

Act 2 Environmental Impact Statement Description of the Action and Alternatives

Purpose of Environmental Impact Statement

The purpose of this Environmental Impact Statement (EIS) is to evaluate the environmental consequences of the proposed action and its secondary impacts, including impacts of a large-capacity ferry vessel operator. Responsible opposing views on significant environmental issues will be identified so that the DOT may make a sound decision based on the full range of responsible opinions on environmental effects, and to fully inform the public. The contents of this EIS and the associated process will be conducted in accordance with Act 2, Second Special Session of 2007, which was promulgated on November 2, 2007. This EIS will not be governed by Chapter 343, Hawaii Revised Statutes, as stated in Act 2.

Purpose of the Action

The purpose of the DOT's action is to provide harbor improvements within the DOT's existing commercial harbors to support large-capacity ferry operations. Such an action is consistent with the DOT's mission of providing and effectively managing a commercial harbor system that facilitates the efficient movement of people and goods to, from and between the Hawaiian Islands, and enhances and/or preserves economic prosperity and quality of life.

Need

DOT commercial harbor improvements are needed to allow large-capacity ferry vessels to operate within the state of Hawai'i. The legislature, as documented in Act 2, Second Special Session of 2007, found that the operation of a large-capacity ferry vessel company, specifically one that uses a new class of large-capacity ferry vessels capable of transporting large numbers of people, motor vehicles, and cargo with ease, to be in the public interest because it provides a real and innovative alternative to existing modes of transporting people, motor vehicles, and cargo between the islands of the state. This alternative mode of transportation would serve a wide range of users, including residents, visitors, businesses in various sectors, and emergency responders, and would support economic diversification (with an emphasis on small business and diversified agriculture) within the state, particularly on the neighbor islands. In times of natural or other

disasters, large-capacity ferry vessel operations could provide the means to rapidly deploy disaster relief personnel, equipment, and supplies.

With the availability of large-capacity ferry operations, the growth of products on the islands of Kaua'i, Maui, and Hawai'i for O'ahu markets is expected to be encouraged; hence, the operations of a large-capacity ferry vessel would foster diversified agriculture. Agricultural produce would suffer less heat damage in transit (relative to existing barge and airline modes of transportation), resulting in higher quality produce and fresher food products at a lower cost for all residents of the state.

Description of the Action

The action being evaluated in this EIS is the harbor improvements needed to support the needs of large-capacity ferry vessel company within commercial harbors owned and operated by the DOT. Affected harbors include: Honolulu, Kahului, Nawiliwili, and Kawaihae (see attached figures).

Improvements at Honolulu Harbor include the installation of a floating barge and ramp system to facilitate loading and unloading of passengers, vehicles, and cargo. Other improvements include the installation of a mooring system, shore-side power to the barge and ramp system, pier bulkhead repairs, security fencing, and pavement striping necessary to allow operations to occur in a safe manner. Because vessels will be home-ported in Honolulu Harbor, Pier 21 will be considered for use as a maintenance berth for the second vessel. Improvements necessary to accommodate the second vessel include the demolition of structures adjacent to the pier and the removal of finger piers located at the southern end of Pier 21, and subsequent bulkhead and pier/utility improvements.

Improvements at Kahului Harbor include the installation of a floating barge and ramp system to facilitate loading and unloading of passengers, vehicles, and cargo. Other improvements include the installation of fendering and mooring systems, shore-side power to the barge and ramp system, security fencing, and pavement striping necessary to allow



operations to occur in a safe manner. The *Kahului Commercial Harbor 2030 Master Plan* recommends the relocation of the ferry terminal to the West Harbor (i.e., adjacent to the west breakwater area) in Kahului Harbor.

Improvements at Nawiliwili Harbor include the installation of a ramp system to facilitate loading and unloading of passengers, vehicles, and cargo. Other improvements include the installation of shore-side power to the barge and ramp system, structural pavement at the base of the ramp system, security fencing, and pavement striping necessary to allow operations to occur in a safe manner.

Prior to the 6.7 magnitude earthquake in October 2006, improvements at Kawaihae Harbor were to also include the installation of a floating barge and ramp system. The earthquake caused significant structural damage to Pier 1 resulting in the declaration of Pier 1 being unsafe for continued use. Consequently, the DOT invoked the force majeure provision of the agreement between the DOT and the HSF, which affords the DOT additional time to assess and complete the necessary improvements that facilitate and allow the HSF to provide service to Kawaihae Harbor. The additional time allowed the DOT to consider alternative harbor improvements to accommodate not only the needs of a large-capacity ferry vessel operator, but the needs of other harbor users as projected in the *Final Environmental Impact Statement for the Hawaii Commercial Harbors 2020 Master Plan* (R.M. Towill Corporation, July 2001). As a result, the DOT is now proposing to construct a new pier to accommodate a large-capacity ferry vessel operator and to better accommodate the future demand from other operators in the harbor. As an interim measure, and with the completed repairs to Pier 1 and 2, Pier 2 (or possibly Pier 1) will be made available for use and operations of the ferry vessel company to provide service to Hawai'i Island until the new Pier 4 is constructed. Improvements to the existing pier would include the installation of a floating barge and ramp system to facilitate loading and unloading of passengers, vehicles, and cargo; and installation of fendering and mooring systems, shore-side power to the barge and ramp system, security fencing, and pavement striping necessary to allow operations to occur in a safe manner.

Construction activities associated with Pier 4 in Kawaihae Harbor would include dredging and construction of a pier or other type of berthing facility. Dredging would occur within the proposed docking and maneuver area to achieve a bottom elevation of 35 feet below mean lower low water (MLLW), which is more than sufficient for the new class of large-capacity ferry vessels. Other improvements would include the installation of paved staging areas, internal roadways, lighting, utilities and other ancillary improvements necessary to allow operations to occur in a safe manner. The Pier 4 area is located at the south side of the harbor in the undeveloped coral stockpile area near the military ramp.

For purposes of evaluating the indirect (secondary) impacts of the DOT's harbor improvements, the operational activities of the HSF will be considered. Operations to be presumed include the following:

- One large-capacity ferry vessel will operate through March 2009
- Two large-capacity ferry vessels will operate beginning April 2009
- Each vessel can accommodate:
 - up to 870 persons,
 - up to 290 motor vehicles, and
 - cargo

Alternatives

- No Action.
- Kawaihae Pier Alternative. Under the Kawaihae Pier Alternative, a new pier would not be developed. Instead, Pier 2 (or possibly Pier 1) would be repaired to accommodate a large-capacity ferry vessel operator. This alternative would minimize potential construction impacts on the marine environment within the harbor, but would not maximize DOT's opportunity to use federal funds for disaster repairs and plans for improvements to meet the demands of future users as projected in the *Final Environmental Impact Statement for the Hawaii Commercial Harbors 2020 Master Plan* (R.M. Towill Corporation, July 2001).

3/12/08



EIS Resource Issues

Travel-military

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Uncle Les "Thunder" Numbung

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*Energy Resources
Business Viability
Emission Impact*

*Invasive Species =
Time of Impact*



328-0485

*Sue
Leslie Bell Collins
Dean Watasi DOT*



operations to occur in a safe manner. The Kahului Commercial Harbor 2030 Master Plan recommends the relocation of the ferry terminal to the West Harbor (i.e., adjacent to the west breakwater area) in Kahului Harbor.

Improvements at Nawiliwili Harbor include the installation of a ramp system to facilitate loading and unloading of passengers, vehicles, and cargo. Other improvements include the installation of shore-side power to the barge and ramp system, structural pavement at the base of the ramp system, security fencing, and pavement striping necessary to allow operations to occur in a safe manner.

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Swelling
CG Requirements



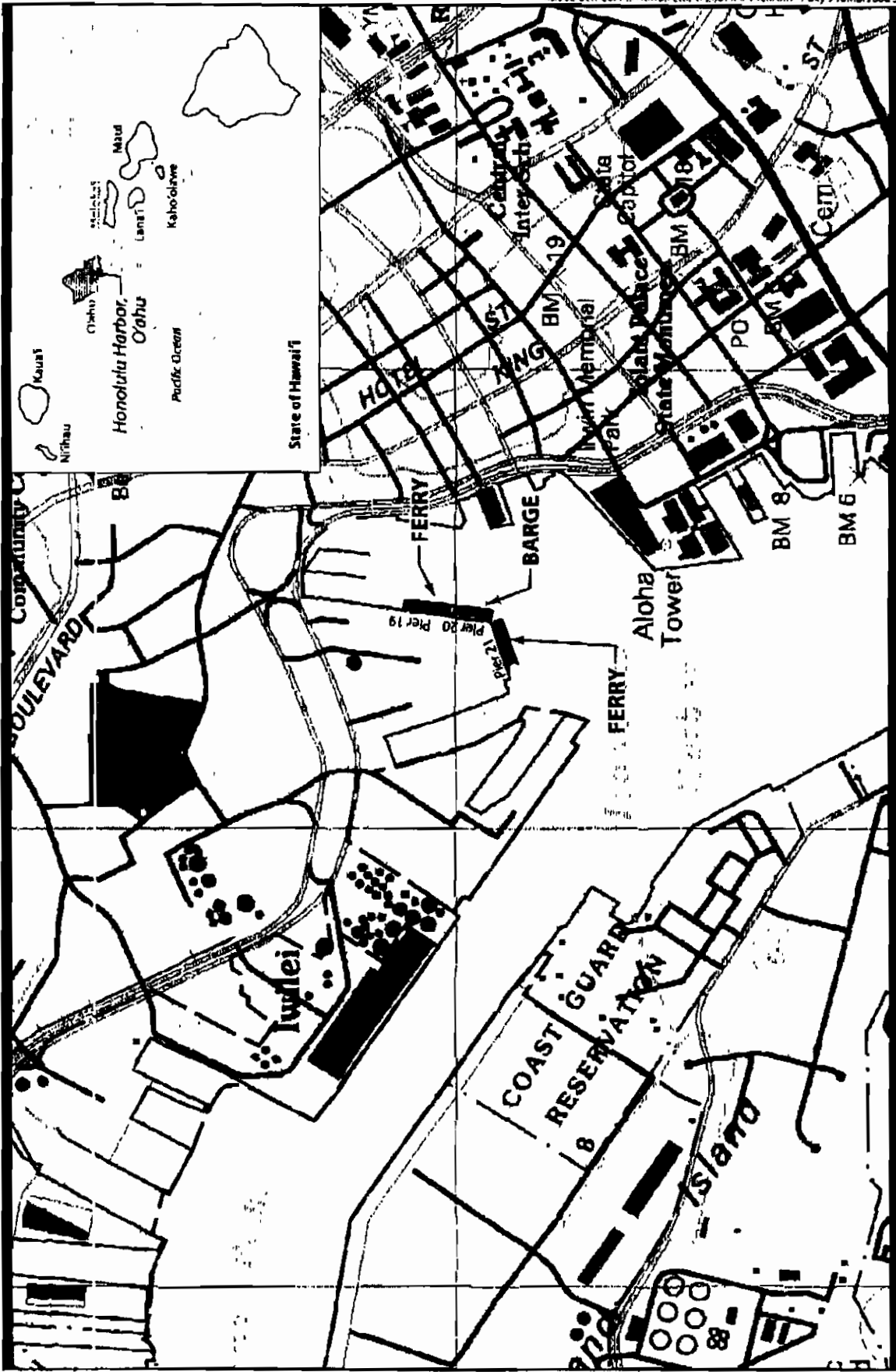
500 meter to whales

Rapid Risk in May + June?
- How many days did rapid risk observe?
Dr. Mobley

3/12/08



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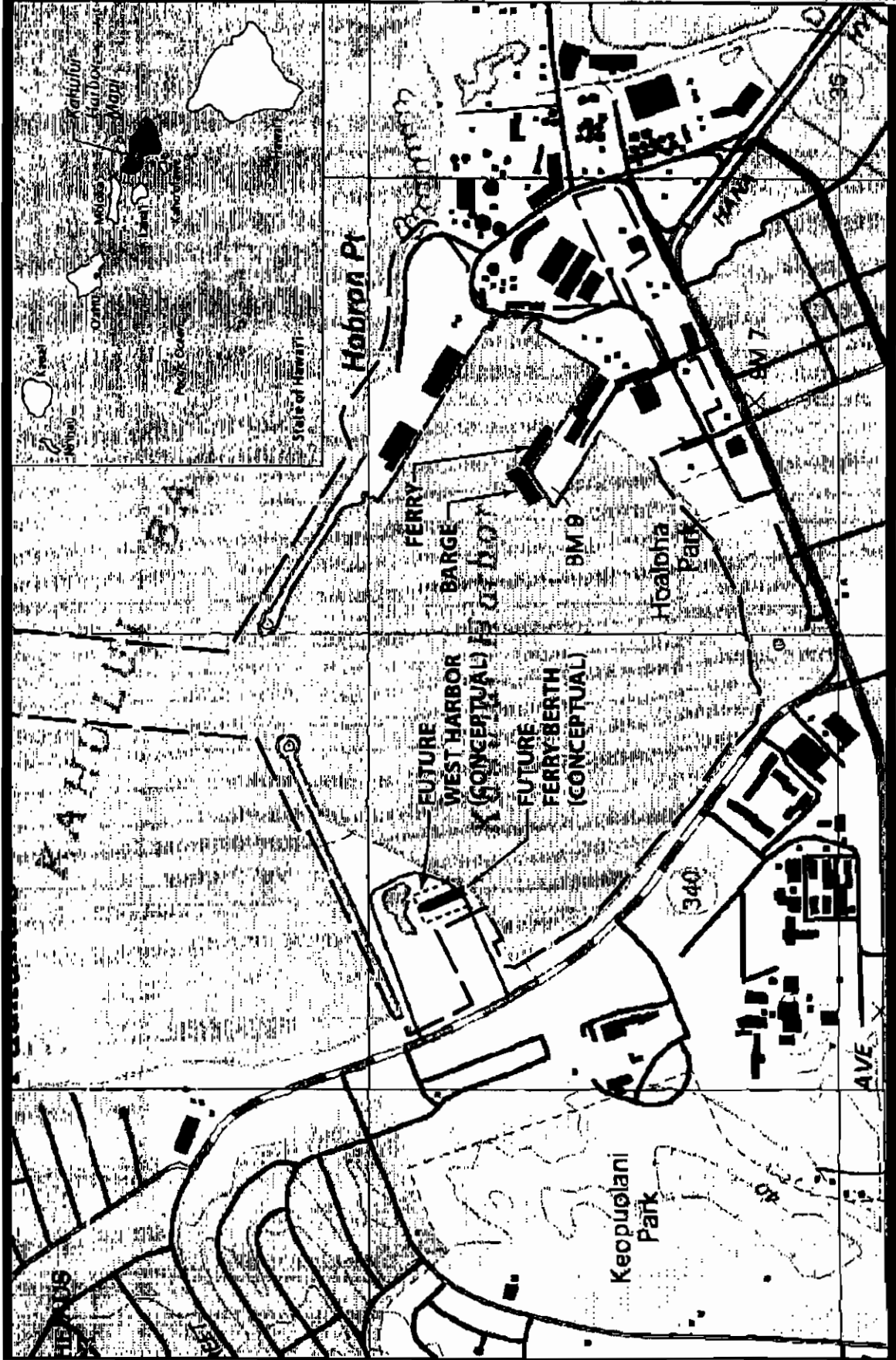
**HONOLULU HARBOR, ISLAND OF O'AHU
PROPERTY BOUNDARIES AND
HARBOR IMPROVEMENTS**

Statewide Inter-island Ferry Harbor Improvements EIS
State of Hawaii DOT
March 2008

Source: Base map from U.S. Geological Survey, January 2001.
Approximate DOT harbor boundary, DOT, March 7, 2008.



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**KAHULUI HARBOR, ISLAND OF MAUI
PROPERTY BOUNDARIES AND
HARBOR IMPROVEMENTS**

Statewide Inter-Island Ferry Harbor Improvements EIS
State of Hawaii's DOT
March 2008

Source: Base map from U.S. Geological Survey, May 1999.
Approximate DOT harbor boundary DOT, March 7, 2008.



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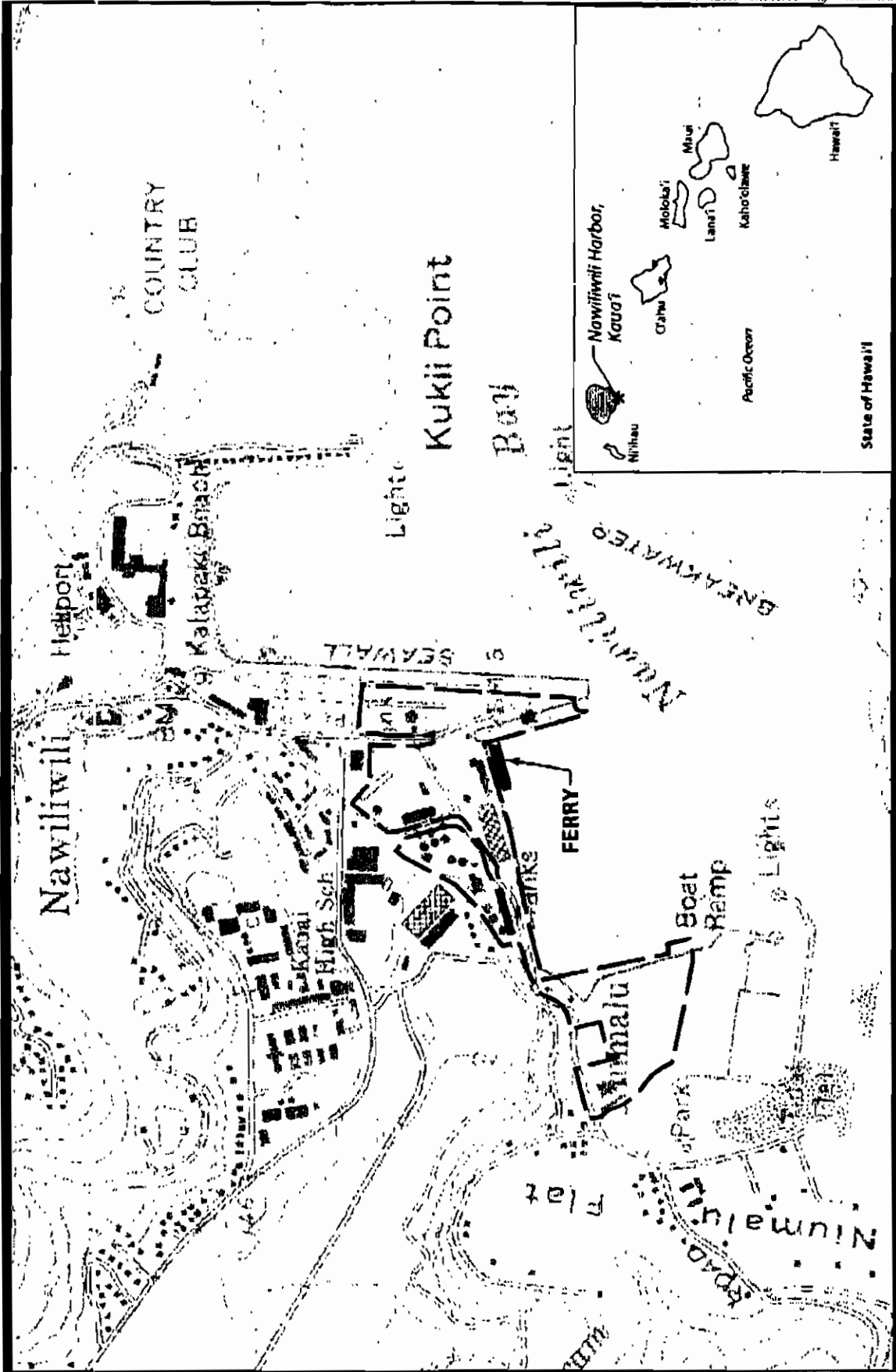


NORTH



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**NAWILIWILI HARBOR, ISLAND OF KAUAI
PROPERTY BOUNDARIES AND
HARBOR IMPROVEMENTS**

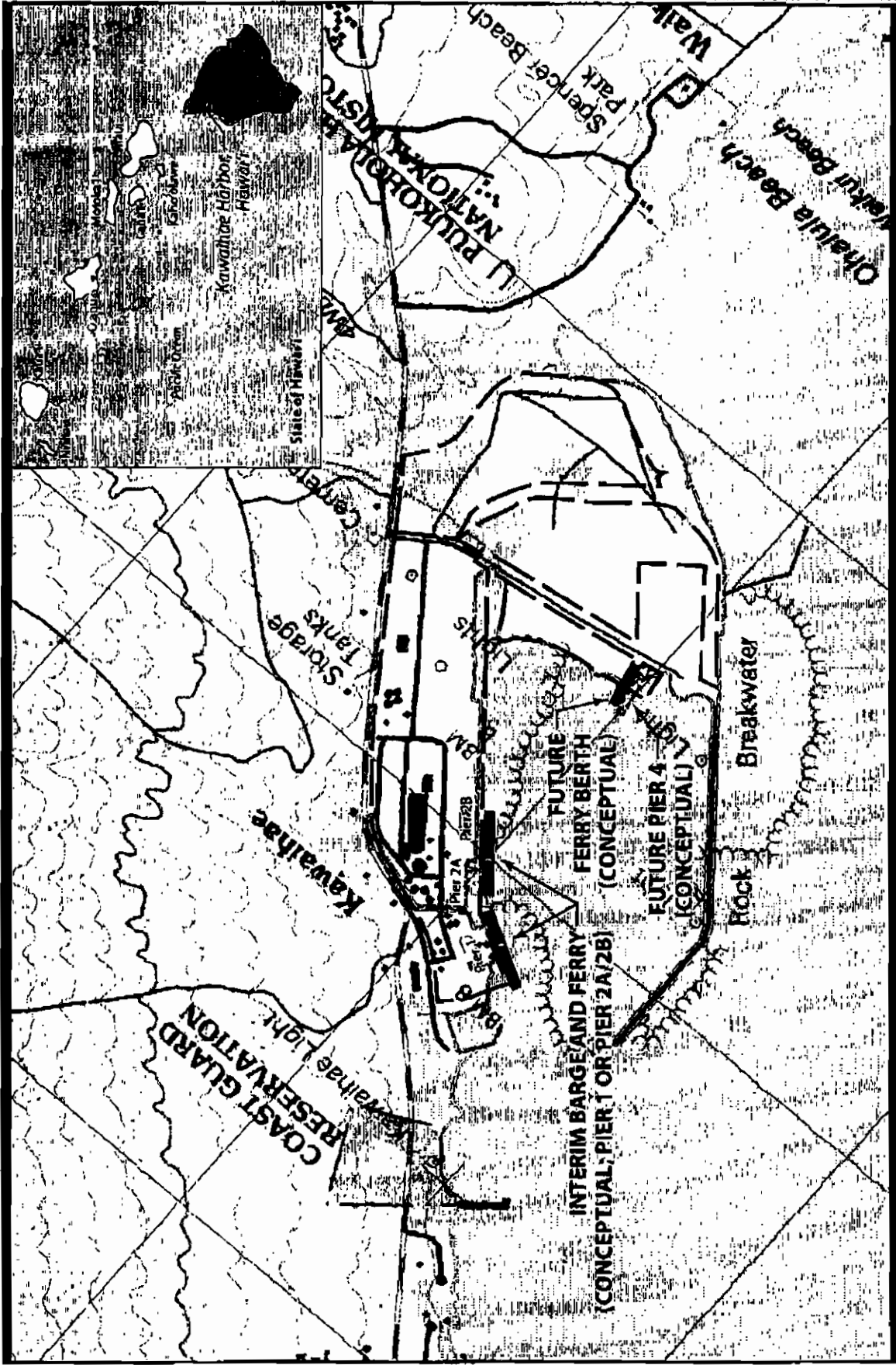
Statewide Inter-island Ferry Harbor Improvements EIS
State of Hawaii DOT
March 2008

Source: Base map from U.S. Geological Survey, April 1997.
Approximate DOT harbor boundary DOT, March 7, 2008.



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KAWAIHAE HARBOR, ISLAND OF HAWAII
PROPERTY BOUNDARIES AND
HARBOR IMPROVEMENTS

Statewide Inter-island Ferry Harbor Improvements BS
 State of Hawaii's DOT
 March 2008


Source: Base map from U.S. Geological Survey, April 1999.
 Approximate DOT harbor boundary, DOT, March 7, 2008.



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