Honolulu High-Capacity Transit Corridor Project

Alternatives Analysis and Draft Environmental Impact Statement

Scoping Information Package

December 5, 2005

City and County of Honolulu
Department of Transportation Services

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Chapter 1 Introduction

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 Alternatives Analysis (AA) and an Environmental Impact Statement (EIS) to evaluate alternatives that would provide high-capacity transit service on Oahu. The primary project study area is the travel corridor between Kapolei and the University of Hawaii at Manoa (Figure 1-1). This corridor includes the majority of housing and employment on Oahu. The east-west length of the corridor is approximately 23 miles. The north-south width is at most 4 miles because much of the corridor is bounded by the Koolau and Waianae Mountain Ranges to the north and the Pacific Ocean to the south.

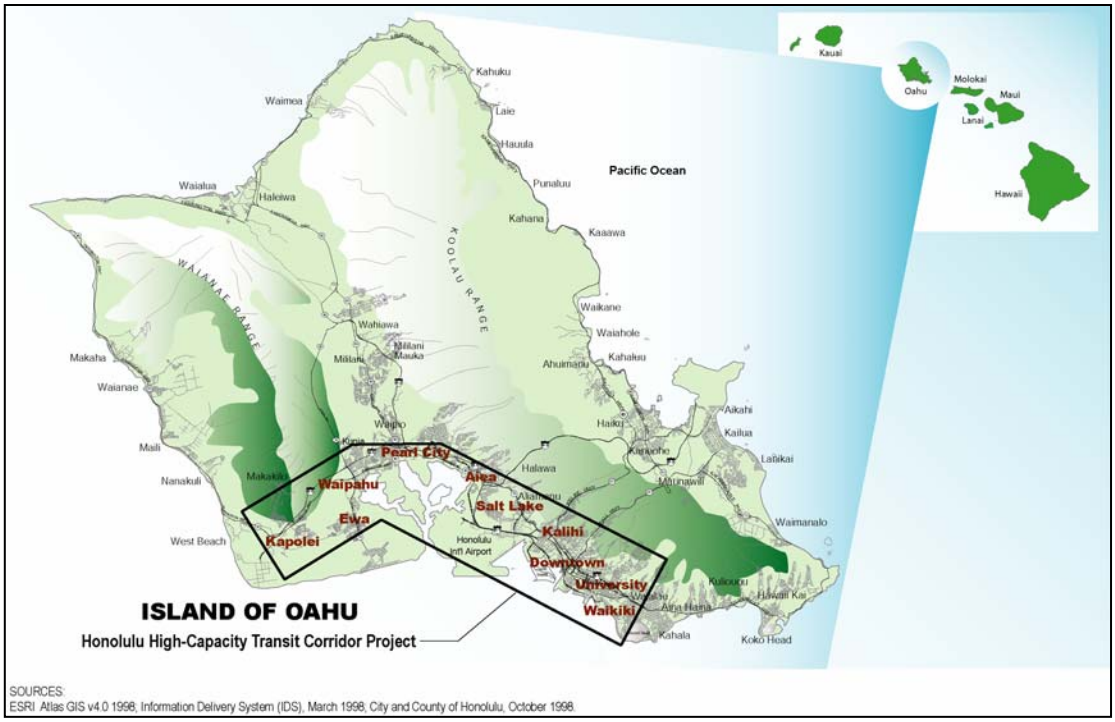

Figure 1-1. Project Vicinity

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 Hawaii Revised Statutes. The FTA and DTS are requesting public and interagency input on the purpose of and needs to be addressed by the project, the alternatives to be considered, and the scope of the NEPA EIS for the project, including the environmental and community impacts to be evaluated.

An AA will be completed on the alternatives identified at the end of the scoping process. Upon completion, the AA Report will be available for public and agency review and comment. Public hearings on the AA will be held at advertised locations

within the study area. On the basis of the AA and the public and agency comments received, the City Council will select the Locally Preferred Alternative (LPA) for further analysis in the draft EIS. The anticipated schedule for the project through preparation of the draft EIS is shown in Figure 1-2.

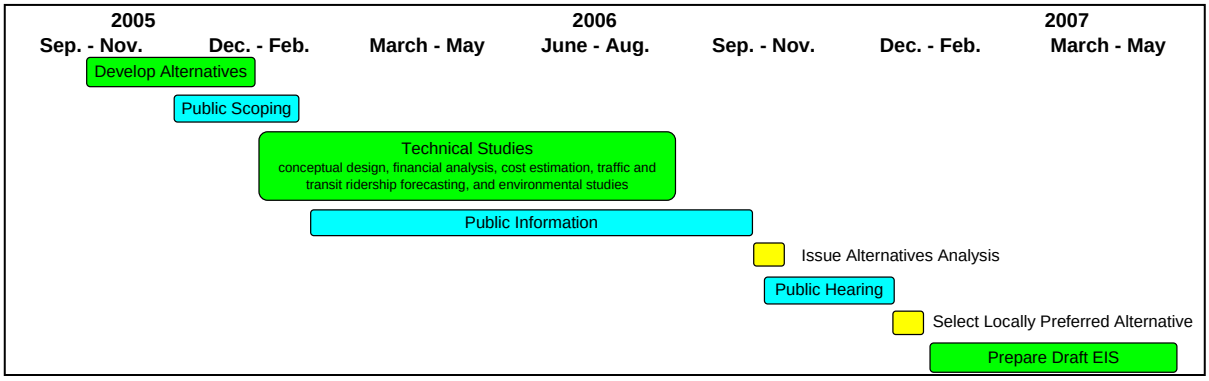

Figure 1-2. Anticipated Project Schedule

This information package includes the proposed purpose and need, provides a summary of the screening process undertaken to identify the full range of reasonable alternatives that are expected to meet the purpose and need identified for the project, presents the alternatives identified during the screening process, and outlines scoping activities being undertaken.

Public scoping meetings will be held at:

- Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 5:00 p.m. to 8:00 p.m. and

- Kapolei Middle School Cafeteria, at 91-5335 Kapolei Parkway on December 14, 2005 from 7:00 p.m. to 9:00 p.m.

An agency scoping meeting for resource agencies will be held at:

- Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 2:00 p.m. to 4:00 p.m.

The public is invited to comment on the purpose of and needs to be addressed by the project, the alternatives, the modes and technologies to be evaluated, the alignments and termination points to be considered, and the environmental, social, and economic impacts to be analyzed. Written comments on the project alternatives, scope of the EIS, and purpose of and needs to be addressed by the project should be forwarded 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 or by the internet at www.honolulutransit.org, by January 9, 2006.

Chapter 2 Proposed Purpose and Need

Project Purpose

The purpose of the Honolulu High-Capacity Transit Corridor Project is to provide improved person-mobility in the highly congested east-west corridor between Kapolei and the University of Hawaii at Manoa (UH Manoa), confined by the Waianae and Koolau mountain ranges to the north, and the ocean to the south. The project would provide faster, more reliable public transportation services in the corridor than those services currently operating in mixed-flow traffic. The project would support the goals of the regional transportation plan by serving areas designated for urban growth. The project would also provide an alternative to private automobile travel and would additionally improve linkages between Kapolei, Honolulu's urban center, UH Manoa, Waikiki, and the urban area in between.

Project Area Needs

Improved mobility for travelers facing increasingly severe traffic congestion in the study corridor.

Existing transportation infrastructure in this corridor is overburdened handling current levels of travel demand. Travelers experience substantial traffic congestion and delay at most times of the day, on both weekdays and weekends. Current morning peak-period travel times for motorists from Kapolei to downtown average between 40 and 60 minutes. By 2030 the travel times are projected to more than double. Within the urban core most major arterial streets will experience increasing peak congestion, including Ala Moana Boulevard, Dillingham Boulevard, Kalakaua Avenue, Kapiolani Boulevard, King Street and Nimitz Highway. Expansion of the roadway system between Kapolei and UH Manoa is constrained by physical barriers and by dense urban neighborhoods that abut many existing roadways.

Improved transportation system reliability.

Because of the operating conditions in this corridor, current travel times are not reliable for both transit and other vehicles. Travelers on Oahu's roadways currently experience 42,000 daily vehicle-hours of delay. By 2030, this is projected to increase over seven-fold to 326,000 daily vehicle-hours of delay. Because the bus system primarily operates in mixed-traffic, transit users experience the same level of delay as automobile drivers.

Accessibility to new development in Ewa/Kapolei as a way of supporting policy to develop the area as a second urban center.

The 2000 census indicates that 876,200 people live on Oahu. Of this number, over 552,000 residents (63 percent) live within the Kapolei to Manoa corridor area that would be served by a high-capacity transit system. This area is projected to absorb an

increase to 775,600 people (69 percent of the total population growth projected to occur on Oahu between 2000 and 2030). Consistent with the General Plan for the City and County of Honolulu, the highest growth rates for the island are projected in the Ewa area and in Kapolei, which is developing as a "second city" to downtown Honolulu.

Improved transportation equity for all travelers.

Many lower-income and minority workers live in the corridor outside of the urban core and commute to work in the primary urban center. Daily parking costs in downtown Honolulu are among the highest in the United States. Many lower-income workers rely on transit because they are not able to afford the cost of vehicle ownership and operation. Improvements to transit capacity and reliability, if provided with a grade-separated, high-capacity system rather than operating more buses in mixed traffic, will serve all transportation system users, including lower-income and underrepresented populations.

Chapter 3 Summary of Screening Process

A screening process was undertaken to identify reasonable alternatives that would meet the purpose of and needs identified for the project. The screening of initial alternatives consisted of several steps. First, background information was assembled for conducting the screening. This included:

- A review of previously transportation studies for the corridor,
- A field review of the study corridor to evaluate engineering, right-of-way, environmental and other alignment considerations,
- An analysis of current and forecast future housing and employment data for the corridor, and
- A review of various transit vehicle technologies that might be used in the corridor.

To establish the context within which major capital investments in transit might be made, other transportation improvements that are likely to occur between now and 2030 were defined. Long range transportation planning is currently under way by the Oahu Metropolitan Planning Organization (OMPO) as it develops its 2030 Oahu Regional Transportation Plan (ORTP). The ORTP planning process has examined a variety of transportation improvements, including ferry service, expansion of portions of the H-1 Freeway, expansion of various arterial roadways, construction of a reversible toll roadway parallel to H-1 from Waiawa to Kalihi, and construction of a toll bridge or tunnel across Pearl Harbor. Some of these projects, such as the ferry service and many of the H-1 and arterial improvements, appear likely to be included in the 2030 ORTP. Others may not be included because of lack of funding or other issues. The Pearl Harbor bridge or tunnel crossing options will likely not be included because of cost, lack of funding, and operational and security concerns associated with a crossing of the harbor. A reversible toll roadway alongside H-1 may also not be included because of cost and funding concerns. However a similar facility which would be managed to provide priority for transit and high-occupancy vehicles (HOVs) may be a viable transit alternative.

Another step in the screening process was to establish project Goals and Objectives, consistent with the statement of the purpose of and needs identified for the project. The various alternatives were examined with respect to their ability to meet these goals.

The Goals and Objectives are:

- Improve Corridor Mobility,
- Encourage Patterns of Smart Growth and Economic Development,
- Find Cost-effective Solutions,

- Minimize Community and Environmental Impacts, and
- Ensure Consistency with Other Planning Efforts.

Transit alternatives are defined by both the location of the facility – its alignment – and the type of vehicles – the transit technology – that travel on the alignment. The screening process considered both intrinsic characteristics of each option and the comparative performance of the option against other options considered. The result was a comprehensive screening based on merit and relative performance. Technologies and alignments were considered separately in order to clearly evaluate the characteristics of each without being limited by constraints of technical implementation. Once the evaluations were completed, the technology and alignment options were matched to create the alternatives that will be carried forward into detailed analysis.

The next step consisted of identifying and screening transit technologies. A broad range of technologies were considered for application to this corridor, including bus, light rail transit, personal rapid transit, automated people mover, monorail, magnetic levitation (maglev), commuter rail, rail rapid transit, and emerging technologies that are still in the development stage. Evaluation criteria for the transit technologies included technical maturity, line capacity, performance, maneuverability, costs/affordability, environmental, safety, supplier competition, implementation time, and accessibility.

The transit technologies considered include a wide range of characteristics, with those using vehicles that carry fewer than 10 passengers to those that can be combined into trains carrying over 1,000 passengers. Based on the evaluation criteria, some types of transit technologies were determined to not be suitable for use in the corridor. For instance, small Personal Rapid Transit (PRT) vehicles that carry only 2–10 passengers and operate at a top speed of 20–30 mph would not provide sufficient speed and capacity for the expected transit demand in the corridor. At the other end of the scale, Commuter Rail vehicles designed to carry over 1,000 passengers per train for distances of 30 to 60 miles or more, often on existing railroad tracks, to a single destination would not serve the corridor well. In Honolulu, smaller trains, operating more frequently, over shorter distances, able to serve multiple destinations, would be more suitable. Emerging technologies, i.e., those still under development, were eliminated from consideration because they are lacking technical maturity.

The alignment screening evaluated 73 alignment segments throughout the corridor section. To facilitate the assessment of alignment options, the 23-mile long corridor was divided into eight geographic sections. The sections, identified from the Waianae to Koko Head direction, were defined based on logical termini and the network of existing transportation facilities, travel origins/ destinations, and/or neighborhood boundaries. The alignment segments were screened on how well they met various criteria, including: known engineering constraints; the location of existing and planned activity, employment and residential centers; support for economic development; minimizing the need to acquire new property; community

and environmental quality; service to transit-dependent communities; and consistency with existing plans and policies. A number of alignment segments were considered and eliminated. Among the segments considered but rejected are the OR&L rail right-of-way, the H-1 Freeway Ewa of Aloha Stadium, the Moanalua Freeway, Nimitz Highway through Kalihi Kai, School Street, and both H-1 and Beretania Street between downtown and UH-Manoa, because available space to construct and operate the guideway is limited or because the alignment would not serve as many riders.

Lastly, the technology and alignments were considered simultaneously to develop the final alternatives (technology/alignment pairings) that would be carried forward. This screening process identified four alternatives, with four individual alignments within one of the alternatives. Input from the scoping process is the final ingredient for screening. Comments on the proposed alternatives will be reviewed, and final definition of conceptual alternatives will be prepared that will describe the alternatives to be considered in the Alternatives Analysis.

Chapter 4 Proposed Alternatives

The initial screening process identified four alternatives for evaluation in the Alternatives Analysis (AA):

- No Build Alternative
- Transportation System Management Alternative
- Bus in Managed Lanes Alternative
- Fixed-Guideway Alternative

Four individual alignment alternatives were identified for the Fixed-Guideway Alternative. Comments received during the scoping process will be considered in selection of the final alternatives to be evaluated in the AA.

ALTERNATIVE 1: No Build Alternative

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 Oahu 2030 Regional Transportation Plan prepared by OMPO. Highway elements of the No Build Alternative will also be included in the build alternatives.

The No Build Alternative's transit component would include an increase in fleet size to accommodate growth, allowing service frequencies to remain the same as today. The specific number of buses, as well as required ancillary facilities, will be determined during the preparation of the AA.

ALTERNATIVE 2: TSM Alternative

The Transportation System Management (TSM) Alternative would provide an enhanced bus system based on a hub-and-spoke route network, conversion of the present morning peak-hour-only zipper lane to both a morning and afternoon peak-hour zipper lane operation, and relatively low-cost capital improvements on selected roadway facilities to give priority to buses. Highway components in the TSM Alternative would be the same as the No Build Alternative.

ALTERNATIVE 3: Managed Lanes Alternative

The Managed Lanes Alternative would include construction of a two-lane grade-separated facility between Waipahu and Downtown Honolulu for use by buses, para-transit vehicles, and vanpool vehicles (Figure 4-1). The lanes would be managed to maintain free-flow speeds for buses, while simultaneously allowing High-Occupancy Vehicles (HOVs) and variable pricing for toll-paying single-occupant vehicles. Intermediate bus access points would be provided in the vicinity of Aloha Stadium and Middle Street. Bus operations utilizing the managed lanes would be restructured

and enhanced to provide additional service between Kapolei and other points Ewa of Downtown, through to the University of Hawaii at Manoa.

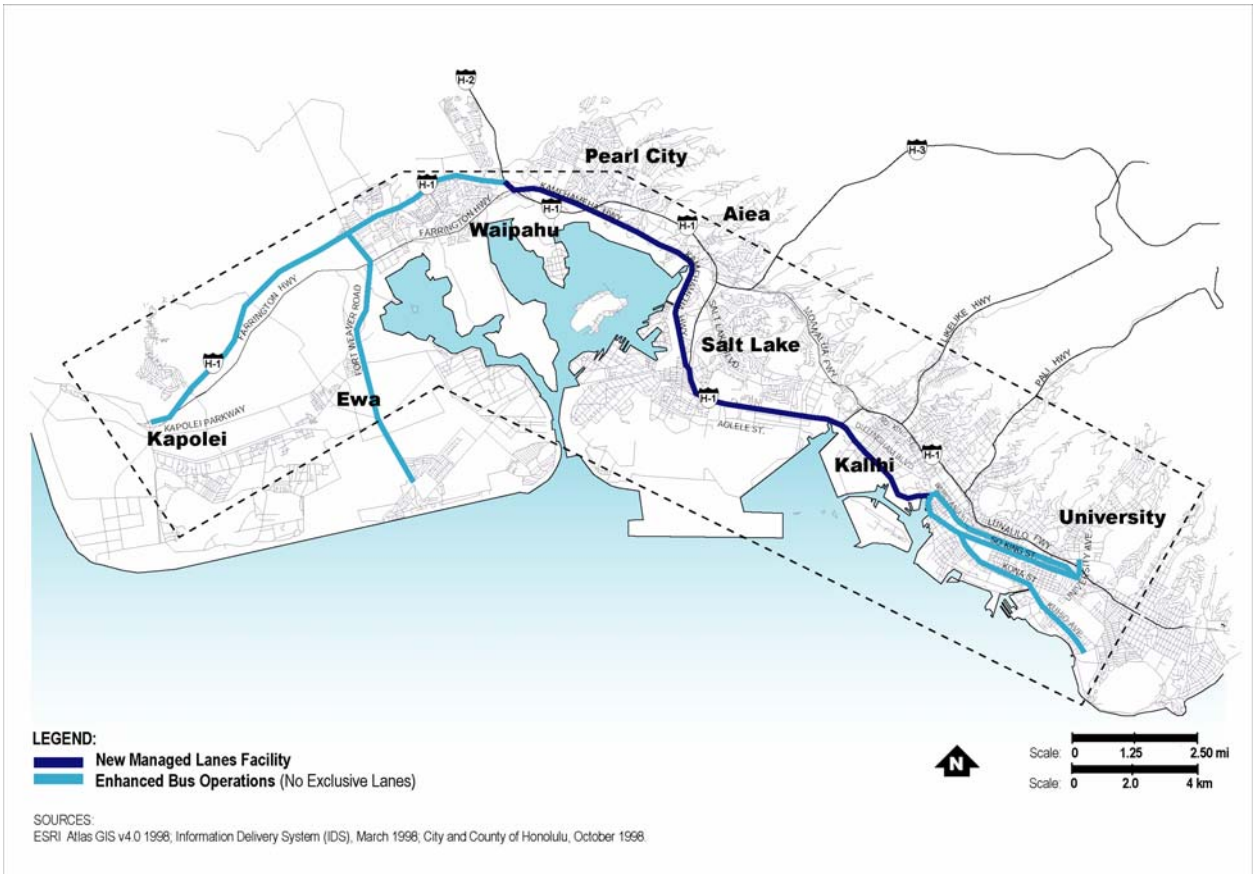

Figure 4-1. Alternative 3: Managed Lanes

ALTERNATIVE 4: Fixed-Guideway Alternative

Overview

The Fixed-Guideway Alternative would include the construction and operation of a fixed-guideway transit system between Kapolei and the University of Hawaii at Manoa. The system could use any fixed-guideway transit technology meeting performance requirements and could either be automated or employ drivers. Station and supporting facility locations will be determined during further alternative development. Supporting facilities would include a vehicle maintenance facility and park-and-ride lots. The alternative would be within existing streets or highway rights-of-way where possible but would require the acquisition of additional property in various locations. This alternative would not preclude future extensions of the system within the corridor, or to Central Oahu or Hawaii Kai.

Alignments Considered

There are four specific fixed-guideway alignments that are proposed for further study. Each of the alignments has distinctive characteristics, environmental impacts, and provides different service options, and each of the alignments will be evaluated individually and compared to the other three alignments.

Design Options

The "design options" associated with three of the fixed-guideway alignments will not change the structure of the alternative, but will offer options for connectivity of the alignment. These options can be included or dropped from the alternative selected as the final LPA, and are included to allow flexibility in decision making and analysis of the alternatives.

All four fixed-guideway alignments have the same proposed termini. The western terminus is Waianae of Kalaeloa Boulevard in Kapolei. The eastern terminus is at the University of Hawaii at Manoa's Lower Campus. The specific details of the terminals and exact orientation will be determined following detailed analysis in the AA process. However, for planning purposes, these locations have been designated as the fixed-guideway termini.

ALTERNATIVE 4a: Fixed-Guideway Alternative – Kamokila Boulevard/Salt Lake Boulevard/ King Street/Hotel Street/Alakea Street/ Kapiolani Boulevard Alignment

The Fixed-Guideway Alternative – Kamokila Boulevard/Salt Lake Boulevard/King Street/Hotel Street/Alakea Street/Kapiolani Boulevard Alignment (Figure 4-2) – would begin at a transit terminal facility on the Waianae (west) side of Kalaeloa Boulevard in Kapolei. It would follow Kapolei Parkway, turn onto Kamokila Boulevard, and continue along Farrington Highway. Koko Head of Kapolei Golf Course Road, the guideway could be located either at-grade with limited grade crossings or on an elevated structure. Past Fort Weaver Road, the guideway would be elevated and follow Farrington Highway to Kamehameha Highway. In the vicinity of Aloha Stadium, the alignment would turn to follow Salt Lake Boulevard onto Pukoloa Street, then continue elevated over the Moanalua Stream following North King Street to Iwilei Road.

After crossing Iwilei Road, the guideway would descend to grade and follow Hotel Street. The line would operate at grade on Hotel Street, crossing traffic at intersections, with transit signal priority to minimize delays. At Alakea Street the guideway would begin to descend into a tunnel with a portal at Richards Street. The guideway would continue in a tunnel under the government campus past Alapai Street, and then follow Kapiolani Boulevard to Dreier Street. The guideway would turn makai and transition to an elevated structure on private property between Dreier

Street and Kamani Street. Following Waimanu Street past Kamakee Street, the guideway would turn mauka and follow Kona Street to past Ala Moana Center. It would turn mauka just before Atkinson Drive, and follow Kapiolani Boulevard to University Avenue. The guideway would then turn mauka, and follow University Avenue past the H-1 Freeway, ending at a proposed terminal facility in the University of Hawaii at Manoa's Lower Campus.

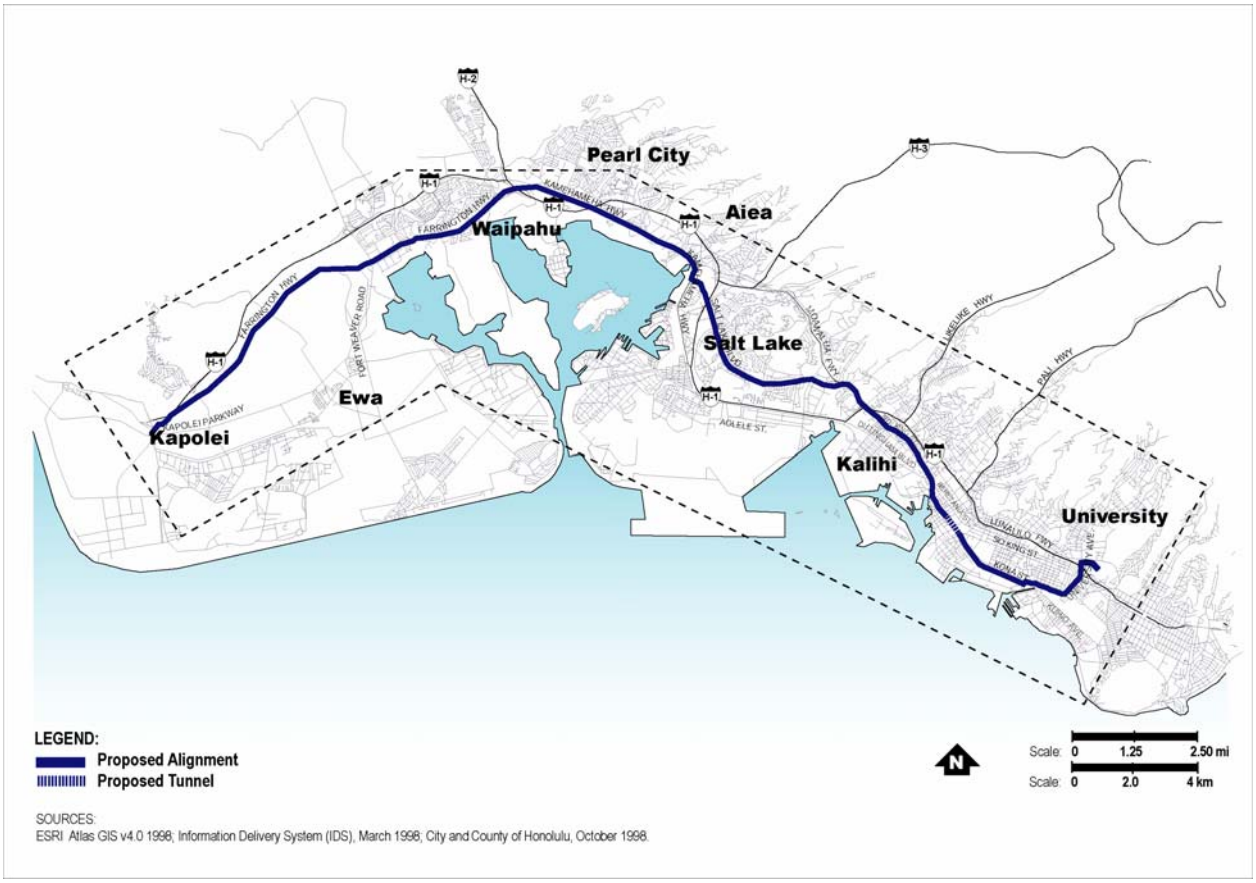

Figure 4-2. Alternative 4a: Fixed-Guideway Alternative – Kamokila Boulevard/Salt Lake Boulevard/King Street/Hotel Street/ Alakea Street/Kapiolani Boulevard Alignment

ALTERNATIVE 4b: Fixed-Guideway Alternative – North-South Road/Camp Catlin Road/King Street/ Queen Street/Kapiolani Boulevard Alignment

The Fixed-Guideway Alternative – North-South Road/Camp Catlin Road/King Street/Queen Street/ Kapiolani Boulevard Alignment (Figure 4-3) – would begin at the transit terminal facility in Kapolei, and follow Kapolei Parkway to North-South Road, turn mauka to Farrington Highway, and continue along Farrington Highway as shown on the Public Facilities Map of the Ewa Development Plan. Koko Head of Kalaeloa Boulevard, the guideway could be located either at-grade with limited grade crossings or on an elevated structure. Past Fort Weaver Road, the guideway would be elevated and follow Farrington Highway to Kamehameha Highway.

In the vicinity of the Airport Viaduct, the alignment would follow the mauka side of the H-1 Freeway to Camp Catlin Road, then turn mauka and continue elevated to Salt Lake Boulevard, turning Koko Head, continue elevated over Pukoloa Street, past the Moanalua Stream, and then along North King Street. Between Liliha Street and Iwilei Road, the guideway would turn makai over property to be acquired or over Nuuanu Stream, then follow Nimitz Highway Koko Head to Queen Street, then along Queen Street past Kamakee Street following the new Queen Street Extension alignment.

Property on the mauka side of Waimanu Street would be acquired to allow the alignment to cross over to Kona Street. As in Alternative 4a, the guideway would run above Kona Street through Ala Moana Center, and then turn mauka to follow Kapiolani Boulevard to University Avenue where it would again turn mauka to follow University Avenue over the H-1 Freeway to a proposed terminal facility in the University of Hawaii at Manoa's Lower Campus.

Design Options

- In the vicinity of Moanalua Stream, the guideway could cross over to Dillingham Boulevard, and continue Koko Head, and would then connect to Nimitz Highway by following Sumner or Kuwili Streets.

- As an option, a branch line could extend from a transfer point at Ala Moana Center or the Hawaii Convention Center into Waikiki following Kalakaua Avenue to Kuhio Avenue, then extending along Kuhio Avenue to the vicinity of Kapahulu Avenue.

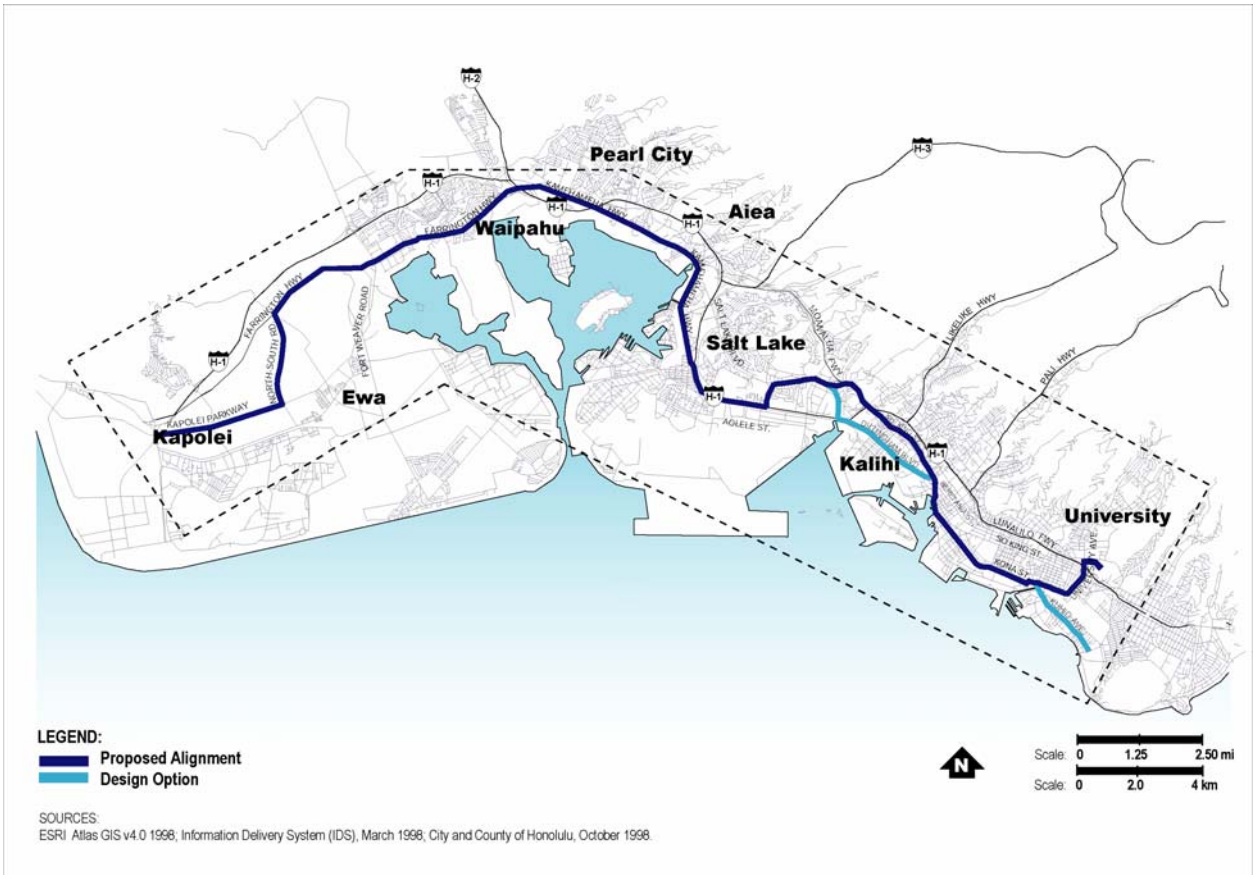

Figure 4-3. Alternative 4b: Fixed-Guideway Alternative – North-South Road/ Camp Catlin Road/King Street/Queen Street/Kapiolani Boulevard Alignment

ALTERNATIVE 4c: Fixed-Guideway Alternative – Ft. Weaver Road/Farrington Highway/Kamehameha Highway/Dillingham Boulevard/Kaaahi Street/ Beretania Street/King Street/Kaialiu Street Alignment

The Fixed-Guideway Alternative – Ft. Weaver Road/Farrington Highway/Kamehameha Highway/ Dillingham Boulevard/Kaaahi Street/Beretania Street/ King Street/Kaialiu Street Alignment (Figure 4-4) – would begin at the transit terminal facility in Kapolei, following Kapolei Parkway to Wakea Street, then turn makai to Saratoga Avenue. The guideway would continue on a future extension of Saratoga Avenue and Geiger Road onto Fort Weaver Road. Continuing on Fort Weaver Road, the alignment would turn Koko Head onto Farrington Highway and follow Farrington Highway, on an elevated structure to Kamehameha Highway. At the Pearl Harbor Interchange, the guideway could continue either at-grade in the median of Nimitz Highway under the viaduct, or continue elevated along the mauka side of the H-1 Freeway to Dillingham Boulevard, then follow Dillingham Boulevard Koko Head to Kaaahi Street.

The guideway would descend to a tunnel portal in the vicinity of Kaaahi Street, continue through a tunnel under Aala Park and Nuuanu Stream, and then follow Beretania Street. It would transition to an elevated structure on the makai side of Beretania Street between Punchbowl Street and Alapai Street. The guideway would cross over Alapai Street, turning makai to continue above South King Street to Kaialiu Street, where it would turn mauka to cross over University Avenue and the H-1 Freeway to a proposed terminal facility in the University of Hawaii at Manoa's Lower Campus.

Design Options

- In the vicinity of Middle Street, the guideway could cross over to North King Street, and follow North King Street Koko Head, then descend to a tunnel portal in property to be acquired in the vicinity of Liliha Street.

- Another alignment option could serve Ala Moana Center by continuing underground to follow Kapiolani Boulevard to Dreier Street as described for Alternative 4a, or to follow Kawaiahao Street as described for Alternative 4d. The guideway would transition to an elevated structure as described for those two alternatives.

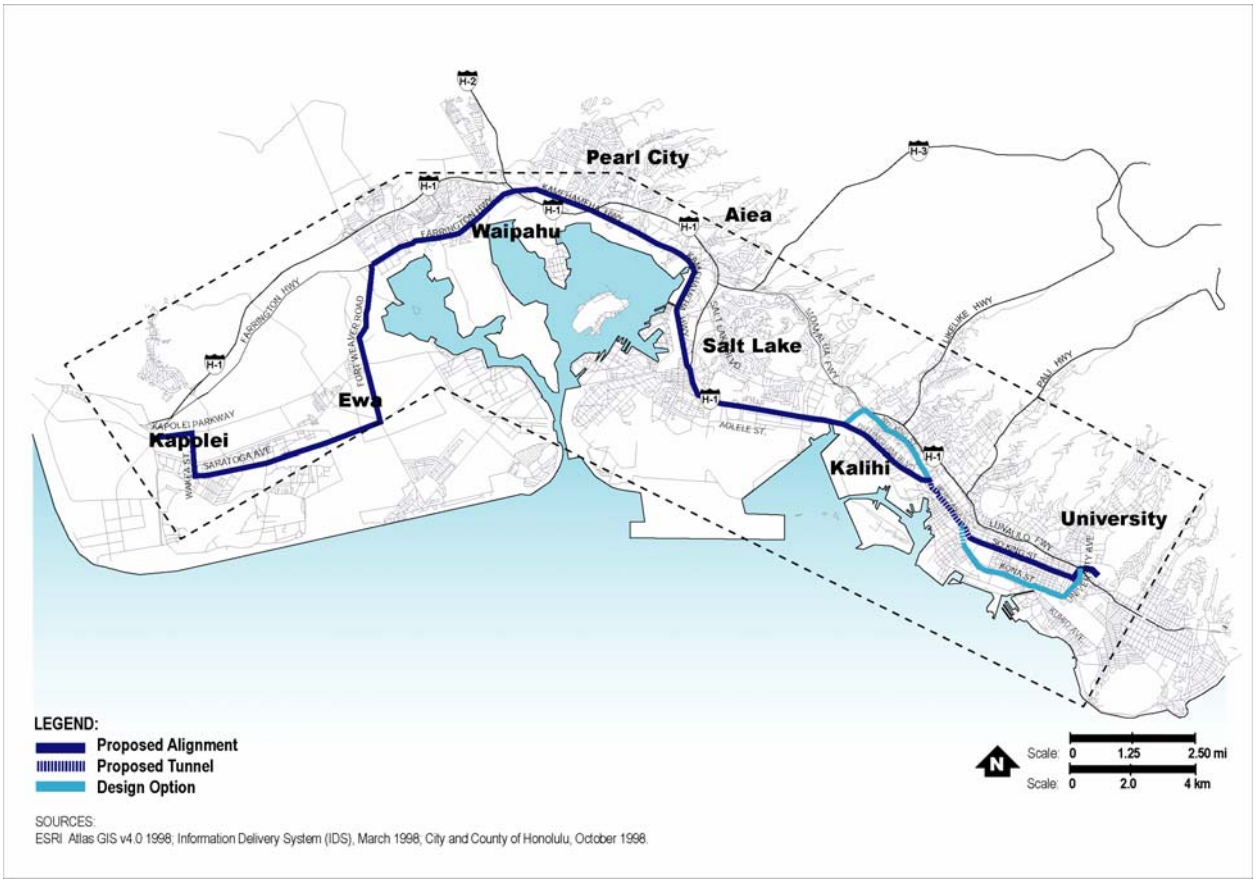

Figure 4-4. Alternative 4c: Fixed-Guideway Alternative – Ft. Weaver Road/ Farrington Highway/Kamehameha Highway/Dillingham Boulevard/ Kaaahi Street/Beretania Street/King Street/Kaialiu Street Alignment

ALTERNATIVE 4d: Fixed-Guideway Alternative – North-South Road/Farrington Highway/Kamehameha Highway/Airport/Dillingham Boulevard/Hotel Street/ Kapiolani Boulevard with Waikiki Spur Alignment

The Fixed-Guideway Alternative – North-South Road/Farrington Highway/Kamehameha Highway/Airport/Dillingham Boulevard/Hotel Street/Kapiolani Boulevard with Waikiki Spur Alignment (Figure 4-5) – would begin at the transit terminal facility in Kapolei and follow Kapolei Parkway to Wakea Street, then turn makai to a future alignment of Wakea Street to Saratoga Avenue. The guideway would continue on future extensions of Saratoga Avenue and North-South Road, and follow North-South Road to Farrington Highway. Waianae of Fort Weaver Road, the guideway could be located either at-grade with limited grade crossings, or on an elevated structure. Koko Head of Fort Weaver Road, the guideway would be on an elevated structure and follow Farrington Highway to Kamehameha Highway.

The guideway would be elevated along the makai side of the H-1 Freeway from Pearl Harbor Interchange to Keehi Interchange, then cross over Keehi Interchange to Dillingham Boulevard, and follow Dillingham Boulevard Koko Head to Kaaahi Street. In the vicinity of Kaaahi Street, the guideway would descend to grade and cross North King Street onto Hotel Street. The line would operate at grade with transit signal priority on Hotel Street to minimize delays between River Street and Alakea Street. As in Alternative 4a, the guideway would begin to descend into a tunnel with a portal at Richards Street, and would then continue in a tunnel under the government campus to past Honolulu Hale, turning makai under South King Street following Kawaiahao Street, where it would transition to an elevated structure past South Street. The guideway would continue on Kawaiahao Street to near Kamakee Street, where property on each side of Kamakee Street would be acquired to allow the alignment to cross over to Kona Street. As in Alternative 4a, the guideway would run above Kona Street through Ala Moana Center and turn mauka to follow Kapiolani Boulevard to University Avenue, where it would turn mauka to follow University Avenue over H-1 Freeway to a proposed terminal facility in the University of Hawaii at Manoa's Lower Campus.

A branch line would extend from a transfer point at Ala Moana Center or the Hawaii Convention Center, into Waikiki following Kalakaua Avenue to Kuhio Avenue, then extend along Kuhio Avenue to the vicinity of Kapahulu Avenue.

Design Option

- In the vicinity of Honolulu International Airport, the alignment could turn makai onto Aolele Street towards the airport and then follow Aolele Street to reconnect to Nimitz Highway near Keehi Interchange.

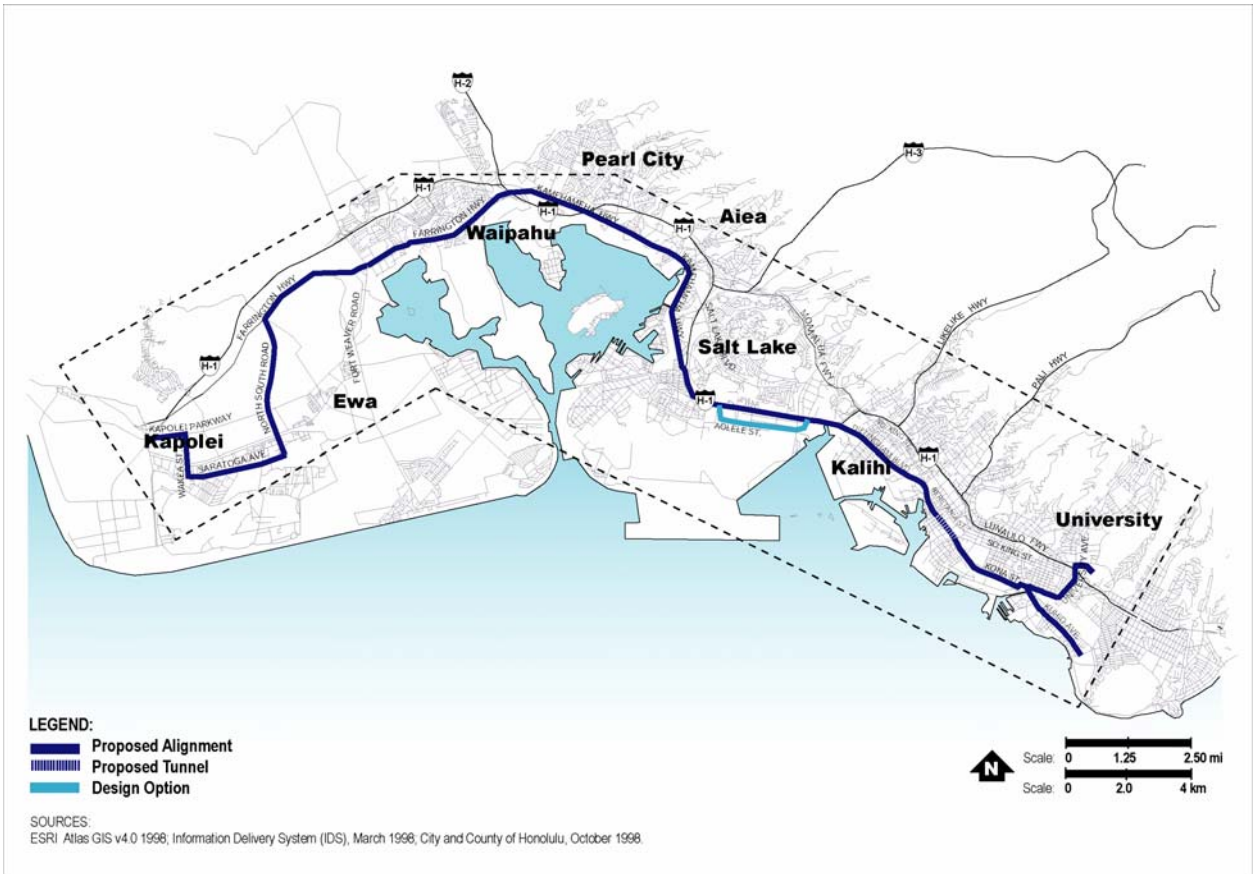

Figure 4-5. Alternative 4d: Fixed-Guideway Alternative – North-South Road/ Farrington Highway/Kamehameha Highway/ Airport/Dillingham/Hotel Street/ Kapiolani Boulevard with a Waikiki Spur Alignment

Chapter 5 Elements of the Environment

The effects of the various alternatives on the following social and environmental resources are proposed to be evaluated in the Alternatives Analysis and documented in the Environmental Impact Statement:

- Land Use and Economic Activity
- Displacements and Relocations
- Neighborhoods and Communities
- Visual and Aesthetic Resources
- Air Quality
- Noise and Vibration
- Biological Resources and Ecosystems
- Water Resources
- Energy
- Hazardous Materials
- Parks and Recreation Areas
- Cultural, Historic, and Archaeological Resources

In addition to these social and environmental resources that will considered in the EIS, the effects on the transportation system will be evaluated and a financial analysis of the alternatives will be provided.

Chapter 6 Scoping Process

All interested individuals and organizations, and federal, state, and local agencies, may comment on the purpose and need, project alternatives, and scope of the EIS. During the scoping process, comments should focus on the purpose and need for the project, identifying specific issues to be evaluated, or proposing alternatives that may be less costly, more effective, or have fewer environmental impacts while achieving the project's transportation objectives. At this time, comments should not focus on a preference for a particular alternative. The opportunity for that type of input will be after the release of the AA Report, which will compare various alternatives.

Comments may be given in oral or written form at the following public scoping meetings:

- Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 5:00 p.m. to 8:00 p.m. and

- Kapolei Middle School Cafeteria, at 91-5335 Kapolei Parkway on December 14, 2005 from 7:00 p.m. to 9:00 p.m.

An agency scoping meeting for resource agencies will be held at:

- Neal S. Blaisdell Center, Pikake Room, at 777 Ward Avenue on December 13, 2005 from 2:00 p.m. to 4:00 p.m.

Written comments on the project alternatives, scope of the EIS, and purpose of and needs to be addressed by the project should be forwarded 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 or by the internet at www.honolulutransit.org.

Following the public scoping process, public outreach activities will include meetings with interested parties or groups. The project web site, www.honolulutransit.org, periodically will be updated to reflect the project's current status. Additional opportunities for public participation will be announced through mailings, notices, advertisements, and press releases. Those wishing to be placed on the project mailing list may do so by registering on the web site at www.honolulutransit.org, or by calling (808) 566-2299.