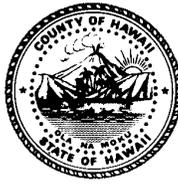


Mitchell D. Roth
Mayor



John C. Andoh
Interim Administrator

County of Hawai'i Mass Transit Agency

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August 14, 2021

To: Honorable Councilmembers Heather Kimball, Aaron Chung, Sue Lee Loy, Ashley Kierkiewicz, Matt Keneali'i-Kleinfelder, Maile David, Rebecca Villegas, Holeka Inaba, Tim Richards.

From: John Andoh, Interim Mass Transit Administrator

Subject: Summary of Pahoa Transit Hub

At the request of Councilmember Ashley Kierkiewicz, this memorandum being provided is a summary of where the Mass Transit Agency stands with the Pahoa Transit Hub. It is the administration's desire to have this project completed in the next two to three years. While the long term facility is being constructed, this does not preclude the start of transit service.

For the interim, the Mass Transit Agency is working on developing plans to start the interim implementation of expanded transit service to the Puna District prior to any construction. There a tentative start date of September 5, 2021, pending the County's transit operations contractor, Roberts Hawaii's ability to hire additional bus operators and the Mass Transit Agency Maintenance Division's ability to prepare for servicing additional transit buses.

The expanded service will consist of Route 40 between Hilo Mo'ohau Bus Terminal and Pahoa, seven days a week between 5:00 a.m. and 9:00 p.m., Monday-Friday and from 6:00 a.m. to 8:00 p.m. on Saturday, Sunday and Holidays using large transit buses. Routes 401 connecting Hawaiian Beaches, Nanawale, Seaview and Kalpana, 402 connecting Hawaiian Paradise Park, Orchidland, Hawaiian Acres, Ainaloa and Kea'au and 403 connecting the Zoo, Kurtistown, Fern Acres, Fern Forest, Eden Roc and Kea'au will be implemented with timed connections to Routes 10, 40 and Red Line using small transit buses that were recently delivered to the County from City and County of Honolulu. Staff has identified an interim transfer hub for these routes to connect to provide the expanded level of service that the Puna District deserves at the newly constructed bus turn out at Puna Kai Shopping Center.

Please review the summary and contact john.andoh@hawaiicounty.gov or call (808) 961-8555 with any questions.

➤ **PAHOA TRANSIT HUB SUMMARY**

- Project was initiated as part of the Transit and Multi-Modal Transportation Plan that was completed in August of 2018 by SSFM.
- SSFM assisted the Mass Transit Agency in 2019 with public outreach and initial identification of locations for consideration of a bus hub.
- A community meeting was held on March 25, 2019, at the Pāhoia Neighborhood Center. During that meeting, four possible locations were proposed by SSFM, as well as researched each parcel ownership, address tax map key (TMK), size (in acres), and zoning. Later, County Administration added two additional sites.
- A second community meeting was held July 31, 2019, at the Pāhoia Neighborhood Center. The results of the research were presented, and site advantages and disadvantages were discussed by attendees. A seventh location was added.
- Bill 131, approved in January 2020 allocated \$1.45 million for a Mass Transit Hub & Spoke capital project. No Federal funds are being used at this time. Total appropriation for this project is now \$2 million. Funds are provided from General Obligation Bonds, Capital Projects Fund and would be used for land acquisition, planning, design, and construction.
- While the previous administration started this project in 2019, work was suspended from February 2020 through December 2020 due to the pandemic.
- The project was re-engaged by the current Managing Director, with collaboration between Planning, Finance Departments and Mass Transit Agency.
- County Planning and Finance Departments along with Mass Transit Agency identified another five (5) locations in the following general areas in Pahoia:
 1. Next to Puna Kai Shopping Center, near Malama Market
 2. South of Puna Kai Shopping Center
 3. South of Abraham Property near Apaa Road
 4. Across from Kuwahara
 5. Across from Puna Kai Shopping Center
- Finance Department has engaged potential property owners to start the discussion regarding acquisition.
- The goal is to acquire a site that can accommodate the appropriate number of transit buses, parking for commuters and have community functions. Site selection is important as transit centers should be constructed next to trip generators to encourage transit-oriented development and create a walkable community.
- In building a major transit facility, it is important to break up the project into separate portions:
 1. Environmental Assessment + 30% Design
 2. Land Acquisition
 3. Final Design/Construction
- An environmental assessment is required to be done when purchasing property as defined by the National Environmental Protection Act (NEPA) and HRS Chapter 343 regarding Environmental Impact Statements. ***This critical task has not been done for any of the sites previously proposed.***
- Planning is leading the effort through going through the Professional Services selection process for Portion 1. A selection committee has been formed and Planning is finalizing the Scope of Work for task #1.
- 59 consultants are available to perform this work under categories 15 and 16.

- Currently for the professional services process, Planning has established a selection committee and will meet to review consultants this week. A consultant is estimated to be on board by mid-September.
 - 3 consultants are being reviewing – SSFM, Nelson/Nygaard and PBR Hawai'i.
 - Once Task 1 is completed, Public Works will complete tasks #2 and 3 and another a professional services agreement would be negotiated which would be an engineering/architect.
 - Timeline towards completion is 2 to 3 years estimated.
 - SSFM contract ended on June 30, 2021, and there was no opportunity to extend as the Transit and Multi-Modal Transportation Master Plan is completed, which is why a new consultant is being selected to specifically focus on this project.
- The planning, design, land acquisition and construction of multiple hubs and transfer point improvements are grouped together in the master plan's financial plan under a transit center development program. Costs for these major improvements depend upon extensive site location planning and could vary considerably depending upon land costs and site conditions. Cost estimates are based on the experience of the City and County Honolulu over the past fifteen years.
- The types of features to be provided at Hub includes at a minimum passenger shelter, seating, lighting, and trash receptacles. Other considerations include:
- Access: Including bus-only signs to access the facility. Drop-off locations and commuter parking areas should be clearly signed. Transit facilities should have pedestrian access such as sidewalks or separated walking areas.
 - Bus Stop Positions: There are two prominent designs for the bus positions: straight curb and saw tooth. MBT has a straight curb design. The individual bus stops at a hub should be constructed with reinforced concrete.
 - Passenger Waiting Area: There are three types of passengers waiting areas: center island, plaza, and sidewalk. The center island is where buses stop on both sides and passengers can transfer between buses without vehicle conflicts. Plaza designs are similar, but the center pedestrian area is built on a larger scale and may include fountains, food kiosks and other services.
 - Lighting: A range is possible from high-mast streetlamps to specialized in-ground lighting. Passenger shelters at hubs should have overhead lights underneath the shelter roof.
 - Passenger Seating: Options include stools, standard benches, seating extended from planters and other landscaping features such as walls.
 - Passenger Shelters: These can be the standard shelters the County uses at bus stops, or they may be unique shelter designs.
 - Bicycle Racks/Lockers
 - Public Restrooms
 - Wayfinding Displays and Maps
 - Vending machines dispensing items such as newspapers, free publications, snacks, drinks, as well as ATM.
 - Wi-Fi and Telephones
 - Community functions such as donation drop-offs, ballot droboxes, mailboxes, staffed community service offices, recycling locations, day care and other community functions.

At the second hub meeting held July 31, 2019, community attendees said the following features are very important at the hub:

- Park and Ride spaces
- Restrooms
- Lighting, security cameras
- Bike lockers
- Good sidewalks from the Transit Hub to community locations, schools, etc.

TCRP-19 Guidelines for the Location and Design of Bus Stops and TCRP-192 Decision-Making Toolbox to Plan and Manage Park-and-Ride Facilities for Public Transportation: Guidebook on Planning and Managing Park-and-Ride provide professional guidance regarding planning of facilities to support transit operations.

➤ **KONA TRANSIT HUB**

- First virtual meeting was conducted on Monday, March 29th, 2021, from 4 p.m. to 6 p.m.
- Project is on hold pending identification of a consultant and changes in administration.
- Need to identify a consultant through the County's professional services selection process. That consultant will lead the public engagement process, site selection and environmental assessment + 30% design.
- Like the Pahoa Hub, this will then be transferred to Public Works to complete the design and construction.
- Federal Transit Administration was requested in the FFY 2020 Discretionary Grant, and already pre-awarded by FTA to HDOT.
- Funds received is \$7,206,667 with 20% local funds coming from the GET as part of the CIP. Some of these funds are used to purchase buses and build a new baseyard in Kailua-Kona.
- Additional grants will be needed to complete this project.
- No funds from the Pahoa Transit Hub effort are being used to complete this project.