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3.19 ENVIRONMENTAL JUSTICE AND SOCIOECONOMIC CONDITIONS

This section provides an analysis of the potential adverse and beneficial effects of the Honoapiʻilani Highway Improvements Project (the Project) and the Build Alternatives on low-income and minority populations (collectively referred to as environmental justice populations). This section also provides an analysis of whether the Project would result in disproportionately high and adverse effects on these populations. The analysis is based on the assessment of effects presented in previous sections of the Draft Final Environmental Impact Statement (EIS) as well as concerns raised during public outreach to the community and direct outreach to local businesses.

3.19.1 Regulatory Context

The U.S. Department of Transportation (USDOT) Order 5610.2C defines environmental justice as “the fair treatment and meaningful involvement of all people, regardless of race, ethnicity, income, national origin, or educational level with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. For the purpose of DOT’s Environmental Justice Strategy, fair treatment means that no population, due to policy or economic disempowerment, is forced to bear a disproportionate burden of the negative human health and environmental impacts, including social and economic effects, resulting from transportation decisions, programs and policies made, implemented and enforced at the Federal, State, local or tribal level.”¹ Similarly, the U.S. Environmental Protection Agency (USEPA) defines environmental justice as “the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision making and other Federal activities that affect human health and the environment so that people:

- are fully protected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and
- have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices.”²

Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations (1994), directs federal agencies to identify and address, as appropriate, disproportionately high and adverse effects of federal actions on low income and minority populations. Its purpose is to focus federal attention on the environmental and human health effects of federal actions on low income and minority populations with the goal of achieving environmental protection for all communities.

¹ <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2021-06/DOT%20Order%205610.2C.pdf>

² U.S. Environmental Protection Agency. Accessed November 11, 2024.
<https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>.



~~EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (2023), further emphasizes that environmental justice is achieved through meaningful engagement and collaboration with underserved and overburdened communities to address the adverse conditions they experience and ensure they do not face additional disproportionate burdens or underinvestment. Per the Council on Environmental Quality, EO 14096 does not rescind EO 12898. However, until further guidance on implementing EO 14096 is available, the Federal Highway Administration (FHWA) is using existing guidance in the current USDOT and FHWA Environmental Justice Orders (USDOT Order 5610.2C and FHWA Order 6640.23A).~~

~~USDOT Order 5610.2C and FHWA Order 6640.23A define low income people as having median household incomes at or below the U.S. Department of Health and Human Services poverty guidelines and defines the following individuals as minorities:~~

- ~~• Black: a person with origins in any of the Black racial groups of Africa~~
- ~~• Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race~~
- ~~• Asian American: a person with origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent~~
- ~~• American Indian or Alaskan Native: a person with origins in any of the original people of North America, Central America, or South America, and maintain cultural identification through tribal affiliation or community recognition~~
- ~~• Native Hawaiian and Other Pacific Islander: a person with origins in any of the original peoples of Hawaiʻi, Guam, Samoa, or other Pacific Islands~~

~~USDOT Order 5610.2C also defines minority and low income populations as readily identifiable groups of minority or low income persons “who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.” In addition, low income people are defined as having median household income at or below the U.S. Department of Health and Human Services poverty guidelines.~~

~~The following federal regulatory and guidance documents were used for the environmental justice analysis:~~

- ~~• EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations (February 1994)~~
- ~~• EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All (April 2023)~~
- ~~• USDOT Order 5610.2C, Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low Income Populations (May 2021)~~
- ~~• USDOT, Environmental Justice Strategy (November 2016)~~
- ~~• FHWA Order 6640.23A, FHWA Actions to Address Environmental Justice in Minority Populations and Low Income Populations (June 2012)~~



- ~~FHWA, Guidance on Environmental Justice and the National Environmental Policy Act (NEPA) (December 2011)~~
- ~~FHWA, Environmental Justice Reference Guide (April 2015)~~
- ~~Federal Interagency Working Group on Environmental Justice & NEPA Committee, Promising Practices for Environmental Justice Methodologies in NEPA Reviews (March 2016)~~
- ~~2021 The White House Office of Science and Technology Policy and the White House Council on Environmental Quality Memorandum on Indigenous Traditional Ecological Knowledge and Federal Decision Making (November 2021)~~

On January 20, 2025, President Trump signed Executive Order (E.O.) 14148 –Initial Rescissions of Harmful Executive Orders and Actions and E.O. 14154 – Unleashing American Energy. The E.O.s revoked E.O. 14096 – Revitalizing Our Nation’s Commitment to Environmental Justice for All (April 21, 2023). Subsequently on January 21, 2025, President Trump signed E.O. 14173 – Ending Illegal Discrimination and Restoring Merit-Based Opportunity. This E.O. revoked E.O. 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (February 11, 1994). On February 25, 2025, the Council on Environmental Quality (CEQ) published an Interim Final Rule removing the CEQ’s National Environmental Policy Act (NEPA) implementing regulations, effective April 11, 2025 (90 Fed. Reg. 10610). As a result of these actions, all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. FHWA, FTA and FRA’s Joint NEPA regulations (23 CFR part 771) and the agencies Interim Final Guidance on “Section 139 Environmental Review Process: Efficient Environmental Reviews for Project Decision-making and One Federal Decision” (12/17/2024) do not require an environmental justice analysis. Any purported environmental justice impacts were not considered in the federal decision. Social, economic, and community impacts will continue to be disclosed where applicable in accordance with 23 CFR 771.

The regulatory guidance that was cited as part of the analysis prepared for the Draft EIS has since been rescinded and all federal environmental justice requirements are revoked and no longer apply to the federal environmental review process. However, consistent with the State of Hawaiʻi Department of Transportation Title VI Program,³ the environmental justice analyses prepared as part of the Draft EIS are retained in this Final EIS in an effort to further “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”

3.19.2 Methodology

This section provides a broad socioeconomic overview of the project area and its regional setting and presents the methodology used to identify communities with environmental justice populations. ~~The assessment method is consistent with the FHWA 2011 Guidance on Environmental Justice and NEPA, USDOT Order 5610.2C, and FHWA Order 6640.23A. The FHWA and the Hawaiʻi Department of~~

³ [Administration | Title VI/Environmental Justice/Language Access Programs](#) (Date Accessed: July 2025)



Transportation (HDOT) conducted extensive public outreach, including direct outreach to environmental justice populations, during preparation of this ~~Draft~~ Final EIS.

The following methodology was used to conduct the environmental justice analysis:

- Identify appropriate study areas
- Identify existing low-income and minority (environmental justice) populations in the study area
- Determine if the Project would result in any effects (beneficial or adverse) on the environmental justice populations. This includes the following:
 - Consider measures to avoid, minimize, and mitigate any adverse effects of the Project
 - Consider potential offsetting benefits to the affected environmental justice populations
 - Determine if the Project would result in disproportionately high and adverse effects on environmental justice populations⁴
 - If disproportionately high and adverse effects on environmental justice populations are likely, determine if a mitigation measure or alternative would avoid or reduce these effects
 - Provide meaningful opportunities for environmental justice populations to provide input and help identify potential effects of the Project and potential mitigation

3.19.2.1 Data Sources

Demographic Analysis

The primary source of data used for this analysis is the U.S. Census Bureau's 2018-2022 American Community Survey (ACS) 5-Year Estimates, which was the most current data available at the time. The ACS data provides estimates by census tract averaged across a 5-year span collected between official U.S. Census Bureau decennial counts.

HDOT collected the ACS data for four levels of geography for comparison (**FIGURE 3.19-1**):

- The State of Hawai'i
- Maui County, which comprises the islands of Maui, Molokai, and Lāna'i
- West Maui Census Tracts 314.02, 314.04, 314.05, 315.01, 315.03, 315.04, 315.05, and 320⁵
- The project area (Census Tract 320)

HDOT included additional data from the USEPA EJScreen Tool (Version 2.2 – which has been discontinued), which includes summary data related to low-income and minority communities.

⁴ These are effects that would be predominately borne by environmental justice populations—or are appreciably more severe or greater in magnitude on these populations—than the adverse effects borne by populations that are not defined as low-income or minority.

⁵ Although Census Tract 308 is sometimes considered part of the geography of West Maui, much of its population is geographically isolated and situated north of Kahului and is therefore unlikely to use the project area for access. Therefore, Census Tract 308 was not included in the statistics for West Maui.



Although there can be some variation in the data, U.S. Decennial Census information is also used in setting some of the broader demographic characteristics where applicable.

Native Hawaiian Outreach

Though other minorities live in the project area, Native Hawaiians are recognized as key stakeholders. During early scoping—before the NEPA/HEPA process officially began—Native Hawaiians who live in the project area or who have a cultural connection to it were invited to small group meetings. This expanded to a more formal public dialogue during project scoping that has continued as part of the Section 106 consulting process (Section 3.6, Archaeological and Architectural Historic Properties).

From this outreach and other comments received from public participants during the scoping process, community themes emerged:

- Respect the rich cultural history and require a thorough evaluation through the Section 106 process
- Recognize the potential for unmarked burials and the presence of cultural resources
- Place an emphasis on land rights and access and the protection of cultural resources and practices
- Communicate with local families with history in the community
- Preserve the rural character and views and do not create new development opportunities
- Protect the shoreline, the reef, streams, and avoid shoreline hardening
- Provide a clear explanation of what would happen to the existing highway
- Address the homeless encampments along the highway corridor

Because the NEPA, HEPA, and Section 106 consultations for the Project are concurrent, meetings with Section 106 stakeholders continued during the NEPA/HEPA process. While this coordination has been heavily focused on historic properties and cultural practices, discussions also included potential impacts to properties used by or owned by Native Hawaiians, concerns about area development, and the preservation of views and natural resources.

Business Outreach

For the small number of businesses in the project area, the assessment relied on field observations and direct interviews with the business operators.

3.19.2.2 Environmental Justice Analysis Areas

The environmental justice analysis evaluates local and regional potential effects of the Project (FIGURE 3.19-1):

- **Local (neighborhood) effects** are direct, indirect, and cumulative effects on local communities. The Project's local effects study area includes the people and communities within the ahupua'a that may be directly affected by the Build Alternatives. This includes the areas from the southern end



of Ukumehame near Pāpalaua Wayside Park to the beginning of the existing Lāhainā Bypass in Launiupoko.

- **Regional effects** are direct, indirect, and cumulative effects on regional mobility. For the Project, regional effects occur in West Maui and primarily for users of Honoapiʻilani Highway, which includes both West Maui residents and those who commute to West Maui from other parts of Maui. Most notably this includes the population centers of Kahului, Wailuku, and Kīhei.

3.19.3 Affected Environment and Demographic Profile

3.19.3.1 Overview

TABLE 3.19-1 provides an overview of the population of the State of Hawaiʻi, Maui County, West Maui Region, and Census Tract 320. TABLE 3.19-2 provides an overview of the housing profile for the State of Hawaiʻi, Maui County, West Maui Region including Census Tract 320 which encompasses the project area (red hatching on FIGURE 3.19-1, with blue hatching showing the approximate project area). Census Tract 320 is the smallest level of demographic information available given the very low population of this rural area and there are no block groups defined within this census tract. As shown on FIGURE 3.19-2, the geographical boundaries of Census Tract 320 extend beyond the project area to include Southeast Lāhainā and the Central Maui communities of Māʻālaea and Kīhei. As a result, most of the population and economic activity in the census tract is located well outside the project area.

While Census Tract 320 has a reported population of about 1,000 residents, the project area population is likely between 100 and 150 residents (with almost all in Olowalu). This estimate is based on an average household size of between two and three people per household and the presence of approximately 21 pre-subdivision homes and approximately ~~22~~ 26 homes that were constructed more recently, with 38 houses in Olowalu and ~~five~~ nine houses in Ukumehame (as estimated from the most recent available aerial imagery).



FIGURE 3.19-1. Local and Regional Areas of Effect

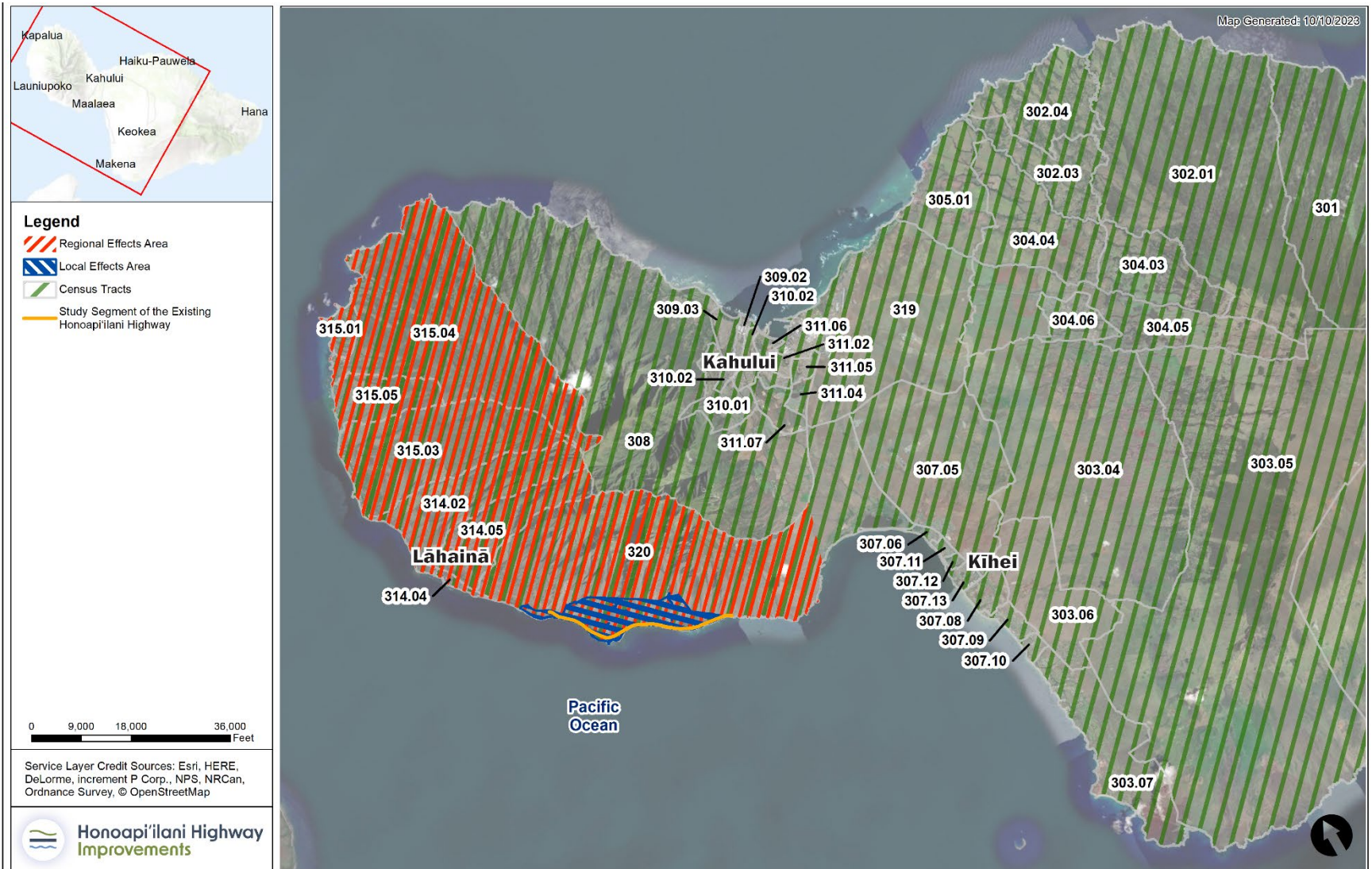




FIGURE 3.19-2. Census Tract 320 Compared to Project Area

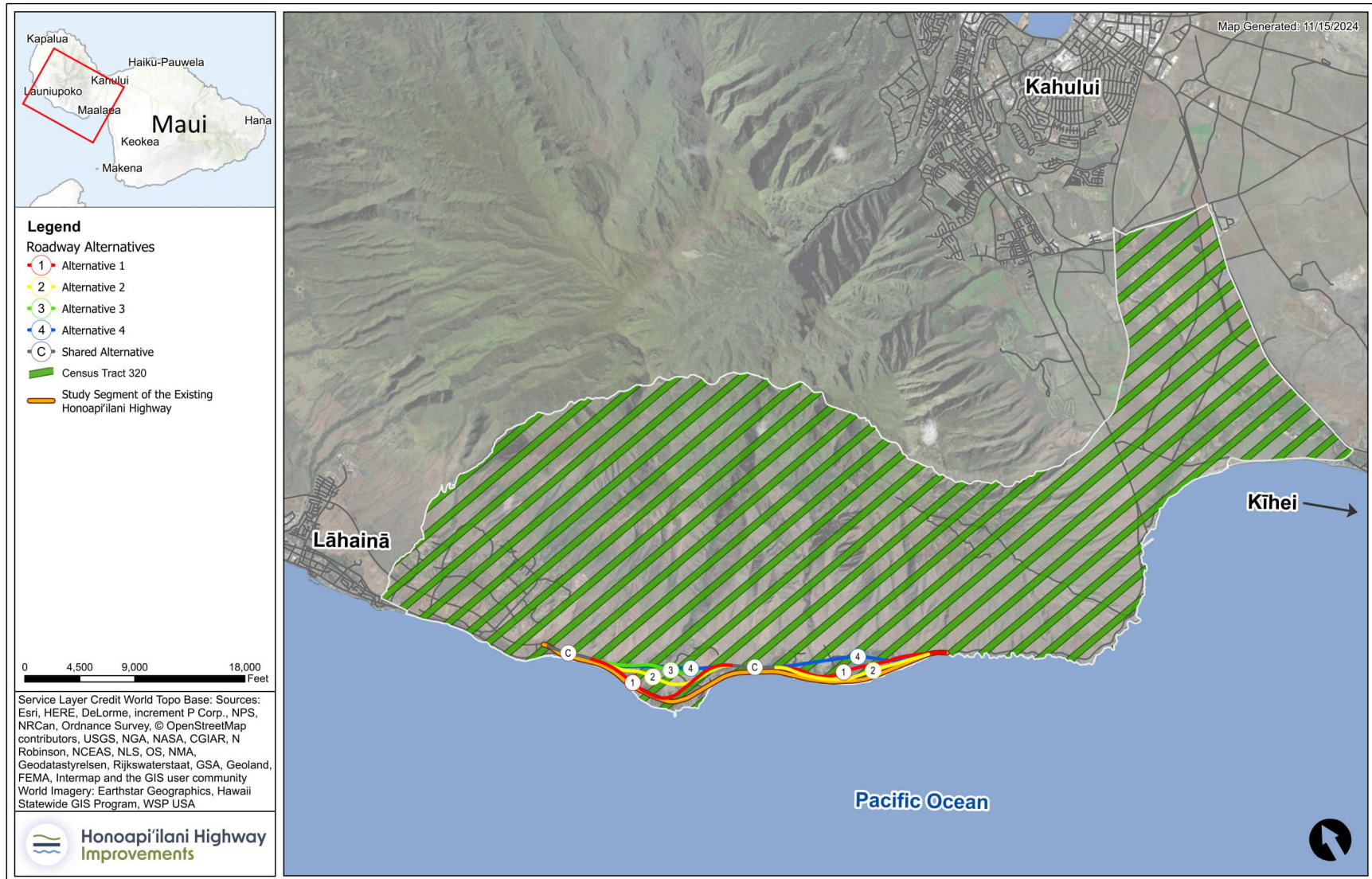




TABLE 3.19-1. Population Overview

CATEGORY	STATE OF HAWAIʻI	MAUI	WEST MAUI ⁴	PROJECT AREA (TRACT 320)
Total Population 2020 ¹	1,453,498	164,568	23,477	1,112
Total Population 2010 ²	1,360,301	154,834	22,508	994
Percentage change	6.98%	6.41%	4.31%	11.87%
Average Household Size ³	2.92	2.96	3.16	2.26
Median Age ¹	40.8	42.4	44.1	54.6
Age Distribution (Percentage)¹				
Less Than 5 Years	5.32%	5.27%	5.21%	3.78%
5 to 19 Years	17.50%	18.07%	17.00%	10.79%
20 to 64 Years	57.78%	57.46%	60.04%	57.73%
65 or More Years	19.41%	19.20%	17.75%	27.70%

¹ Data derived from Table DP1 (Decennial Census – 2020)

² Data derived from Table P1 (Decennial Census – 2010)

³ Data derived from Table S1101 (ACS 5-Year Estimates – 2022)

⁴ West Maui includes Census Tracts: 314.02, 314.04, 314.05, 315.01, 315.02, 315.03, and 320. CT 315.02 was divided into 315.04 and 315.05 for 2020 Census data.

TABLE 3.19-2. Housing Overview

CATEGORY	STATE OF HAWAIʻI	MAUI	WEST MAUI	PROJECT AREA (TRACT 320)
Total units	561,066	71,439	12,971	1,001
Percentage Owner Occupied	58.8%	58.6%	52.6%	67.1%
Percentage Renter Occupied	41.2%	41.4%	47.4%	32.9%
Percentage Vacant	12.6%	21.5%	38.7%	53.0%

Source: Table DP1 (Decennial Census – 2020)

Maui has a population of about 165,000 people, with 23,500 living in West Maui and about 1,000 living in Census Tract 320. Like the state overall, Maui's population grew about 7% between the 2010 and 2020 U.S. Decennial Census, while West Maui and Census Tract 320 grew by 4.3% and 11.9%, respectively. Residential development in the Lāhainā area provided the most significant growth in the area. The population of Lāhainā and growth patterns have been fundamentally altered by the devastating wildfires that destroyed most of the community in 2023. The near-term rebuilding and the long-term stabilization of the community and its growth and development pattern would be expected to eventually bring the regional population back to the pre-wildfire baseline. Tract 320 itself is primarily outside of the wildfire area's core.

Census Tract 320 has a household size of 2.26 people per household and a median age of 54.6. This reflects an older population with more empty nest households compared with West Maui (3.16 people per household and a median age of 44.1), Maui County (2.96 people per household and a median age of 42.4), and the state (2.92 people per household and a median age of 40.8).



Household characteristics generally indicate that more than half of Hawaiʻi households own their home. And this percentage is much greater within Tract 320, where over two-thirds of the homes are owner-occupied. Census Tract 320's much higher percentage of vacant housing units (53% compared to just over 12% for the state as a whole) indicates that there are a high number of vacation homes in the project area.

TABLE 3.19-3 summarizes labor force and economic characteristics for the same levels of geography, which generally indicates that Tract 320 has a population that has more education, higher incomes, and a lower level of people below the poverty level than West Maui, Maui, or Hawaiʻi as a whole.

TABLE 3.19-3. Labor Force Characteristics

CATEGORY	STATE OF HAWAIʻI	MAUI	WEST MAUI	PROJECT AREA (CENSUS TRACT 320)
Total Labor Force (Age 16+)	760,387	86,911	13,234	460
Percentage High School Education	95.72%	95.52%	95.78%	97.73%
Percentage Higher Education	41.98%	36.90%	34.43%	48.80%
Percentage Private Sector/Self Employed	78.90%	86.20%	92.32%	87.50%
Percentage Public (local, State, federal)	21.10%	13.80%	7.68%	12.50%
Average commute time (minutes)	22.6	22.7	18.61	21.8
Median Household Income	\$94,814	\$95,379	\$102,438	\$121,667
Per Capita Income	\$42,683	\$42,607	\$53,034	\$74,464
Persons Below Poverty Level	9.60%	9.30%	8.81%	7.00%

Source: Table DP03 (ACS 5-Year Estimates – 2022)

TABLE 3.19-4 provides information on employment by occupation. This information underscores the significance of the tourism economy in West Maui as well as for the county and state.



TABLE 3.19-4. **Employment by Sector**

CATEGORY	STATE OF HAWAI'I	MAUI	WEST MAUI	PROJECT AREA (CENSUS TRACT 320)
Agriculture	1.23%	1.44%	0.55%	0.44%
Construction	6.90%	7.16%	4.46%	15.01%
Manufacturing/Wholesale Trade	4.74%	3.71%	2.31%	2.43%
Retail Trade	10.43%	11.33%	9.74%	8.39%
Transportation, Warehousing, Utilities	6.16%	5.23%	2.41%	11.26%
Information	1.42%	1.18%	1.48%	0.66%
Finance, Insurance, Real Estate	6.14%	6.38%	8.11%	7.28%
Professional Services	10.04%	10.08%	11.30%	9.27%
Education, Health, Social Services	20.97%	17.54%	11.68%	11.26%
Accommodation, Food Services, Recreation, Arts and Entertainment	14.69%	21.31%	33.81%	18.10%
Other Services, Public Administration	4.05%	4.50%	4.74%	3.31%
Public Administration	8.19%	4.74%	2.82%	2.65%

Source: Table DP03 (ACS 5-Year Estimates – 2022)

3.19.3.2 Identification of Environmental Justice Populations in the Study Area

Following methodologies drawn from the Federal Interagency Working Group on Environmental Justice's *Promising Practices for EJ Methodologies in NEPA Reviews*, The project area and regional demographics were assessed to determine the presence of identifiable environmental justice populations.

A Meaningfully Greater assessment for the larger regional area was completed through an assessment of demographics as well as application of the USEPA EJScreen Tool (Version 2.2). Meaningfully Greater indicates that low-income and minority populations in a given community are larger than or comparable to the broader population. This type of analysis helps determine if identified environmental justice populations are large enough to trigger additional agency attention, which is not the case for the immediate project area.

A No Threshold basis was also used to determine the presence of environmental justice populations within the project's study area to account for instances where statistical analysis does not indicate the presence of EJ populations sufficient to trigger a threshold analysis. Because the number of residents and businesses in the project area is small, project outreach has been conducted at the individual and small group level. This outreach confirms that environmental-justice populations are known to be in the project area and are considered in this Environmental Justice analysis.

Defining Minority and Low-Income Populations

USDOT Order 5610.2C and FHWA Order 6640.23A define low income and minority populations as follows:



- **Low-Income:** A person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines.⁶ The federal poverty threshold varies by family size, number of children, and number of people over age 65. In 2021, the poverty threshold for a three-person household was an income of \$21,559.⁷ For the purposes of this analysis, and to reflect the higher cost of living in Hawaiʻi, low-income populations were identified using a poverty threshold of twice the federal poverty threshold.
- **Minority:** A person who is Black or African American (not Hispanic), American Indian, Alaskan Native, Asian American, Native Hawaiian or another Pacific Islander, and Hispanic or Latino. This analysis also includes people who identified themselves as “some other race” or “two or more races” in the U.S. Census. In addition, “minority population” is any readily identifiable groups of minority people who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient people who would be similarly affected by a proposed FHWA program, policy, or activity. Beyond these definitions, HDOT, in its Title VI Plan, further specifies additional racial groups to include Japanese, Chinese, Filipino, Korean, Samoan, and Vietnamese. As described below, a No Threshold Analysis was used for minority populations; therefore, a statistical threshold for identifying a “meaningfully greater” minority population was not established for this analysis since the project area minority population is at a percentage well below reference communities of West Maui, Maui, and the State of Hawaiʻi.

Low-Income Populations

As shown in **TABLE 3.19-5**, the 2018-2022 ACS 5-Year Estimates indicate that 7.0% of the Census Tract 320 population lives below the poverty level, which is lower than West Maui (8.81%), Maui County (9.3%), and the state (9.6%). The 2021 U.S. Department of Health and Human Services Poverty Guidelines for Hawaiʻi lists an annual income of \$25,260 as the threshold for a household of one person to be classified as in “poverty.”⁸

⁶ The analysis for the Project used information related to the annual poverty threshold established by the U.S. Census Bureau rather than the U.S. Department of Health and Human Services poverty guidelines. The U.S. Department of Health and Human Services poverty guidelines are a simplified version of those federal poverty thresholds that are used for administrative purposes—for example, determining financial eligibility for certain federal programs.

⁷ The 2021 Federal Poverty threshold is used in order to be consistent with the available data for this analysis. In addition, as described in **TABLE 3.19-1**, the average household size in Hawaiʻi is approximately three persons.

⁸ U.S. Office of the Assistant Secretary for Planning and Evaluation. Accessed September 7, 2022.
<https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines/prior-hhs-poverty-guidelines-federal-register-references/2021-poverty-guidelines>.



TABLE 3.19-5. Low Income Demographics (2017 to 2021)

CATEGORY	STATE OF HAWAII	MAUI	WEST MAUI	PROJECT AREA (CENSUS TRACT 320)
Number of Households	483,906	54,728	7,006	420
Income by Household				
Median Income	\$94,814	\$95,379	\$102,438	\$121,667
Lower Than \$10,000	4.25%	3.46%	2.88%	2.14%
From \$10,000 to \$14,999	2.60%	2.66%	1.64%	2.62%
From \$15,000 to \$24,999	4.89%	5.04%	5.50%	4.52%
From \$25,000 to \$34,999	5.18%	4.46%	5.08%	11.67%
From \$35,000 to \$49,999	8.51%	9.13%	7.18%	5.24%
From \$50,000 to \$74,999	14.08%	13.85%	15.89%	10.48%
From \$75,000 to \$99,999	12.98%	13.21%	14.67%	5.24%
From \$100,000 to \$149,999	19.89%	20.71%	17.01%	11.67%
From \$150,000 to \$199,999	11.73%	11.71%	13.17%	15.00%
\$200,000 and above	15.89%	15.77%	16.97%	31.43%
Persons Below Poverty Level (Percentage)	9.60%	9.30%	8.81%	7.00%
Individuals Below 200% of the Poverty Level (Percentage)	22.01%	22.06%	21.96%	22.40%

Source: 2018 to 2022 ACS 5-Year Estimates Data. <https://www.census.gov/programs-surveys/acs/>

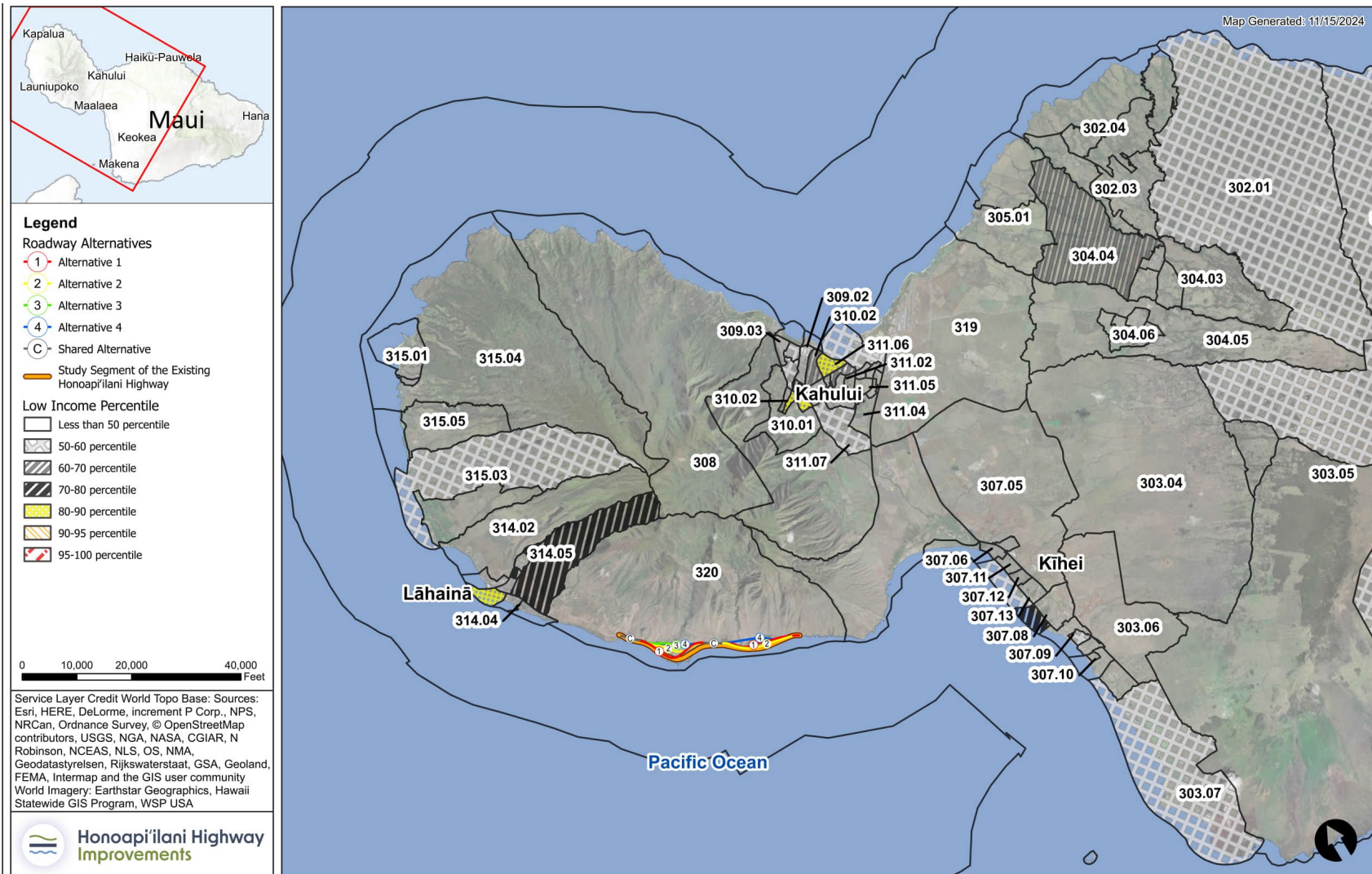
According to ACS data and the USEPA EJScreen Tool,⁹ the project area is not a Meaningfully Greater threshold environmental justice community for low-income populations below 200% of the poverty rate (FIGURE 3.19-3). The EJScreen Tool results indicate that in the larger West Maui area outside of the project area and the Central Maui area, there are census block groups and tracts that show a higher proportion of low-income populations as compared to the national average that would be considered environmental justice populations. While these areas contain a higher proportion of low-income populations as compared to the national average, they are generally comparable with the proportion of low-income populations in Hawaiʻi.

While the ACS and EJScreen Tool data indicate that the immediate project area is not a Meaningfully Greater EJ community, a No Threshold analysis indicates the presence of EJ populations, which are considered in this Environmental Justice analysis.

⁹ <https://ejscreen.epa.gov/mapper/>



FIGURE 3.19-3. **Low-Income Communities**



Source: U.S. Environmental Protection Agency EJScreen Tool (<https://www.epa.gov/ejscreen/download-ejscreen-data>).



FIGURE 3.19-3 illustrates areas in West and Central Maui where the percentage of the population belonging to a household with less than or equal to twice the federal poverty level. The areas are ranked by percentile where 50th percentile is approximately equal to the national average. The higher the percentile, the higher the percentage of low-income households in the area as ranked against the national average. These Maui residents are an important component of the regional workforce using Honoapiʻilani Highway to access employment in West Maui.

Minority Populations

As summarized in TABLE 3.19-6, the population for Census Tract 320 is less diverse than the state, West Maui, and Maui County. The population of Census Tract 320 is nearly 73% white, which is substantially higher than in West Maui (42%), Maui County (33%), and the state (24%).

TABLE 3.19-6. **Minority Demographics**

CATEGORY	STATE OF HAWAII	MAUI	WEST MAUI	PROJECT AREA (CENSUS TRACT 320)
White	23.7%	32.9%	42.0%	72.9%
TOTAL MINORITY	76.3%	67.1%	58.0%	27.1%
African American	1.9%	0.7%	0.2%	1.3%
American Indian/Alaskan Native	0.3%	0.3%	0.1%	0.1%
Asian	37.5%	29.3%	24.95%	5.7%
Native Hawaiian/Other Pacific Islander	10.6%	11.2%	7.68%	6.2%
Two or More Races	18.9%	23.5%	23.34%	13.2%
Other	7.10%	2.10%	1.71%	0.60%

Source: Table DP1 (Decennial Census – 2020)

Minority populations make up 27.1% of the total population of Census Tract 320, which is uncharacteristically low compared to the state average of 76.3%. Compared to the overall U.S. population, Hawaiʻi is unusual in that traditionally defined “minority” populations make up the majority of the state population. The U.S. Census Bureau’s 2021 population estimates for the State of Hawaiʻi identifies peoples of Asian descent as representing the single largest racial group with 37.8% of the population, which includes people of Filipino (15.1%), Japanese (12.0%), and Chinese (3.9%) descent. Beyond the Asian racial grouping, no single racial group exceeded 25% of the overall estimated state population, and those who classify themselves as “two or more races” made up about 24% of the state population.

Due to Hawaiʻi’s unique circumstances, an understanding of community characteristics must be put into context by comparing the population against state, county, and regional norms. In addition, due to the very small population in the project area, outreach initiated through local Native Hawaiian organizations helped understand which families may experience direct or indirect effects from the Project. Since the Project would not directly affect or displace existing residents in the project area, these potential effects would primarily be on cultural resources. Therefore, these individual families have participated in the discussion of potential project effects on access to land rights and on cultural resources, as well as participating in overall project scoping and information meetings. All participants



had access to Hawaiian translation services. In summary, while the project area does not reach a meaningfully greater definition of environmental justice populations, a No Threshold Analysis demonstrates that there are environmental justice populations present in the project area and they are considered as part of the assessment of potential disproportionately high and adverse effects as well as beneficial effects of the proposed project.

3.19.4 Environmental Consequences and Potential Disproportionately High and Adverse Effects

As shown in **FIGURE 3.19-3** and **FIGURE 3.19-4**, the Build Alternatives do not directly pass through identified environmental justice populations. **TABLE 3.19-7** summarizes the environmental justice effects (beneficial or adverse) identified in each section of this ~~Draft~~ Final EIS, the identified potential avoidance and mitigation measures for those effects, and any potential disproportionately high and adverse effects on environmental justice populations.

3.19.4.1 Local Study Area

The Project would likely benefit Native Hawaiian residents and other environmental justice populations in the project area. Like the region as a whole, the increased reliability and resilience of this critical transportation connection to the communal, civic, and commercial centers of West and Central Maui would benefit local residents. Additionally, the homes clustered along the highway in Olowalu would have substantially less traffic on the adjacent roadway, which would reduce noise and congestion although certain alignments could increase noise levels (though no adverse effects to adjacent residences were identified in Section 3.16, Noise).

As analyzed in Section 3.4, Land Acquisition, Displacement, and Relocation, a potential adverse effect that would have a direct relationship to Native Hawaiian residents in the project area is the potential infringement or displacement from Kuleana land rights. The level of taking would be determined in final design (that is, determining if there is functional utility of the remaining parcel such that a temporary or permanent easement would allow for the continued ownership and use of the larger parcel) and based on the title research conducted by HDOT as part of their obligations to provide fair market valuation of property to be acquired.

In addition to this required level of mitigation, for Kuleana lands in particular, an additional mitigation requirement would be to ensure continued access to these lands for personal use, water rights, and for cultural practices (that is, relocation or creation of new local roads to ensure continued access properties). With these mitigation measures, no disproportionately high and adverse effects would be anticipated. The minimal adverse effects result in part from early and direct consultation with the community where the alternative alignments developed for the Notice of Intent and ~~this~~ the Draft EIS were modified to minimize potential effects on Kuleana lands and proximity to residential areas in general.

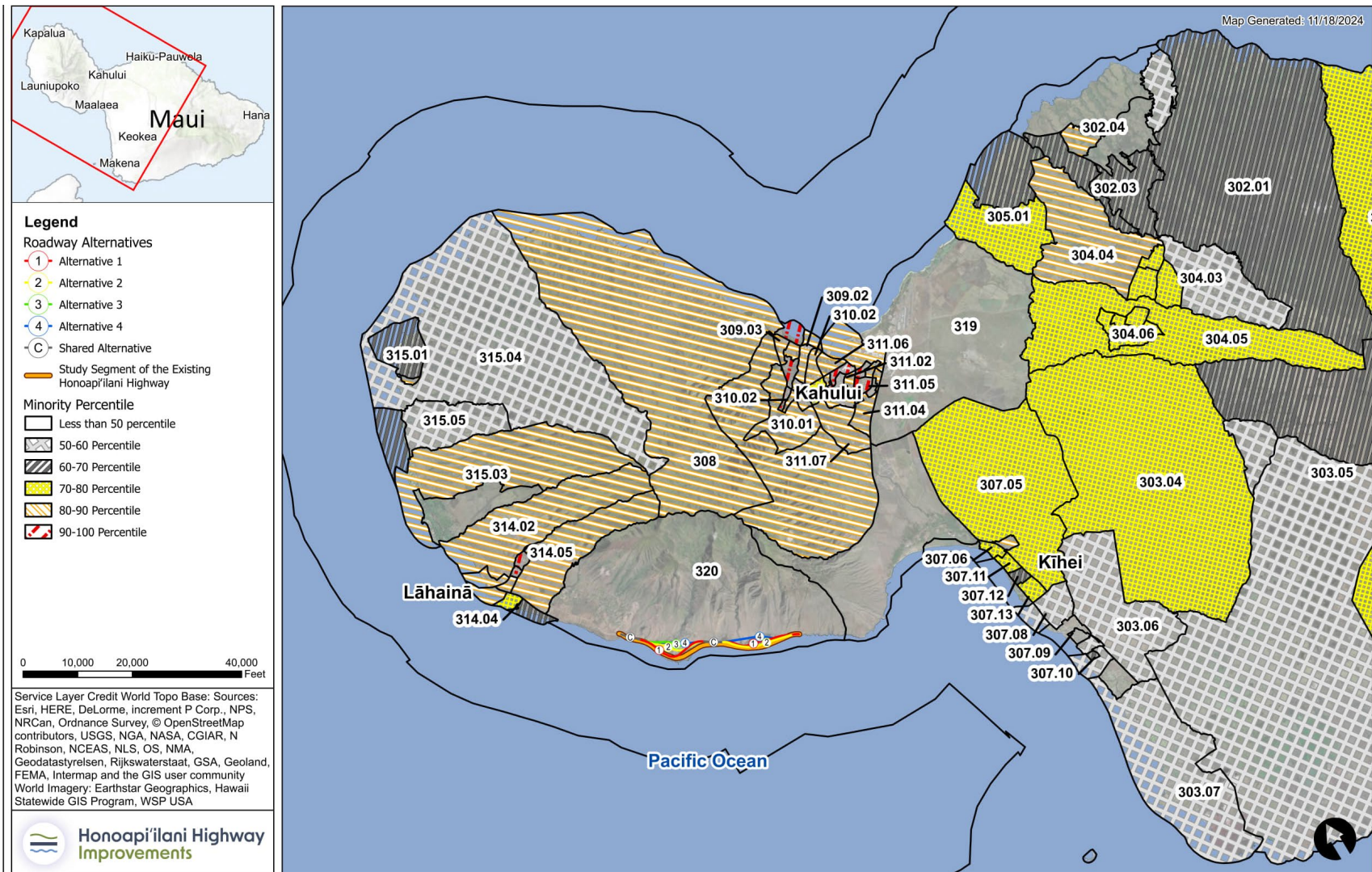
As summarized in Section 3.6, Archaeological and Architectural Historic Properties, and Section 3.7, Cultural Resources, the potential adverse effect on archaeological resources is also specific to Native Hawaiians. It affects those living in the project area as well as those with lineal ties to the project area and all participants that were invited to participate in Section 106 consultation. This consultation was



focused primarily on gathering information about the history of the area, historic sites and features, and traditional cultural practices. However, participants were encouraged to share their input on broader issues, including land rights and environmental stewardship of land and sea resources—the latter was expressed by most public participants and is not specific to environmental justice populations.



FIGURE 3.19-4. **Minority Communities Map**



Source: U.S. Environmental Protection Agency EJScreen Tool (<https://www.epa.gov/ejscreen/download-ejscreen-data>).



TABLE 3.19-7. Environmental Justice Effects

IMPACT ASSESSMENT AREA	BENEFICIAL EFFECTS	ADVERSE EFFECTS	MITIGATION	DISPROPORTIONATELY AND HIGH ADVERSE EFFECT
Land Use and Zoning	Existing homes clustered along existing highway in Olowalu would see a decrease in traffic adjacent to their residences. These homes include residences that are likely to include some environmental justice populations but would be a mix of residents.	- The Build Alternatives would move the highway farther mauka, placing the new road alignment closer to homes in the Olowalu Subdivision and other pre-subdivision homes. A majority of these mauka residences would not be considered to disproportionately affecting environmental justice populations. - Build Alternative 1 in Olowalu would be closer to one residence known to be owned by a Native Hawaiian family.	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.
Agriculture and Farmlands	No beneficial effects.	- No overall impact based on Natural Resources Conservation Service scoring. - All Build Alternatives could displace agricultural uses that are on properties with a mix of ownership and not disproportionately affecting environmental justice populations. Workers would more likely reflect a high representation by environmental justice persons.	Provide mitigation in terms of ensuring access to allow for continued use or potentially require partial or full acquisition and relocation assistance to affected farm operations as required by the Uniform Relocation Act and Hawaiʻi Eminent Domain Laws	The mitigation pursuant to Uniform Relocation Act would ensure that there would be no disproportionately high and adverse effect on environmental justice populations.
Community Facilities and Services	No beneficial effects.	No adverse effects.	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.
Land Acquisition	No beneficial effects.	- Of the land parcels with potential partial or full acquisition for the Build Alternatives, environmental justice people do not own the majority. Most are undeveloped lots within the Olowalu or Ukumehame subdivisions. Overall, could affect between 15 and 16 privately owned tax parcels in Olowalu and between 1 and 3 parcels for Ukumehame Build Alternatives 1 and 2/3 and up to 20 parcels for Build Alternative 4. - There are 3 to 8 Kuleana parcels in Olowalu and 5 to 7 in Ukumehame that may be affected by the Build Alternatives. This would predominately affect Native Hawaiians. - There could be one potential residential displacement in Olowalu for Alternatives 3 and 4 and one in Ukumehame for Build Alternatives 1 and 2/3. In each case, the parcel acquisition may allow for subdivision of the parcel such that the residence does not require relocation. These residences are presumed to be environmental justice households.	Provide fair and just compensation for acquired property per federal Uniform Relocation Act and Hawaiʻi's Eminent Domain laws.	- Adverse effects from Kuleana displacements or easements would primarily affect Native Hawaiian land rights. - The provision of fair and just compensation and alternative means of access to Land Commission Award land rights would mitigate the potential acquisition impacts. - Through adherence to the Uniform Relocation Act and Hawaiʻi's Eminent Domain laws, there would be no potential disproportionately high and adverse effect on environmental justice populations. Specifically, for Build Alternatives 1 and 2/3, this would include the ability to provide access to one Kuleana parcel on existing County-owned land or land acquired as part of the project.
Parklands	With transfer of jurisdiction of existing highway to the County of Maui, there can be enhanced access, parking, and reduced pass-by traffic at existing beaches and parks.	All Build Alternatives would cross the grounds of Ukumehame Firing Range, but design parameters would allow for continued use of the firing range activities.	No mitigation required beyond alternative alignment designs to avoid displacement of Ukumehame Firing Range.	No disproportionately high and adverse effect on environmental justice populations.



IMPACT ASSESSMENT AREA	BENEFICIAL EFFECTS	ADVERSE EFFECTS	MITIGATION	DISPROPORTIONATELY AND HIGH ADVERSE EFFECT
Archaeological and Architectural Resources	There are beneficial effects in the research that has provided new information and new access to previously hidden resources that can be developed with stewardship programs by Native Hawaiian groups.	▪ Archaeological: There are several archaeological resources that could be adversely affected by one or more Build Alternatives. This could displace eligible archaeological resources associated with Native Hawaiian culture (that is, religious, ceremonial, residential, and agricultural activities). ▪ Architectural: There are no locations where the Build Alternatives could displace eligible architectural resources.	▪ The FHWA and HDOT would be signatories to a Programmatic Agreement developed as part of the Section 106 consulting process. ▪ The Programmatic Agreement would prescribe the additional testing required for the Preferred Alternative and would provide a framework for mitigation commitments for potential adverse effects to identified archaeological or architectural resources. ▪ Avoidance of adverse effects are priority of Programmatic Agreement and would be incorporated into the Preferred Alternative.	▪ Archaeological: Unmitigated adverse effects to resources would result in disproportionately high and adverse effects on Native Hawaiian populations. Avoidance of resources can be achieved through refinements of the Preferred Alternative. Commitments developed as part of the Programmatic Agreement would mitigate potential disproportionately high and adverse effects. ▪ Architectural: Unmitigated adverse effects to potential architectural resources would not result in disproportionately high and adverse effects because these historic features are not specifically associated with environmental justice populations.
Cultural Resources and Practices	There are beneficial effects in the research that has provided new information and new access to previously hidden resources that can be developed with stewardship programs by Native Hawaiian groups.	Changes to surface water topography, light, and noise could adversely affect cultural practices.	Adherence to environmental commitments identified in this environmental review process including: the Section 106 Programmatic Agreement, stormwater Best Management Practices, consideration of ecologically sensitive areas, and highway design features (for example, lighting).	While specifically a concern for Native Hawaiian populations, adherence to the mitigation measures would avoid potential disproportionately high and adverse effects on this environmental justice population.
Visual and Scenic Resources	Not applicable.	No overall adverse effects	No mitigation identified beyond best design practices.	No disproportionately high and adverse effect on environmental justice populations.
Water Resources	New highway would incorporate stormwater Best Management Practices design features that would minimize potential sediment loading to adjacent coastal waters.	Some wetlands filling would occur, which the U.S. Army Corps of Engineers has indicated would be limited to nationwide permitting.	No mitigation required beyond commitments to incorporate extensive conservation measures and best practice methods.	No disproportionately high and adverse effect on environmental justice populations.
Flora and Fauna	Areas of landscape restoration from highway construction would utilize native species.	▪ No adverse effects anticipated. ▪ In the area of Ukumehame Firing Range, the threatened and endangered species (nēnē and stilts) were encountered but potential effect would be minimized or avoided through commitment to conservation measures and best management practices.	No mitigation required beyond commitments to incorporate extensive conservation measures and best practice methods.	No disproportionately high and adverse effect on environmental justice populations.
Geology, Soils, and Natural Hazards	New highway would provide opportunities for resilient roadway that would be designed to modern seismic and geotechnical standards as well as to provide potential wildfire breaks and fire-resistant vegetation.	No adverse effects	No mitigation required beyond commitments to incorporate extensive best practices design measures.	No disproportionately high and adverse effect on environmental justice populations.
Coastal Zone Management and Sea Level Rise	Consistent with the Project’s purpose and need, new highway alignments would generally be located mauka of the 3.2-foot sea level rise coastal erosion line, which would provide a more resilient roadway in light of future climate changes and seal level rise.	No adverse effects.	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.
Transportation	All Build Alternatives would result in a more resilient and reliable transportation corridor linking West Maui with Central Maui.	No adverse effects.	No mitigation required	No disproportionately high and adverse effect on environmental justice populations.
Air Quality and Energy	Not applicable.	No adverse effects.	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.



IMPACT ASSESSMENT AREA	BENEFICIAL EFFECTS	ADVERSE EFFECTS	MITIGATION	DISPROPORTIONATELY AND HIGH ADVERSE EFFECT
Noise	Existing homes along the existing roadway in Olowalu would have reduced traffic and reduced noise levels.	- All of the Build Alternatives in Olowalu and Ukumehame would not result in adverse effects to sensitive receptors except as noted below. - Build Alternative 4 in Olowalu would be proximate to the Olowalu Cultural Reserve in the area of the Olowalu Petroglyphs and would result in an increase of greater than 15 dBA and therefore result in an adverse impact.	There would be no viable mitigation for the adverse noise impact generated by Build Alternative 4 in Olowalu. Otherwise, there is no mitigation required.	- If Build Alternative 4 in Olowalu were selected as part of the Preferred Alternative, the potential unmitigated impact would have a disproportionately high and adverse effect on environmental justice populations, because the land of the Cultural Reserve and the Olowalu Petroglyphs are important cultural resources to Native Hawaiians. - If Build Alternative 4 is not selected as part of the Preferred Alternative, there would be no disproportionately high and adverse effect on environmental justice populations.
Infrastructure and Utilities	Not applicable.	No adverse effects but would require relocation of the Olowalu Recycling and Refuse Convenience Center	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.
Hazardous Materials	Not applicable.	No adverse effects	No mitigation required.	No disproportionately high and adverse effect on environmental justice populations.
Socioeconomic Conditions	Regional economy has a strong emphasis on the connectivity of West Maui with the population and commerce centers of Central Maui. Honoapiʻilani Highway is a critical linkage in the movement of workers, visitors, and goods. The regional economy would benefit from improved reliability and resilience of the highway per the Project Purpose and Need.	- The local businesses that rely on pass-by traffic for customers (Leoda's Kitchen and Pie Shop, Olowalu General Store, Olowalu Farmers Market) expressed concern over potential customer losses. They also expressed optimism that congestion and difficult traffic conditions at their stores would be greatly reduced and allow for more customers to find and safely access their shop - Business owners include a mix of environmental justice and non-environmental justice persons. Workers would more likely reflect a high representation by environmental justice persons.	Business owners request signage on the realigned highway directing traffic to and from the village center and that the local road be mapped as a scenic bypass or other designation.	No disproportionately high and adverse effect on environmental justice populations.



Regional Effects

From a broader regional context for Maui County environmental justice populations, the critical potential effect of the Project is related to transportation mobility. Like all Maui residents, a substantial proportion of these communities rely on the existing highway for their daily commute, for accessing the beaches and resources of West Maui, and for accessing the commercial, government, and transportation hub of Central Maui.

Commuting (Journey to Work) census data emphasizes the demand for this transportation route by environmental populations. As shown in **TABLE 3.19-8**, workers living in the key tracts and block groups representing the environmental justice populations in Central Maui are a critical part of the West Maui employment base. Census data estimates show that for the West Maui area, about 3,327 workers (about 25%) are commuting from the Central Maui census tracts that were identified by the EJScreen-Tool as environmental justice populations.

TABLE 3.19-8. Central Maui Environmental Justice Population Communities Commuting to West Maui

WEST MAUI CENSUS TRACT OF EMPLOYMENT	TOTAL WORKERS	CENTRAL TO WEST MAUI COMMUTERS	PERCENTAGE WEST MAUI	PERCENTAGE DRIVE BY CAR
Census Tract 314.02	2,145	498	23.22%	94.0%
Census Tract 314.04	3,495	645	18.45%	82.8%
Census Tract 314.05	770	169	21.95%	55.6%
Census Tract 315.02	870	130	14.94%	95.4%
Census Tract 315.03	5,155	1,700	32.98%	79.9%
Census Tract 320	650	185	28.46%	99.5%
TOTAL	13,085	3,327	25.43%	83.0%

Note: Workers are those from the following census tracts:

Kahului: 319, 311.03, 311.01, 311.02

Wailuku: 310, 309.01, 309.02, 309.03

Kihei: 307.06, 307.05, 307.07, 307.08, 307.09, 307.10

All commuters, and particularly the environmental justice populations that have to commute to West Maui, would benefit from the Project's overall purpose in creating a more reliable and sustainable transportation link to West Maui. As a result, there is no disproportionately high and adverse effect on the regional environmental justice populations.

Project Area Business Effects

There are a small number of businesses in the project area that could be affected by the one or more of the Build Alternatives. While two of the businesses are minority-owned, none have owners or employees that live in the project area. Potential beneficial effects include traffic reduction, less congestion, and easier left turns in and out of businesses, particularly for those that are already destination locations with users who pre-plan their trips. Potential adverse effects include the loss of pass-by customers. Certain agricultural businesses could be displaced by one or more Build Alternatives, which would require acquisition of the parcel where the use is occurring.



TABLE 3.19-9 summarizes the businesses that were identified in the project area and their likelihood of potential adverse effects. This excludes home-based businesses or remote workers who would not be affected by the Project because there is no residential displacement.

TABLE 3.19-9. **Project Area Business**

BUSINESS	SECTOR	LOCATION	POTENTIAL ADVERSE EFFECT	POTENTIAL ENVIRONMENTAL JUSTICE DISPROPORTIONATELY HIGH AND ADVERSE EFFECT
Leoda's Kitchen and Pie Shop	Food/Retail	Olowalu	Yes	No
Olowalu General Store	Retail	Olowalu	Yes	Yes
Farmers Market/Olowalu Juice/Butterfly Farm	Retail	Olowalu	Yes	Yes
Kamala's Kitchen	Food Truck/Retail	Olowalu	Yes	No
Olowalu Plantation House	Hotel/Banquets	Olowalu	No	No
Camp Olowalu	Camping/Rentals	Olowalu	No	No
Maui Paintball	Active recreation	Olowalu	Yes	No
Living Earth Systems Farm	Agricultural	Olowalu	Yes	No
Ukumehame/Maui Sod	Agricultural	Ukumehame	Yes	TBD
<u>El Toro Soysia Turf - Maui Grass Farm</u>	<u>Agricultural</u>	<u>Ukumehame</u>	<u>Yes</u>	<u>TBD</u>
Mauna Kahālāwai Watershed Partnership	Light Industrial	Olowalu	Yes	No

HDOT interviewed the owners and managers of businesses that have the potential to be adversely affected by the Project (if they responded to agency requests for an interview). The interviews were conducted in July 2023 and gathered general information on the business, the number of employees, environmental justice populations represented by owners and employees, and how the highway could negatively or positively affect their businesses. HDOT discussed the potential business decisions (for example, relocating a mobile food truck) or possible mitigation measures to offset project impacts with owners or managers who expressed concerns about negative impacts.

The property and business owners of the local businesses are a mix of larger business groups and small businesses and would have a mix of environmental justice and non-environmental justice persons. The workforce would reflect a higher representation of environmental justice populations based on typical retail and food service wages as well as the majority minority population characteristics in Hawaii.



Leoda's Kitchen and Pie Shop

Leoda's Kitchen and Pie Shop is a popular roadside destination for Honoapiʻilani Highway travelers. It has a strong brand and web presence and is a unique tourist attraction in West Maui. The shop is owned by a prominent Maui restaurant group that owns three other restaurants in Lāhainā. All the restaurants, including Leoda's, remained temporarily closed after the devastating Lāhainā wildfire until early in 2024.

Leoda's has about 30 employees who all live outside of Olowalu. When the shop is open, it operates seven days a week from 10 a.m. to 6 p.m.



HDOT met with the general manager and corporate owners of the restaurant. Overall, they felt that the Project would benefit the operations and continued success of their restaurant. While they acknowledged that the current highway brings a high volume of prospective customers by Leoda's front door, a more orderly and less congested road frontage would offset the current lack of visibility for all through-drivers and improve safety. The restaurant owners shared that a local "scenic route" status would be the best outcome related to the Project. They preferred the mauka alignments (and specifically identified Build Alternative 1 as their least favorite) to emphasize the separation. They would like to see wayfinding signage that directs interested drivers to the Olowalu scenic route and also preferred that drivers should be able to use the existing highway from both the north and the south.

Olowalu General Store



The Olowalu General Store is the only convenience retail store between Lāhainā and Māʻala. The busy shop serves through-travelers, locals, beach visitors, and customers from Leoda's Kitchen and Pie Shop and the Farmers Market. Immediately adjacent to Leoda's and anchoring the shared retail building, the independently owned general store has about 12 employees. It is open seven days a week between 5 a.m. and 6 p.m., Monday through Saturday, and from 6 a.m. to 5 p.m. on Sunday.

The Olowalu General Store is owned by a local family who took over the store directly from the original owner, who opened the store to serve plantation workers in 1932. HDOT met with the owner and a co-worker family member as well as the property manager to discuss the Project and its potential effects on the store. Since the traffic on the existing highway is their primary source of customers, there is immediate concern that all Build Alternatives could reduce the number of pass-by travelers who are attracted to the store. On the other hand, they felt that the reduction in pass-by traffic would be offset by reduced traffic congestion as a



result of the Project. They felt turning in and out of the parking area for the store is very difficult and the road has too many crashes in this area. For any new highway alignment, the store owners requested that wayfinding signage would be provided to direct interested customers to Olowalu shops.

The store owners expressed other concerns, including current and future road disruptions and closures, the status of the proposed fire station in Olowalu (there is no official plan at this time), and the homeless encampments in the area. They would like to see the Project improve these conditions.

Farmers Market, Olowalu Juice, and Butterfly Farm



The Farmers Market attracts a steady customer base of through and local visitors as a roadside attraction along Honoapiʻilani Highway. The market serves a mix of pass-by and local traffic customers including users of Camp Olowalu, the Olowalu Plantation House, area beaches, and customers from Leoda's Kitchen and Pie Shop or Olowalu General Store. The Farmers Market has a broad inventory of local, Maui, and Hawaiian products, including some produce, with a more extensive offering of prepared foods and other goods. The operators also run a food truck-style juice stand, and a small tourist attraction, Butterfly Farm. The business has an active website including e-commerce.

While HDOT was not able to have an in-person interview with the operators of the Farmers Market, they were able to share some of their thoughts in initial telephone conversations. They expressed concerns that the Project's Build Alternatives would have an adverse effect on attracting pass-by customers to their facility. Because the market is not a permanent structure, the operators indicated the market could potentially be relocated to a more favorable location to improve access and visibility.

Kamala's Kitchen



This is a pizza food truck vendor co-locating with other roadside retailers in Olowalu Center. It is owned and operated by Da Kine Maui, LLC, which is based in Pāʻia in Central Maui and has other business interests in Maui-based food production and retail. Because business records indicate that the food truck is affiliated with the Olowalu Development organization, the business is not considered to be owned by an environmental justice population. The owners did not respond to a request to meet with HDOT.



The food truck serves a mix of pass-by and local traffic customers including users of Camp Olowalu, The Olowalu Plantation House, area beaches, and customers visiting Leoda's Kitchen and Pie Shop and the Olowalu General Store. Because Kamala's Kitchen is a mobile business that could adapt to potential market changes resulting from the Project, adverse effects are not likely.

Olowalu Plantation House Banquet Facility

Owned by the Olowalu Development organization, the historic Olowalu Plantation House is an oceanfront destination wedding and banquet facility located makai of the existing highway. While the facility's driveway is directly across from the main entrance of Leoda's Kitchen and Pie Shop and the Olowalu General Store, the facility itself is not visible from the road. All the Build Alternatives would improve access to the facility by reducing side-street congestion and difficulty in making turns—most notably improving left turns into the site from the south and northbound left turns out of the site.

Camp Olowalu

Camp Olowalu is a destination/reservation-based camping and cabin rental facility in Olowalu located makai of the highway and accessed from the same side road that serves the Olowalu Plantation House (both facilities are owned by the Olowalu Development organization). For the same reasons noted for the Olowalu Plantation House, there would be no adverse effect resulting from the Project.

Maui Paintball

Maui Paintball is an active recreational use providing a pay-for-use paintball-controlled environment. The business serves visitors to the region as well as locals, families, and businesses (that is, company outings). Maui Paintball is a day-to-day tenant on the property that is owned by Olowalu Mauka. It is a destination use and it is not directly accessible from the existing highway. Customers access the site from the cane haul road at its access point to the Olowalu Recycling and Refuse Convenience Center.

Build Alternative 1 would occupy the makai edge of the parcel. This would likely allow for continued use of the business but require a new access point. If there is a displacement of the use, the relocation assistance provided by the Uniform Relocation Act (Section 3.4, Land Acquisition, Displacement and Relocation) would be available to the property owners and tenants without discrimination. Build Alternative 2 would be mauka of the active paint ball area, so it would not likely affect its use or access. Build Alternatives 3 and 4 would cross the mauka edge of the property and would not affect the active area of the business or its existing access. While the environmental justice status of the landowner or tenant farmer is not fully known, the mitigation associated with the appropriate legal process would be applicable to all.

Regenerative Education Center/Living Earth Systems Farm

Regenerative Educational Center operates the Living Earth Systems farm just at the north end of Olowalu just south of the Olowalu recycling center. The farm is an agricultural and educational facility for sustainable food production. The farmer is a tenant of the Olowalu Development organization. Like Maui Paintball, the farm is accessed by the cane haul road that connects to the Olowalu Recycling and Refuse Convenience Center driveway.



All the Build Alternatives would require acquisition of a right-of-way across the properties where the farm operates, though not necessarily in a manner that would preclude its continued operation. Build Alternative 1 would occupy the makai edge of the parcel, which would allow for continued use of the business if an alternative access point were provided. Build Alternative 2 crosses just mauka of this point and would skirt the back side of the Maui Paint Ball facility but would leave much of the agricultural use intact. Build Alternatives 3 and 4 would cross the middle of the property in a manner that could allow for uses on either side assuming access was provide for both sides of the new alignment. As discussed in Section 3.4, Land Acquisition, Displacement and Relocation, the extent of property acquisition, compensation to the property owner, and any relocation assistance to the farm operator would follow the procedural requirements of the federal and State regulations. While the environmental justice status of the property owner or tenant farmer is not known, the mitigation associated with the appropriate legal process would be applicable to all.

Ukumehame/Maui Sod Farm

In Ukumehame, two active sod farms with additional agricultural uses are located along Ehehene Street. Active use occurs on three to four parcels on either side of the street, although parcel records and direct outreach with the property owner and agricultural business owner would be required to fully define the extent of active uses. Build Alternatives 1, 2, and 3 would not affect these active sod farm properties. Build Alternative 4 would bisect these properties and could disrupt its continued operation unless there is a reconfiguration of the property and possibly adjacent properties. As set in Section 3.4, Land Acquisition, Displacement and Relocation, the extent of property acquisition, compensation to the property owner, and any relocation assistance to the farm operator would follow the procedural requirements of the federal and State regulations. While the environmental justice status of the property owner or tenant farmer are not known, the mitigation associated with the appropriate legal process would be applicable to all.

El Toro Soysia Turf - Maui Grass Farm

El Toro Soysia Turf - Maui Grass Farm is located on an approximately 12.77-acre parcel (48002115) off of Pōhaku 'Aeko Street in Ukumehame. Direct outreach during the right-of-way acquisition process with the property owner and agricultural business owner would be required to fully define the extent of active uses in the determination of land value. Build Alternative 1 would bisect this parcel and the property would likely require full acquisition. As described in Section 3.4, Land Acquisition, Displacement and Relocation, the extent of property acquisition, compensation to the property owner, and any relocation assistance to the farm operator would follow the procedural requirements of the federal and State regulations. While the environmental justice status of the property owner or tenant farmer are not known, the mitigation associated with the appropriate legal process would be applicable to all.