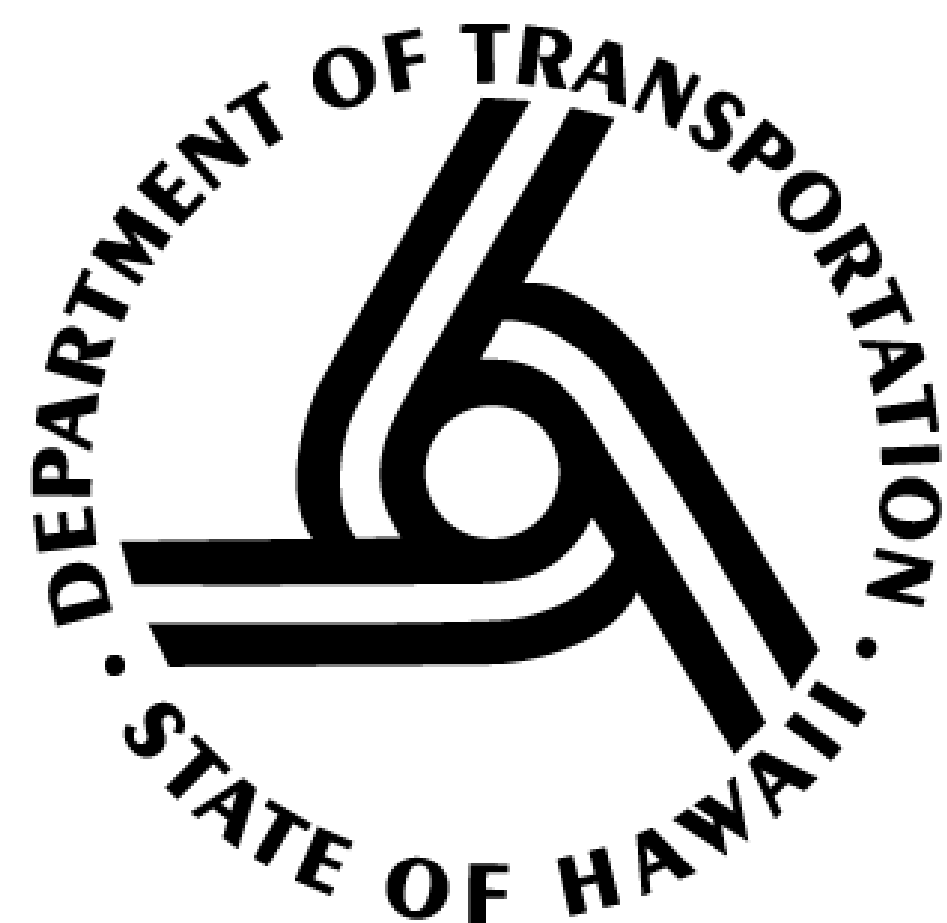


# E KOMO MAI

## PUBLIC HEARING: DRAFT ENVIRONMENTAL IMPACT STATEMENT

Honoapi'ilani Highway Improvements  
West Maui, Ukumehame to Launiupoko



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**5:00: OPENING**  
Open House  
Presentation  
Public Testimony  
Public Comments  
**8:00: ADJOURN**



**Honoapi'ilani Highway  
Improvements**



# Project Team

## HDOT

### Ed Sniffen

Director,  
HDOT

### Robin Shishido

Deputy Director of  
Highways, HDOT

### Ty Fukuroku

Acting Maui District  
Engineer, HDOT

### Annette Matsuda

Acting Hawaii Island  
District Engineer, HDOT

### Ken Tatsuguchi

Project Manager,  
HDOT

### Pua Aiu

Cultural Resource  
Specialist, HDOT

### Holly Yuen

Preliminary  
Engineering, HDOT

### Melissa Nakashima

Public Involvement,  
HDOT

### Evan Kimoto

Preliminary  
Engineering, HDOT

### Jaime Yamashiro

Land Acquisition,  
HDOT

## FHWA

### Richelle Takara

Division Administrator,  
FHWA

### Paul LaFarga

Project Manager,  
FHWA

### Meesa Otani

Environmental Specialist,  
FHWA

## WSP

### Jamie Bents

Project Manager,  
WSP

### Peter Liebowitz

EIS Lead,  
WSP

### Gerald Andrade

Engineering Lead,  
WSP

### Allan Kam

Honolulu Planning  
Director, WSP

### ‘Āina Archaeology

### Tanya Lee-Greig

Lead Archaeologist,  
‘Āina Archaeology

### Matthew Small

Planner,  
WSP

### James Sullivan

Natural Resources  
Planner, WSP

### Scott Sayles

Design-Build  
Technical Lead, WSP

### MJ Jackson

Public Involvement,  
WSP

### Emily Engelbart

Public Involvement,  
WSP



# REFRESHMENTS AREA



# BREAK AREA



# COURT REPORTER



# READ THE DRAFT ENVIRONMENTAL IMPACT STATEMENT HERE



**Honoapiʻilani Highway Improvements Project**  
**West Maui: Ukumehame to Launiupoko**  
**Draft Environmental Impact Statement**  
Submitted Pursuant to 42 U.S.C. 4332(2)(c) and 49 U.S.C. 303  
Chapter 343, Hawaii Revised Statutes (HRS)



US Department of Transportation  
Federal Highway Administration (FHWA)  
Hawaii Department of Transportation (HDOT)

June 2024



**Honoapiʻilani Highway**  
**Improvements**

# Public Hearing Process

- **Public hearings are your opportunity** to give FHWA and HDOT your thoughts.
- **Public hearings are required** for Environmental Impact Statements.
- Public hearings share project information.
  - Open House area is for questions and conversations with project team
  - Presentation area is for formal presentation and public testimony
- Public hearings allow **opportunity to give public testimony or one-on-one testimony** to a court reporter. These will be part of the EIS records and Final EIS document.
  - 1:1 testimony to court reporter in comment area
  - Public testimony to court reporter here
- Written **public comments** are also part of the EIS record and Final EIS document.
  - Submit written comments in Open House area
  - Submit written comments to team no later than February 24, 2025



Visit the project website for more information

**Honoapiilanihwyimprovements.com**



**Honoapi'ilani Highway**  
**Improvements**



# How to Comment on the Project

## Provide comments in several ways:

- Verbal public testimony after project presentation
- Verbal one-on-one testimony to court reporter in designated area
- Written public comment via paper form in comment area
- Email comments to [Richelle.Takara@dot.gov](mailto:Richelle.Takara@dot.gov)

or mail to:

Federal Highway Administration, Hawaii Division  
Attention: Richelle Takara, Division Administrator  
Box 50206, 300 Ala Moana Blvd., Room 3-229  
Honolulu, HI 96850

- On-line written public comment via website



## Comment period is open until February 24th, 2025

Visit the project website for more information

**Honoapiilanihwyimprovements.com**



**Honoapi'ilani Highway  
Improvements**



# HONOAPI'ILANI HIGHWAY STUDY AREA

The Honoapi'ilani Highway Improvements Project intends to address existing and future coastal erosion and flooding along the stretch of highway from Ukumehame to Launiupoko.



Honoapi'ilani Highway  
Improvements

# Study Process

**The Project complies with the National Environmental Policy Act (NEPA) and the Hawaii Environmental Policy Act (HEPA).**

NEPA requires agencies to consider effects of their projects on the environment and communities. HEPA similarly requires state/county environmental reviews and effects analysis. Both processes include:

- Public and agency participation
- Identify purpose and need for project
- Develop a range of alternatives meeting project needs
- Determine social, economic, and natural environment effects from alternatives
- FHWA and HDOT's environmentally "preferred alternative" and how it avoids, minimizes, or mitigates environmental effects
- Draft Environmental Impact Statement
- Final Environmental Impact Statement and Record of Decision



# Why This Project?

## Emergency Repairs:

- Over the past 10 years, this stretch of highway has been repaired three times after storms and high waves.
- A fourth project is currently in development to address erosion near Olowalu.

## HDOT Vulnerability Assessment Findings:

- 2019 Statewide Coastal Highway Report ranks Honoapi'ilani Highway at Olowalu (#2) and Ukumehame (#12) as most critical out of 300 sites for ocean hazard vulnerability.
- 2021 HDOT Climate Adaptation Action Report Exposure Assessments found 3.2-foot Sea Level Rise Exposure; Vulnerability to hurricane-related storm surge; and Hypothetical tsunami scenario identified in the project area.

## Funding Opportunities:

- HDOT secured a \$22 million federal RAISE grant with the help of our Congressional Delegation, Visitor Industry, FHWA, and Maui County
- Sen. Schatz helped to secure a \$23 million earmark in the 2022 OMNIBUS Bill
- Total estimated cost for this project is approximately \$160 million.



# Project Purpose and Need Statement

The primary purpose of this Project is to provide a reliable transportation facility in West Maui and improve Honoapiʻilani Highway's resilience by reducing the highway's vulnerability to coastal hazards.

Specifically, the Project is intended to address existing coastal erosion and flooding, as well as future coastal erosion and flooding caused by anticipated sea level rise, as delineated by the SLR-XA along the stretch of highway from Ukumehame to Launiupoko, approximately milepost 11 to milepost 17.





1

Alternative 1

2

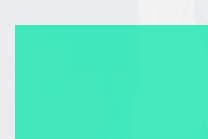
Alternative 2

3

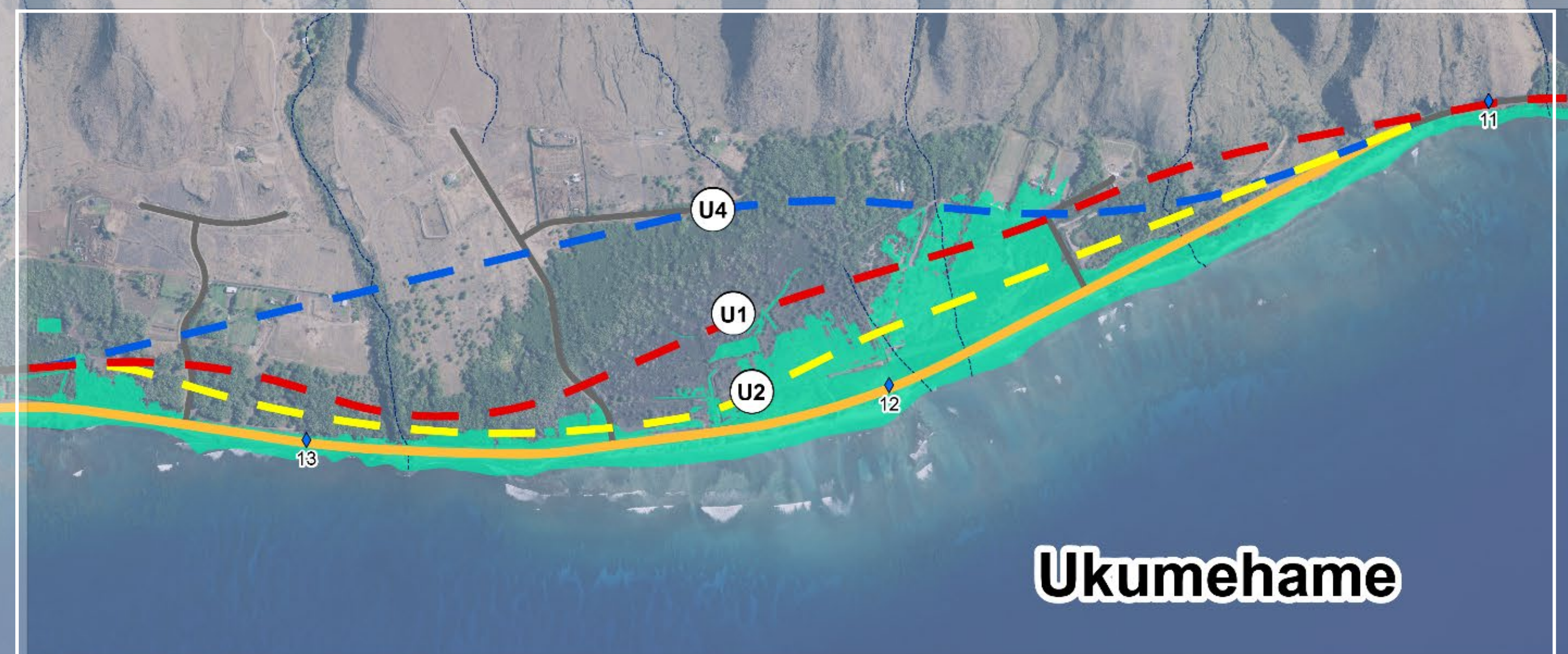
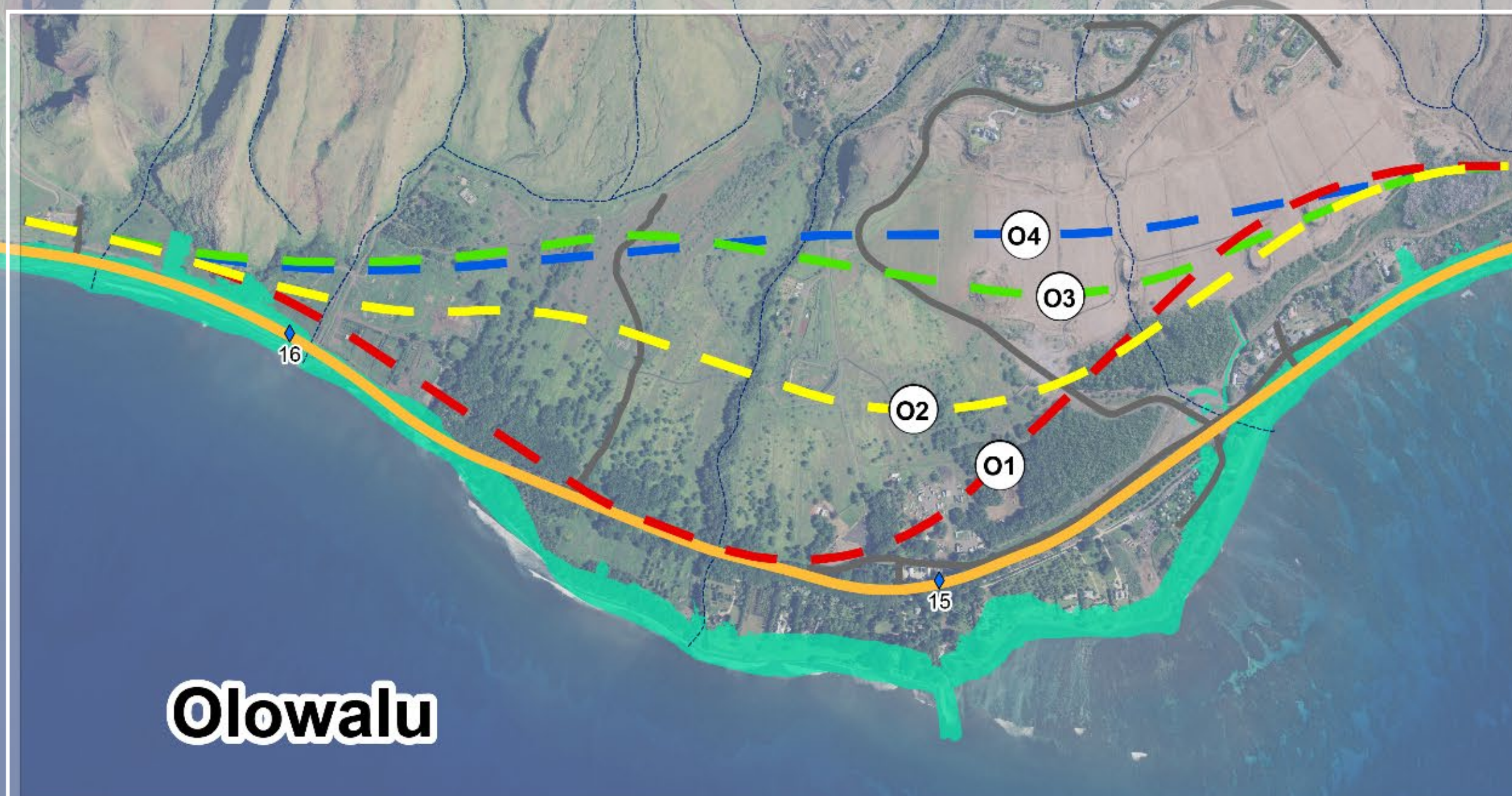
Alternative 3

4

Alternative 4



Sea Level Rise Exposure Area (SLR-XA) 3.2 Foot Vulnerability Area



0 1,250 2,500 5,000 Feet

# Project Alternatives



Honoapi'ilani Highway  
Improvements



# Traffic Operations and Reliability

## Existing Highway and No Build Condition experiences traffic delays

- High numbers of vehicles, no center median
- Numerous driveways and curb cuts create road “friction” and delays
- Poor “levels of service” and delay for side streets and commercial center
- Highway travel is not reliable or consistent, experiences closures from accidents, natural hazards, coastal breaches

## Preferred Alternative provides for better travel

- Center medians minimize lane crossings and headlight glare
- Intersections will have full turn lane protections for improved operations
- Reduced traffic on old highway makes existing uses easier to access
- Improved design minimizes potential closures due to traffic disruptions

## Measurable improvements to overall traffic flow and Level of Service

- No Build: Volume to Capacity Ratio = 0.91, Level of Service = E
- Build Alternatives: Volume to Capacity Ratio = 0.76, Level of Service = C





# Traffic Operations and Safety

	PREDICTED AVERAGE CRASH FREQUENCY (CRASHES/YEAR)		
	NPREDICTED (Total)	NPREDICTED (FI)	NPREDICTED (PDO)
Existing Conditions	56.4	19.1	37.2
Future Year 2045 No Build Alternative	66.7	22.7	44.0
Build Alternative 1	0.7	0.3	0.5
Build Alternative 2, 3, 4	1.8	0.7	1.1

*FI: Fatalities/Injuries; PDO: Property Damage Only*

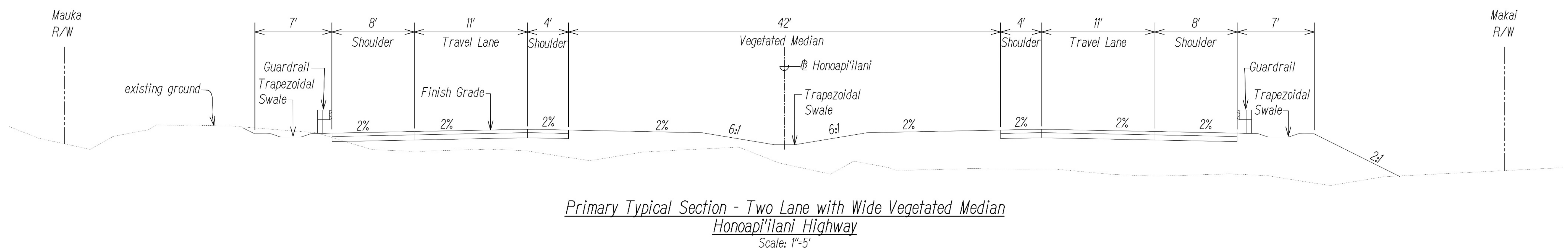
- The most common crash type observed were rear-end collisions.
  - The Preferred Alternative includes turning-movement lanes at intersections in part to reduce this type of collision.
- Crashes from vehicles crossing the centerline also occurred.
  - The Preferred Alternative includes a median to reduce crashes from crossing the centerline into oncoming traffic.
- **Without improvements, Honoapiʻilani Highway is predicted to reach over 60 crashes annually**
- **With the Project, crashes are predicted to reduce to about 1 crash per year**



# Design Elements

## Basic Design Elements Include:

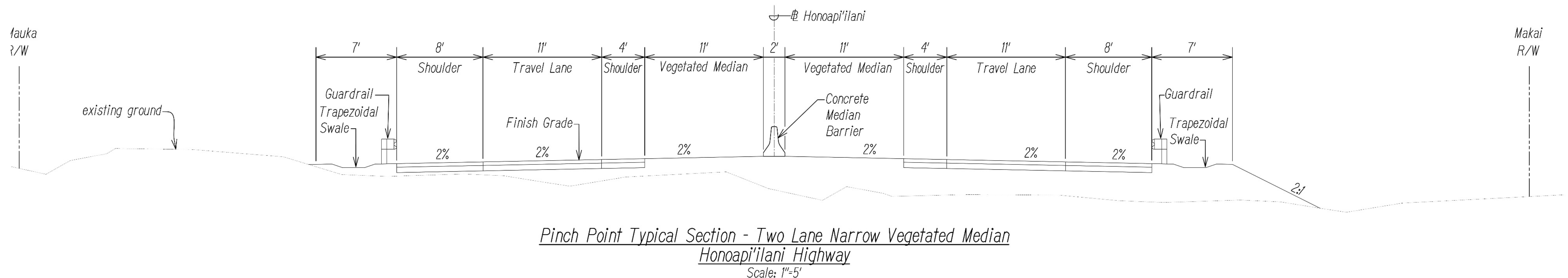
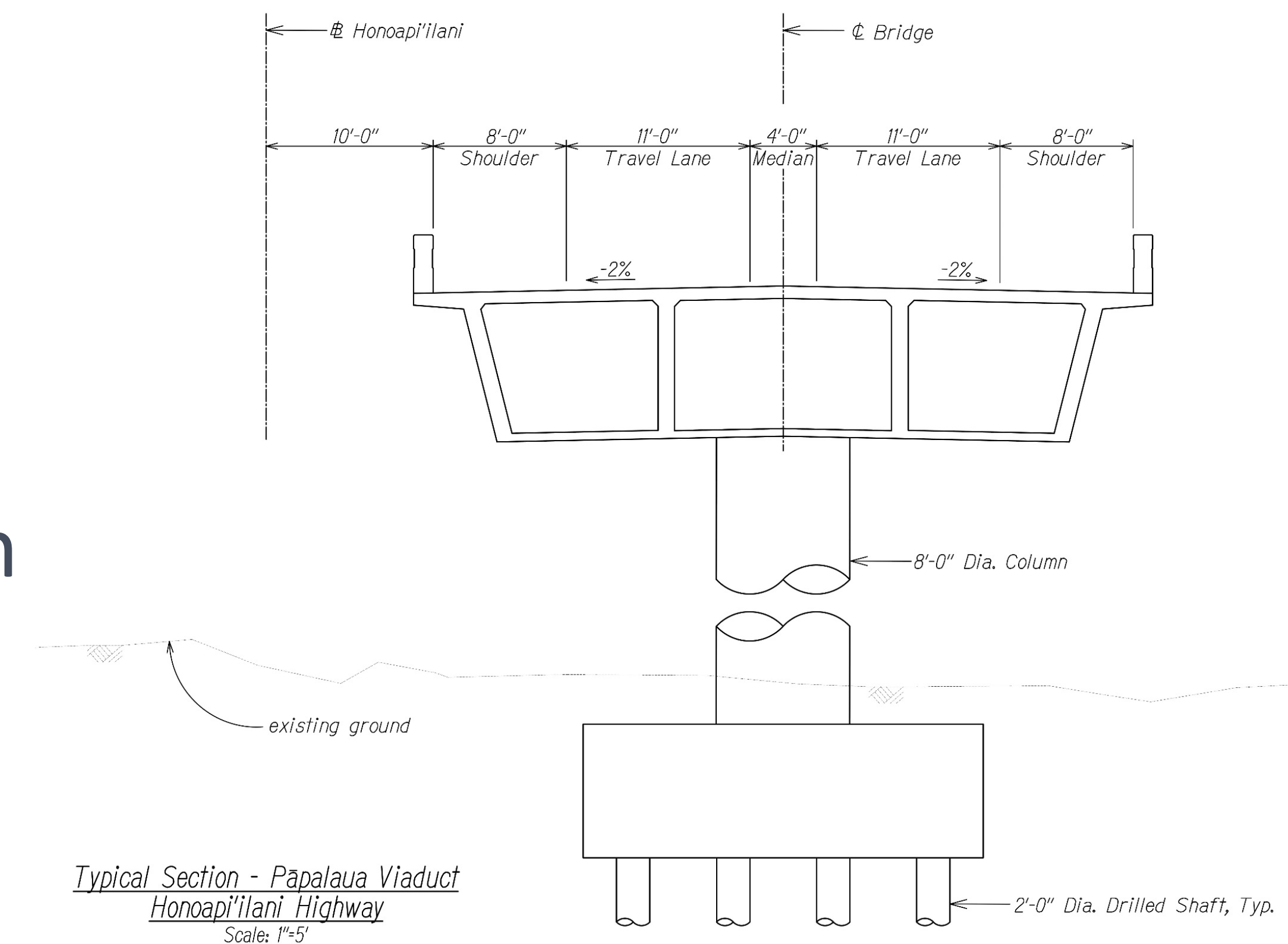
- 45 MPH posted speed limit
- 11-ft wide travel lanes
- Paved shoulders (4-ft min. at median, 8-ft outside)
- Guardrails where appropriate
- Wide grassed medians (for improved safety and stormwater management)
- Acceleration / deceleration lanes at intersections
- Infiltration/detention ponds



# Design Elements Continued...

## Variations in Design Elements Include:

- Narrower medians (to reduce footprint for preservation of historic resources)
- Viaduct in Ukumehame (to span over sedimentation pond and wetland areas)
- Street lighting only at intersections



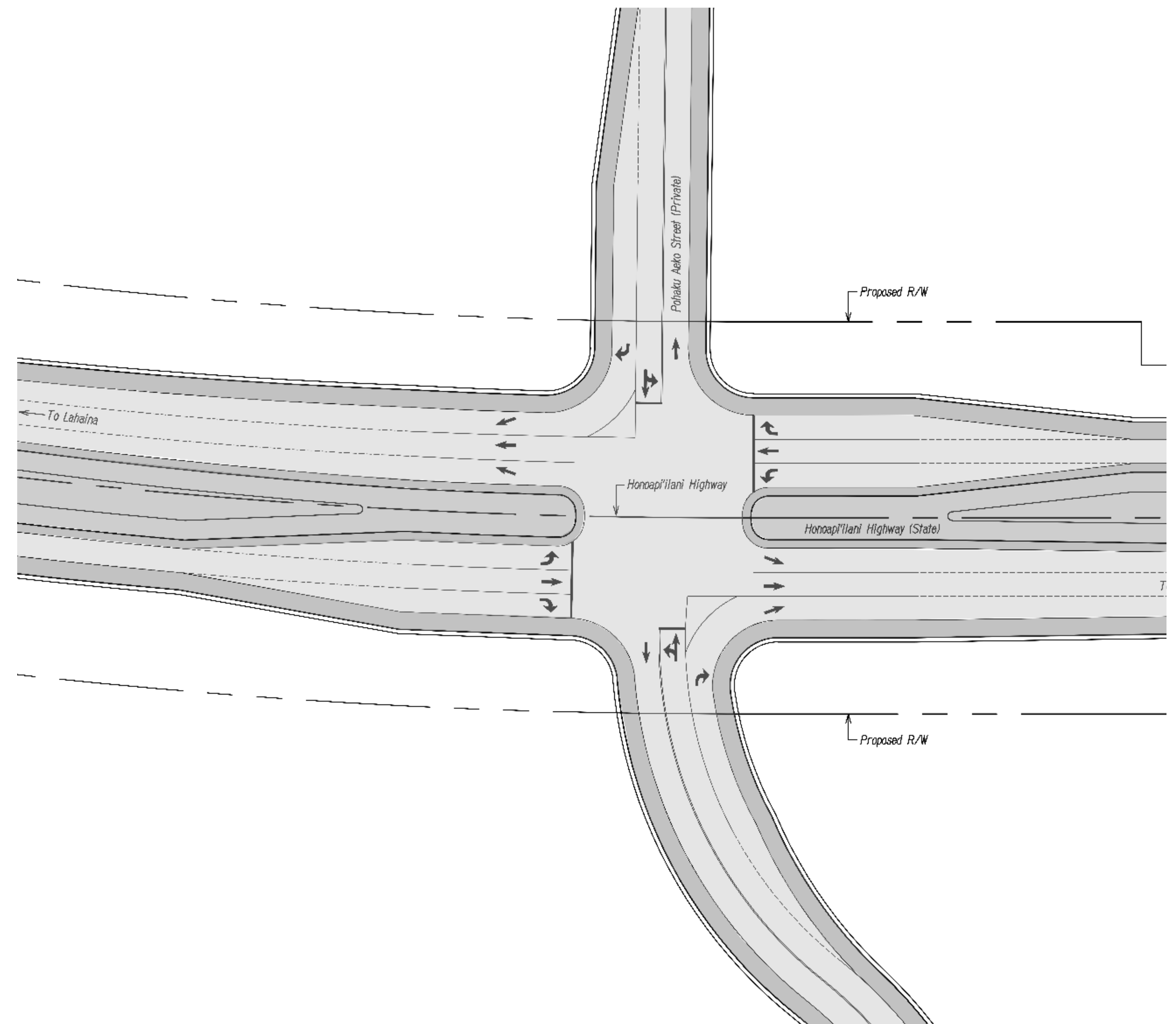
# Design Elements Continued...

## Typical Intersection Elements Include:

- Acceleration/deceleration lanes
- Turning lanes on main highway
- Streetlights

## Proposed Intersections:

- Olowalu Recycling Center
- North Road
- Luawai Street (signalized)
- Ehehene Street
- Pohaku Akeo





# Alternative Impact Evaluation and Screening

## Olowalu

TOPIC	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2	BUILD ALTERNATIVE 3	BUILD ALTERNATIVE 4	PREFERRED ALTERNATIVE
Preliminary Construction Cost Estimates						
Land Use and Zoning						
Agriculture and Farmlands						
Community Services						
Land Acquisition, Displacement, and Relocation						
Parklands and Recreational Resources						
Archaeological and Architectural Historic Properties						
Cultural Resources						
Visual and Scenic Character						
Water Resources, Wetlands, and Floodplains						
Flora and Fauna, Endangered Species						
Geology, Soils, and Natural Hazards						
Coastal Zone Management/Hawai'i Special Management Areas						
Climate Change and Sea Level Rise						
Transportation						
Air Quality and Energy						
Noise						
Infrastructure and Utilities						
Hazardous Materials						
Environmental Justice						
OLOWALU OVERALL ASSESSMENT						

## Ukumehame

TOPIC	NO BUILD ALTERNATIVE	BUILD ALTERNATIVE 1	BUILD ALTERNATIVE 2 AND 3	BUILD ALTERNATIVE 4	PREFERRED ALTERNATIVE
Preliminary Construction Cost Estimates					
Land Use and Zoning					
Agriculture and Farmlands					
Community Services					
Land Acquisition, Displacement, and Relocation					
Parklands and Recreational Resources					
Archaeological and Architectural Historic Properties					
Cultural Resources					
Visual and Scenic Character					
Water Resources, Wetlands, and Floodplains					
Flora and Fauna, Endangered Species					
Geology, Soils, and Natural Hazards					
Coastal Zone Management/Hawai'i Special Management Areas					
Climate Change and Sea Level Rise					
Transportation					
Air Quality and Energy					
Noise					
Infrastructure and Utilities					
Hazardous Materials					
Environmental Justice					
UKUMEHAME OVERALL ASSESSMENT					

=Worst

=Poor

=Neutral

=Good

=Best



Honoapi'ilani Highway  
Improvements

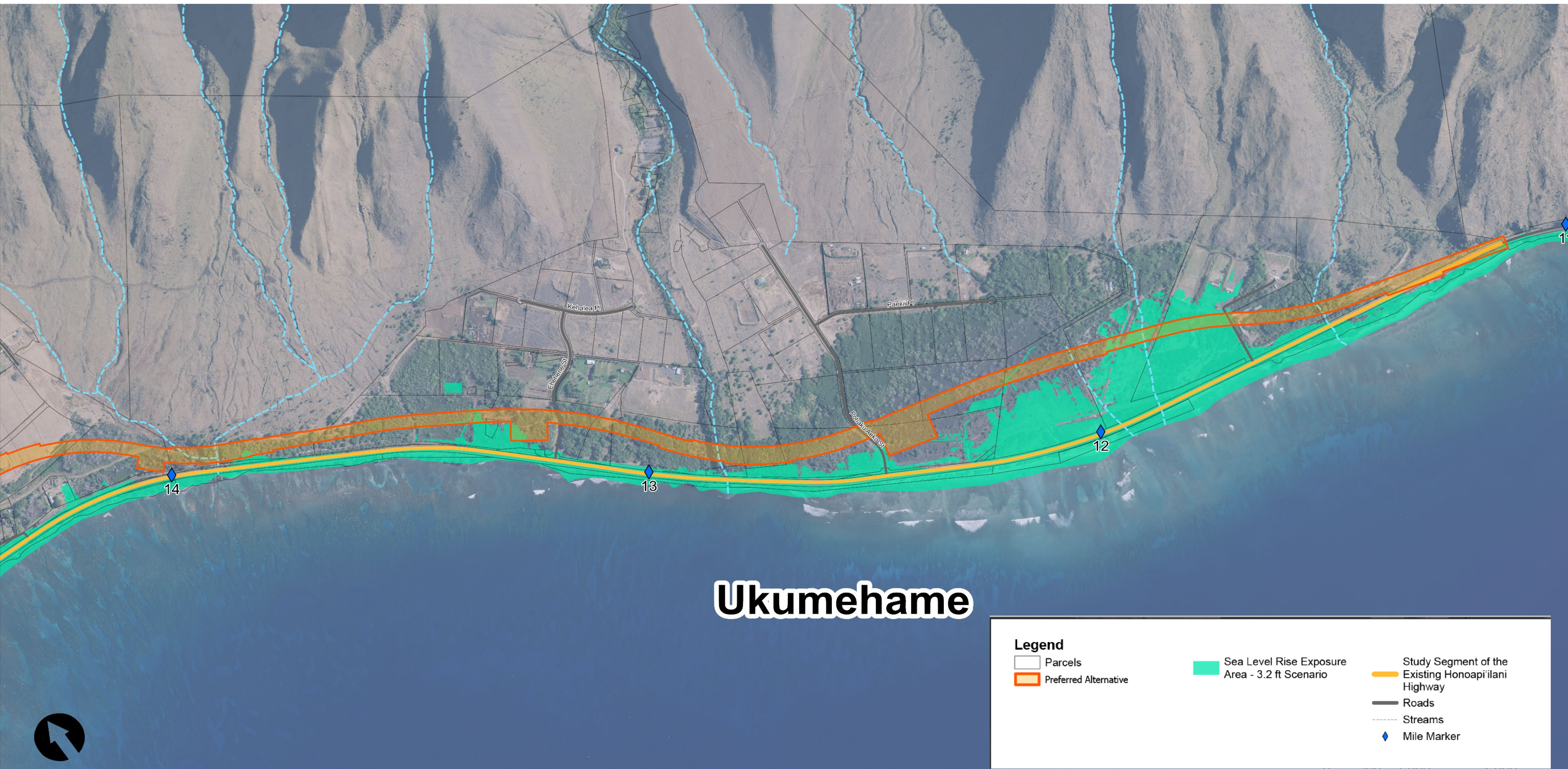


# Olowalu Preferred Alternative (Alternative 2)

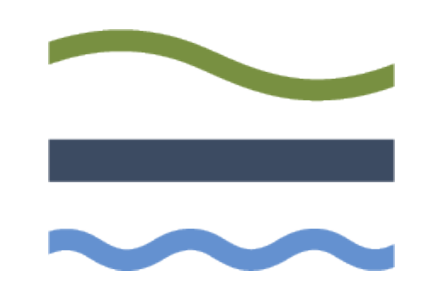


Honoapi'ilani Highway  
Improvements

# Ukumehame Preferred Alternative (Alternative 1)



Honoapi'ilani Highway  
Improvements

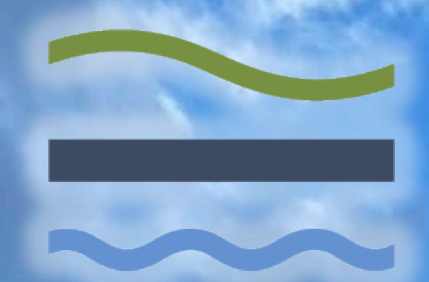


# Archaeology and Architecture

## Section 6E (HI) Section 106 (Federal)

- Section 106 of the National Historic Preservation Act (54 USC § 306108) requires federal agencies to take into account the effect of its actions on historic properties. It is a standalone review process used to inform NEPA decision-making.
- FHWA, in coordination with HDOT and its consultants, conducted investigations within the Project's area of potential effects (APE) to identify historic properties, which are properties listed in or eligible for listing in the National Register of Historic Places.
- By identifying historic properties, Project alternatives could be assessed to determine effects to historic properties caused by the Project and seek ways to avoid or minimize those effects.





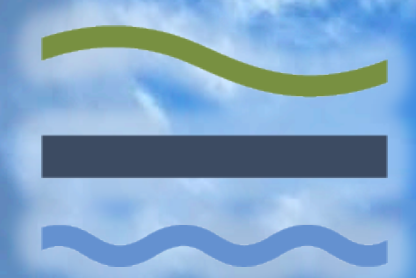
# Archaeology and Architecture: Four Steps of Section 106 Process

## Step 1: Establish the Undertaking and Initiate Section 106 Process

## Step 2: Identify Historic Properties

- Through reconnaissance surveys, professionals meeting the Secretary of the Interior's Professional Qualifications Standards identified:
  - 4 architectural historic properties, including 1 district comprised of 10 contributing resources related to Olowalu sugar plantation history
  - 28 archaeological historic properties in Ukumehame, 7 in Olowalu, and 3 in Launiupoko comprising both historic and Precontact sites
- The preferred alternative avoids direct, physical effects to the majority of these identified historic properties.





# Archaeology and Architecture: Four Steps of Section 106 Process, continued

## **Step 3: Assess Effects**

Consultation with the Hawaii State Historic Preservation Department (SHPD) and Section 106 consulting parties is currently occurring. FHWA will assess effects to the identified historic properties, which will be documented in the Final EIS and Record of Decision at the conclusion of the environmental review process.

## **Step 4: Resolve Adverse Effects**

Because subsurface areas of the preferred alternative have not yet been investigated, FHWA and SHPD will enter into a Section 106 Programmatic Agreement to provide a process for continued investigations, consultation, and any required mitigation. Consultation with SHPD and Section 106 consulting parties will continue; 16 such meetings have occurred to date.





# Cultural Resources



- Ka ‘Oihana Mahi ‘Ai -- Traditional Hawaiian agriculture in the valleys and on the alluvial plain
- Ka ‘Oihana Lawai‘a – Traditional Hawaiian fishing and marine resource gathering
- Kilo and wayfinding traditions
- Traditional Settlement and Spirituality as reflected in the archaeological footprint and land documents of the Mahele ‘Āina



# Parks, Recreation, Refuges, and Historic Properties Protections

Section 4(f) of the US DOT Act of 1966 provides extra consideration for historic properties as well as publicly-owned parks, recreation areas and refuges. These are “Section 4(f)” properties and receive a special analysis during environmental review.

Before approving a project that uses Section 4(f) property, FHWA must:

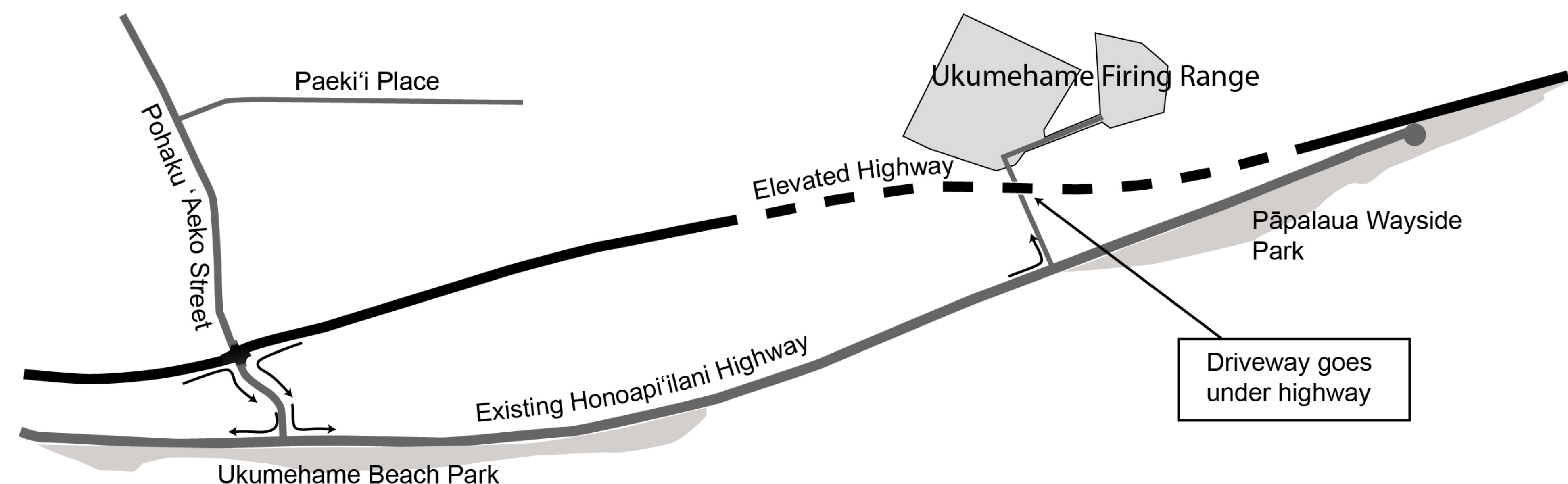
- determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties;
- that the project includes all possible planning to minimize harm to the Section 4(f) properties;
- or, FHWA makes a finding that the project has a *de minimis* (minimal) impact on the Section 4(f) property.

The Draft EIS assessed several properties for Section 4(f) applicability and potential use.

Only one property, the Ukumehame Firing Range, was eligible for Section 4(f) and also has a use from the project.

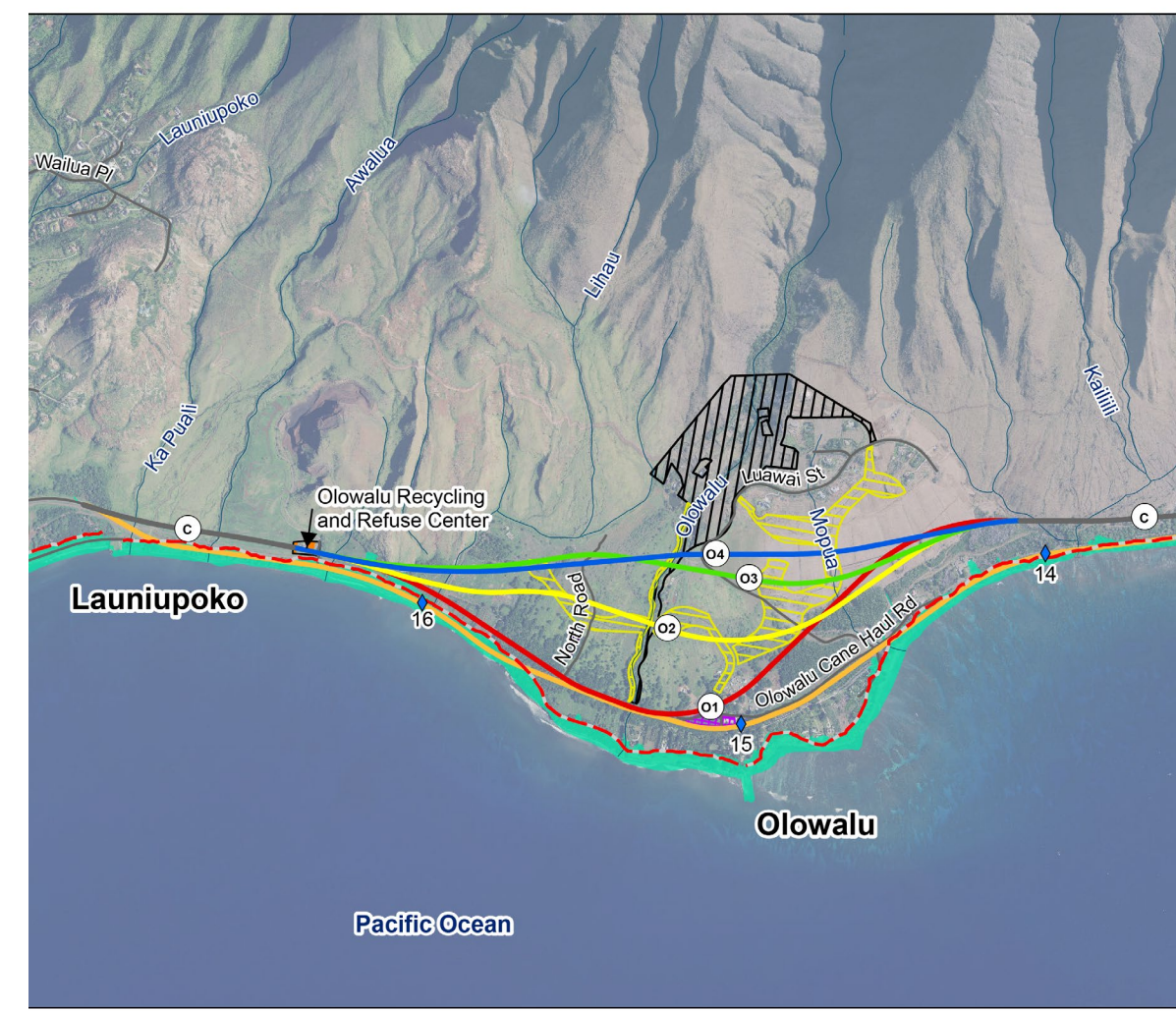
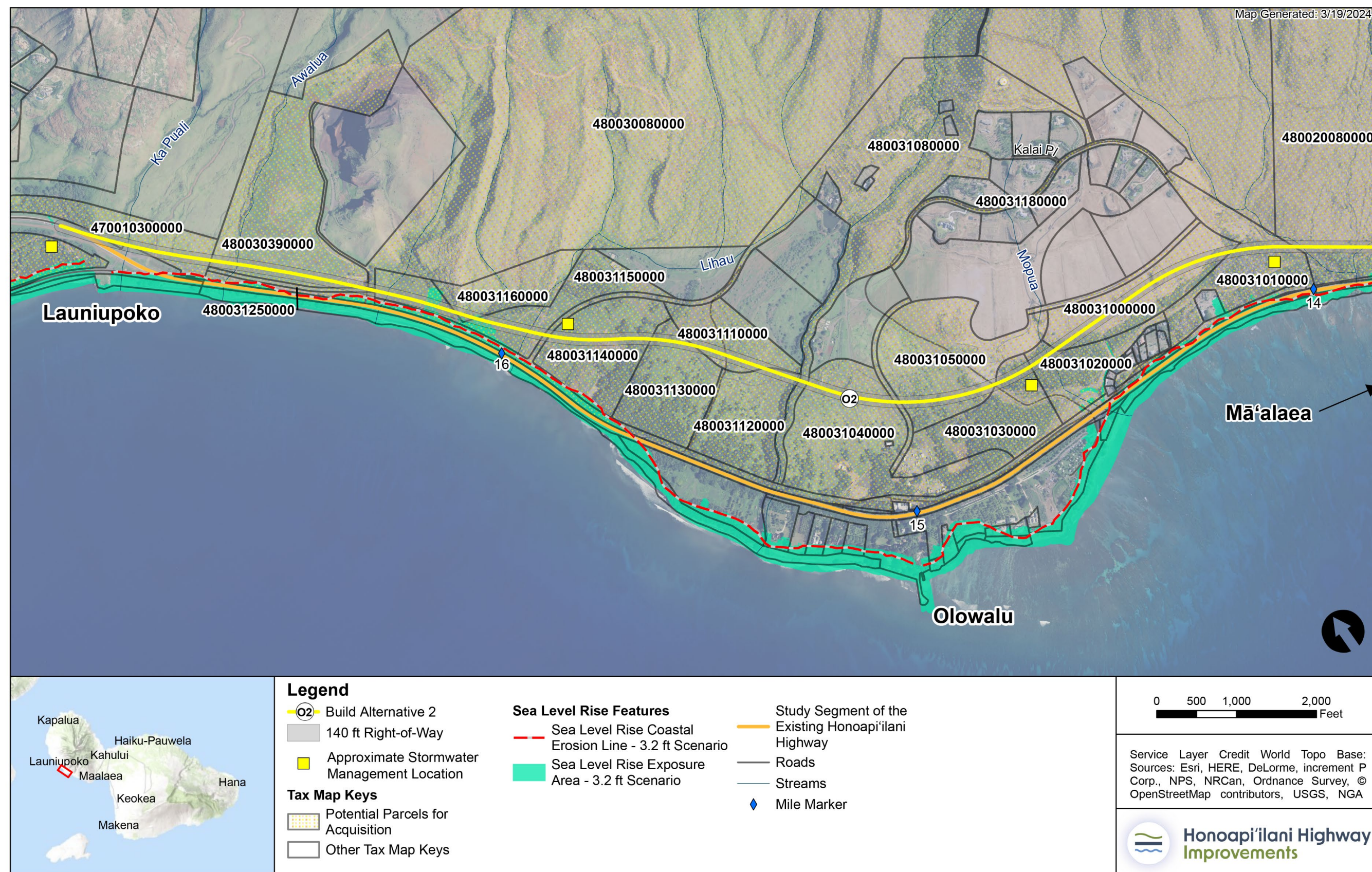
The Ukumehame Firing Range is anticipated to have a “*de minimis*” (minimal) impact from the Preferred Alternative, which will extend over the makai parking lot edge on viaduct.

**This *de minimis* impact will be coordinated with County of Maui, the Official with Jurisdiction, for their concurrence. A Section 4(f) *de minimis* evaluation will be included in the Final EIS.**





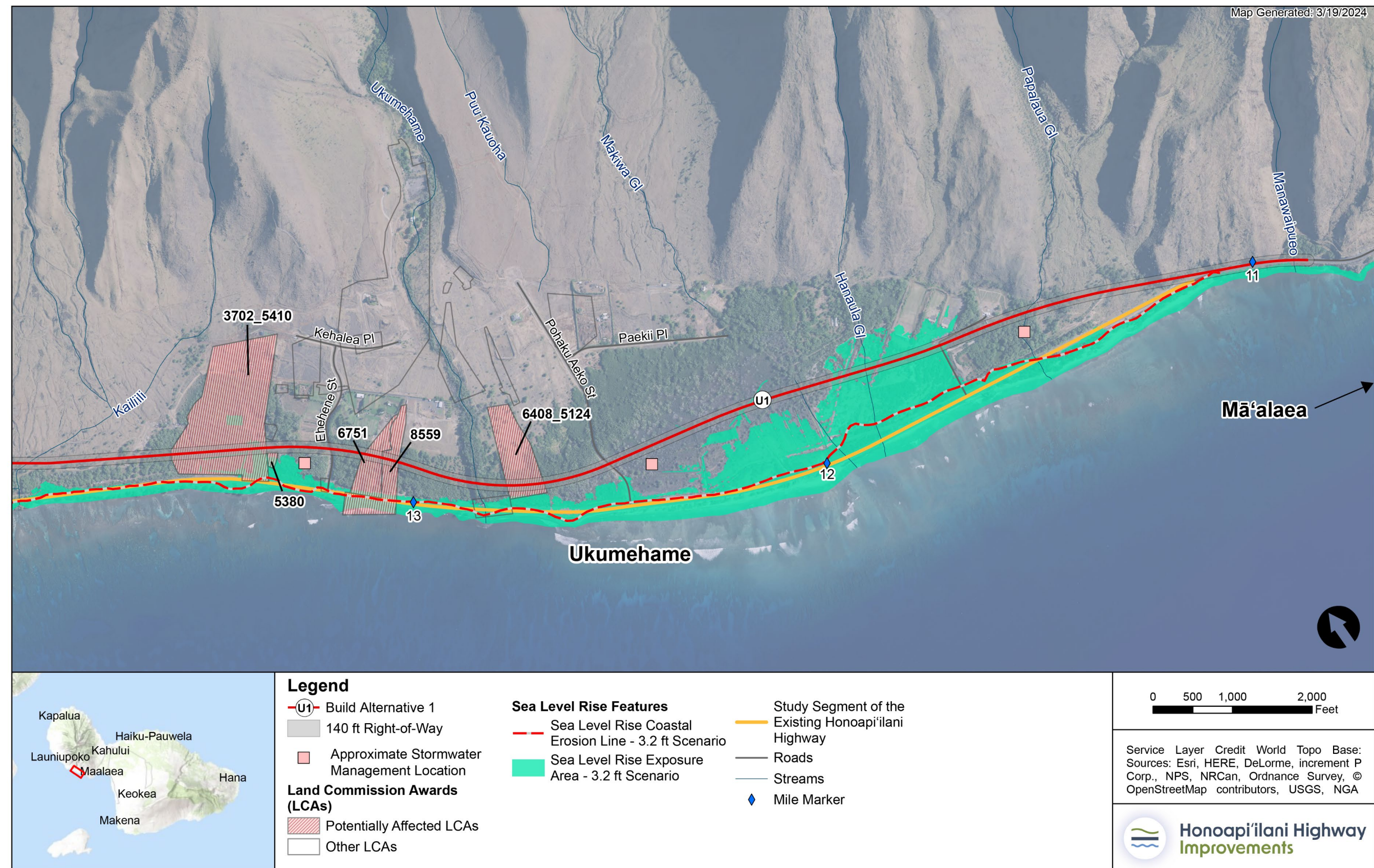
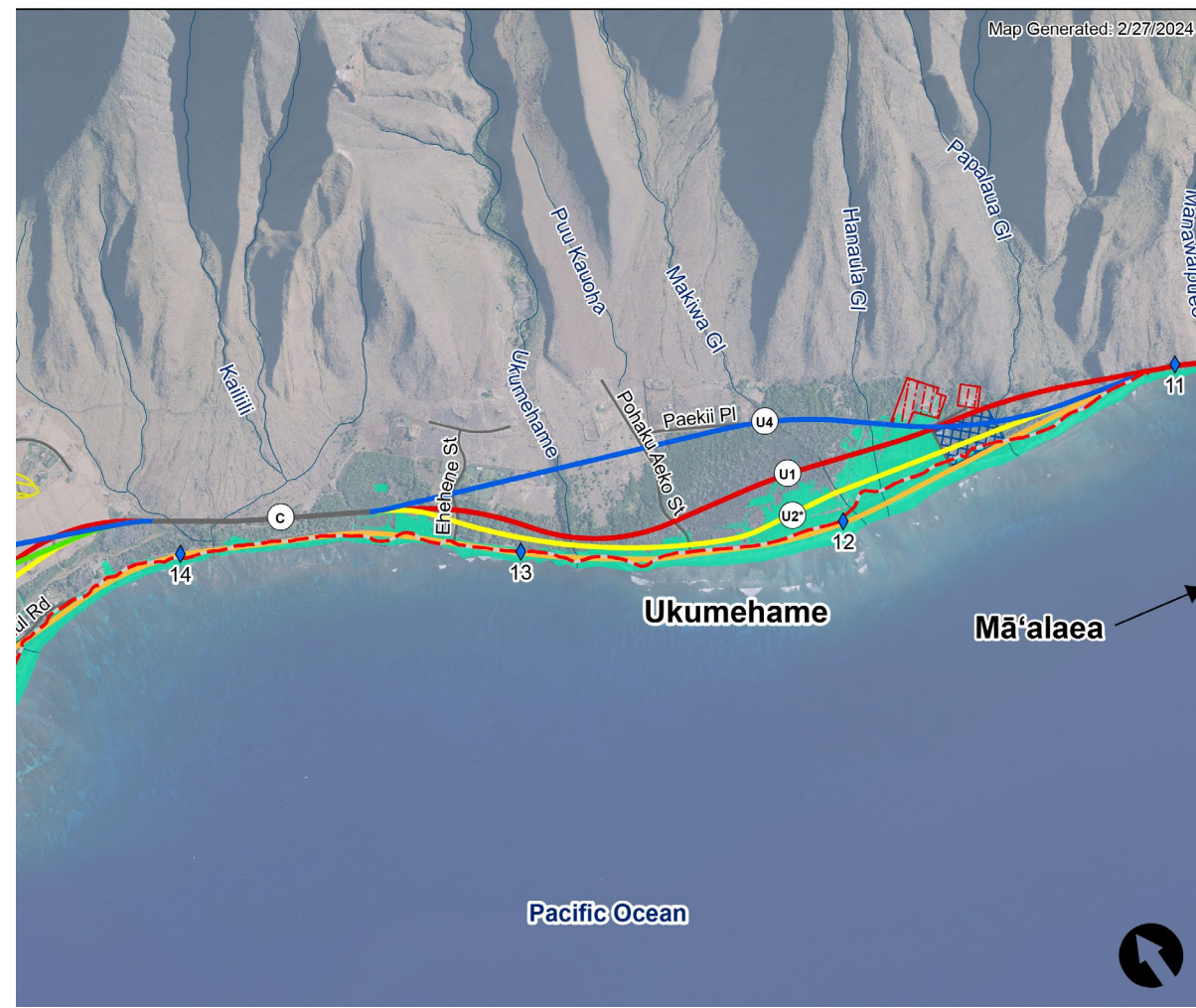
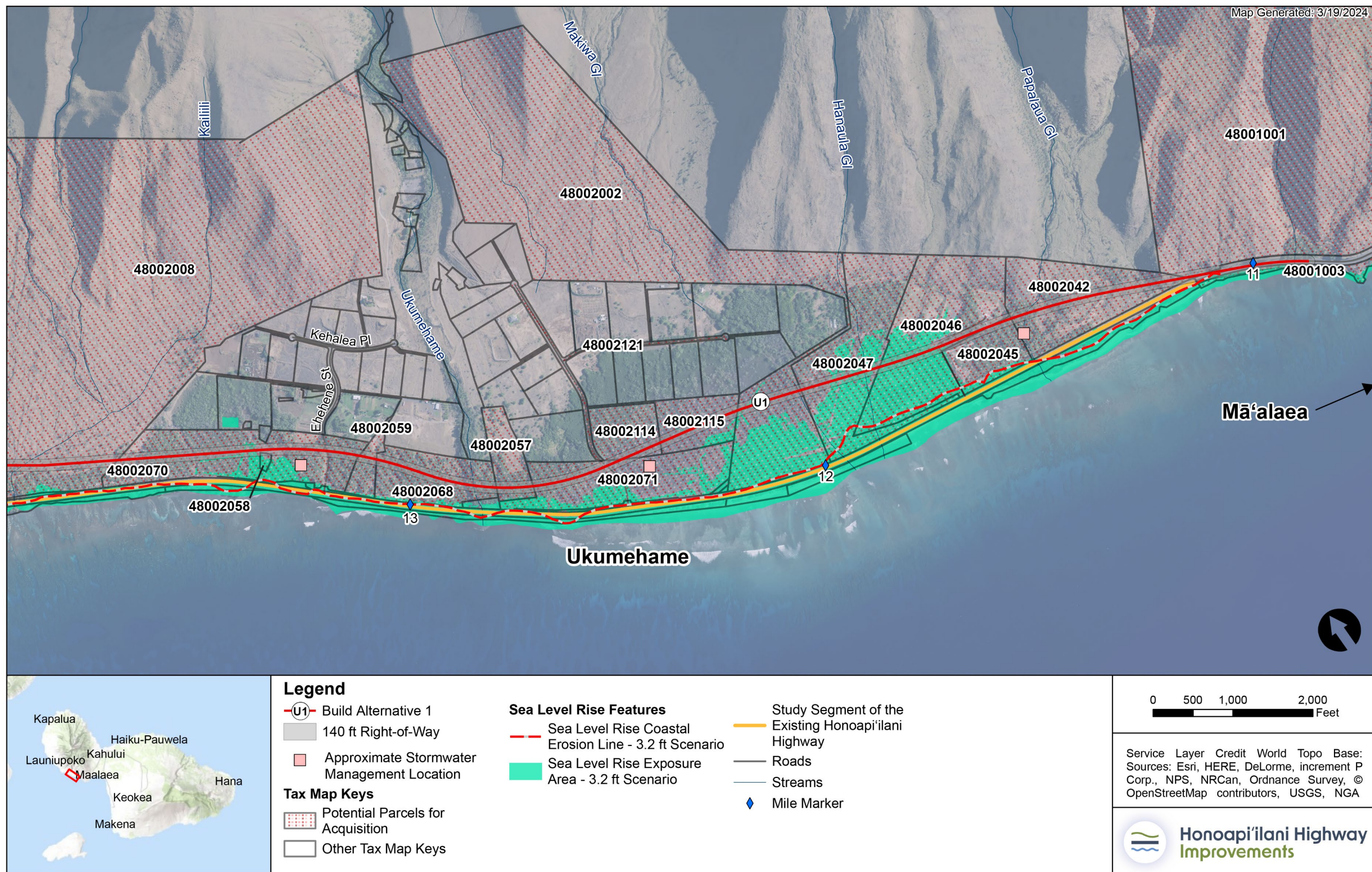
# Potential Land Acquisition - Olowalu



IMPACT ASSESSMENT	NO BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4	PREFERRED
Number of Private Tax Map Key Properties Affected	0	15	15	15	16	15
Number of Kuleana Properties Affected	0	3	5	8	5	5
Potential Residential Relocation	0	0	0	11	11	0
Potential Commercial/Agricultural Relocation	0	1	1	1	1	1
Community Facilities Relocation	0	0	0	0	0	0



# Potential Land Acquisition - Ukumehame



IMPACT ASSESSMENT	NO BUILD ALTERNATIVE	ALTERNATIVE 1	ALTERNATIVE 2 / 3	ALTERNATIVE 4	PREFERRED
Number of Private Tax Map Key Properties Affected	0	3	1	20	3
Number of Kuleana Properties Affected	0	5	6	7	5
Potential Residential Relocation	0	0	0	0	0
Potential Commercial/Agricultural Relocation	0	0	0	2	1
Community Facilities Relocation	0	0	0	0	0



Honoapiʻilani Highway  
Improvements

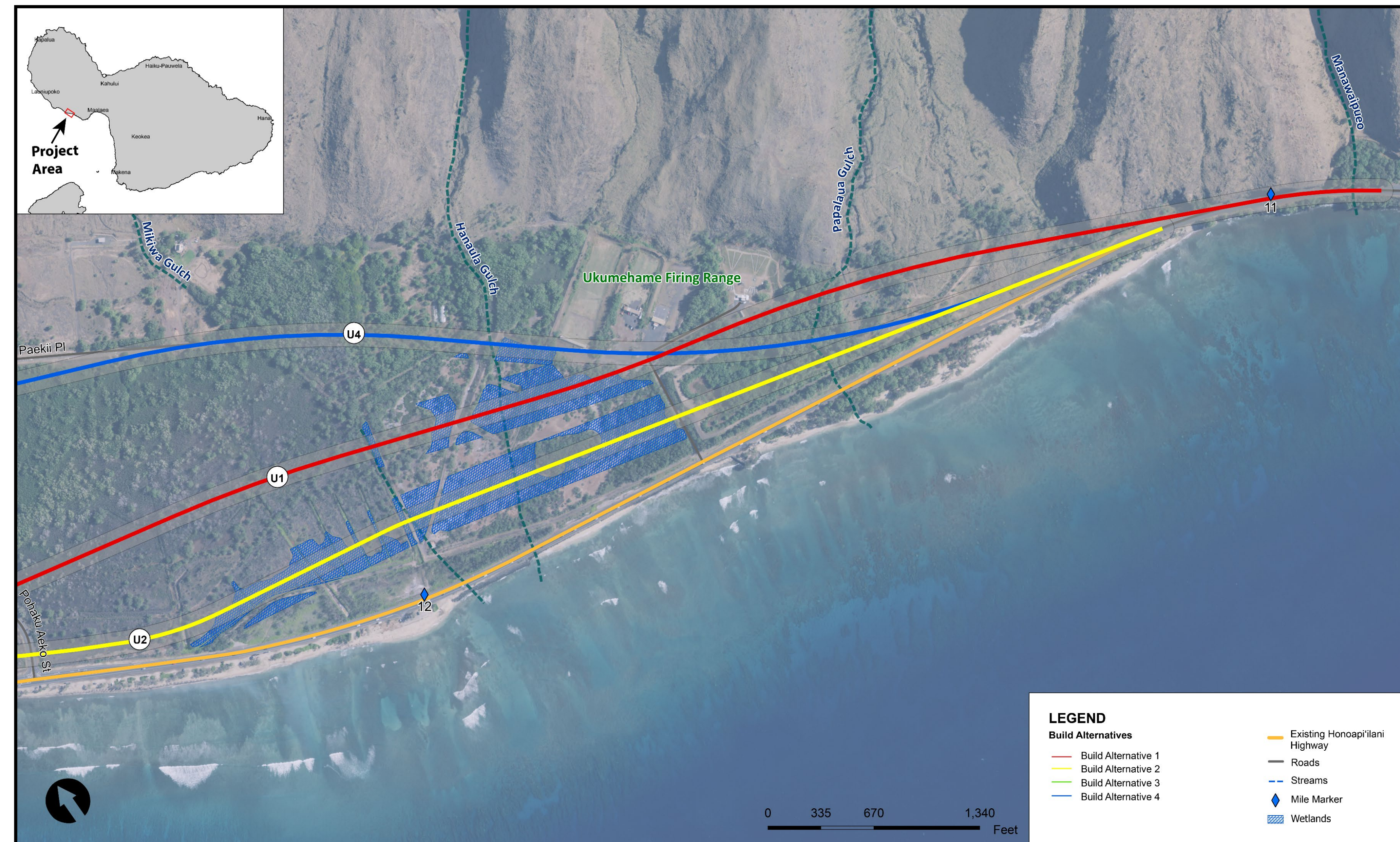


# Wetlands and Waters Protection

Wetlands are areas of land saturated with water, either permanently or seasonally, and supports vegetation adapted to these wet conditions.

They are protected by the Clean Water Act, which regulates the discharge of pollutants into waters of the United States and requires permits for activities that could impact these ecosystems.

- Water features in the study area include approximately 21 acres of delineated wetlands, 12 ditches, 2 gulches, and 7 streams.
- Permanent impacts for the Preferred Alternative are not anticipated to exceed 0.1 acre in any delineated jurisdictional wetland.
- Bridges designed for 100-year storms; culverts designed for 50-year storms (100-year in FEMA flood zones).
- Construction will adhere to all HDOT standards for control of stormwater, water quality, erosion, sedimentation, and turbidity.
- Compliance with Clean Water Act is ongoing through coordination with U.S. Army Corp of Engineers.
- Clean Water Act permitting will be completed during the next phase of the project.





# Threatened and Endangered Species Protection

Threatened and Endangered Species are species that are at risk of becoming extinct.

They are protected by Section 7 of the Endangered Species Act which prohibits their harm and habitat destruction, and by implementing recovery plans to promote their conservation and survival.

- 23 threatened and endangered species were identified as potentially occurring within the project area.
- 2 listed species were observed in project area: Hawaiian Goose (nēnē), Hawaiian Stilt (ae'ō).
- No critical habitat identified within the project area.
- Compliance with Endangered Species Act of 1973 through consultation with relevant agencies: NOAA (final), USFWS (ongoing).
- Next steps: finalize measures to protect threatened and endangered species.



Nēnē Sighting (3/23/23)



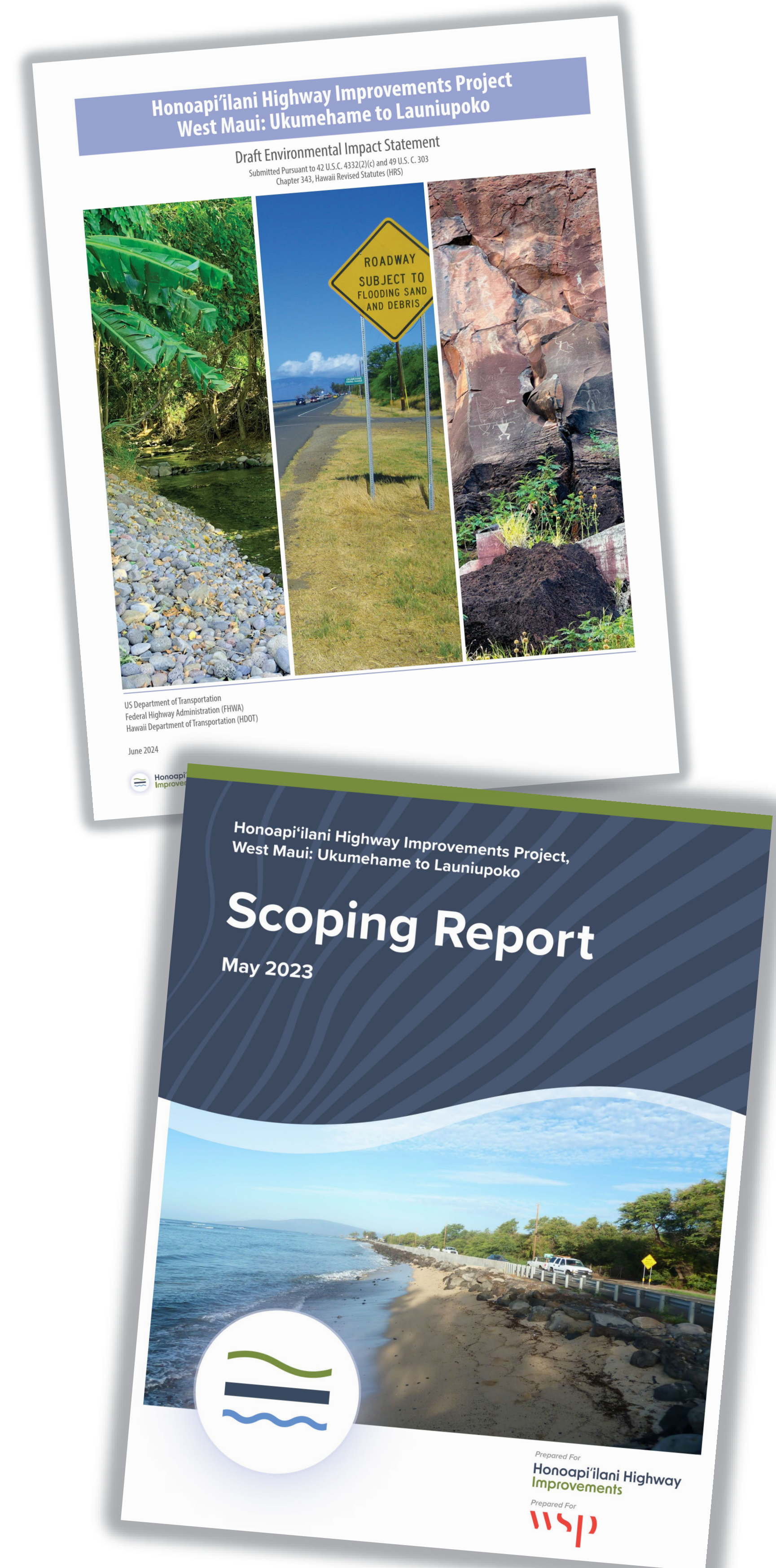
Ae'ō Sighting (1/23/23)





# EIS Development

<b>December 2021 to November 2022</b>	Pre-NEPA/ HEPA early scoping period
<b>November 22/23, 2022</b>	Notice of Intent and EIS Preparation Notice
<b>November 30, 2022</b>	Scoping letters sent to agencies explaining the project and requesting input
<b>December 2022</b>	Three public scoping meetings, comment period closed December 31, 2022
<b>May 2023</b>	Scoping Report Published
<b>August 2023</b>	The Lahaina wildfire did not physically affect the highway project area; however, the environmental review timetable was extended by 10 months.
<b>January 2025</b>	DEIS Publication
<b>January 2025</b>	Public Hearings (comments due February 24, 2025)
<b>Summer 2025</b>	Anticipated FEIS/ROD Publication



**Honoapi'ilani Highway  
Improvements**

# Schedule and Next Steps

- Public Comment on Draft EIS ends on February 24, 2025
- Final EIS/Record of Decision expected June 2025

