
HONOAPIILANI HIGHWAY IMPROVEMENTS
WEST MAUI, UKUMEHAME TO LAUNIUPOKO
FEDERAL HIGHWAY ADMINISTRATION PROJECT NO.: RAEM-030-1(59)
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION PROJECT NO.: 30C-01-21

COORDINATION PLAN FOR PUBLIC & AGENCY PARTICIPATION

WEST MAUI

November 2022

Table of Contents

1.0 INTRODUCTION	1
1.1 Background and Purpose	1
1.2 Document Organization	2
2.0 COMMUNITY BACKGROUND	3
2.1 Project Location	3
2.2 Population and Demographic Characteristics	4
2.3 Title VI of the 1964 Civil Rights Act	7
2.4 Environmental Justice	8
2.5 Language Proficiency	11
3.0 KEY COMMUNITY AUDIENCES	13
3.1 Lineal Descendants and Cultural Advisors	13
3.2 Land Uses and Major Land Ownership	13
3.3 Stakeholders	18
4.0 COMMUNITY ENGAGEMENT STRATEGIES AND TIMELINES	24
4.1 Situational Analysis	24
4.2 Program Approach	25
4.3 Outreach Strategies and Activities	25
4.4 Conflict Resolution	26
4.5 Public Outreach Timeframes	27
4.6 Stakeholder Meetings	29
4.7 Public Meetings	29
4.7.1 Public Town Hall Meeting #1	29
4.7.2 Public Town Hall Meeting #2	30
4.7.3 Public Hearing	31
4.7.4 Public Meeting Advertisements and Mailings	31
4.7.5 Public Meeting Times and Locations	32
5.0 GOVERNMENT AND AGENCY COORDINATION	33
5.1 Regulations	33
5.2 Anticipated Permits and Clearances Required	34
5.3 Agencies and Roles	36
5.3.1 Lead Agencies	36
5.3.2 Transportation Environmental Resource Council (TERC)	37
5.3.3 Cooperating Agencies	37
5.3.4 Participating Agencies	39

6.0 COORDINATION TIMELINES	42
6.1 Milestones	42
6.2 Project Development Process and Timeframes.....	42
7.0 WEBSITE	47

List of Figures

<u>Figure</u>	<u>Page</u>
Figure 2-1. Project Location	3
Figure 2-2. Census Tract Map of Project Area	6
Figure 2-3. Census Tract Map of West Maui	7
Figure 2-4. Low Income Communities Map	10
Figure 2-5. Limited English Proficiency Map.....	12
Figure 3-1. Project Area Land Uses	14
Figure 3-2. Project Area Zoning – Overall	15
Figure 3-3. Project Area Zoning – Olowalu Area	15
Figure 3-4. Major Landowners in the Project Area	17
Figure 3-5. Project Area Proposed Developments	18
Figure 4-1. EIS Flowchart with Public Outreach Events	28

List of Tables

<u>Table</u>	<u>Page</u>
Table 2-1. Year 2015-2019 Demographic Characteristic Estimates	5
Table 2-2. Year 2015-2019 Income and Employment Estimates	5
Table 3-1. Known Special Interests and Organizations	19
Table 6-1. Project Outreach Activities.....	42

Acronyms and Abbreviations

<u>Acronyms</u>	<u>Meaning</u>
ACS	American Community Survey
AIS	Archaeological Inventory Survey
CEQ	Council on Environmental Quality
CSS	Context Sensitive Solutions
CWA	Clean Water Act
EIS	Environmental Impact Statement
EISPN	Environmental Impact Statement Preparation Notice
EJ	Environmental Justice
EO	Executive Order
ESA	Endangered Species Act
FAQ	Frequently Asked Questions
FAST	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
HDOT	State of Hawaii Department of Transportation Highways Division
HEPA	Hawaii Revised Statutes, Chapter 343
HRS	Hawaii Revised Statutes
IIJA	Infrastructure Investment and Jobs Act
LO	Landowners
MOU	Memorandum of Understanding
NHOPI	Native Hawaiian or Other Pacific Islander
NEPA	National Environmental Policy Act
NOI	Notice of Intent to Prepare and Environmental Impact Statement
PS&E	Plans, Specifications, and Estimate
ROD	Record of Decision
TERC	Transportation Environmental Resource Council

1.0 Introduction

1.1 Background and Purpose

The State of Hawaii's Department of Transportation (HDOT), together with the Federal Highway Administration (FHWA), is proposing the Honoapiilani Highway Improvements Project (the project) to provide a reliable transportation facility and to improve Honoapiilani Highway's resilience by reducing the highway's vulnerability to coastal hazards, specifically existing coastal erosion and flooding, as well as future coastal erosion and flooding along the stretch of highway from Ukumehame to Launiupoko, approximately milepost 11 to milepost 17. The highway currently runs along the southern coastline of West Maui and is chronically threatened by erosion, high wave flooding, and sea level rise.

Because the project involves both State and Federal funds, it is considered a Federal action and is subject to both National Environmental Policy Act (NEPA) and Chapter 343 of the Hawaii Revised Statutes (HRS), also known as Hawaii Environmental Policy Act (HEPA), among other Federal and State environmental regulations. Additionally, the project has been awarded a United States Department of Transportation (U.S. DOT) Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant to assist with funding.

Given the scope, scale, and complexity of improving the resiliency of a coastal highway, FHWA and HDOT have determined that an Environmental Impact Statement (EIS) is the appropriate level of NEPA and HEPA documentation. Federal laws (23 USC 139) and regulations (23 CFR Part 771.123) require NEPA lead agencies to establish a plan for coordinating public and agency participation during the environmental review process.

In addition to fulfilling regulatory requirements, the project will employ a Context Sensitive Solutions (CSS) or Context Sensitive Design (CSD) approach. The goal of the CSS process is to develop effective transportation solutions that fit within community surroundings. Generally, the approach relies on the exchange of information between agencies, technical experts, and local stakeholders to build an understanding of the issues. Moreover, robust public involvement is practical because it promotes the consideration of broader community interests as part of the highway design.

This Coordination Plan (Plan) outlines objectives and a strategy for communication throughout the preparation of the EIS. In addition, this Plan identifies target audiences, tactics for reaching target audiences, means of publicity, frequency, and nature of outreach activities, agenda and format of meetings, roles and responsibilities of team members, and schedule. Public involvement efforts are designed to complement the technical flow of work while engaging key stakeholders, regulators, property owners, policy makers, and the general public.

The goals of this Plan are:

-
- To collaborate with the public, stakeholders, and agencies in reaching consensus on the best ways to improve the highway in the project area;
 - Provide a variety of equitable, inclusive and accessible opportunities for the stakeholders and public to influence and shape the project;
 - To understand specific local needs and concerns that will help to limit or avoid adverse impacts and help to shape project alternatives;
 - To ensure that this project is as consistent as possible with community plans and efforts in the area undertaken by other agencies; and
 - To position the project to best meet the future conditions of the area, both in terms of environmental changes and community changes.

Periodically, the project team will update this Plan to reflect changes to the project schedule or as new information is received from its implementation that require adjustments to its contents.

1.2 Document Organization

This Plan is organized as follows:

- Describe the project area and describe the characteristics of the community in the vicinity of the project area (Chapter 2.0);
- Identify key audiences and potential stakeholders (Chapter 3.0);
- Articulate overall program approach, designate appropriate communication methods, and develop key messages and a timeline for public outreach activities (Chapter 4.0);
- Address how coordination and communication with agencies will occur to fulfill regulatory obligations (Chapter 5.0);
- Project development milestones, processes, and timeframes (Chapter 6.0); and
- Describe how project information will be hosted on a project website, which will serve as the public information hub of the study (Chapter 5.0).

2.0 Community Background

2.1 Project Location

Honoapiilani Highway provides the sole access between communities along the west coast of Maui and the rest of the island. It connects West Maui to important transportation hubs, such as Kahului Airport and Kahului Harbor; hospital and medical services; as well as goods and services not readily available in region. Figure 2-1 is a map of the general project location.

The project area is generally comprised of two rural communities - Ukumehame and Olowalu. In addition, West Maui residents and businesses would also be indirectly affected by changes to the highway including the more densely populated communities of Lahaina, Kaanapali, Napili-Honokowai, and Kapalua, which are popular visitor destinations further west of the project area.

Stakeholders include landowners, residents, and businesses within Ukumehame and Olowalu, including those that frequent the area beaches for fishing, diving, and recreation activities.

Figure 2-1. Project Location



Additional stakeholders include residents, workers, and businesses in the greater West Maui region. Given the highway's important role for access, project consultation will

include other stakeholders such as tourism and delivery personnel, as well as workers located beyond West Maui who regularly use the highway and access the shoreline.

2.2 Population and Demographic Characteristics

The composition of the State of Hawaii’s population is an unusual, but increasingly common case, where traditionally defined “minority” populations make up the majority of the population. The U.S. Census Bureau 2019 population estimates for the State of Hawaii identified peoples of Asian descent as representing the single largest ethnic group with 37.8% of the population (Table 2-1), which is comprised in part by peoples of Filipino descent (15.1%), Japanese descent (12.0%), and Chinese descent (3.9%). Beyond the Asian ethnic grouping, no single ethnic 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 Hawaii’s unique circumstances, an understanding of community characteristics must be put into context by comparing the population against State, County, and regional norms.

Table 2-1 and Table 2-2 provide the demographic and income characteristics for the State of Hawaii, Maui Island, West Maui Region, and Census Tract 320. Census Tract 320 includes the project area and is the most specific level of demographic information available for the project area. Its geographical boundaries extend from Southeast Lahaina to the outskirts of Kihei. Figure 2-2 and Figure 2-3 show the geographic boundaries of the individual census tracts referenced to develop the information in Table 2-1 and Table 2-2. West Maui census tracts include: 314.02, 314.04, 314.05, 315.01, 315.02, 315.03, and 320. Although Census Tract 308 is sometimes considered part of the geography of West Maui, much of its population is situated north of Kahului and is therefore not anticipated to use the project area for access. Therefore, Census Tract 308 was not included in the statistics for “West Maui”.

Ethnic composition data for Census Tract 320, which includes the vicinity of the project area, is somewhat different from the rest of the State and County in that it is significantly less ethnically diverse than the State average. Those who identify as White represent 80.4% of the population in the vicinity of the project area and 45.4% in West Maui, as compared to 35.5% in Maui County and 25% statewide. Conversely, Asian and Pacific Islanders, including Native Hawaiians, form a smaller percentage of the total population than what would be anticipated of the State and County based on demographic characteristics found in other areas of the state. Generally speaking, the community is extremely uncharacteristic of State of Hawaii populations as it is predominantly white with a very small pocket of people of Asian descent and Native Hawaiian and Pacific Islanders.

The American Community Survey (ACS) (2015-2019) estimates that 5.4% of the West Maui population and 1.2% of the Census Tract encompassing the project area is considered below the poverty level, which is significantly lower than both the Maui County and Statewide percentages. From a socio-economic perspective, the project area has fewer low-income families than both the Maui County average and the Statewide average. The West Maui median income is almost \$6,000 higher than the

Statewide median income and more than \$8,000 higher than the Countywide median income.

Table 2-1. Year 2015-2019 Demographic Characteristic Estimates

	State of Hawaii	Maui	West Maui ¹	Census Tract 320
Population	1,422,094	165,979	22,570	890
Ethnicity				
White	25.0%	35.5%	45.4%	80.4%
African American	1.8%	0.5%	0.02%	0.0%
American Indian/Alaskan Native	0.3%	0.3%	0.05%	0.0%
Asian	37.8%	29.3%	27.5%	5.5%
Native Hawaiian/Other Pacific Islander	10.1%	10.9%	6.7%	1.5%
Other	1.2%	1.7%	1.6%	1.3%
Two or More Races	23.9%	21.9%	18.7%	11.2%
Age				
Less Than 5 Years	6.2%	6.0%	6.8%	1.8%
5 to 19 Years	17.4%	17.9%	16.4%	10.2%
20 to 64 Years	58.6%	58.6%	60.0%	54.0%
65 or More Years	17.8%	17.53%	16.8%	33.9%

Source: 2015-2019 American Community Survey, distributed by U.S. Census Bureau.

Notes: 1. Includes US Census tracts: 314.02, 314.04, 314.05, 315.01, 315.02, 315.03, and 320.

Table 2-2. Year 2015-2019 Income and Employment Estimates

	State of Hawaii	Maui	West Maui ¹	Census Tract 320
Number of Households	465,299	54,479	7,566	442
Income by Household				
Median Income ²	\$83,102	\$80,948	\$89,080	\$136,250
Lower Than \$15,000	7.6%	4.3%	2.3%	1.2%
Higher Than \$75,000	54.6%	61.1%	60.3%	79.5%
Persons Below Poverty Level	9.3%	6.5%	5.4%	1.2%

Source: 2015-2019 American Community Survey, distributed by U.S. Census Bureau.

Notes: 1. Includes US Census tracts: 314.02, 314.04, 314.05, 315.01, 315.02, 315.03, and 320.

2. 2009 Inflation-Adjusted Dollars.

Figure 2-2. Census Tract Map of Project Area

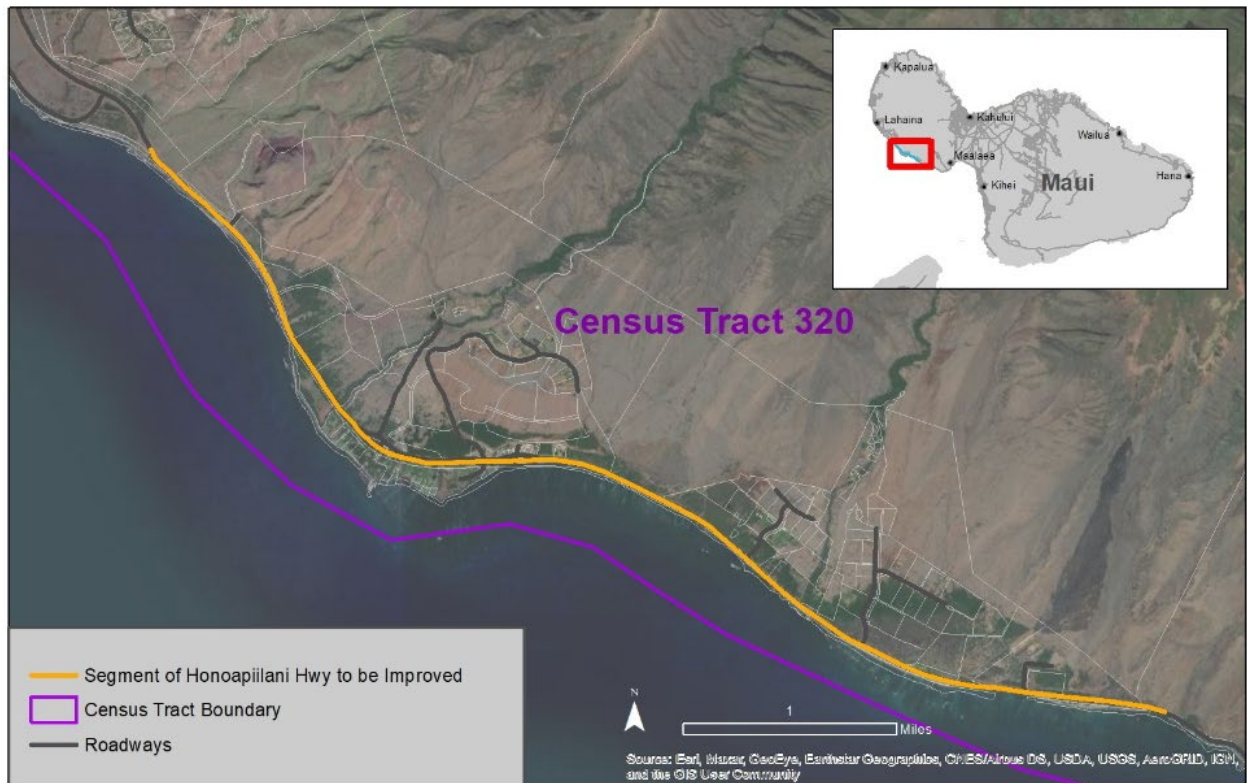
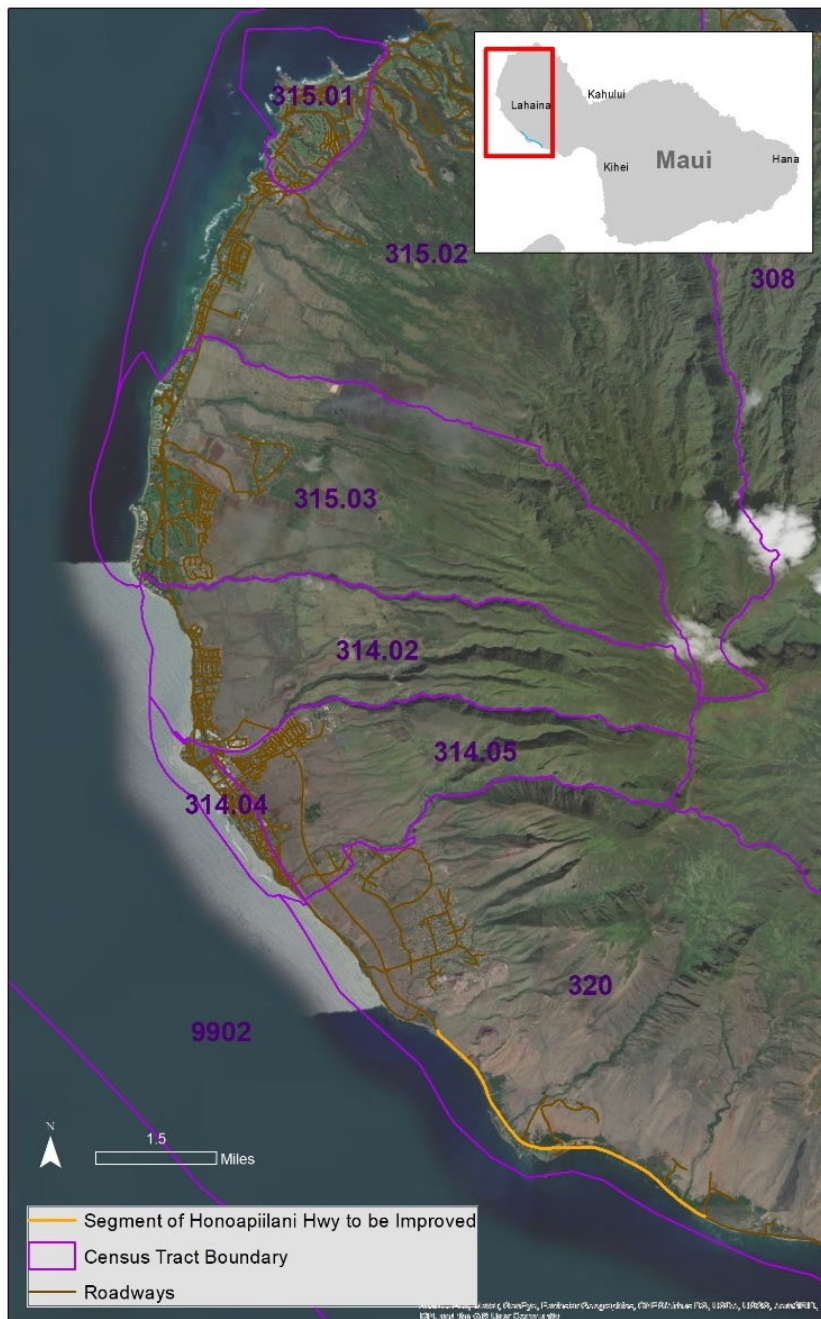


Figure 2-3. Census Tract Map of West Maui



2.3 Title VI of the 1964 Civil Rights Act

Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving Federal financial assistance. Title VI requires United States Department of Transportation (U.S. DOT) managers and staff to administer their programs in a manner that assures:

No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

HDOT is a recipient of Federal financial assistance and, therefore, is required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. Project documentation will be in compliance with Title VI.

2.4 Environmental Justice

The United States Department of Transportation views environmental justice (EJ) 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 and. Similarly, the United States Environmental Protection Agency (U.S. EPA) views “environmental justice” (EJ) as “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” (U.S. EPA Website. - <https://www.epa.gov/environmentaljustice/learn-about-environmental-justice>, Accessed: May 11, 2022).

Executive Order (E.O.) 12898 requires each Federal agency, to the greatest extent practicable and permitted by law, “to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations” (February 11, 1994). When planning a project, as it relates to NEPA, the E.O. directs Federal agencies to:

- Analyze the environmental effects, including human health, economic, and social effects on minority and low-income communities, of Federal actions;
- Provide opportunities for community input during the NEPA process, including consultation about potential adverse effects and possible mitigation measures; and
- Provide that the public, including minority and low-income communities, have adequate access to public information relating to human health or environmental planning, regulations, and enforcement.

U.S. DOT Order 5610.2C (the Order) defines minority populations as “readily identifiable groups of minority 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 [U.S.] DOT program, policy, or activity.” Per the Order, a minority person is defined as a person who is:

- Black: a person having 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;

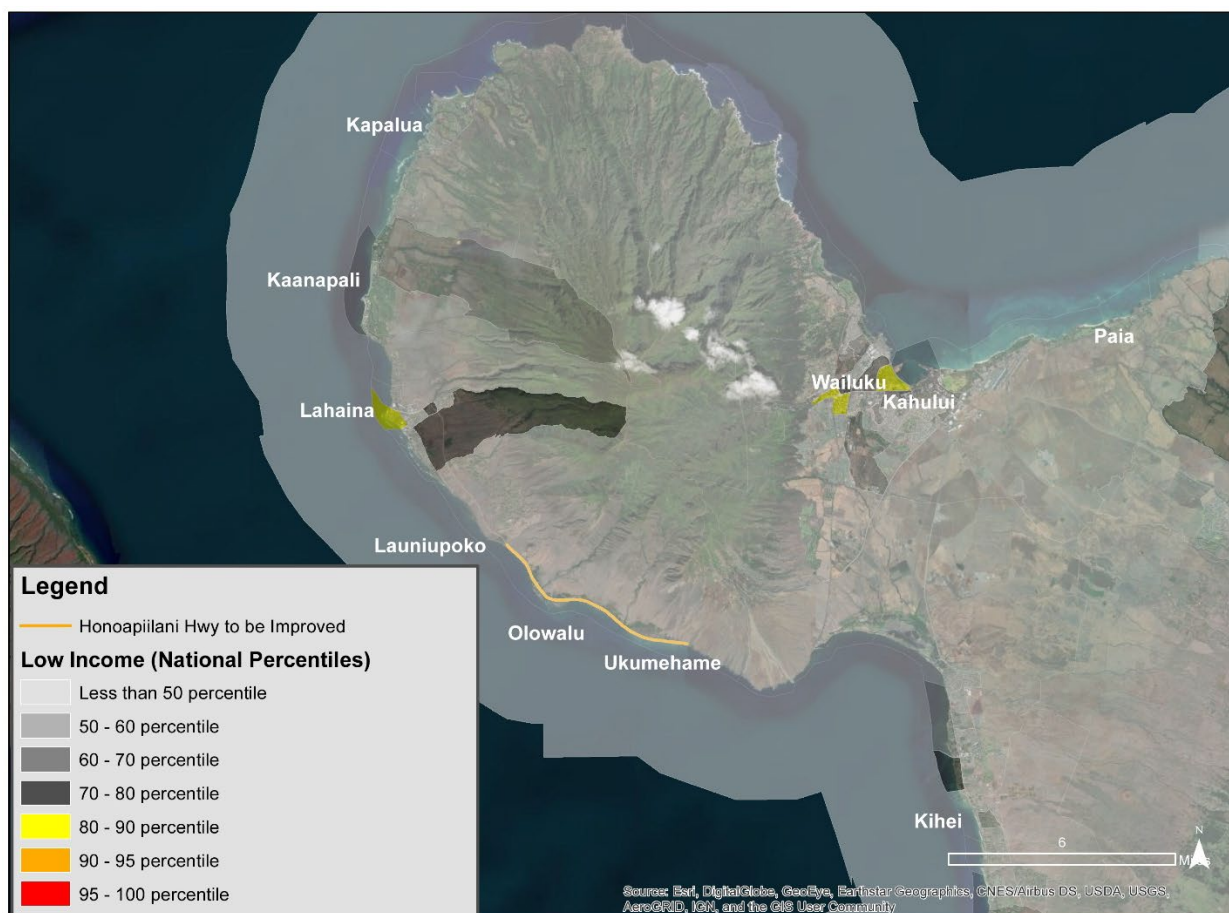
-
- Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent;
 - American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or
 - Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

In addition, the Order defines low-income population as “any readily identifiable group of 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 [U.S.] DOT program, policy, or activity.”

According to American Community Survey data and the EPA EJScreen Tool¹, the project area is not designated as a low-income area. The 2021 U.S. Department of Health and Human Services (HHS) Poverty Guidelines for Hawaii lists an annual income of \$14,820 as the threshold for a household of one person to be classified as in “poverty” (U.S. Office of the Assistant Secretary for Planning and Evaluation [ASPE]. Accessed September 7, 2022. <https://aspe.hhs.gov/topics/poverty-economic-mobility/poverty-guidelines/prior-hhs-poverty-guidelines-federal-register-references/2021-poverty-guidelines>). Based on the demographics in the project area, no low-income populations were identified within the project area (Figure 2-4).

¹ <https://ejscreen.epa.gov/mapper/>

Figure 2-4. Low Income Communities Map



In addition to being an important source of local knowledge as described in Section 3.1, E.O. 12898 and U.S. DOT Order 5610.2C recognize Native Hawaiians and Other Pacific Islanders as one of the five categories of minorities. Though not a large enough population to appear in census tract level demographic data, early community consultation has indicated that there are Native Hawaiian peoples that live in the Olowalu and Ukumehame region. The Draft EIS will include analysis of impacts to EJ populations, including impacts to Native Hawaiians and other minority groups.

Consistent with U.S. DOT Order 5610.2C, U.S. DOT policy requires incorporation of EJ principles throughout project planning and decision-making processes to avoid imposing disproportionate adverse effects on minority and low-income communities. Consistent with EJ policies, outreach with minorities, including Native Hawaiians, will also allow for:

- Identifying and evaluating environmental, public health, and interrelated social and economic effects;
- Proposing avoidance, minimization, and/or mitigation measures to avoid disproportionately high and adverse environmental and public health effects and interrelated social and economic effects; and
- Soliciting input in considering alternatives.

Federally funded projects that will have a disproportionately high and adverse effect on minority populations or low-income populations must consider if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effect are not practicable. If the project has a disproportionately high and adverse effect on a population protected under U.S. DOT Order 5610.2C, the project must:

- Demonstrate a substantial need for the project, based on public interest; and
- Ensure other possible alternatives would have other severe adverse social, economic, environmental, or human health impacts, or would involve costs of extraordinary magnitude.

Effective engagement of minorities within the project area can be measured by the responses to requests for input from minorities, such as Native Hawaiians, and the demographic make-up of public meetings. Demographic data will be requested during large group meetings. Small group meetings will also be provided to allow extra opportunities for input from groups or individuals that traditionally have not engaged in government-sponsored meetings. Direct contact and periodic project updates may be provided through local leaders and family representatives to encourage active engagement.

The findings and decisions resulting from public outreach and engagement will be documented within the Environmental Impact Statement.

2.5 Language Proficiency

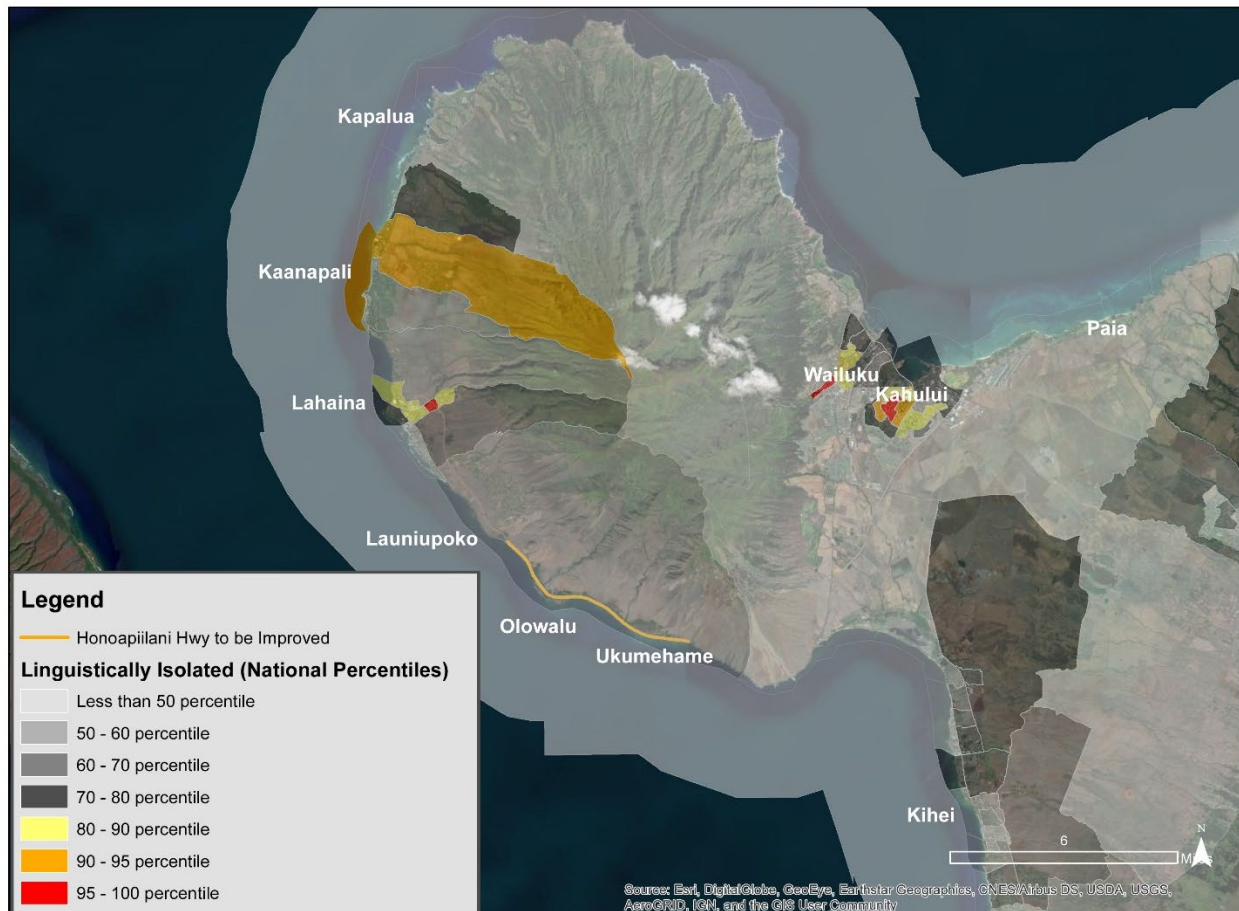
E.O. 13166 (2001) on Limited English Proficiency (LEP) requires Federal agencies to examine the services they provide, identify any need for services to those with LEP, and develop and implement a system to provide those services so LEP persons can have meaningful access to them. Per the HDOT 2021 Language Access Plan, the top languages spoken by Hawaii's LEP population in descending order include Tagalog, Japanese, Ilocano, Chinese, Spanish, Hawaiian, and Korean. HDOT's plan uses a language access assessment that balances four factors. The four factors are as follows:

- The number or proportion of LEP persons served or encountered in the eligible service population;
- The frequency with which LEP persons come in contact with the services, programs, or activities;
- The nature and importance of the services, programs, or activities; and
- The resources available to the State or covered entity and costs.

According to EPA's EJScreen Tool, households that are considered linguistically isolated, meaning households where no one over the age of fourteen is proficient in the English language, make up less than 1% of the project area. Approximately 4% of households in West Maui are considered linguistically isolated, with many of those households located in Lahaina and Honokowai. Concentrations of LEP populations are also present in the Wailluku/Kahului area, the greater Kihei area, as well as the Makawao area (Figure 2-5).

For EJ populations that have been identified, as well as any that may be identified during the community outreach process, inclusionary techniques might include providing language assistance during meetings, translating printed materials into other languages, providing printed materials where internet access is prohibitive, and arranging for one-on-one meetings where travel might be prohibitive.

Figure 2-5. Limited English Proficiency Map



3.0 Key Community Audiences

The project aims for broad public involvement, which will include input from the public, project stakeholders, and targeted outreach to specific interest groups within the community. The project team may identify additional outreach strategies as consultation progresses.

3.1 Lineal Descendants and Cultural Advisors

West Maui has a rich history, including having served as the center of the island's population in the pre-contact era; the capital of the Hawaiian Kingdom; a center of commerce in the whaling era; a key pineapple and sugarcane production area during the plantation era; and a cultural center for the island and state. Early engagement with the Olowalu and Ukumehame Native Hawaiian communities will help identify Native Hawaiian families (lineal descendants) of the area and cultural practices that have been in place prior to western contact or presence in Hawaii.

Engaging the Native Hawaiian community is of particular interest to the project because information they provide will be key to helping to inform and develop the project team approach to protecting and preserving historic and cultural sites regulated under Section 106 of the National Historic Preservation Act, and Hawaii Revised Statutes Chapter 6E, Historic Preservation. Equally important, the Native Hawaiian culture is engrained with a deep understanding of the surrounding natural environment and history. Information exchange will not only help to facilitate preservation, but also identify environmental concerns that may impede project objectives for a more resilient highway. The project will seek to identify and include lineal descendants or people of Native Hawaiian descent with ties to the project area and descendants of immigrants involved in plantation work in the area.

The project team will identify lineal descendants and cultural advisors through research associated with archaeological and cultural studies, through consultation with Native Hawaiian organizations and government agencies such as the Office of Hawaiian Affairs or the Aha Moku Advisory framework, and through advertisements requesting input from knowledgeable individuals and groups. It is anticipated that knowledgeable parties may be identified throughout the planning process. Additional consultation will occur as these parties are identified.

3.2 Land Uses and Major Land Ownership

As the EIS is developed, the project team will identify landownership and land use patterns in the project area. Referencing previous project history and on-line County real property searches, an initial attempt has been made to characterize existing land uses and identify landowners, including residents, businesses, and stakeholders who are likely to be directly impacted by the project. Land uses in the vicinity of the project area are rural in nature. Although zoned largely for agriculture and surrounded by land zoned for

conservation, the uses along the project area are primarily low-density residential and small-scale agricultural uses. See Figure 3-1 and Figure 3-2 below.

Figure 3-1. Project Area Land Uses



Figure 3-2. Project Area Zoning – Overall



Figure 3-3. Project Area Zoning – Olowalu Area



The project team will also consult with potentially affected landowners and proponents of proposed development projects in the area. See Figure 3-4 for major landowners. Potentially affected landowners include:

- State of Hawaii;
- Maui County;
- Olowalu Elua Associates;
- Olowalu Homes, Inc.;
- Uka, LLC;
- West Maui Investors, LLC; and
- Other private entities.

There are several proposed developments in the vicinity of the project, as shown in Figure 3-5:

- Olowalu Elua;
- Lihauula;
- Ukumehame Agricultural Subdivision; and
- Maui County's Pali to Puamana Shoreline Park.

Figure 3-4. Major Landowners in the Project Area



Figure 3-5. Project Area Proposed Developments



3.3 Stakeholders

The project team has identified stakeholder groups who are anticipated to have specific interests in the project. These potential key stakeholder categories are listed below. The project coordination will send representatives of the following interests invitations to participate in public involvement efforts:

Visitor association and tourist industry - West Maui has a strong visitor industry; the project team will consult with any groups identified as having concerns related to visitor activities. The project team will also consult with visitor associations, as well as the hotel and tourist industries, regarding expected demand and needs related to tourism.

Freight carriers, transportation companies, and business associations - Because Honoapiilani Highway is the key route for shipping and freight into West Maui, the project team will invite shipping and freight companies and groups to provide input.

Multi-Modal Access users - The project team will engage groups who are concerned with multi-modal access, including ADA access, bicycling, sidewalk safety, and pedestrian access.

Agricultural stakeholders - Agriculture is an important part of West Maui's past and present. The project team will include groups concerned with the promotion of agricultural practices and the preservation of agricultural land.

Historic and Cultural Advisors – The project team will consult with lineal descendants and cultural practitioners who can provide valuable information related to Historic sites and the impacts a project may have on those sites. Additionally, these stakeholders can give important context to locales with special value to the community.

Community organizations – Project consultation will include community organizations. These groups include those who have expressed concerns about potential environmental impacts related to the existing Honoapiilani Highway, as well as those concerned with environmental impacts in West Maui as a whole.

Utilities - Utilities are frequently located within the highway corridor, so the project team will coordinate with utility providers and agencies. Though specific utility impacts will be considered in the design process, coordination with utilities can help to clarify constraints, as well as provide opportunity for improved sustainability of utility infrastructure and facilities.

The project team will seek input from the following parties shown in Table 3-1:

Table 3-1. Known Special Interests and Organizations

Relevant Special Interests	Stakeholder Organizations
Visitor Association and Tourist Industry	Maui Hotel & Lodging Association Maui Visitors and Convention Bureau Unite Here Local 5 ILWU Local 142
Freight Carriers and Transportation Companies	A South Maui Taxi LLC AB Taxi Ace Trucking LLC American Medical Response BB Trucking & Storage C&J Hauling Services Inc. Cab 66 Transportation Dependable Hawaiian Express (DHX) Erwin DeCoite & Son's Trucking Five Star Transportation Kihei Taxi La Bella Taxi

Relevant Special Interests	Stakeholder Organizations
	Lahaina Taxi Service Maui Airport Taxi LLC Maui Airport Taxi – Shuttle Maui Bay Taxi Maui Happi Taxi Maui Island Taxi Tour Maui No Ka Oi Taxi Services Maui Taxi 808 Pacific Island Hauling Inc. Pugee’s Trucking Reliable Dump Truck Services RJB Taxi Sniffen & Sons Tri Isle Inc. West Maui Taxi
Business Associations	Maui Chamber of Commerce Maui Contractors Association Maui Economic Development Board Inc Maui Economic Opportunity
Multi-Modal Access	Maui Bicycling League Nā Ala Hele, the State of Hawaii Trail and Access Program West Maui Greenway Alliance
Agricultural Stakeholders	Maui County Farm Bureau Hawaii Farmers Union United
Historic/Cultural Advisors	Aha Moku Advisory Committee Aha Moku o Maui Association of Hawaiian Civic Clubs Association of Hawaiians for Homestead Lands Council for Native Hawaiian Advancement Descendent of Keaweiwi and Kekahuna

Relevant Special Interests	Stakeholder Organizations
	<p>Friends of Iolani Palace</p> <p>Friends of Mokuula</p> <p>Haia Ohana</p> <p>Homestead Community Development Corp., dba Homestead Housing Authority (HCDC/HHA)</p> <p>Hui Huiau Inc.</p> <p>Hui Kakoo Aina Hoopulapula</p> <p>Hui O Waa Kaulua</p> <p>Hulu Mamo Hawaiian Civic Club</p> <p>Kaanapali & Pacific Railroad</p> <p>Kailihou Ohana</p> <p>Kaina Ohana</p> <p>Kapu Ohana</p> <p>Keahi/Haia Ohana</p> <p>Kimokeo Foundation</p> <p>Kingdom of Hawaii</p> <p>Kipuka Lahaina</p> <p>Kipuka Olowalu</p> <p>Koolau Foundation</p> <p>Kuloloia Lineage - I ke Kai o Kuloloia</p> <p>Lahaina Hawaiian Civic Club</p> <p>Makekau Ohana</p> <p>Maui County Cultural Resources Commission</p> <p>Maui Cultural Lands</p> <p>Maui Historical Society</p> <p>Mr. Clifford Naeole</p> <p>Ms. Fay McFarlane</p> <p>Ms. Kahikilani Niles</p> <p>Ms. Lori Sables</p> <p>Ms. Malahini Keahi-Heath</p> <p>Ms. Nameaatea Hoshino</p> <p>Ms. Noelani Ania</p>

Relevant Special Interests	Stakeholder Organizations
	<p>Ms. Tiare Lawrence</p> <p>Ms. Victoria Kaluna-Palafox and Fujita Ohana</p> <p>Na Aikane O Maui</p> <p>Na Hele o Wainee Resource Center</p> <p>Na Hanano Kulike o Piilani</p> <p>Na Koa Ikaika Ka Lahui Hawaii</p> <p>Na Kupuna o Maui</p> <p>Nahooikaika Ohana</p> <p>Nekaifes Ohana</p> <p>Order of Kamehameha I</p> <p>Pali Ohana</p> <p>Paukukolo Hawaiian Homes Community Association</p> <p>Sovereign Council of Hawaiian Homestead Associations</p> <p>West Maui Cultural Council</p>
Community Organizations	<p>Aina Lani Pacific LLC (Kaiaulu in Kaanapali)</p> <p>Hawaiian Community Assets, Inc.</p> <p>The Healthy Eating Active Living (HEAL) Coalition</p> <p>Lahaina News</p> <p>Lahaina Restoration Foundation</p> <p>Lahaina Town Action Committee</p> <p>Malama Maui Nui</p> <p>Malama Olowalu</p> <p>Maui News</p> <p>Maui Tomorrow Foundation</p> <p>Mauna Kahalawai Water Partnership (West Maui Watershed)</p> <p>Queen Liliuokalani Childrens Center</p> <p>West Maui Improvement Foundation</p> <p>West Maui Mountains Watershed Partnership</p>

Relevant Special Interests	Stakeholder Organizations
	West Maui Preservation Association West Maui Taxpayers Association
Utilities	Hawaiian Telecom Hawaiian Electric Company Maui Department of Water Supply Spectrum US Postal Service Maui County Environmental Management - Wastewater

4.0 Community Engagement Strategies and Timelines

The project's community engagement strategy will gather input at key project decision points:

- Project Purpose and Need statement;
- Criteria for Alternatives Screening;
- Alternatives to be considered;
- Environmental analysis, including identifying impacts for avoidance, minimization, and/or mitigation of those impacts for evaluation;
- Refining Alternatives based on information gained through studies; and
- Selecting a Preferred Alternative.

Outreach strategies and activities described in Section 4.3 will be utilized to request input on these important project decisions.

4.1 Situational Analysis

A Situational Analysis is conducted so that the project team can develop targeted communications strategies that are informed by the realities of the political and social environment of the relevant communities.² In working through the decision-making framework, the Situational Analysis recognizes that there are externalities outside the transportation or project scope that influence how the public perceives HDOT's role or the project's intent. These concerns can be used to help focus discussions with agencies, stakeholders, and the general public toward topics where input will be especially useful in shaping and progressing the project.

Concerns being discussed at the Statewide and County levels that may impact the messaging of the project include, but are not limited to:

- In the past, members of the public have expressed concern that relocating or moving the roadway may lead to increased development in the area. Though neither FHWA nor HDOT can control development, the project, along with input received during this NEPA/HEPA process, is incorporating previously created West Maui plans, such as the West Maui Community Plan and the Pali to Puamana Parkway Master Plan.
- If the preferred alternative includes realignment of part or the entirety of the highway, it may necessitate change in access to both privately-owned mauka

² Guide for Public Involvement Highways Division. June 2012.

lands and makai beach areas and parks. The project team will consider access issues in identifying alternatives.

4.2 Program Approach

This plan consists of the following program approach:

1. Build on existing West Maui community-organized networks and programs. Initial project efforts will focus on identifying and partnering with existing community networks to generate dialogue, gather and disseminate information, and increase public awareness. Stakeholders, property owners, and residents will be consulted in the context of community groups, affinity organizations, commercial cooperations, and homeowner's associations.
2. Allow for continuous public feedback through the NEPA process by providing an information hub where project planning documents and status can be found and where the community can ask questions, provide input, and request to be included in consultation efforts. This hub will primarily be a dedicated project website as described in Section 7.0 below.
3. Utilize prior project planning from the earlier 2007 EIS efforts and other Maui County planning studies to generate thought-provoking community discussions.

4.3 Outreach Strategies and Activities

Key community involvement strategies and activities will include the following:

On-line public survey (MetroQuest) – MetroQuest is an on-line survey tool specifically designed to inform the user of various aspects of the project and collect feedback on those aspects. The survey will be used to gather broad-based community input. In addition to being an avenue for collecting and reviewing community ideas, this tool can help the project team gauge whether input is being gathered from all segments of the community, by requesting basic demographic information from users.

Small Group Meetings (Virtual and/or in-person) – Small group meetings will provide key stakeholders and targeted groups with resource information and solicit input on key issues, etc.

Public Town-Hall Meetings (Virtual and/or in-person) – The project team will hold public town-hall meetings at key milestones to continue dialogue with the broader community. These meetings will be used to present findings from agency consultations; solicit public input or comments; and disseminate project information.

Public Meetings and Hearings (Virtual and/or in-person) – The project team will hold a public scoping meeting a minimum of 15 days from the publication of the Federal Notice of Intent (NOI) and filing of the state Environmental Impact Statement Preparation Notice (EISPN). A public hearing will be held after the publication of the Draft Environmental Impact Statement (Draft EIS) [per 23 CFR

Part 771.123(j)). These meetings will include a project overview and status of progress through the NEPA process. The main purpose of these meetings is to allow for public comment on the Draft EIS, including the project purpose and need statement and the preferred alternative.

Print and Electronic Media – The project team will develop letters or postcard mailings to notify intended audiences of upcoming project events, milestones, and sources for project information.

Project Website – Chapter 7.0 provides details on website development. The project website will support the other community involvement strategies by providing public access to surveys, notices, resource information, and ways to reach HDOT.

4.4 Conflict Resolution

Engaging in a collaborative process may reveal disagreements between various parties involved in the process. It is often possible to resolve disagreements between parties involved in the NEPA/HEPA process through clear and focused discussion. When disagreements arise, the project team will make parties aware of the differing opinions and opportunities for those parties to come to a common understanding will be provided. These discussions should be focused on finding solutions that best conform with the project purpose and need. These discussions should involve the following principles:

- Clear process protocols.
 - Focus on objectives, rather than specific details.
 - Each party should have clear objectives and goals which are communicated.
 - The goal is not agreeing, but rather on finding commonality that moves the project forward.
 - The lead agency will act as the facilitator and mediator unless the dispute involves the lead agency, in which case a third-party mediator will facilitate the meeting.
- A clear timeframe for reaching a resolution, including a timeframe for escalation to higher levels of leadership.
 - If, after coordination through the pre-decided number of dedicated meetings, agencies cannot reach enough agreement to allow the project to progress, the issue should be escalated.
 - As part of the escalation process, parties should agree on a joint statement regarding the issue or issues involved in the disagreement.
- Clear follow-up actions where follow-up actions are required.

When a disagreement impedes the progress of the project and no agreement can be found through this sort of focused discussion, conflict resolution may be necessary. The following will be used to resolve conflicts that arise during consultation:

-
- Conflicts among State agencies or between State agencies and an MPO shall be escalated to the Governor if they cannot be resolved by the heads of the involved agencies.
 - For interagency conflicts where one or all of the parties are not State entities, escalation will occur based on procedures established by the regulatory authority for the issue at-hand. For example, conflicts regarding Section 106 Determinations of Eligibility for the National Register of Historic Places would be escalated to the Keeper of the Register in accordance with Federal regulations.

4.5 Public Outreach Timeframes

As noted in Section 4.3, the project team will use various community outreach strategies to ensure the public is involved throughout the planning process. Figure 4-1 illustrates when each of these activities would occur. Timeframes may be adjusted as needed. Each strategy is described in further detail below.

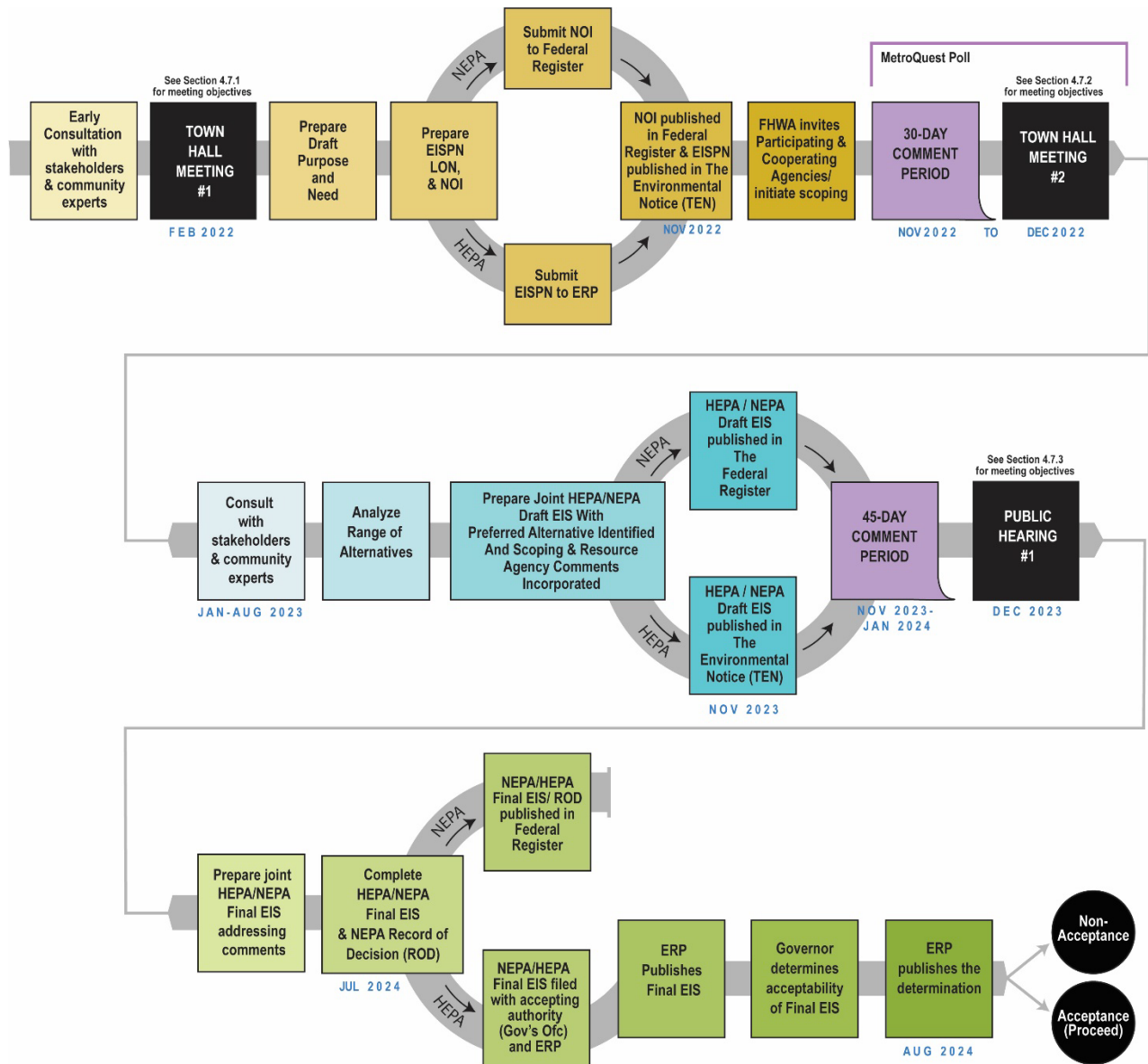


Figure 4-1. EIS Flowchart with Public Outreach Events

4.6 Stakeholder Meetings

The project team will schedule stakeholder meetings throughout the planning and NEPA/HEPA process to provide key stakeholders with project information and solicit input on key issues, etc. During the early scoping (pre-Notice of Intent) and scoping phases, the project team will utilize these meetings to identify the project purpose and need, issues and priorities, develop potential project alternatives, and refine the proposed alternatives and termini locations.

The different types of stakeholder meetings are described below:

Transportation Environment Research Council (TERC) Meetings – Coordination with member agencies of the TERC will occur through both email discussions as well as teleconferences. The project team will regularly share information with the TERC. See Section 5.3.2 for more information about the TERC.

Small Group Meetings – The project team will hold small group meetings throughout the planning process and focus on critical stakeholders, such as landowners, Native Hawaiian Organizations and lineal descendants, cultural leaders, utilities, multi-modal access users, as well as participating and cooperating agencies (See Section 5.0). The project team will use these meetings to collect information, identify other stakeholders, assess project impacts, and clarify potential issues and concerns in the area.

Other Meetings – Another level of in-person discussions will occur during the Cultural Impact Assessment process, during which the project team will interview persons familiar with the cultural aspects of the area. The project team will consult with groups who may have knowledge or information on archaeological or historic resources within the study area. Although these interviews may focus on project impacts to cultural resources, the project team will also use them as additional opportunities to gather general project input and context.

4.7 Public Meetings

The project team will hold two public town hall meetings and one public hearing throughout the planning and NEPA/HEPA process (see Figure 4-1). Stakeholders will be invited to these meetings through a combination of mailout notices and public notices, such as in the newspaper (See Section 3.3).

Language assistance will be provided upon request and through the advice of local community leaders, as provided.

4.7.1 Public Town Hall Meeting #1

The project team will schedule this meeting early in the NEPA process following sufficient input from early consultation and launch of the website. The main purpose of this meeting is to provide an opportunity for the public to provide input on the:

- Purpose and Need Statement;

-
- Inform participants of the project development process;
 - Receive input on resource concerns; and
 - Gain input on criteria for design and selecting a preferred alternative.

Meeting materials will include available information about sea level rise projections, known shoreline vulnerabilities, and the draft Purpose and Need Statement. Other information presented will include a brief project history to present previous listings of needs, and County of Maui Regional Plans to gauge the communities' current sentiment towards the project and build on previous work. If available at the time of the meeting, the project team will provide traffic and engineering information, and drafts of relevant technical documents. The meeting will have the following characteristics:

- The meeting would likely be an online (virtual) meeting;
- The format of the meeting would consist of a presentation followed by a Question-and-Answer (Q&A) session.

After the meeting, the project team will prepare a meeting summary which will be posted on the project website and made available for replaying and / or download, along with the meeting materials. Since this meeting is not a specific NEPA requirement per se, the project team will use responses to scoping input received to shape the EIS NEPA NOI, the HEPA EISPN, and, if relevant, may be included in the Draft EIS.

4.7.2 Public Town Hall Meeting #2

The project team will hold a scoping meeting referred to as Public Town Hall Meeting #2 after the NEPA NOI and HEPA EISPN have been published in the respective Federal Register and State of Hawaii's The Environmental Notice. This meeting is a requirement of both the NEPA and HEPA processes. The purpose of this meeting will be to present the conceptual project alternatives based on early consultation. The meeting will provide an opportunity for input on the design of any alternatives under consideration, as well as resource-specific concerns. Comments will be invited on:

- Preliminary Project Purpose and Need;
- Alternatives to be considered;
- Screening criteria;
- Scope of environmental studies; and
- Other relevant project issues.

The project team will prepare and provide handouts, displays, and presentation materials describing and assessing the alternatives. The format of the meeting is anticipated to be similar to the Public Town Hall Meeting, as described in the previous section.

After the meeting, public comments will also be accepted by the project team in written form. Comment forms will be provided at the meeting for use and will be accepted at the meeting or up to thirty (30) days after the meeting if submitted via email or mail through the U.S. Postal Service using the project team contact information provided. The project

team will prepare a meeting summary and post the summary on the project website. To comply with NEPA and HEPA requirements, the project team will record all comments provided during the session and an audio recording will be kept for posting; as noted above, the public will be notified of recording activities. The project team will later draft and provide responses to scoping input received in the Draft EIS. Comments and responses will be grouped by comment type and focus. The project team will retain the audio recording and file it with the Office of Planning and Sustainable Development's Environmental Review Program (ERP).

4.7.3 Public Hearing

The project team will hold the Public Hearing no less than fifteen (15) days after the notice that the Draft EIS report is published in the Federal Register (under NEPA) and filed with the ERP (under HEPA). This meeting is a requirement of both the NEPA and HEPA processes. The purpose of this meeting will be to gather comments about the completeness and the appropriateness of the EIS analysis.

The project team will prepare and provide handouts, displays, and presentation materials describing and assessing the alternatives. The format of the meeting is anticipated to be similar to Public Town Hall Meetings #1 and #2, as described in the previous sections.

After the meeting, the project team will prepare a meeting summary and post the summary on the project website. To comply with NEPA and HEPA requirements, the project team will record all comments provided during the session and an audio recording will be kept for posting; as noted above, the public will be made aware of recording efforts. The project team will later draft and provide responses to scoping input received in the Final EIS. Comments and responses will be grouped by comment type. The audio recording will be retained and submitted to the ERP where it will be part of the State public record and will be made available for public review. The audio recording will be transcribed and submitted for FHWA records in accordance with 23 CFR Part 771.111(h)(vi).

4.7.4 Public Meeting Advertisements and Mailings

The project team will publicize the public meetings and hearing using various methods, as follows:

- Legal Notices and Announcements - The public meetings will be advertised in accordance with the Hawaii Sunshine Law. They will be publicized by legal notice, and by e-mailing out notices to businesses, residents, and landowners in the vicinity of the project area.
- Associations and Affinity Groups - Meeting notifications may also be announced through local organizations. The project team will partner with homeowners' associations, and community affinity groups will be used to reach individual landowners.
- Language Assistance - The project team will provide translation and language assistance as needed.

-
- Website and Social Media - The project team will use the project website described in Section 7.0, as well as HDOT social media accounts, to notify the public of upcoming project events, milestones, and project information.

4.7.5 Public Meeting Times and Locations

Public meetings for the project will be held with community convenience in mind. The project team will schedule public meetings with consideration of time restrictions (e.g., regular work hours, school nights, conflicting activities important to the community) and will format meetings in such a way as to encourage participation (i.e., will use interactive methods, such as question-and-answer sessions to welcome people's contributions and thoughts). These meetings will be open to the public. When possible, the project team will provide online access to in-person meetings to allow those with mobility considerations to participate.

The project team will hold meetings online if prevailing health guidance does not allow in-person meetings. If held in-person, the public meetings will be held in a central, accessible, and ADA compliant facility near the project corridor. Some possible meeting locations include:

- Kamehameha III Elementary School
- Nahienaena Elementary School
- Lahaina Intermediate School
- Lahainaluna High School

5.0 Government and Agency Coordination

This chapter describes the plan for project agency coordination and is a requirement for NEPA Environmental Impact Statement (EIS) levels of documentation. This part of the overall project coordination plan deals with agency coordination regulations and requirements. Agency coordination is envisioned as interwoven with outreach to the public.

5.1 Regulations

As mentioned in Chapter 1.0, the proposed project will use both State and Federal funds, therefore it must undergo environmental review in accordance with environmental requirements contained in HEPA and NEPA. The project must also comply with the Bipartisan Infrastructure Law (BIL), and numerous other Federal requirements such as the National Historic Preservation Act (NHPA), the Endangered Species Act (ESA), and many others.

This plan addresses how coordination and communication with agencies and the public will occur throughout the NEPA process. Goals of this plan include delivering an environmental document enabling sound decision-making that:

- Address the concerns of local government entities and resource/regulatory agencies, and satisfies the mandates of the agencies with jurisdiction, while still meeting the purposes and needs of the project; and
- Keep project planning on schedule and within budget.

According to the CEQ's NEPA regulations at 40 CFR 1508.1, agencies can be divided into various roles, including lead agencies, cooperating agencies, and participating agencies. The lead agency(ies) are the project proponents. For this project, the lead agencies are FHWA and HDOT. A cooperating agency is any Federal agency (or in special cases a State or local agency), other than a lead agency, that has jurisdiction or special expertise with respect to any environmental impact involved in the proposed project. Participating agencies include those Federal, State, Native Hawaiian, and local government agencies that have an interest in the project and that have agreed to participate in the NEPA and scoping processes. Participating and cooperating agencies are expected to play a critical role in defining the project, the project's purposes and needs, the alternatives to be addressed, and methodologies employed. The agencies' participation in the NEPA process is intended to improve the quality of roadway design while fulfilling the mission of the agency.

The intent of this chapter is to propose which agencies shall be considered cooperating and participating agencies; establish clear expectations of the role of the local governments, agencies, and the public in decision-making; identify the responsibilities of cooperating and participating agencies; provide a format and schedule for

coordination; and describe procedures that will support timely input at decision milestones and collaborative problem solving where appropriate.

A list of potential participating and coordinating agencies and their respective responsibilities can be found in Section 5.3.

5.2 Anticipated Permits and Clearances Required

The permits, reviews, and approvals required for the project will depend on the features of the selected alternative. The list of anticipated Federal, State, and local permits in Table 5-1 will be refined as the project alternatives are developed. Input on other approvals that may be necessary is requested from government agencies and other participants as part of this environmental review process.

Table 5-1. List of Anticipated Permits and Approvals

Permit / Approval	Issuing / Approving Agency
Federal	
National Environmental Policy Act (NEPA)	Federal Highway Administration (FHWA)
Department of Army Permit, Clean Water Act (CWA) Section 404 and Rivers and Harbors Act (RHA) Section 10	U.S. Army Corps of Engineers (USACE), Regulatory Branch
Department of Transportation Act of 1966, Section 4(f) Evaluation	FHWA
Federal Emergency Management Agency (FEMA) Floodplain Coordination	FEMA
Endangered Species Act, Section 7 consultation	U.S. Department of Interior, U.S. Fish and Wildlife Service (USFWS); and U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NMFS, also known as NOAA Fisheries)
Farmland and Conversion Impact Rating, pursuant to the Farmland Protection Policy Act	U.S. Department of Agriculture, Natural Resources Conservation Service (USDA NRCS)
Magnuson-Stevens Fishery Conservation and Management Act, Essential Fish Habitat coordination	NMFS (NOAA Fisheries)
National Historic Preservation Act Section 106 consultation	State Historic Preservation Officer (SHPO)

Permit / Approval	Issuing / Approving Agency
Clean Air Act, Section 309	U.S. Environmental Protection Agency
U.S. Coast Guard (USCG) Bridge Permit Coordination	U.S. Coast Guard (USCG)
State of Hawaii	
Hawaii Revised Statutes (HRS) Chapter 343, environmental review compliance	Governor, State of Hawaii
Coastal Zone Management Act (CZMA) Consistency Determination	Department of Business, Economic Development and Tourism, Office of Planning and Sustainable Development, Coastal Zone Management Program (DBEDT-OPSD, CZM)
CWA Section 401, Water Quality Certification	Department of Health (DOH), Clean Water Branch
CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permit	DOH, Clean Water Branch
HRS Chapter 6E-8, historic preservation review	Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD)
Stream Channel Alteration Permit (SCAP)	DLNR, Commission on Water Resource Management (CWRM)
Conservation District Use Permit	DLNR, Office of Conservation and Coastal Lands (OCCL)
Americans with Disabilities Act Accessibility Guidelines	DOH, Disability and Communication Access Board (DCAB)
Community Noise Permit / Community Noise Variance	DOH, Indoor and Radiological Health Branch
County of Maui	
Special Management Area (SMA) Permit	County of Maui Planning Department
Building and Grading permits	County of Maui Planning Department

5.3 Agencies and Roles

5.3.1 Lead Agencies

The lead agencies must perform the functions that they have traditionally performed in preparing an EIS in accordance with 23 CFR Part 771 and 40 CFR Parts 1500-1508. In addition, the lead agencies must identify and involve participating agencies; develop coordination plans; provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives. In addition, lead agencies must provide increased oversight in managing the process and resolving issues.

5.3.1.1 Federal Highway Administration

The responsibilities of the Federal Highway Administration (FHWA) will be to:

- Ensure that the environmental documentation required under NEPA is completed in accordance with BIL and other applicable Federal requirements;
- Provide oversight in managing the environmental review process and resolving issues;
- Facilitate the timely and adequate delivery of the environmental review process;
- Be responsible for the content of the environmental document; furnish guidance, independently evaluate and approve documents, and ensure that project sponsors comply with mitigation commitments;
- Make the decision regarding purpose and need used in the NEPA evaluation and range of alternatives to be evaluated in the NEPA document, in consultation with the joint lead agency, and after consideration of input from the public and participating agencies;
- Identify the Preferred Alternative;
- Decide, in consultation with the joint lead agency, whether to develop the Preferred Alternative to a higher level of detail before issuance of the Draft EIS.

5.3.1.2 Hawaii Department of Transportation

The HDOT is the project sponsor, joint lead agency for the NEPA process, and lead agency for the Hawaii Chapter 343 process. The responsibilities of HDOT will be to:

- Prepare the EISPN (State) and the NOI (Federal), Draft EIS, and the combined Final EIS/Record of Decision (ROD) (NEPA);
- Submit these documents to the accepting authorities, which is FHWA under NEPA and the Governor of Hawaii for Chapter 343;

And, in conjunction with FHWA:

- Identify and involve participating and cooperating agencies;

-
- Develop coordination plans;
 - Provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives;
 - Use the scoping process to solicit public and agency input on methodologies for screening of alternatives;
 - Collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives; and
 - Provide information that will serve as a basis for public and participating agency input on key decisions that will be made by FHWA and HDOT.

5.3.2 Transportation Environmental Resource Council (TERC)

The TERC is comprised of County, State, and Federal agencies in Hawaii and allows information sharing and collaboration among relevant agencies to get ahead of interagency challenges and streamline project development. The project team plans to convene the TERC to share project information, seek advice, and form cooperative relationships, where possible. The group, as a whole, may serve in an advisory capacity, even though individual TERC members may also have regulatory roles over the project.

5.3.3 Cooperating Agencies

According to CEQ (40 CFR Part 1508.5), “cooperating agency” means any Federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A State or local agency of similar qualifications may, by agreement with the lead agencies, also become a cooperating agency.

CEQ regulations (40 CFR Section Part 1501.6) permit a cooperating agency to “assume on request of the lead agency responsibility for developing information and preparing environmental analyses including portions of the environmental impact statement concerning which cooperating agency has special expertise.” An additional distinction is that, pursuant to 40 CFR Part 1506.3, “a cooperating agency may adopt without recirculating the environmental impact statement of a lead agency when, after an independent review of the statement, the cooperating agency concludes that its comments and suggestions have been satisfied.”

5.3.3.1 Responsibilities of Cooperating Agencies

The responsibilities of the cooperating agencies will be to:

- Assume (on request of the lead agency) responsibility for reviewing information and environmental analyses, including portions of the environmental impact statement, concerning resources for which the cooperating agency has special expertise;
- Participate in meetings and field reviews;

-
- Fulfill the responsibilities of the participating agencies (described in the next section);
 - Make support staff available;
 - Use their own resources and funds;
 - Review preliminary drafts of the Draft EIS and Final EIS; and
 - Adopt the EIS of the lead agency, without re-circulation, when the cooperating agency concludes that its comments and suggestions have been satisfied.

5.3.3.2 Agencies Invited to Participate as Cooperating Agencies

For this project, the primary criterion for selecting which agencies to invite to be “cooperating” agencies is to select those that may have permitting or approval authority, as indicated below.

5.3.3.2.1 Federal

- U.S. Army Corps of Engineers (USACE), Regulatory Branch
- Department of Homeland Security, U.S. Coast Guard (USCG)
- Federal Emergency Management Agency (FEMA)
- U.S. Department of Interior, U.S. Fish and Wildlife Service (USFWS)
- U.S. Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NMFS)
- U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)
- U.S. Environmental Protection Agency (EPA)

5.3.3.2.2 State of Hawaii

- Governor, State of Hawaii
- Department of Business, Economic Development and Tourism, Office of Planning and Sustainable Development (DBEDT-OPSD), Coastal Zone Management Program
- Department of Health (DOH), Clean Water Branch
- Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD) and the State Historic Preservation Officer (SHPO)
- Commission on Water Resource Management (CWRM)
- DLNR, Office of Conservation and Coastal Lands (OCCL)
- DOH, Disability and Communication Access Board (DCAB)
- DOH, Indoor and Radiological Health Branch

5.3.3.2.3 County of Maui

- Planning Department

5.3.4 Participating Agencies

A participating agency is a Federal, State, Native Hawaiian, regional, or local government agency that has an interest in the project and has agreed to participate in the NEPA/HEPA and scoping processes. The standard for participating agency status is more encompassing than the standard for cooperating agency status described in the previous section. Therefore, cooperating agencies are, by definition, participating agencies, but not all participating agencies are cooperating agencies.

5.3.4.1 Responsibilities of Participating Agencies

The responsibilities of the participating agencies will be to:

- Provide input on the project and the schedule;
- Participate in the NEPA process, starting at the earliest possible time;
- Identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts or any issues that could substantially delay or prevent an agency from granting a permit or other approval needed for the project;
- Work cooperatively with HDOT to resolve any issues that could result in denial of any approvals for the project;
- Participate in the issues resolution process identified in this document (see Section 4.4);
- Provide input on purpose and need, range of alternatives, methodologies and level of detail to be used in the analysis of alternatives;
- Provide input on how the performance of alternatives will be evaluated or on how the impacts of alternatives on various resources will be assessed;
- Provide meaningful and timely input on unresolved issues; and
- Provide oral comment at the community meetings and public hearings described below, or written comments, within thirty (30) days of the receipt of information and request for comment at each of the NEPA and Chapter 343 milestones discussed in this Coordination Plan.

5.3.4.2 Agencies Invited to Participate as Participating Agencies

Federal Agencies

- The Advisory Council on Historic Preservation (ACHP)
- Department of Housing and Urban Development (HUD)
- Department of the Interior, U.S. Geological Survey (USGS)
- Department of Transportation, Federal Aviation Administration (FAA)

State Agencies

- Department of Accounting and General Services (DAGS)
- Department of Agriculture (DoA)
- Department of Budget and Finance (DBF)
- DBEDT
- Department of Defense (DoD)
- Department of Education (DOE)
- Department of Hawaiian Home Lands (DHHL)
- Department of Health (DOH)
 - Clean Air Branch (DOH-CAB)
 - Environmental Management Branch (DOH-ENV);
 - Indoor and Radiological Branch (DOH-IRH);
 - Maui District Health Office (DOH-MDH);
 - Solid and Hazardous Waste Branch (DOH-SHW);
- Department of Land and Natural Resources (DLNR)
 - Commission on Water Resource Management (DLNR-CWRM)
 - Division of State Parks (DLNR-Parks)
 - Land Division (DLNR-Land)
 - Division of Aquatic Resources (DLNR-DAR)
 - Division of Forestry and Wildlife (DLNR-DOFAW)
 - Nā Ala Hele, the State of Hawai'i Trail and Access Program (DLNR-Trail)
 - Engineering Division (DLNR-ENG)
 - Office of Conservation and Coastal Lands (DLNR-OCCL)
 - Maui/Lanai Island Burial Council (DLNR-MIB)
- Office of Hawaiian Affairs (OHA)

County of Maui

- Cultural Resources Commission (COM-CRC)
- Office of Economic Development (COM-ED)
- Department of Education (COM-DOE)
- Maui Emergency Management Agency (COM-EMA)
- Department of Environmental Management
 - Solid Waste Division (COM-SW)
 - Wastewater Reclamation Division (COM-WR)
 - Environmental Protection and Sustainability Division (COM-EP)
- Maui Fire and Public Safety (MFD)
- Department of Housing and Human Concerns (COM-DHHC)
- Maui Metropolitan Planning Organization (Maui MPO)

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- Department of Parks and Recreation (COM-DPR)
 - Maui Police Department (MPD)
 - Department of Public Works (DPW)
 - Development Services Administration (DSA)
 - Engineering Division (DPW-ED)
 - Highways Division (COM-HD)
 - Department of Transportation (Bus System) (COM-DTS)
 - Department of Planning (COM-DP)
 - Maui Planning Commission (MPC)
 - Maui County Cultural Resources Commission (MCCRC)
 - Department of Water Supply (DWS)

6.0 Coordination Timelines

6.1 Milestones

Coordination will be an ongoing process with increased emphasis on the following decision milestones:

- Initiate early scoping and hold Town Hall #1 – February 2022;
- Develop preliminary project purpose and need – April 2022;
- Publish Notice of Intent (NOI) and Environmental Impact Statement Preparation Notice (EISPN) –November 2022;
- Scoping Meeting (Town Hall #2) – December 2022;
- Analyze the range of project alternatives – November 2023;
- Publish NEPA/HEPA Draft EIS with the preferred alternative identified – November 2023;
- Public Hearing – December 2023;
- Publish the combined NEPA Final EIS and ROD/ HEPA Final EIS – July 2024;
- HEPA Final EIS Governor Acceptance – August 2024; and
- Complete permits, licenses, or approvals after the ROD.

The project team will complete coordination in several ways depending on the needs at each individual step. The coordination will include meetings with participating agencies and correspondence with individual agencies related to areas of their expertise, and distribution of preliminary documents to cooperating agencies for their review and comment.

FHWA and HDOT will submit project documents by email whenever possible to minimize the delay associated with transmitting hard copies. An electronic signature process will be used where practical.

6.2 Project Development Process and Timeframes

Table 6-1 organizes specific outreach activities, including regulatory correspondence described in Chapter 5.0, within the project development timeframe. For each outreach activity, the table identifies target audiences and outreach objectives.

Table 6-1. Project Outreach Activities

PHASE	OUTREACH ACTIVITY	TARGET AUDIENCES	OBJECTIVE
Pre-NEPA/HEPA Early Scoping			

PHASE	OUTREACH ACTIVITY	TARGET AUDIENCES	OBJECTIVE
February 2022	Pre-EISPN Scoping Letters (emails)	Applicable Agencies; TERC members; Affected Landowners, Businesses, Utilities; Elected Officials; and Native Hawaiian Organizations (NHOs);	Inform the target audience of the proposed project; Solicit key issues and concerns to be addressed by the project team; Identify key groups where additional coordination may be needed; Notify NHOs that project will comply with Section 10.
February 2022	News Release and Print, Electronic, and Website	General Public	Inform the target audience that project information via the website and HDOT's Virtual Public Meeting platform is available.
February 22 & 24, 2022	Pre-NEPA Town Hall Meeting #1	General Public Identified Stakeholders (Section 3.3)	Inform the target audience of the proposed project; Request input on project purpose and need; Inform the target audience of ways to provide comments; Inform the target audience on who to contact when they have questions or concerns.
February 2022 – November 2022 NOI Publication	Small Group Meetings	NHOs, Lineal Descendants, and Cultural Practitioners; COM-DPR; COM-DP; COM-DPW; Olowalu Elua Development; USACE; SHPD	Inform target audience of the project; Solicit key concerns; Review Preliminary Project Purpose and Need; Seek Input on Project Alternatives; Clarify regulatory understandings for Section 404 of the CWA; Coordinate possible Area of Potential Effect and survey methods (i.e. testing strategy) for both Section 106 and HRS 6E-8.
NOI/EISPN Comment Period			

PHASE	OUTREACH ACTIVITY	TARGET AUDIENCES	OBJECTIVE
December 2022	Public Town Hall Meeting # 2	General Public Identified Stakeholders (See Section 3.3)	Announce Availability of the NOI and EISPN; Review the purpose and need of the project; Present the conceptual project alternatives; Seek input on Screening Criteria; Gather input on the scope of the EIS and environmental concerns.
November 2022	Invitation to Participate as Cooperating or Participating Agencies	Federal, state, and county agencies with potential to become a participating or cooperating agency	Announce the availability of the NOI and EISPN; Review the purpose and need of the project; Seek feedback on project alternatives; Gather input on the scope of the EIS and environmental concerns.
November 2022	Section 106 NHPA Initiation Letters	State Historic Preservation Division (SHPD) Identified NHOs	Announce Availability of the EISPN and NOI; Request APE Concurrence; Request Identification of knowledgeable parties for consultation; Request information on resources for protection under Section 106 of the NHPA; Invite SHPD to participate as a Cooperating Agency.
December 2022	Section 106 NHPA Advertisement	Un-Identified NHOs	Invite broad participation in Section 106 NHPA process.
November 2022	Section 7 of the ESA Species List Confirmation	USFWS NMFS	Announce availability of NOI; Invite participation as Cooperating or Participating Agencies; Confirm list of species protected under Section 7 of the ESA; Solicit general concerns regarding the project.
November 2022	Clean Air Act & Safe Drinking Water Act Coordination	USEPA	Invite participation as Cooperating Agency; Clarify reviews and applicable requirements for the project; Solicit general concerns regarding the project.

PHASE	OUTREACH ACTIVITY	TARGET AUDIENCES	OBJECTIVE
November 2022	Floodplain Management	FEMA	Invite participation as Cooperating Agency; Clarify reviews and applicable requirements for the project; Solicit general concerns regarding the project.
July – October 2022	Small Group Meetings	Developers Affected Landowners NHOs	Gather and refine project understanding of issues that will need to be addressed in the EIS.
November 2022	Magnuson Stevens Fisheries Act Coordination	NMFS	Invite participation as a cooperating agency; Solicit general concerns for the project; Identify potential adverse impacts and minimization measures to essential fish habitat.
November 2022	Farmland Protection Policy Act	USDA	Invite participation as a cooperating agency; Solicit general concerns for the project; Provide Draft Farmland Impact Rating for review.
Fall 2023	Section 7 ESA Effect Determination Letter	USFWS NMFS	Seek concurrence on effect determinations based on commitment of specific measures.
Fall 2023	Magnuson Stevens Fisheries Act Coordination	NMFS	Seek concurrence on effect determinations based on commitment of specific measures.
March 2023	Section 106 NHPA Follow-up Consultation Letters	Section 106 Consulting Parties SHPD	Respond to requests for NHOs to participate as consulting parties; Address specific concerns raised regarding impacts to archaeological resources; Possibly circulate Draft Archaeological Inventory Survey (AIS) for consulting party review.
Fall 2023	Section 106 NHPA Effect Determination Letter (DRAFT PA)	SHPD	Request concurrence of effect.

Draft EIS Public Comment Review Period

PHASE	OUTREACH ACTIVITY	TARGET AUDIENCES	OBJECTIVE
November 2023	Draft EIS Notice of Availability	Respondents to the Pre-EIS Scoping Activities Notice to the Main Library; and nearest public library	Notify target audience of availability of the Draft EIS Notify target audience of deadline to comment and upcoming Information Meeting.
December 2023	Public Hearing	General Public Identified Stakeholders (See Section 3.3)	This meeting will be held at least 15 days after the notice that the draft EIS report is filed. Gather comments on the EIS.
Final EIS and Record of Decision, Governor Acceptance			
July 2024	Notice of Availability	General Public Agencies and Commentors on the Draft EIS	Notify of availability of the Final EIS / ROD. Respond to comments received on the Draft EIS.
Coastal Zone Management Consistency Review			
November 2023 (with publication of the Draft EIS)	Public Review of CZM Consistency	General Public	Fulfill CZM review requirements. Demonstrate project consistency with coastal zone management policies.
SMA Permit			
Post Final EIS and ROD	Public Hearing	General Public	Fulfill hearing requirements of SMA permit.

7.0 Website

A dedicated project website has been developed to notify the public of upcoming project events and milestones, and to serve as a source for project information throughout the project development process.

The project website can be found at <https://www.honoapiilanihwyimprovements.com/>.

While the website will serve as a key method of information distribution, HDOT acknowledges that some community members may not have regular access to the internet. The project team will provide materials in printed format, as appropriate, to ensure those without access to the website will still have the opportunity to obtain information about the project, review project reports, and provide input.

As the project matures, the project team will add new appropriate information to the website to keep the public informed and allow them to download project deliverables that are released to the public. Over two years, the project team anticipates four larger updates to the website, where changes to the structure and function of the site may be modified. Other smaller content edits will occur as needed.

The website will include the following components:

- Project overview – including project vision/purpose and need;
- Project map with proposed alternatives;
- A frequently asked questions “FAQ” page – updated periodically based on input received at meetings and through the website comment feature;
- Project timeline;
- Announcements;
- A downloadable library of project-related items;
- An interactive feature so that visitors have the ability to submit comments and questions (MetroQuest);
- Contact us | mailing list form – updated to a system that can interactively accept comments once the scoping period is officially opened. This feature would remain active through the publication of the EIS report; and
- Any useful links.