Transit Surcharge Passed - 2005
Alternatives Analysis - 2006
Locally Preferred Alternative - 2007
Selection of Technology - 2008
Draft Environmental Impact Statement - 2008
Selection of Airport Alignment - 2009
Preliminary Engineering - 2009
Final Environmental Impact Statement - 2009
Record of Decision - 2010
Groundbreaking - 2010
Contract with Kiewit signed

- Build first 6.5 miles of elevated rail line
- East Kapolei to Pearl Highlands
- $90 million less than estimated
Second Construction RFP

- 3.9 miles from Pearl Highlands to Aloha Stadium
- Estimated budget: $350 million
Rapid Transit Stabilization Agreement

- Local labor
- High quality construction work
- On time
- On budget
- Avoid work slowdowns and stoppages
“The Business Round Table...found the overall plan to be sound and conservatively prepared.”

Don Horner, Chairman/CEO First Hawaiian Bank on the Project Financing
Agenda

- Project Overview & Schedule
- Station Location
- Preliminary Station Design
- Community Ideas & Breakout Sessions
- Summary of Breakout Sessions
- Next Steps – Future Meetings
## Travel Times from Pearlridge

<table>
<thead>
<tr>
<th>Destination</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kapolei</td>
<td>18 minutes</td>
</tr>
<tr>
<td>Leeward Community College</td>
<td>7 minutes</td>
</tr>
<tr>
<td>Airport</td>
<td>8 minutes</td>
</tr>
<tr>
<td>Downtown</td>
<td>20 minutes</td>
</tr>
<tr>
<td>Ala Moana Center</td>
<td>24 minutes</td>
</tr>
</tbody>
</table>
Project Schedule

- December 2009: Release of Final Environmental Impact Statement
- Early 2010: Federal Transit Administration issues Record of Decision
- Early 2010: Start construction of elevated guideway in Kapolei
Project Schedule

- Late 2012: Initial service begins in Waipahu; service expands
- Late 2013: Start construction of Pearlridge station
- Early 2017: Service begins on Kamehameha Highway
- Spring 2019: Start of full service between East Kapolei and Ala Moana Center
Elevated Guideway Simulation

Kamehameha Highway at Kaonohi Street, looking makai
Typical Transit Station
Pedestrians Can Cross Above Kamehameha Highway
Summary of Community Considerations

• Appearance
• Character
• History
• Culture
Summary of Community Comments

• 160 comments
• Traffic Issues
  – Kiss and ride drop off
  – Waiting parking
  – HandiVan drop off
  – Taxi parking
  – Bike and pedestrian paths
Summary of Community Comments

• Restrooms
  – Two restrooms: one in each entry building

• Station amenities
  – Seating
  – Weather protection
## Restrooms in rail systems

<table>
<thead>
<tr>
<th>City</th>
<th>Free to commuters</th>
<th>San Francisco</th>
<th>Seattle</th>
<th>Phoenix</th>
<th>Denver</th>
<th>New York</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honolulu</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>San Francisco</td>
<td>Some closed</td>
<td>Pay to use</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Seattle</td>
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<td>Phoenix</td>
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<tr>
<td>New York</td>
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</tr>
</tbody>
</table>
Summary of Community Comments

• Artwork and signage
  – Public art program
  – Signs with constantly updated arrival times

• Sustainability features
  – Solar power cells
  – Air flow in station
Pearlridge Station
Pearlridge Station
Pearlridge Station
Pearlridge Station
Next Steps

- Talk story with design team
- Ask questions; give your impressions of the designs
Contact Us

566-2299
www.honolulutransit.org
info@honolulutransit.org
Facebook.com/honolulu.transit
Twitter.com/HNL_RTD
Youtube.com/Honoluluonthemove