

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Thursday, January 18, 2007
9:00 a.m.

OEQC Office
State Office Tower

PURPOSE OF MEETING: To discuss Chapter 343 requirements

ATTENDEES: OEQC - Genevieve Salmonson
Jeyan Thirugnanam
Nancy Heinrich
PBQD – Lawrence Spurgeon
DTS – Faith Miyamoto

BRIEF SUMMARY OF MEETING:

1. L. Spurgeon described the Locally Preferred Alternative (LPA) selected by the Honolulu City Council using a map showing the alignments and maintenance facility options. It was pointed out that the Kapolei end and the Salt Lake/Airport section had two alignment options each. Copies of the LPA ordinance were also distributed.
2. L. Spurgeon briefly discussed the next steps in continuing the environmental impact statement (EIS) process for the project. He related that in consideration of the new SAFETEA-LU guidance, the City has agreed to supplement the Notice of Intent for the project that was published in December 2005.
3. In December 2005, the EIS Preparation Notice for the project was published in the Environmental Notice. This EIS Preparation Notice listed the LPA alignment as one of the alternatives that was being considered. Therefore, it was agreed that a supplemental EIS Preparation Notice will not be required.
4. F. Miyamoto related that a Minimum Operable Segment (MOS) will be determined by the City Administration within about a month. There was some discussion about the level of analysis for the MOS versus the LPA. It was agreed that the MOS needs to be studied to the level necessary to have the Governor accept the EIS. Also, it is necessary to discuss the entire system, but not to the same level as the MOS because the timing of the construction of the future segments will probably require a reevaluation of the impacts of the future segments in separate environmental documents.

5. Other concerns discussed included:

- Inclusion of costs of ROW acquisition; how is realistic cost determined when no negotiation has taken place?
- Will visual impacts of the fixed guideway structure be discussed; will landscaping be used to mitigate impacts?
- Any proximity compensation considered? Noise mitigation, such as double pane windows, air conditioning?
- Technology yet to be selected
- Consider allowing commentors to speak using “open mike” at scoping meeting
- EIS should discuss feeder bus network