

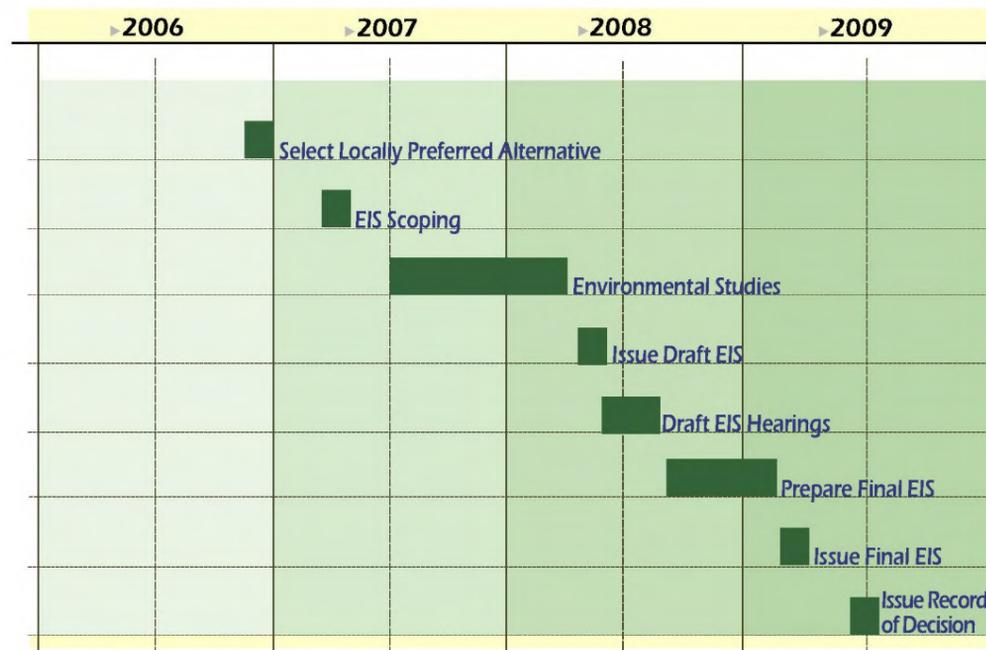
ENVIRONMENTAL REVIEW PROCESS OVERVIEW

The City and County of Honolulu Department of Transportation Services (DTS), in cooperation with the U.S. Department of Transportation Federal Transit Administration (FTA), will be preparing an **Environmental Impact Statement (EIS)** to evaluate alternatives that would provide high-capacity transit service on O'ahu.

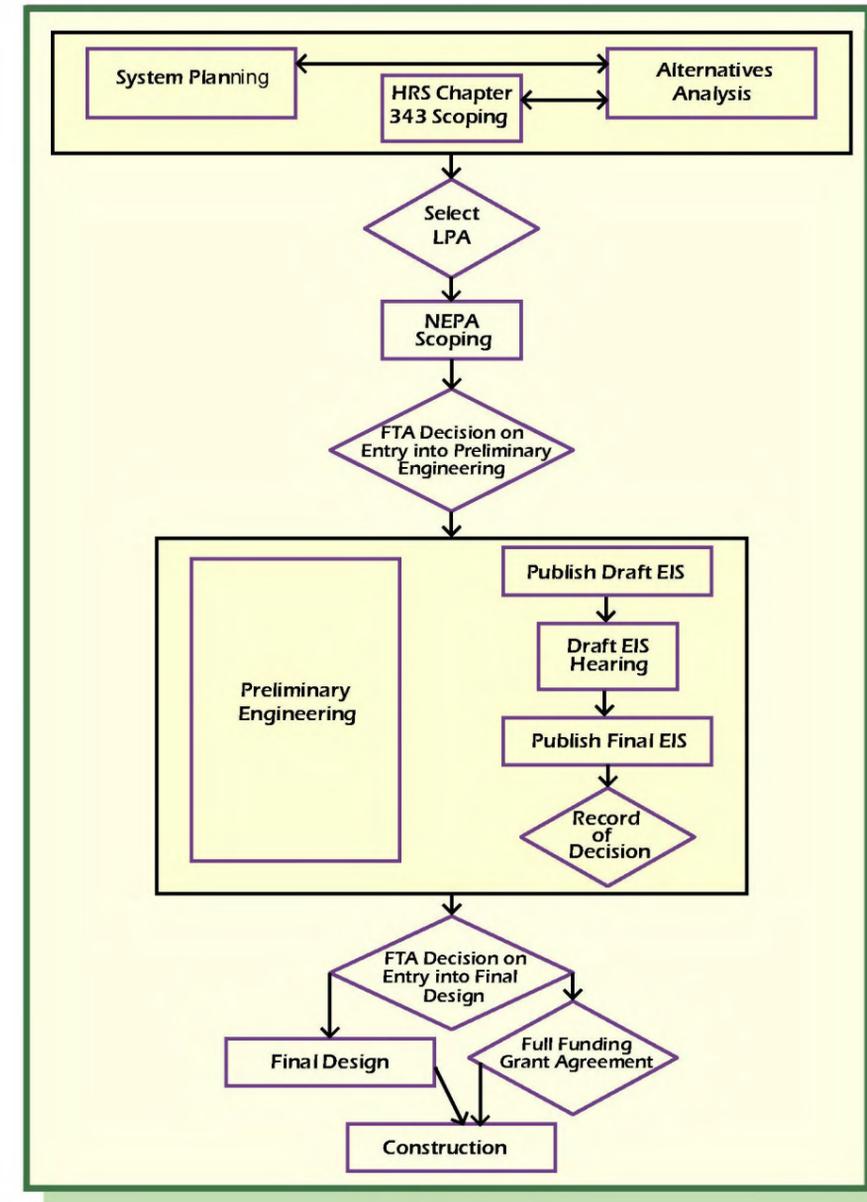
The **EIS** will be prepared to satisfy the requirements of the National Environmental Policy Act of 1969 (**NEPA**) and its implementing regulations and **Chapter 343** of the Hawai'i Revised Statutes.

The **EIS** Process is one step in the overall project development process.

The **EIS** Process is anticipated to follow the following schedule:



The overall project development process is outlined below.



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

PURPOSE OF SCOPING

The purpose of scoping is to collect comments on:

- **The purpose of and needs to be addressed by the project.**
Comments should address the completeness and adequacy of the proposed purpose and need statement presented at Station 3.
- **The alternatives, including the technologies to be evaluated and the alignments and termination points to be considered.**
Comments on the alternatives should propose alternatives that would satisfy the purpose of and need of the project at less cost, with greater effectiveness, or less environmental or community impact that were not previously studied and eliminated for good cause.
- **The environmental, social, and economic impacts to be analyzed.**

At this time, comments should focus on the scope of the **NEPA** analysis and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Comments should be sent to DTS by April 13, 2007.

Unlike comments on the future draft EIS, comments received during scoping will not be responded to individually; however, all comments will be considered during the preparation of the draft EIS.

How To Comment

- ▶ **Provide oral comments to the court reporter**
- ▶ **Fill in a comment form**
- ▶ **Make a comment online at www.honolulustransit.org**
- ▶ **Mail written comments to:**
Department of Transportation Services, City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813
Attention: Honolulu High-Capacity Transit Corridor Project

Honolulu High-Capacity Transit Corridor Project

Welcome to the Honolulu High-Capacity Transit Corridor Project scoping meetings.

The FTA and DTS invite all interested individuals and organizations, and Federal, State, and local governmental agencies and Native Hawaiian organizations, to comment on the project's purpose and need, the alternatives to be considered in the EIS, and the impacts to be evaluated. During the scoping process, comments on the proposed statement of purpose and need should address its completeness and adequacy. Comments on the alternatives should propose alternatives that would satisfy the purpose and need at less cost or with greater effectiveness or less environmental or community impact and were not previously studied and eliminated for good cause. At this time, comments should focus on the scope of the NEPA review and should not state a preference for a particular alternative. The best opportunity for that type of input will be after the release of the draft EIS.

Please review the project information and ask project staff any questions about the project that you might have. The information presented at the scoping meeting is also available on the project website at www.honolulustransit.org.

You may provide official comments in several ways. Here at the scoping meeting you may provide oral comments to the court reporter who will record them for the record or use this form to provide written comments. After the meeting, you may provide an on-line comment at www.honolulustransit.org or use this form to send a written comment to the Department of Transportation Services.

Name: _____ Address: _____

Phone: _____

E-mail: _____

Comments:

Comment Form

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

project overview frequently asked questions tell us what you think more information

understanding the study process

TELL US WHAT YOU THINK

Please provide a comment about the Honolulu High-Capacity Transit Corridor Project. To be placed on the project mailing list or to request a presentation to your group or organization, please fill in your contact information below.

[* Required Fields]

Add to Mailing List: Yes No

First Name* _____

Last Name* _____

Business/Organization: _____

Address* _____

Apt./Suite No. _____ Please be sure to include your Apt./Suite No. if relevant.

City* _____

State* HI

Zip Code* _____

Email: _____

Telephone: _____ Ext. _____

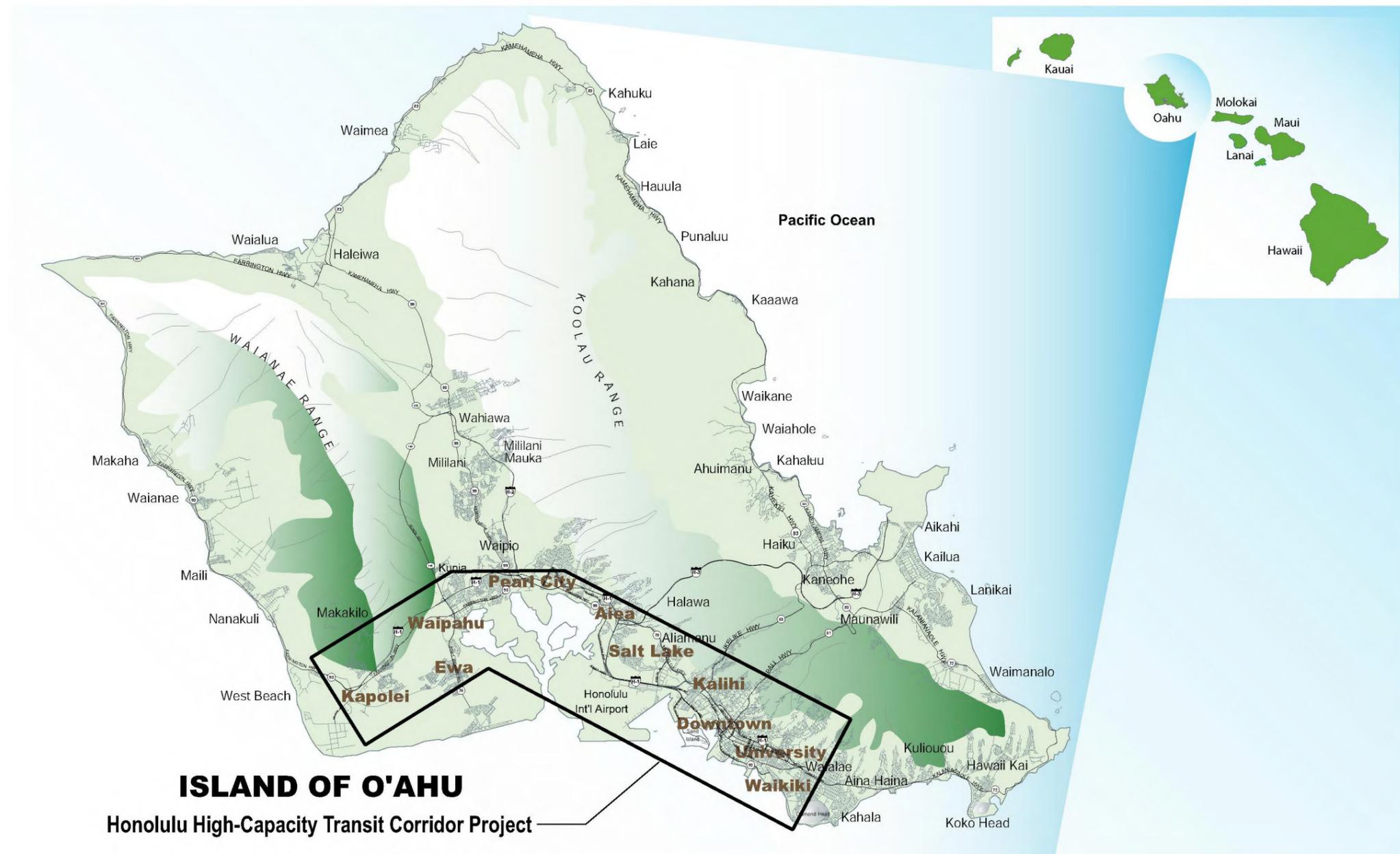
Your Input: _____

Yes, I would like a reply. (Email address is required.)

What is an Environmental Impact Statement (EIS)?
An Environmental Impact Statement is an environmental review required by the National Environmental Policy Act (NEPA) and its implementing regulations (Chapter 343 of the Hawaii Revised Statutes). The EIS for the Honolulu High-Capacity Transit Corridor Project will follow completion of the A and will contain more detailed information on the locally preferred alternative, including environmental mitigation measures that will be required for construction and operation of the project.

Website Comment Form

STUDY CORRIDOR



ISLAND OF O'AHU
Honolulu High-Capacity Transit Corridor Project

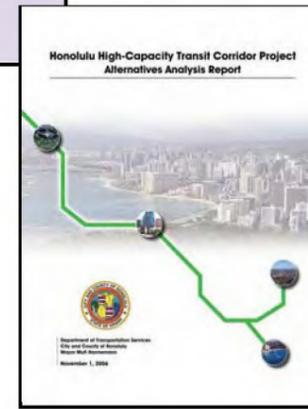
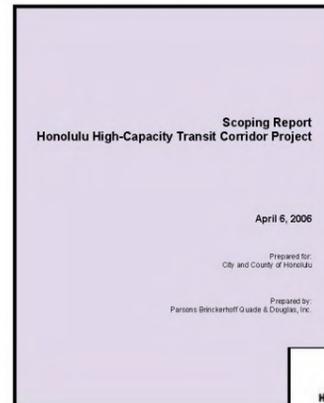
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

OVERVIEW OF PROJECT HISTORY

Scoping for the Alternatives Analysis and Hawai'i Revised Statutes Chapter 343 process was completed in January 2006.

The City and County of Honolulu completed a planning Alternatives Analysis in October 2006 that evaluated alternatives to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.

The City Council conducted thirteen meetings to gather public testimony on the project.



Date	Meeting	Description
November 1, 2006	City Council	Special Meeting on AA
November 2, 2006	City Council	First reading of Bill 79, relating to selection of the LPA
November 13, 2006	Transportation and Planning Committee	Community Outreach Meeting at McKinley High School
November 16, 2006	Transportation and Planning Committee	Community Outreach Meeting at Kapolei Hale
November 17, 2006	Transportation and Planning Committee	Community Outreach Meeting at Kalākaua Middle School
November 20, 2006	Transportation and Planning Committee	Community Outreach Meeting at Windward Community College
November 21, 2006	Transportation and Planning Committee	Community Outreach Meeting at Pearl Ridge Elementary School
November 22, 2006	Transportation and Planning Committee	Community Outreach Meeting at Mililani District Park
November 27, 2006	Transportation and Planning Committee	Community Outreach Meeting at Radford High School
November 30, 2006	Transportation and Planning Committee	Transit Advisory Task Force Progress Report
December 7, 2006	City Council	Special Meeting, second reading of Bill 79
December 14, 2006	Transportation and Planning Committee	Special Meeting, relating to Bill 79
December 22, 2006	City Council	Special Meeting, third reading of Bill 79, passage of Bill 79, selecting the LPA

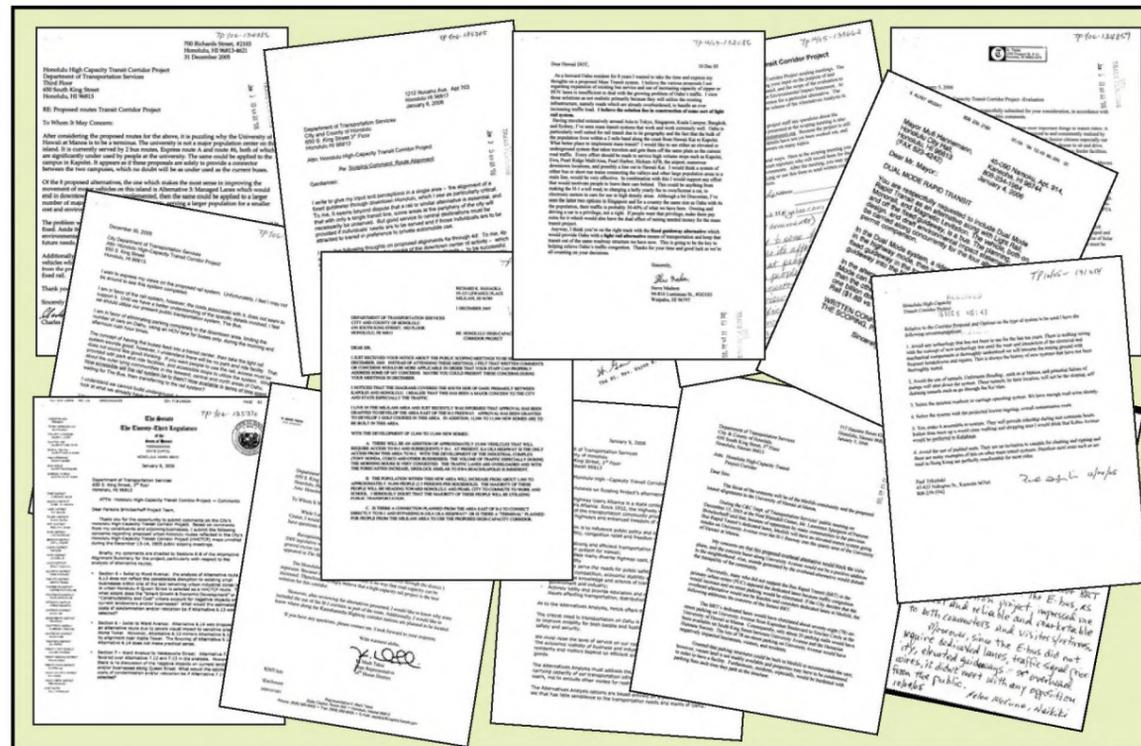
The Locally Preferred Alternative was signed into law as Ordinance 07-001

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

ALTERNATIVES ANALYSIS AND HAWAII REVISED STATUTES CHAPTER 343 SCOPING

Between December 7, 2005 and January 9, 2006, the City and County of Honolulu conducted scoping for the planning Alternatives Analysis and Hawai'i Revised Statutes Chapter 343 process on the Honolulu High-Capacity Transit Corridor Project.

Scoping meetings were held on December 13 and December 14, 2005. Approximately 650 people attended the two meetings.



Comments were received on the Purpose and Need, Alternatives, and Scope of Analysis for the Alternatives Analysis.

Results of the Scoping Process were published in the Honolulu High-Capacity Transit Corridor Project Scoping Report.

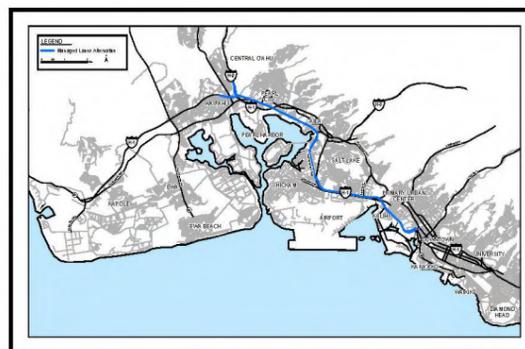
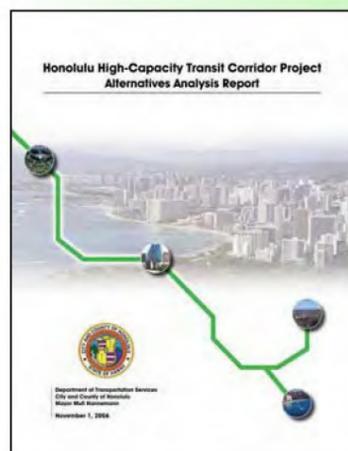
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

ALTERNATIVES ANALYSIS REPORT

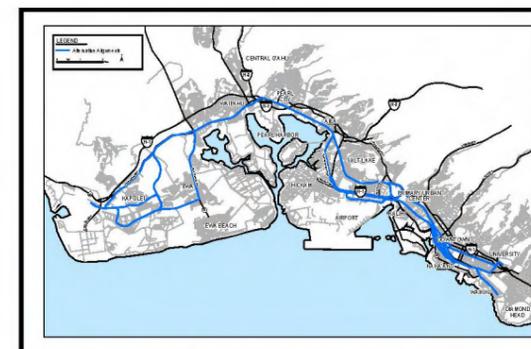
The City and County of Honolulu prepared an **Alternatives Analysis Report** to evaluate the Alternatives and Issues identified during scoping.

The Alternatives Analysis evaluated four alternatives to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa:

- **No Build**
- **Transportation System Management**
- **Managed Lane**
- **Fixed Guideway Alternative**



Managed Lane



Fixed Guideway Alternative

Conceptual engineering, planning, financial and environmental analysis was conducted to evaluate the four alternatives.

<p>Summary</p> <p>The City and County of Honolulu Department of Transportation Services (DTS) is preparing the Honolulu High-Capacity Transit Corridor Project Alternatives Analysis (AHAA) to evaluate alternatives for the Honolulu High-Capacity Transit Corridor Project (HHCTCP) in the Honolulu area. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.</p> <p>Purpose of and Need for Transportation Improvements</p> <p>The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.</p>	<p>Alternatives Considered</p> <p>Four alternatives were considered in the AHAA. They were developed through a scoping process that involved public input and consultation with the Honolulu High-Capacity Transit Corridor Project Steering Committee. The alternatives are:</p> <ul style="list-style-type: none"> No Build Alternative Transportation System Management Alternative Managed Lane Alternative Fixed Guideway Alternative <p>Each alternative was evaluated based on its ability to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.</p>	<p>Environmental Impacts and Benefits</p> <p>The No Build and TSM Alternatives would provide minimal environmental impacts. However, they are not considered to be the most desirable alternatives. The Managed Lane Alternative would provide a moderate number of additional jobs and a moderate number of additional jobs. The Fixed Guideway Alternative would provide a moderate number of additional jobs and a moderate number of additional jobs.</p>	<p>Evaluation of Alternatives</p> <p>The Alternatives Analysis evaluated the four alternatives based on their ability to provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.</p>	<p>Financial Feasibility</p> <p>The Fixed Guideway Alternative would provide the most jobs and the most jobs. The Managed Lane Alternative would provide a moderate number of additional jobs and a moderate number of additional jobs. The TSM Alternative would provide a moderate number of additional jobs and a moderate number of additional jobs.</p>	<p>Residents' Alternatives Preferences</p> <p>The residents of Honolulu are very concerned about transportation. In the Honolulu Alternatives Analysis (AHAA) conducted in 2006, residents identified the Fixed Guideway Alternative as the most preferred alternative. The project is a major transportation project that will provide high-capacity transit service in the travel corridor between Kapolei and UH Mānoa.</p>	<p>Issues to be Resolved</p> <ul style="list-style-type: none"> Selection of study alignment and station sites will be defined in selection of the Locality Preferred Alternative. Selection of a fixed guideway for the Fixed Guideway Alternative of the Locality Preferred Alternative. Operation of a public-private partnership to construct the project that can be delivered with limited public funds. Environmental improvements.
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HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

SELECTION OF THE LOCALLY PREFERRED ALTERNATIVE

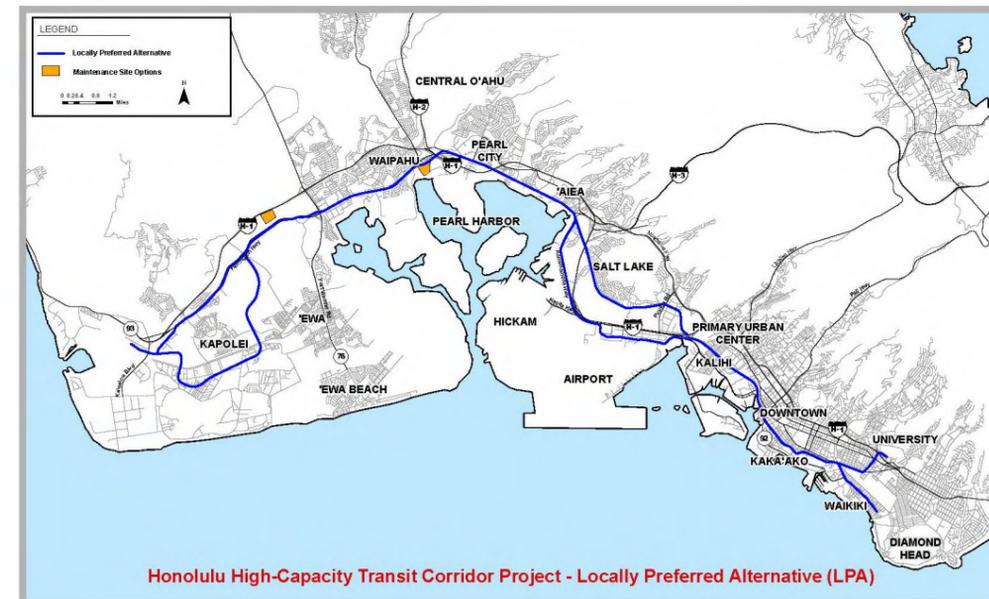
The City Council selected the **Fixed Guideway Alternative** as the **Locally Preferred Alternative (LPA)** on December 22, 2006, after holding thirteen meetings where the topic was addressed and public comment was sought.

Date	Meeting	Description
November 1, 2006	City Council	Special Meeting on AA
November 2, 2006	City Council	First reading of Bill 79, relating to selection of the LPA
November 13, 2006	Transportation and Planning Committee	Community Outreach Meeting at McKinley High School
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Testimony from the meetings, along with a summary and responses to issues of concern was compiled in the Honolulu High-Capacity Transit Corridor Project Summary of City Council Hearings Testimony.

Nearly three-thousand items of testimony were received; most of the comments were in support of a specific alternative to the project.

Favoring Fixed Guideway	Favoring Managed Lanes
2,395	23
Favoring Bus Transit	Opposed to Project
13	291
Total Testimonies	
2,936	



The **Locally Preferred Alternative (LPA)** was signed into Law as Ordinance 07-001 on January 6, 2007.

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

ENVIRONMENTAL IMPACT STATEMENT

ALTERNATIVES

ALTERNATIVE 1 NO BUILD

The No Build Alternative includes existing transit and highway facilities and committed transportation projects anticipated to be operational by 2030.

Committed transportation projects are those programmed in the 2030 O'ahu Regional Transportation Plan prepared by OMPO. The committed highway elements of the No Build Alternative are also included in the build alternatives.

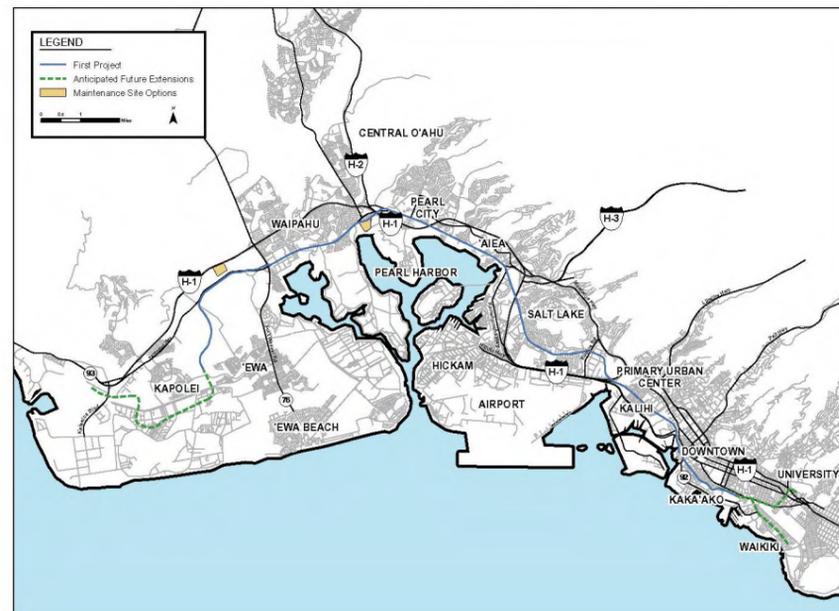
The No Build Alternative's transit component would include an increase in fleet size to accommodate the anticipated growth in population, while allowing service frequencies to remain the same as today.

TRANSIT TECHNOLOGIES:

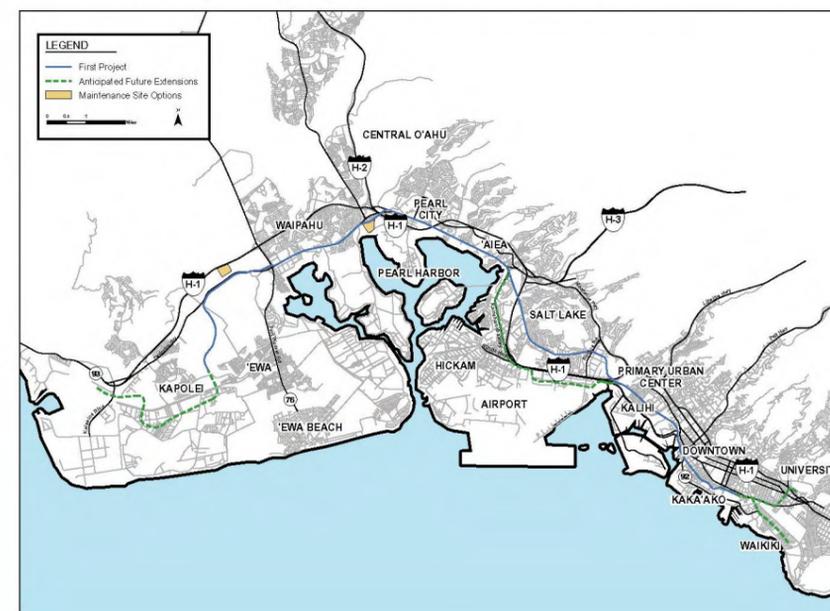
FIVE distinct transit technologies are being considered for the Fixed Guideway Alternatives:

- ▶ light rail transit
- ▶ rapid rail transit
- ▶ rubber-tired guided vehicles
- ▶ magnetic levitation
- ▶ monorail

ALTERNATIVE 2 Fixed Guideway Transit Alternative via Salt Lake Boulevard



ALTERNATIVE 3 Fixed Guideway Transit Alternative serving Airport and Salt Lake Boulevard



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

FIXED GUIDEWAY ALTERNATIVES FIRST PROJECT

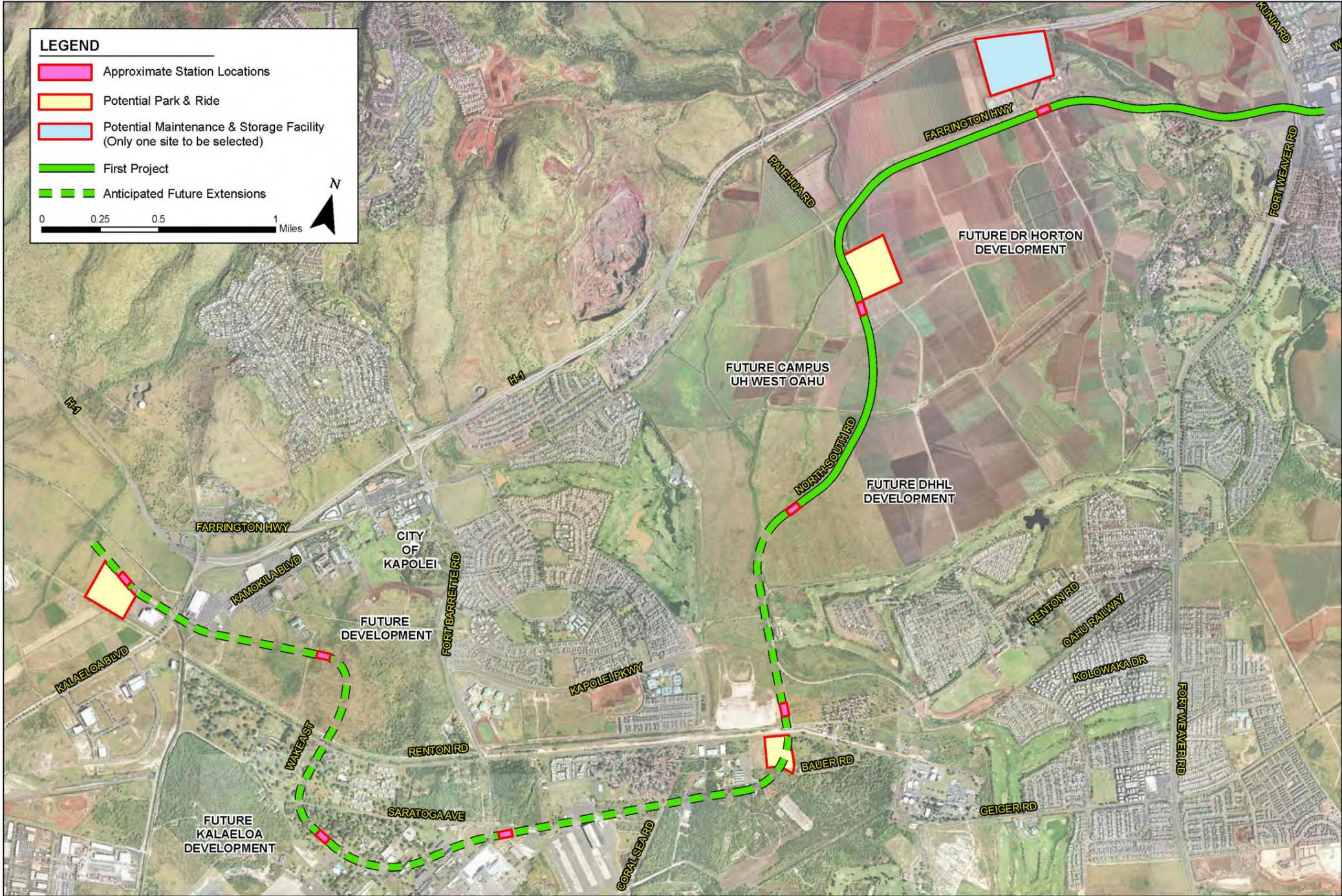
The First Project is the portion of the Alternative that would be constructed first, using currently identified funding sources. The First Project for either of the Fixed Guideway Alternatives is currently expected to begin in the vicinity of the planned University of Hawai'i West O'ahu campus and extend to Ala Moana Center via Salt Lake Boulevard.



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

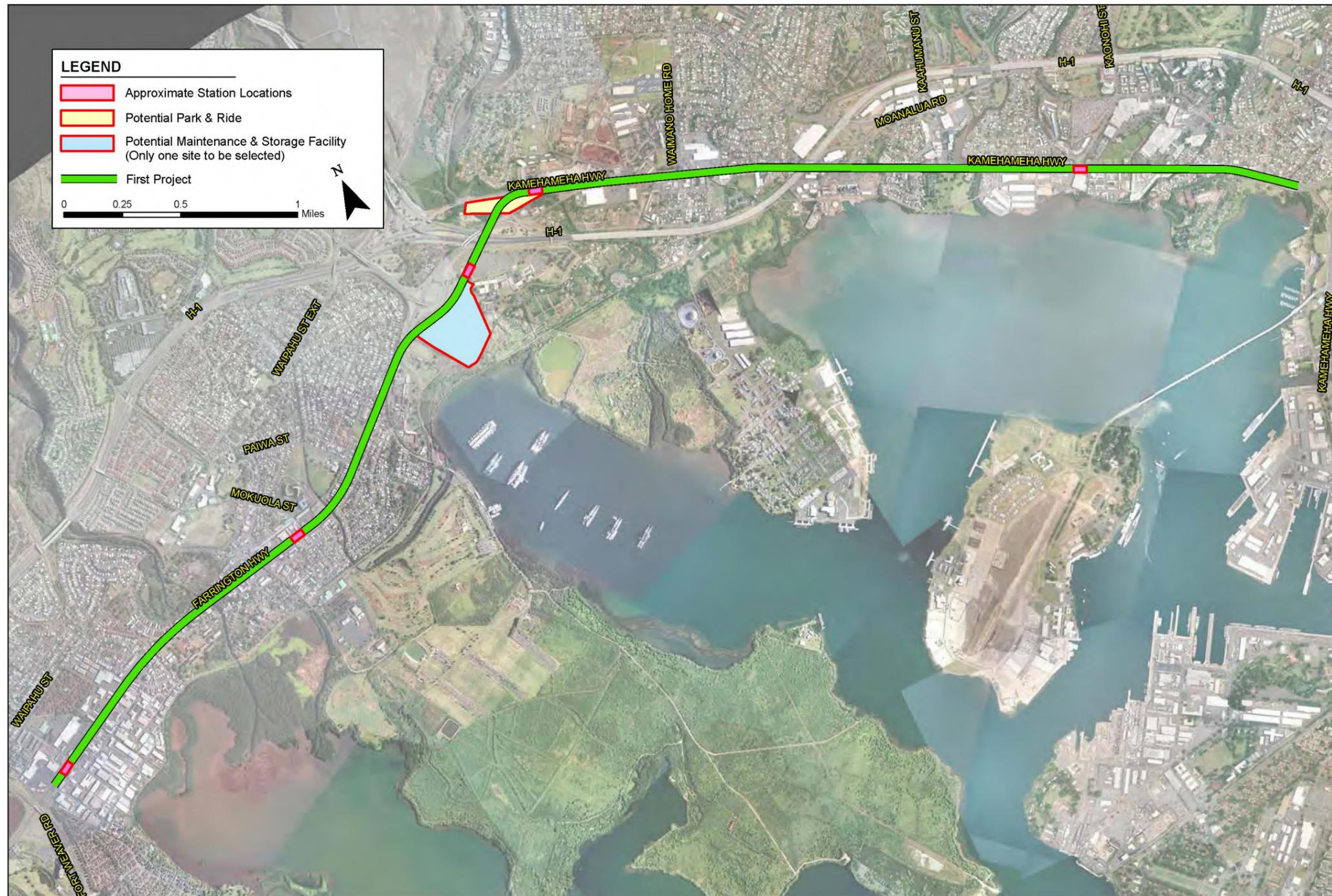
FIXED GUIDEWAY ALTERNATIVES

KAPOLEI TO FORT WEAVER ROAD



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

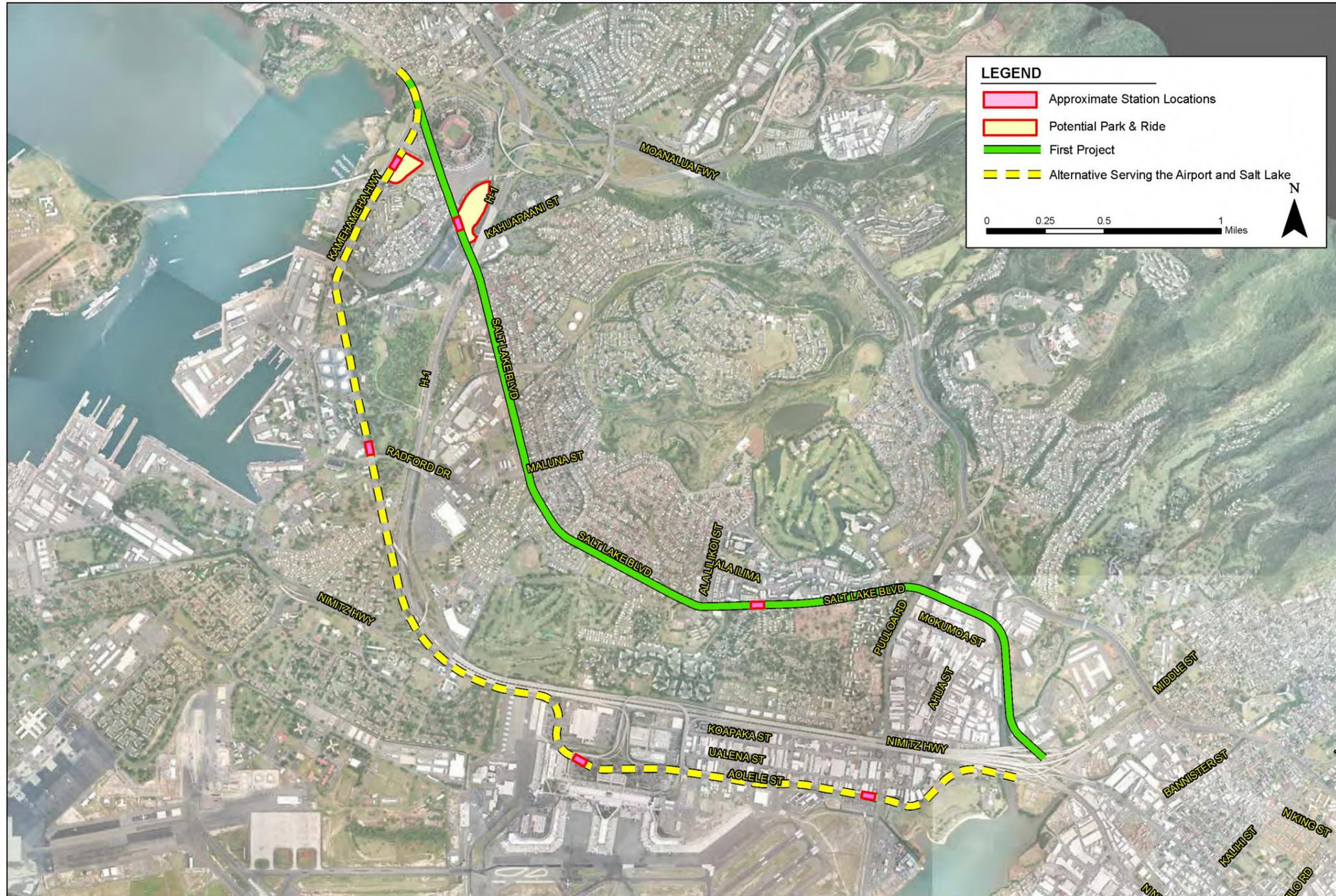
FIXED GUIDEWAY ALTERNATIVES FORT WEAVER ROAD TO ALOHA STADIUM



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

FIXED GUIDEWAY ALTERNATIVES

ALOHA STADIUM TO MIDDLE STREET



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

FIXED GUIDEWAY ALTERNATIVES

MIDDLE STREET TO IWILEI



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

FIXED GUIDEWAY ALTERNATIVES IWILEI TO UH MĀNOA



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

FIXED GUIDEWAY ALTERNATIVES TRANSIT STATION LOCATIONS

Station Locations for First Project

UH West O'ahu Makai Station
 UH West O'ahu at Farrington Highway Station
 Farrington Highway Koko Head of North-South Road Station
 Farrington Highway at Leokū Street Station
 Farrington Highway at Mokuola Street Station
 Leeward Community College Station
 Kamehameha Highway at Kuala Street Station
 Kamehameha Highway at Kaonohi Street Station
 Salt Lake Boulevard at Kahuapa'ani Street
 Salt Lake Boulevard at Ala Nioi Place Station
 Dillingham Boulevard at Middle Street Station
 Dillingham Boulevard at Mokauea Street Station
 Dillingham Boulevard at Kōkea Street Station
 Ka'aahi Street Station
 Nimitz Highway at Kekaulike Street Station
 Nimitz Highway at Fort Street Station
 Halekauwila Street at South Street Station
 Halekauwila Street at Ward Avenue Station
 Ala Moana Center Station

Station Locations for Future Extensions

Kapolei Parkway at Hanua Street
 Kapolei Parkway at Wākea Street
 Saratoga Avenue at Wākea Street
 Saratoga Avenue at Fort Barrette Road
 Kapolei Parkway at North-South Road
 Kapi'olani Boulevard at McCully Street
 University Avenue at Date Street
 University Avenue at S. King Street
 UH Mānoa Lower Campus
 Kalākaua Avenue at Convention Center
 Kūhiō Avenue at Kālainmoku Street
 Kūhiō Avenue at Lili'uokalani Avenue

Additional Station Locations for Future Extensions of the Alternative Serving Airport and Salt Lake

Aloha Stadium Station
 Kamehameha Highway at Radford Drive Station
 Airport Station
 Aolele Street at Lagoon Drive Station

ENVIRONMENTAL IMPACT STATEMENT

TRANSIT TECHNOLOGIES

FIVE distinct transit technologies are being considered for the Fixed Guideway Alternatives:

- ▶ light rail transit
- ▶ rapid rail transit
- ▶ rubber-tired guided vehicles
- ▶ magnetic levitation
- ▶ monorail



rubber-tired guided vehicles



light rail transit



magnetic levitation



rapid rail transit



monorail

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

TOPICS FOR EVALUATION IN THE ENVIRONMENTAL IMPACT STATEMENT

The Environmental Impact Statement will evaluate the impacts and benefits of the project alternatives to meet the requirements of the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations and Chapter 343 of the Hawai'i Revised Statutes.

Topics anticipated to be addressed in the Environmental Impact Statement include:

- ▶ Land Use and Parkland
- ▶ Economic Activity
- ▶ Neighborhoods and Communities
- ▶ Farmland and Soil
- ▶ Natural Hazards
- ▶ Visual and Aesthetic Resources
- ▶ Air Quality and Energy
- ▶ Noise and Vibration
- ▶ Water Resources
- ▶ Natural Resources
- ▶ Hazardous Materials
- ▶ Cultural, Historic and Archaeological Resources



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

LAND USE, PARKLAND, ECONOMIC ACTIVITY, NEIGHBORHOODS AND COMMUNITIES

LAND USE

The Fixed Guideway Alternative would affect land use within walking distance of stations. These changes will affect land values and increase the potential for real estate development investments. Transit-oriented development (TOD) around stations would have the following features:

- Moderate to higher density uses
- Within easy walk to and from the station
- Mix of uses
- Pedestrian-oriented
- New construction or redevelopment
- Generates transit ridership

ECONOMIC ACTIVITY

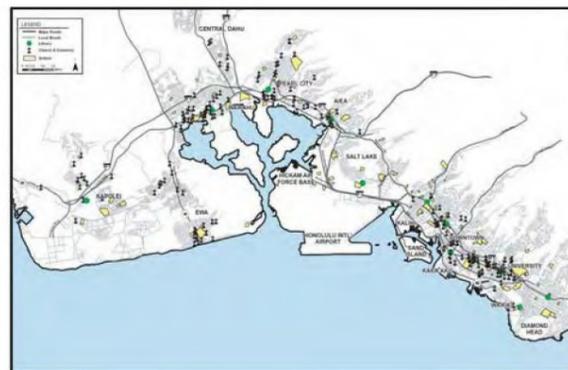
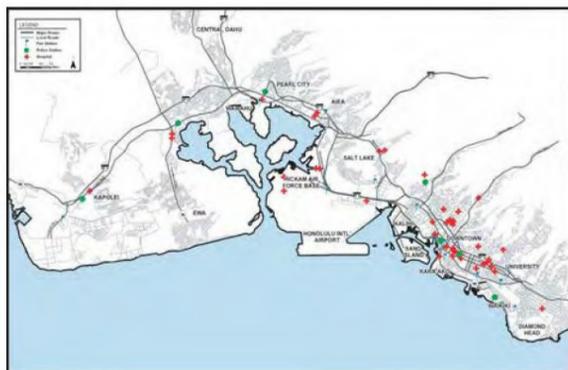
The First Project would generate approximately 10,000 direct, indirect, and induced jobs for the duration of the construction period. The EIS will evaluate economic effects of the project in greater detail.

RIGHT-OF-WAY and RELOCATIONS

Up to 220 parcels would be affected by the Fixed Guideway Alternatives. Of these parcels, 14 are residential parcels. Only a small portion of most affected parcels would be needed. The draft EIS will investigate right-of-way needs in greater detail.

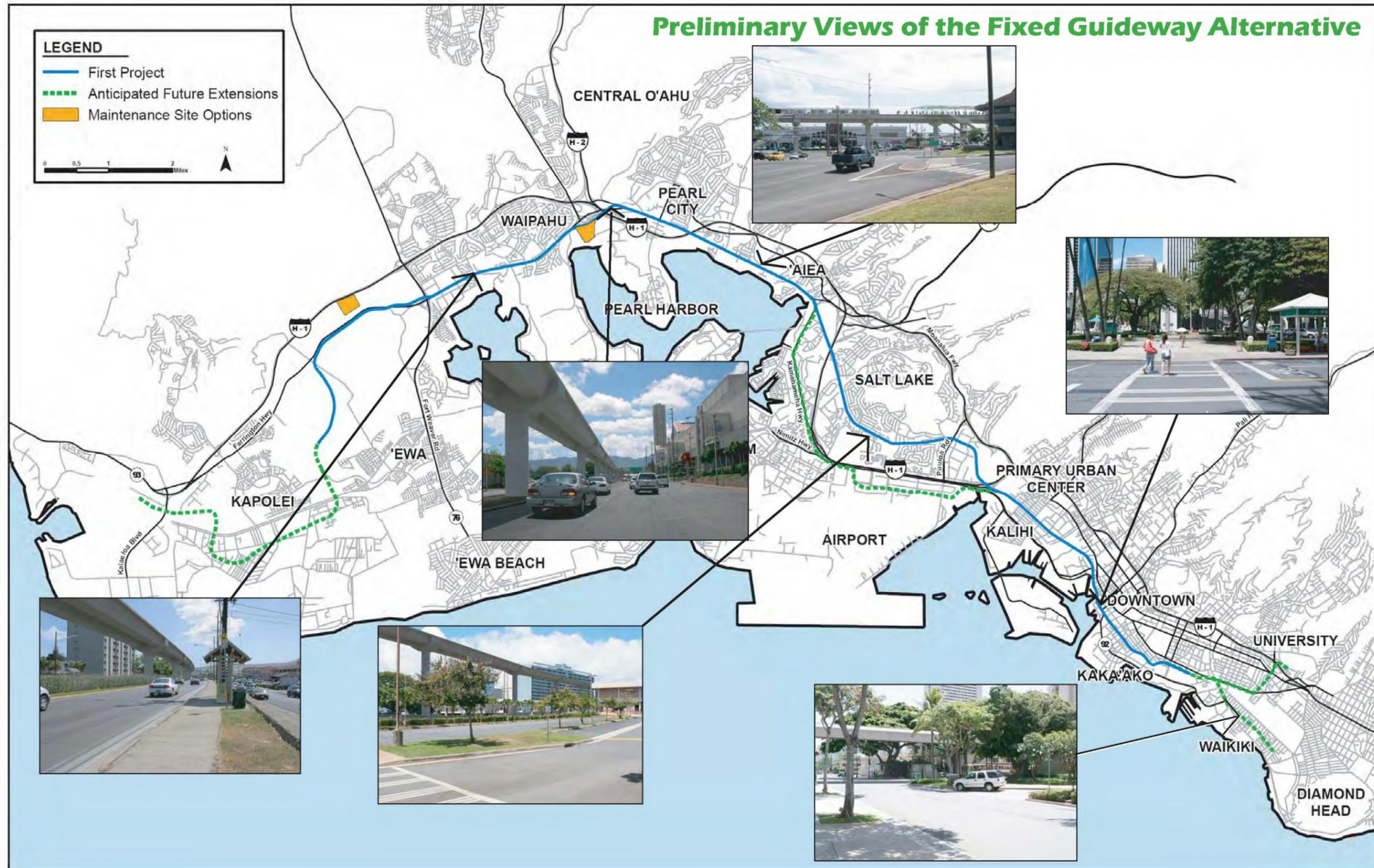
NEIGHBORHOODS and COMMUNITIES

The Fixed Guideway Alternative would increase access to neighborhoods, community facilities and employment opportunities. The proposed transit project would pass along parks and recreational resources, but it is not anticipated that any of these resources would require permanent relocation.



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

VISUAL AND AESTHETIC RESOURCES



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

AIR QUALITY, ENERGY, NOISE AND VIBRATION

AIR QUALITY

The island of O’ahu is in attainment with all national ambient air quality standards. Air pollutants related to motor vehicles are relevant to the evaluation of project impacts and include: carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), particulate matter (PM10 and PM2.5), and Mobile Source Air Toxics.

ENERGY

Energy is consumed during the construction and operation of transportation projects. It is used during construction to manufacture materials, transport materials, and operate construction machinery. Energy used during project operation includes fuel consumed by vehicles in the project area, electricity used to power transit vehicles, and a negligible amount of energy for signals, lighting and maintenance.

NOISE

Noise-sensitive land uses include: buildings or parks where quiet is essential; places where people normally sleep such as homes, hotels, and hospitals; and institutional land uses with primarily daytime and evening uses such as schools, libraries, churches, office buildings, and other commercial and industrial land uses. Noise and vibration impacts can occur during construction and operation of the project. The draft EIS will investigate noise and vibration impacts and mitigation needs in greater detail.

Existing Noise Conditions

Noise Measurement Site	Activity or Land Use Category ¹	Existing L ₅₀ ² (dBA)	Existing Peak-Hour L ₁₀ (dBA)	Noise Source
1	91-1001 Pa'aoalulu Way	2	69	Farrington Highway
2	91-1027 C Via a'ala Street	2	62	Kapolei Parkway
3	Saratoga Avenue at Franklin Street	2	59	Saratoga Avenue
4	91-275 Hanapouli Circle	2	70	Geiger Road
5	91-1005 Nono Street	2	67	Fort Weaver Road
6	91-1042 Hanoula Street	2	63	Fort Weaver Road
7	91-102 Aha Way	2	71	Fort Weaver Road
8	94-508 Farrington Highway	2	72	Farrington Highway
9	94-979 Kahuamoku Place	2	78	Farrington Highway
10	96-165 Kamehameha Highway	2(B)	75	Kamehameha Highway
11	98-5 Kulanani Place	2(B)	74	Kamehameha Highway
12	98-1248 Kinohi Street	2(B)	74	Kamehameha Highway
13	99-259 Oniomi Place	2	60	Salt Lake Boulevard
14	4335 Laakea Street	2	69	Salt Lake Boulevard
15	3760 Salt Lake Boulevard	2	69	Salt Lake Boulevard
16	827 Ala Liko'i Street	2	61	Salt Lake Boulevard
17	2200-B Hupua Loop	2(B)	72	Kamehameha Highway and H-1 on Viaduct
18	1746 Dillingham Boulevard	2	75	Dillingham Boulevard
19	1507 Haka Drive	2	68	North King Street
20	404 North King Street	2	77	North King Street and Beretania Street
21	818 South King Street	2	70	South King Street
22	1239 South King Street	2	71	South King Street
24	2148 Kapi'olani Boulevard	2	74	Kapi'olani Boulevard
25	630 University Avenue	2	68	University Avenue
26	550 Queen Street	2	73	Queen Street
27	419 Akulunan Drive	2	72	Kona Street
28	1850 Kalikaua Avenue	2	73	Kalikaua Avenue
29	2406 Kūhō Avenue	2	77	Kūhō Avenue
30	2588 Kūhō Avenue	2	73	Kūhō Avenue
A	1653 Plumpage Court	2(B)	73	Kamehameha Highway and H-1 Viaduct
B	1086 Fialer Court	2(B)	69	Kamehameha Highway
C	Alalamani Elementary School	3	NA	Salt Lake Boulevard
D	780 Moore Street	2	69	Salt Lake Boulevard
E	4034 Salt Lake Boulevard	2	69	Salt Lake Boulevard
F	Leeward Community College	3	NA	Farrington Highway/Kamehameha Highway
H	Washington Middle School	3	NA	South King Street
I	Honolulu Community College	3	NA	Dillingham Boulevard
J	215 N. King Street	2	73	North King Street
K	Rickoverly High School	3	NA	South King Street
L	Oni Stadium Park	3	NA	South King Street
M	94-1121 Lelehu Street	B	NA	H-1
N	94-1033 Lumpolu Street	B	NA	H-2

¹ Land use or activity category descriptors: B = FHSA land use category B, 1, 2, or 3 + FTA land use category; L₅₀ is used for land uses with nighttime sensitivity to noise and for residential areas where ITA rather than FHSA noise procedures are applicable; NA= Not Applicable. These sites do not have sleep activity or would only be affected by the Managed Lane Alternative. L₁₀ existing noise levels are not applicable at these sites.



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

WATER RESOURCES, NATURAL RESOURCES, FARMLAND and NATURAL HAZARDS

Substantial documentation of natural resources and conditions was completed during the AA phase of the project.

Subjects examined to date as they related to the project include water resources (surface and groundwater); threatened, endangered, native, and existing flora and fauna (including birds and street trees); farmland, wetlands, soil, and geology; and natural hazards such as earthquake, floods, and tsunami.

The draft EIS will investigate these subjects in greater detail as they impact or will be impacted by the project alternatives.

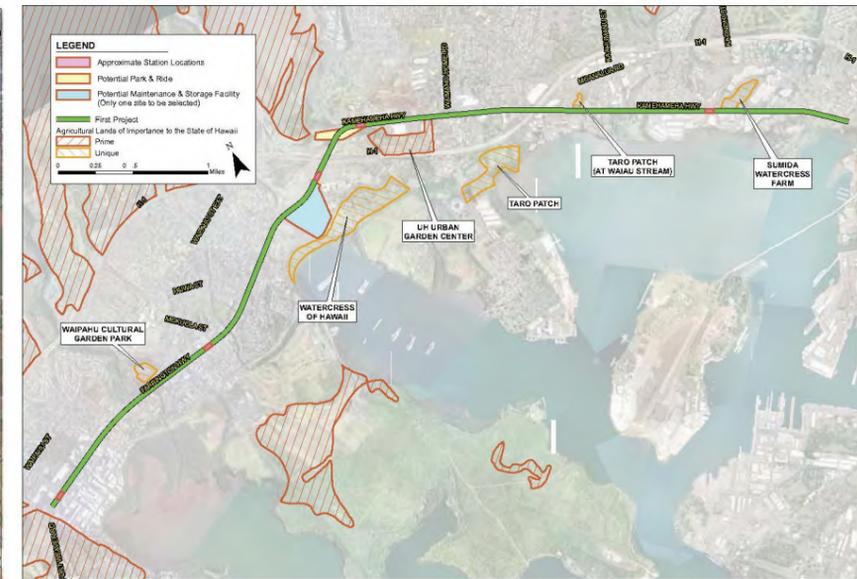
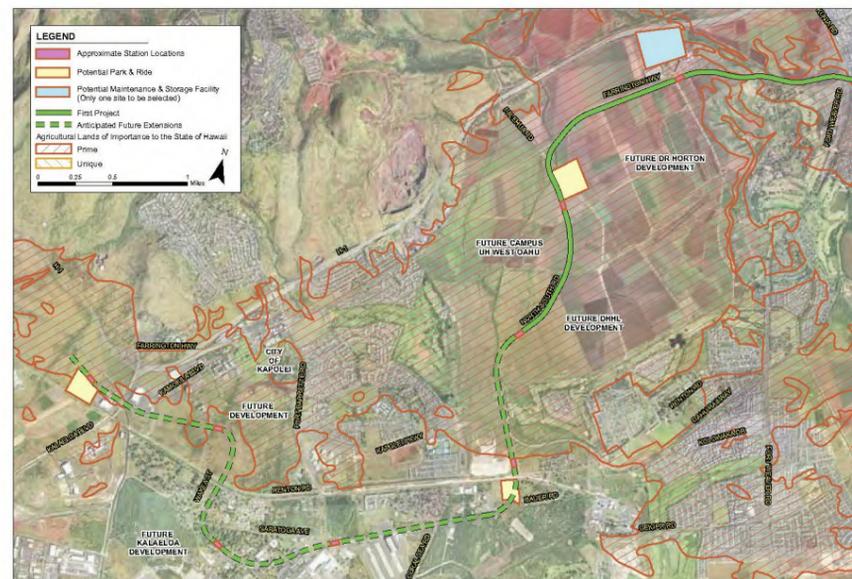
Wetlands & Water Resources

Alternative and Section	Hydrology	Soils	Vegetation	Wetlands Classification	Functions and Values
Saratoga Avenue/North-South Road					
Man-made drainage (Makakilo Gulch) at Kapolei Pkwy	Dry	Dirt	Non-hydrophytic	Not wetland	
Kaloi Gulch at North-South Road	Dry	Natural drainage	Non-hydrophytic	Not wetland (No ACOE Jurisdiction)	
Hono'uili Gulch at Farrington Highway	Dry	Natural drainage	Non-hydrophytic	Riverine	
Farrington Highway					
Hoaaee Stream at Farrington Highway	Dry	Concrete channel	Hydrophytic	Riverine	Drainage
Waikale Stream at Farrington Highway	Perennial Stream	Concrete channel	No vegetation	Riverine	Drainage
Kapakaahi Stream at Farrington Highway	Flowing	Natural drainage	Hydrophytic	Riverine	Drainage
Makalea Stream at Farrington Highway	Flowing	Concrete channel	No vegetation	Riverine	Drainage
Walawa Stream at Farrington Highway	Perennial Stream	Natural drainage	Hydrophytic	Riverin	Drainage
Kamehameha Highway					
Park-&-Ride location at Walawa Stream	No hydrology observed	KIA – Kawahapa clay loam (Non-hydric) Appears to have top layer of fill material.	Non-hydrophytic	Need to determine buffer from Walawa Stream	Undetermined (Current site use is residential and baseyard)
Walau Stream at Kamehameha Highway	Flowing	Natural drainage	Hydrophytic	Riverine	Drainage
Walau Spring at Kamehameha Highway (mauka of HECO power plant)	Surface Water Source: Walau Spring	Saturated soil TR – Tropaequets (Hydric) HnB – Hanalei silty clay (Hydric)	Hydrophytic	Palustrine	Wet agricultural field

Bird Species Presence & Richness

Species	Saratoga/North-South	Farrington/Kamehameha	Salt Lake	Aoale (Airport)	Dillingham	Nimitz/Halekauwila	Waik. k. Spur
Castle egret	x	x	x	x			
Black francolin	x						
Gray francolin	x						
Ring-necked pheasant	x						
Feral pigeon		x		x		x	x
Spotted dove	x	x	x	x	x	x	x
Zebra dove	x	x	x	x	x	x	x
Barn owl	x						
Red-vented bulbul	x	x	x	x	x	x	x
Red-whiskered bulbul							x
Japanese white-eye	x	x	x	x		x	x
Northern mockingbird							
Common myna	x	x	x	x	x	x	x
Saffron finch	x						
Red-crested cardinal	x	x	x		x	x	
Northern cardinal	x						
House finch	x	x	x	x	x	x	x
Common waxbill	x	x					
Nutmeg manikin	x						
Chestnut mannikin	x						
Java sparrow		x				x	
English sparrow	x	x	x	x	x	x	x
Ruddy turnstone	x						
Pacific golden plover	x		x	x	x		
Unknown duck							x
White tern						x	x
Total birds observed (average per station)	84	35	29	23	15	27	26
Mean richness (average species per station)	7.5	6.5	6	6	4.6	6.4	7
Total richness	19	11	11	10	8	11	11
T & E species (white terns only)	0	0	0	0	0	4	3

Prime & Unique Farmland

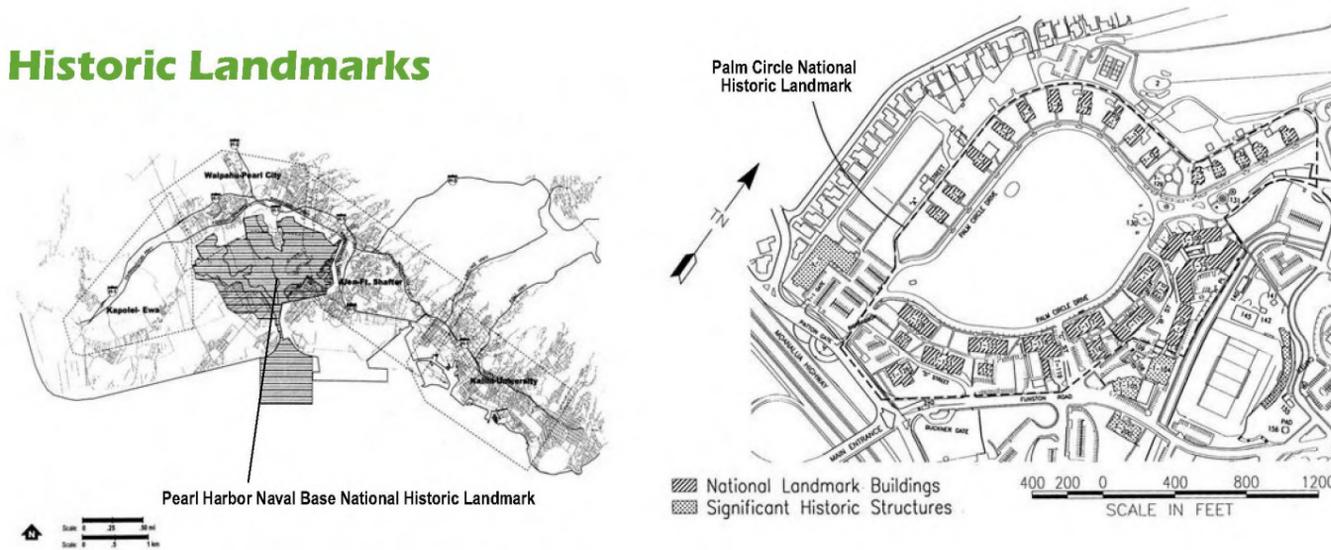


HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

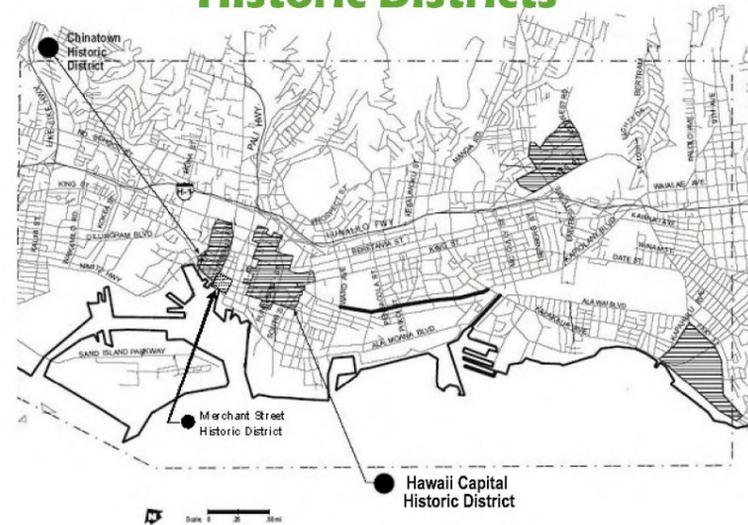
CULTURAL, HISTORIC AND ARCHAEOLOGICAL RESOURCES

Substantial documentation of cultural, historic and archaeological resources already has been completed in the corridor.

Historic Landmarks



Historic Districts



Example of Prior Archaeological Data in the Study Corridor



HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT