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3.3 COMMUNITY FACILITIES AND SERVICES

This section evaluates the potential effects of the Honoapiʻilani Highway Improvements Project (the Project) on the local community in the context of existing and future community facilities and services. Following publication of the Draft Environmental Impact Statement (EIS), the public was afforded an opportunity to review and comment on the effects of the Project with respect to community facilities and services. Based on those comments, or other information gathered after the publication of the Draft EIS, no revision to the analysis contained within this section was warranted and no further analysis is required as part of this Final EIS.

3.3.1 Regulatory Context

Community facilities and services are community characteristics evaluated in a National Environmental Policy Act Environmental Impact Statement following long-established guidance found in Federal Highway Administration Technical Advisory T 6640.8A (1987)¹ and the Hawaiʻi Revised Statutes Chapter 343.

3.3.2 Methodology

The project area and the broader region were evaluated to determine the presence and location of community facilities and services as well as to identify planned or proposed facilities.

3.3.3 Affected Environment

No municipal buildings are in the project area. The closest public services—such as schools, police, fire, and ambulance—are in Lāhainā, as is the Lāhainā Civic Center. Area schools include King Kamehameha III (this school was destroyed in the devastating 2023 wildfire) and Nāhiʻenaʻena Elementary Schools, Lāhainā Intermediate, and Lāhaināluna High School. The closest hospital is in Kahului.

Two regional area initiatives have been proposed to provide additional civic services:

- Planning for the West Maui Hospital has been in process for several years. Through State House Bill 1255 2023, \$20 million in special-purpose revenue bonds have been designated to assist the West Maui Hospital Foundation with the construction of the West Maui Hospital and Medical Center on Kakaalaneo Road in Kāʻanapali.²

¹ https://www.environment.fhwa.dot.gov/legislation/nepa/guidance_preparing_env_documents.aspx#land. Accessed December 2023.

² <https://www.wmhf.org/>.



- The West Maui Improvement Foundation and the West Maui Taxpayers Association led a public campaign to authorize and construct a new fire station in Olowalu. An agreement is in place to provide the land, but no formal planning for the project has started.³

3.3.4 Reasonably Foreseeable Effects

3.3.4.1 No Build Alternative

The No Build Alternative would maintain the highway in its existing configuration with ongoing maintenance and repairs.

Overall, the Olowalu and Ukumehame communities would continue to travel to the north toward Lāhainā or toward the major centers of Kahului and Wailuku for access to community services. The reduced reliability of the roadway in the No Build Alternative would impede travel by community residents and through-travelers, including emergency responders, to such locations.

3.3.4.2 Build Alternatives

There are no community facilities or services located within the project area. As with the No Build Alternative, the Olowalu and Ukumehame communities would continue to travel to the north toward Lāhainā or toward the major centers of Kahului and Wailuku for access to community services. The Project would provide a more reliable transportation corridor through the area, which could benefit travel by community residents and through-travelers, including emergency responders, to such locations. In addition, the Project would generally support future community facilities that rely on Honoapiʻilani Highway to service the public. With regard to the portion of the existing highway that would be transferred to the County of Maui, HDOT will coordinate with the Maui County Police Department regarding proactive strategies to minimize potential public safety concerns, including those related to criminal activity and disaster management.

3.3.5 Construction Effects

Because no community facilities or services are in the project area, there would be no direct construction effects. If the proposed fire station in Olowalu were to be built, its location and timing could require coordination with the Hawaiʻi Department of Transportation in terms of right-of-way access during or after construction is completed on the roadway itself. Project construction is likely to overlap with rebuilding Lāhainā after the devastating 2023 wildfire, although the majority of the highway construction would be isolated from the through-traffic carrying construction workers and materials (Section 3.14, Transportation).

3.3.6 Reasonably Foreseeable Indirect Effects

There are no community facilities in the project area and the Project would not increase the demand for community facilities and services. Because there are no land use changes or new development associated with the Project, there would be no anticipated demand for new community facilities to be

³ <https://www.mauinews.com/news/local-news/2023/07/future-olowalu-fire-station-lands-200k-in-conditional-pledges/>.



located within the project area. Accordingly, because the Project would not increase demand or induce growth that would increase demand for community facilities and services, there would be no indirect effect on community facilities.

3.3.7 Mitigation

There would be no adverse effects on community facilities or services; therefore, no mitigation is proposed.

3.3.8 Build Alternatives Comparative Assessment

None of the Build Alternatives would have an adverse effect on community facilities or services. All of the Build Alternatives would have a beneficial effect by improving the reliability and resilience of the highway's access to community facilities throughout the region.