evaluation] was revised in response to FTA's review comments to the October 2009 version of the Administrative Final EIS. The revised text includes a Section 4(f) evaluation of the refined alignment near the Airport. The findings presented in the determination of Section 4(f) use remain consistent with the October 2009 version.

Please review this document and submit final comments to FTA and the City by May 10, 2010. Should you have any questions regarding this matter or would like to meet and discuss the revisions, please contact Ms. Faith Miyamoto of the Rapid Transit Division at (808) 768-8350.

Very truly yours,


WAYNE Y. YOSHIOKA
Director

Enclosures

cc: Mr. Ted Matley, Federal Transit Administration,
Region IX

Table 2-6 Summary of Data for Alternatives Considered in Draft Environmental Impact Statement

Alternative	Daily Islandwide Transit Trips	Vehicle Miles Traveled	Vehicle Hours of Delay	Hours of Transit-user Benefits	Total Capital Cost (Millions 2008 Dollars)	Cost per Hour of Transit-user Benefits Compared to No Build
2030 No Build	226,000	13,583,000	107,000	—	\$978	—
2030 Salt Lake Alternative	270,000	13,096,000	84,000	48,980	\$4,876	\$17.53
2030 Airport & Salt Lake Alternative	272,000	13,103,000	83,000	50,170	\$5,767	\$22.86
2030 Airport Alternative	273,000	13,086,000	82,000	51,900	\$5,084	\$17.78

The Airport Alternative is the Preferred Alternative and is described in this Final EIS as the “Project.”

2.4.1 Refinement of the Preferred Alternative

As a result of consultation under the Section 106 process as discussed in Chapter 4.16 of this Final EIS, the Aloha Stadium and Pearl Harbor Station designs were refined to avoid passing through the Pearl Harbor National Historic Landmark.

In addition, subsequent to the Draft EIS, additional coordination with FTA, the Federal Aviation Administration (FAA), and HDOT Airports Division revealed that the Airport Layout Plan (ALP) for Honolulu International Airport, upon which the alignment was based, was inconsistent with current FAA regulations for the runway protection zone on runway 22L/4R. The ALP showed a 1,000-foot runway protection zone where the requirement is now 1,700 feet. Although there are existing buildings within its limits, objects and activities are discouraged from being added to the controlled activity area of the runway protection zone.

This coordination resulted in an evaluation of a range of options to avoid the runway protection zone, including relocation of runway 22L/4R in the makai direction or transitioning the guideway along a range of alignments between Aolele Street and the H-1 Freeway. Based on this evaluation, the design was refined to follow Ualena Street for

a short distance, transitioning from Aolele Street to Ualena Street at the extension of Ohohia Street (Figure 2-10). This option has the lowest cost and fewer impacts to the airport than the Airport Alternative described in the Draft EIS.

The FAA’s evaluation of design options to avoid conflicts within the runway protection zone is included in Appendix K of this Final EIS. The FAA’s conditionally approved ALP with the refined airport alignment is also included in Appendix K.

2.5 The Project: Fixed Guideway Alternative from East Kapolei to Ala Moana Center via the Airport

The Project will include the construction and operation of a grade-separated fixed guideway transit system between East Kapolei and Ala Moana Center (Figures 2-8 to 2-11). Plans of the alignment are included in Appendix B of this Final EIS. Revisions to the design since the Draft EIS reflect measures to minimize adverse effects to the natural and built environments. The system will use steel wheel on steel rail technology. The vehicles could either be manually operated by a driver or fully automated (driverless). Operating goals for system speed and reliability require that the entire system operate in exclusive right-of-way, with no potential for vehicle or pedestrian conflicts. All parts of the guideway will be elevated,

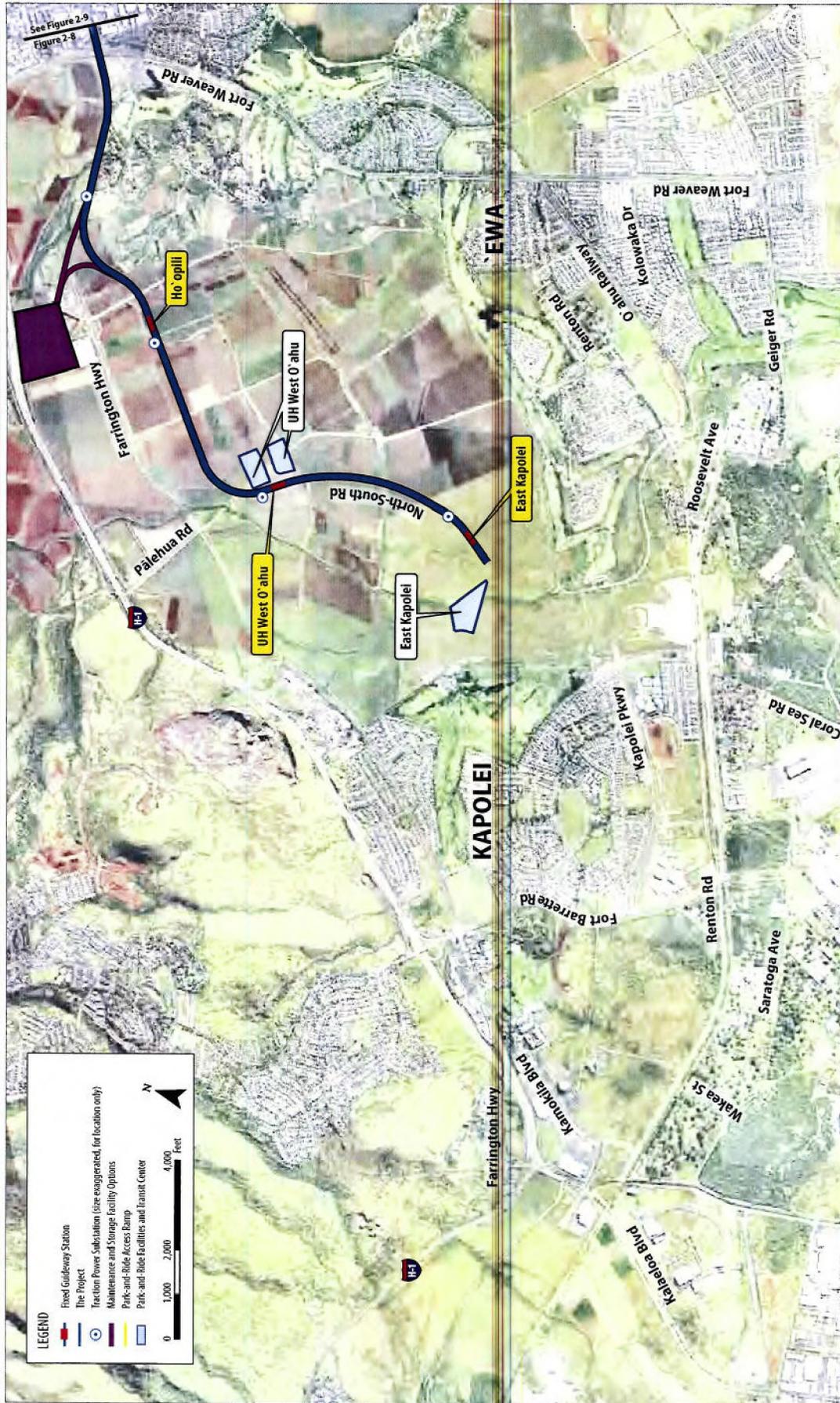


Figure 2-8 Fixed Guideway Transit Alternative Features (East Kapolei to Fort Weaver Road)

April 2010

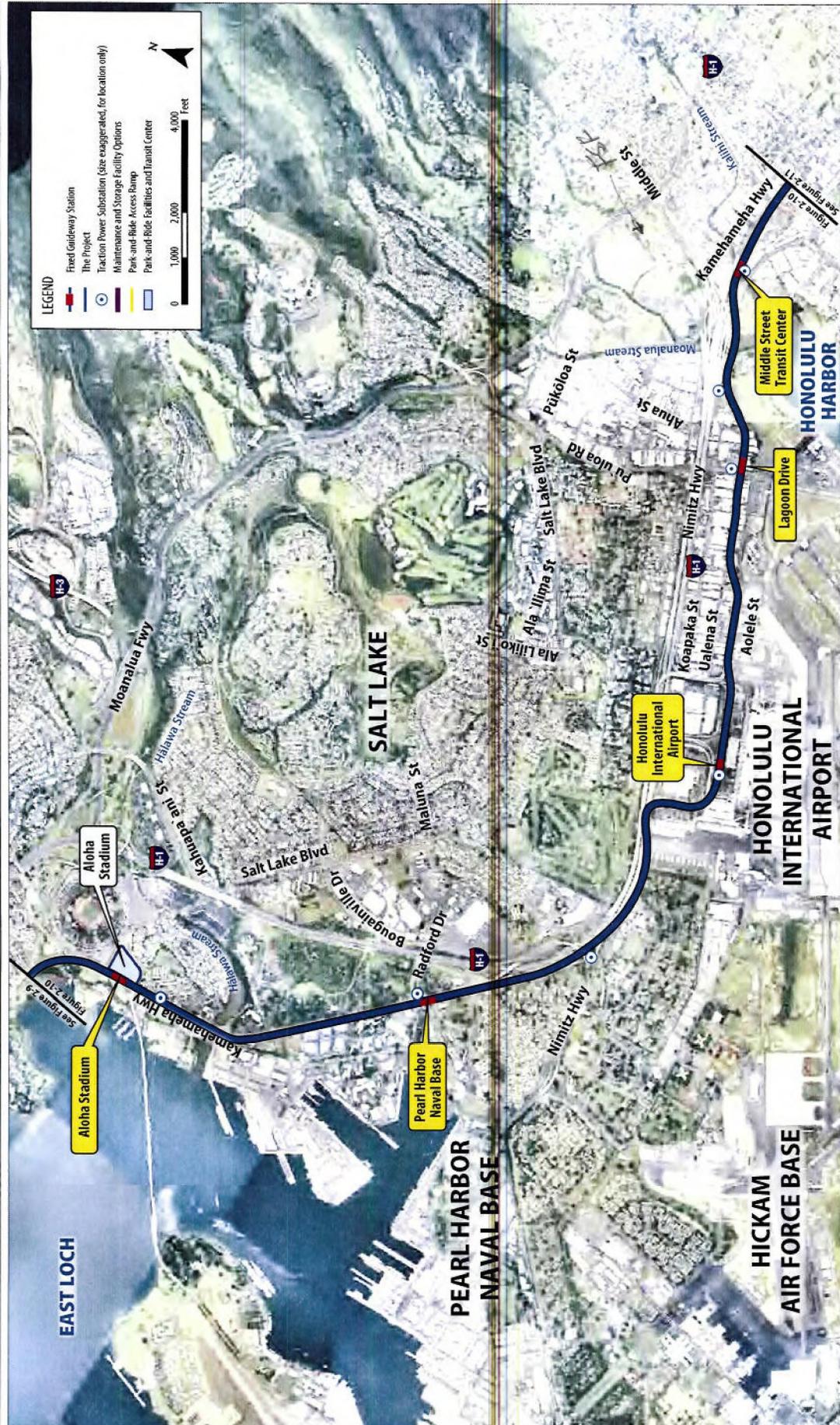


Figure 2-10 Fixed Guideway Transit Alternative Features (Aloha Stadium to Kalia)

April 2010



Figure 2-11 Fixed Guideway Transit Alternative Features (Kalihi to Ala Moana Center)