

# TRANSPORTATION AGENCY

CELIA MAHIKOA, EXECUTIVE

LEONARD T. PETERS, ASSISTANT EXECUTIVE



DEREK S.K. KAWAKAMI, MAYOR  
MICHAEL A. DAHLIG, MANAGING DIRECTOR

March 13, 2023

Mary Alice Evans, Director  
Environmental Review Program  
Office of Planning and Sustainable Development  
235 S. Beretania Street, Room 702  
Honolulu, Hawai'i 96813

**SUBJECT: Publication of the Draft Environmental Assessment (EA) for the Kaua'i Bus Maintenance Facility Improvements for Electric Buses Project, Lihu'e, Kaua'i, Tax Map Key: (4) 3-6-002:018 (portion)**

Aloha e Ms. Evans,

With this letter, the County of Kaua'i (County) Transportation Agency submits the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI) for the Kaua'i Bus Maintenance Facility Improvements for Electric Buses Project.

The project involves improvements to the existing Kaua'i Bus Maintenance Facility to support conversion of the County's bus fleet to battery electric buses (BEB). This will involve the construction of new maintenance bays adjacent to the existing maintenance building, improvements to the existing maintenance building, new office and support spaces, installation of charging equipment, and related site and infrastructure improvements.

The DEA-AFONSI has been prepared in compliance with both Chapter 343, Hawai'i Revised Statutes (HRS) and Chapter 200.1, Hawai'i Administrative Rules (HAR).

We request that the Draft EA be included in the March 23, 2023 edition of *The Environmental Notice*. A copy of this letter, the DEA-AFONSI as a searchable PDF, and project location map as a zipped shapefile have been submitted via the Environmental Review Program's online submittal portal. If there are any questions, please contact our consultant, PBR Hawaii, attention Ty Shiramizu at (808) 521-5631 or via email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Mahalo nui,

Celia Mahikoa  
Executive on Transportation  
County of Kaua'i

cc: Keith Perry, County of Kaua'i  
Ty Shiramizu, PBR Hawai'i

**From:** [webmaster@hawaii.gov](mailto:webmaster@hawaii.gov)  
**To:** [DBEDT OPSD Environmental Review Program](#)  
**Subject:** New online submission for The Environmental Notice  
**Date:** Tuesday, March 14, 2023 3:38:35 PM

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**Action Name**

Kaua`i Bus Maintenance Facility Improvements for Electric Buses

**Type of Document/Determination**

Draft environmental assessment and anticipated finding of no significant impact (DEA-AFNSI)

**HRS §343-5(a) Trigger(s)**

- (1) Propose the use of state or county lands or the use of state or county funds

**Judicial district**

Līhu‘e, Kaua‘i

**Tax Map Key(s) (TMK(s))**

(4) 3-6-002:018 (portion)

**Action type**

Agency

**Other required permits and approvals**

Use Permit, Class IV Zoning Permit, New Water Service Connection for Fire Protection, FAA Form 7460-1 (if necessary), NEPA Categorical Exclusion, Noise Permit, Building Permit

**Proposing/determining agency**

County of Kaua`i Transportation Agency

**Agency contact name**

Celia Mahikoa

**Agency contact email (for info about the action)**

[cmahikoa@kauai.gov](mailto:cmahikoa@kauai.gov)

**Agency contact phone**

(808) 246-8110

**Agency address**

3220 Ho`olako Street  
Lihue, HI 96766  
United States  
[Map It](#)

**Was this submittal prepared by a consultant?**

Yes

**Consultant**

PBR Hawaii & Associates, Inc.

**Consultant contact name**

Ty Shiramizu

**Consultant contact email**

[tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)

**Consultant contact phone**

(808) 521-5631

**Consultant address**

1001 Bishop Street, Suite 650  
Honolulu, HI 96813  
United States  
[Map It](#)

**Action summary**

Improvements to the existing Kaua'i Bus Maintenance Facility to support conversion of the fleet to battery electric buses (BEB). This will involve the construction of new maintenance bays adjacent to the existing maintenance building, improvements to the existing maintenance building, new office and support spaces, installation of charging equipment, and related site and infrastructure improvements.

**Reasons supporting determination**

Please see the HRS 343 significance criteria discussion in Section 7, Findings and Anticipated Determination, of the Draft EA.

**Attached documents (signed agency letter & EA/EIS)**

- [DEA-03-KBus-Maintenance-Improvements-compiled.pdf](#)
- [2023-03-13-Kauai-Bus-BEB-DEA-Letter-Signed.pdf](#)

**Action location map**

- [Project\\_Site2.zip](#)

**Authorized individual**

Kimi Yuen

**Authorization**

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.

# KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES

Draft Environmental Assessment  
Anticipated Finding of  
No Significant Impact (AFONSI)  
(HRS Chapter 343)

PREPARED FOR:



PREPARED BY:



MARCH 2023



# **KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

*Draft Environmental Assessment  
Anticipated Finding of No Significant Impact (AFONSI)  
(HRS Chapter 343)*

Prepared for:

County of Kaua'i Transportation Agency



Prepared by:



March 2022

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KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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**SUMMARY**

<b>Project Name:</b>	Kaua‘i Bus Maintenance Facility Improvements for Electric Buses (“Project”)
<b>Location:</b>	County of Kaua‘i Transportation Agency 3220 Ho‘olako Street Līhu‘e, Kaua‘i (Figure 1 and Figure 2)
<b>Judicial District:</b>	Kaua‘i County
<b>Tax Map Key (TMK):</b>	(4) 3-6-002:018 (portion) (Figure 4)
<b>Land Area Affected:</b>	Approximately 2.5 acres (“Project Site”)
<b>Proposing/Determining Agency:</b>	County of Kaua‘i Transportation Agency
<b>Landowner:</b>	County of Kaua‘i (County)
<b>Existing Uses:</b>	Existing Kaua‘i Bus operations and maintenance facility
<b>Proposed Action:</b>	Improvements to the existing Kaua‘i Bus Maintenance Facility to support conversion of the fleet to battery electric buses (BEB). This will involve the construction of new maintenance bays adjacent to the existing maintenance building, improvements to the existing maintenance building, new office and support spaces, installation of charging equipment, and related site and infrastructure improvements.
<b>Land Use Designations:</b>	<i>State Land Use:</i> Urban (Figure 17) <i>Kaua‘i County General Plan:</i> Urban Center (Figure 18) <i>Līhu‘e Community Plan:</i> Urban Center (Figure 19) <i>County Zoning:</i> General Commercial District (C-G) and Special Treatment-Public (ST-P) (Figure 20) <i>Special Management Area (SMA):</i> Not in SMA (Figure 21)
<b>Chapter 343, HRS Trigger:</b>	Use of county lands and funds



KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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**Alternatives  
Considered:**

- No action alternative
- Alternative locations for the additional maintenance bays within the site
- Alternative locations for the charging stations
- Expansion over the detention basin

**Anticipated Permits &  
Approvals:**

- Use Permit (County Planning Department (PD))
- Class IV Zoning Permit (PD)
- New Water Service Connection for Fire Protection (Department of Water (DOW))
- Federal Aviation Administration (FAA) Form 7460-1 (if necessary)
- National Environmental Policy Act (NEPA) compliance (Federal Transit Authority (Categorical Exclusion, FTA))
- Noise Permit (Department of Health (DOH))
- Building Permit (Building Division, County Department of Public Works (DPW))

**Anticipated  
Determination:**

Anticipated Finding of No Significant Impact (AFNSI)

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
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**KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
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**LIST OF ACRONYMS & ABBREVIATIONS**

AADT	Annual Average Daily Traffic
ALISH	Agricultural Lands of Importance to the State of Hawai‘i
BEB	Battery Electric Bus
BMP	Best Management Practices
CZM	Coastal Zone Management
DBEDT	Department of Business, Economic Development, and Tourism, State of Hawai‘i
DHHL	Department of Hawaiian Home Lands, State of Hawai‘i
DHS	Department of Human Services, State of Hawai‘i
DLNR	Department of Land and Natural Resources, State of Hawai‘i
DOE	Department of Education, State of Hawai‘i
DOFAW	Division of Forestry and Wildlife, DLNR, State of Hawai‘i
DOH	Department of Health, State of Hawai‘i
DOW	Department of Water, County of Kaua‘i
DPW	Department of Public Works, County of Kaua‘i
EA	Environmental Assessment
FAA	Federal Aviation Administration
FTA	Federal Transit Authority
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GMSL	Global Mean Sea Level
GP	General Plan
HAR	Hawai‘i Administrative Rules
HDOT	Department of Transportation, State of Hawai‘i
HEER	DOH Hazard Evaluation and Emergency Response Office
HRS	Hawai‘i Revised Statutes
HWMO	Hawai‘i Wildfire Management Organization
IBC	International Building Code
KIUC	Kaua‘i Island Utility Cooperative
kVA	Kilovolt Ampere
LID	Low Impact Development
LSB	Land Study Bureau, University of Hawai‘i
LUC	State of Hawai‘i Land Use Commission
mph	Miles per hour

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
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NFIP	National Flood Insurance Program
NPDES	National Pollutant Discharge Elimination Systems
NRCS	Natural Resources Conservation Service, USDA
OHA	Office of Hawaiian Affairs, State of Hawai‘i
OP	Office of Planning, State of Hawai‘i
SHPD	State Historic Preservation Division, DLNR, State of Hawai‘i
SLR	Sea Level Rise
SMA	Special Management Area
TMK	Tax Map Key
UIC	Underground Injection Control
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
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## 1 INTRODUCTION

The County of Kaua‘i (County) Transportation Agency is proposing improvements to the existing Kaua‘i Bus Maintenance Facility in Līhu‘e to support the conversion of the County’s bus fleet from diesel vehicles to Battery Electric Buses (BEB). The existing Kaua‘i Bus Maintenance Facility is located at 3220 Ho‘olako Street on an approximately 2.5-acre portion of the twenty-acre County parcel identified as Tax Map Key (TMK) parcel number (4) 3-6-002:018. The proposed improvements include the construction of three new maintenance bays, improvements to the existing maintenance bays, new office and support spaces, installation of charging equipment, and related site and infrastructure improvements, hereinafter referred to as the “Project.” The use of County lands and funds triggers the requirement to assess the environmental impacts of the proposed action pursuant to Hawai‘i Revised Statutes (HRS) Chapter 343 and Hawai‘i Administrative Rules (HAR) Chapter 11-200.1.

### 1.1 LANDOWNER

The landowner is the County of Kaua‘i.

### 1.2 PROPOSING AND DETERMINING AGENCY

The Proposing and Determining Agency is the County of Kaua‘i Transportation Agency.

**Contact:** Ms. Celia Mahikoa, Executive on Transportation  
County of Kaua‘i Transportation Agency  
3220 Ho‘olako Street  
Līhu‘e, HI 96766  
Phone: (808) 246-8110  
Email: [cmahikoa@kauai.gov](mailto:cmahikoa@kauai.gov)

### 1.3 ENVIRONMENTAL CONSULTANT

PBR HAWAII & Associates, Inc. (“PBR HAWAII”) is the environmental planning consultant.

**Contact:** Ty Shiramizu, Planner  
PBR HAWAII & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, HI 96813  
Phone: (808) 521-5631  
Email: [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)



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**1.4 COMPLIANCE WITH STATE OF HAWAI‘I ENVIRONMENTAL LAWS**

Preparation of an Environmental Assessment (EA) is being undertaken to meet the applicable requirements of the State of Hawai‘i (State) Chapter 343, HRS and Title 11, Chapter 200.1, Hawai‘i Administrative Rules (HAR). Section 343-5, HRS establishes nine “triggers” that require the completion of an EA. The proposed Project will involve the use of county lands and/or funds, which is one of the triggers listed under §343-5(a)(1). This EA has been prepared to consider the impacts of the proposed action on the human and natural environment.

An action shall be determined to have a significant effect on the environment if it may: (1) Irrevocably commit a natural, cultural, or historic resource; (2) Curtail the range of beneficial uses of the environment; (3) Conflict with the State's environmental policies or long-term environmental goals established by law; (4) Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State; (5) Have a substantial adverse effect on public health; (6) Involve adverse secondary impacts, such as population changes or effects on public facilities; (7) Involve a substantial degradation of environmental quality; (8) Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions; (9) Have a substantial adverse effect on a rare, threatened, or endangered species, or its habitat; (10) Have a substantial adverse effect on air or water quality or ambient noise levels; (11) Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, sea level rise (SLR) exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters; (12) Have a substantial adverse effect on scenic vistas and viewplanes, during day or night, identified in county or state plans or studies; or (13) Require substantial energy consumption or emit substantial greenhouse gases (GHGs). Discussion on each of these will be provided throughout the document to support the Project’s anticipated finding of no significant impact.

## **2 PROJECT DESCRIPTION**

### **2.1 BACKGROUND INFORMATION**

#### **2.1.1 Location and Property Description**

The proposed Project is located at 3220 Ho‘olako Street, about one mile east of the Līhu‘e Civic Center on the island of Kaua‘i (Figure 1). The existing operations of the Kaua‘i Bus Maintenance Facility are currently located on an approximately 2.5-acre portion of a twenty-acre parcel of land in Kaua‘i County identified as Tax Map Key (TMK): (4) 3-6-002:018 (Figure 4). The Kaua‘i Bus facilities are split on two sides of Ho‘olako Street, with the administration offices and existing maintenance building located on the eastern side and a bus parking lot on the west. Photographs of the existing site are provided in Figure 5.

#### **2.1.2 Surrounding Land Uses**

Surrounding land uses include various public facilities such as the Kaua‘i Police Department and Kaua‘i Judiciary Complex, Vidinha Stadium and soccer fields, the Kaua‘i Veterans Center, and Kapule Highway (Figure 2). A large drainage basin that serves the County facilities to the north is located to the south of the bus parking lot. The Kaua‘i Police Department, soccer fields, and the detention basin are located within the same TMK parcel as the existing bus facilities. Further to the east of the Project Site and makai of Kapule Highway is Līhu‘e Airport and to the southeast is the Hōkūala Resort. Further to the north and west are vacant former sugarcane fields owned by Visionary, LLC, part of the Grove Farm Company’s Molokoa lands that are zoned for a mix of commercial and residential uses.

### **2.2 PURPOSE AND OBJECTIVES OF THE ACTION**

The purpose and objectives of this Project are to: (1) ensure that transportation services of the Kaua‘i Transportation Agency are transitioning to non-fossil fuels and zero emission operations; (2) provide necessary infrastructure and facilities to support this conversion of the existing bus fleet to BEBs; (3) provide necessary related office and operation space for the Kaua‘i Bus; (4) continue uninterrupted service of the Kaua‘i Bus throughout the improvements; and (5) minimize any negative impact to the environment or residents from the improvements.



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**LEGEND**

-  Project Site
-  TMK



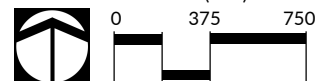
**Figure 1**

*Regional Location*

**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency  
North

Island of Kauai



Source: ESRI Online Basemap. County of Kauai 2018 & 2021.

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



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**LEGEND**

 Project Site

Figure 2

Aerial Photograph

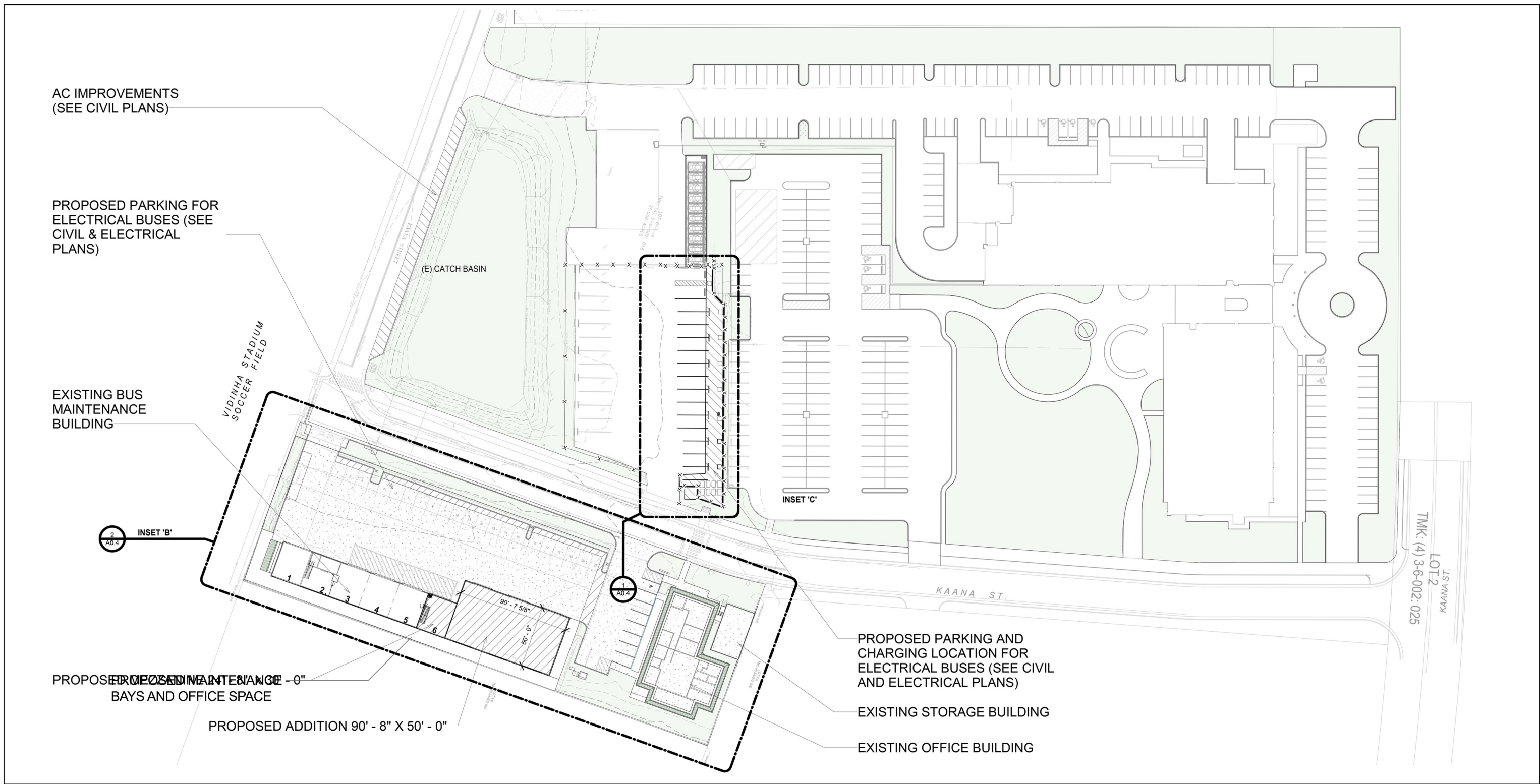
**KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kaua'i Transportation Agency      Island of Kaua'i

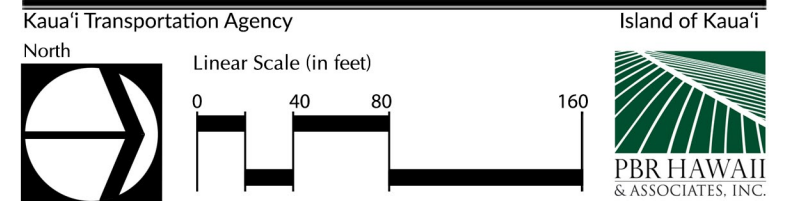
North      Linear Scale (feet)



Q:\Kauai\Kauai Bus Maint. Fac. Expansion\Photoshop



**Figure 3:**  
**Preliminary Site Plan**  
**KAUAI BUS MAINTENANCE FACILITY**  
**IMPROVEMENTS FOR ELECTRIC BUSES**





Source: Marc Ventura LLC 2022

Disclaimer: This Graphic has been prepared for general Planning purposes only and should not be used for boundary Interpretations or other spatial analysis.

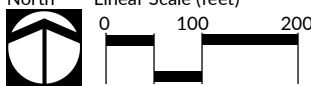



**LEGEND**

-  Project Site
-  Tax Map Key

**Figure 4**  
**Tax Map Key**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North      Linear Scale (feet)

Source: County of Kauai 2021. ESRI Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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**Figure 5: Existing Site Photographs**



View of the existing maintenance building, looking south.



View of the existing bus parking lot, looking west.

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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**2.3 PROJECT DESCRIPTION**

The proposed improvements will include the addition of three maintenance bays to the north of the existing maintenance bays, improvements to the existing maintenance building, installation of BEB chargers, and related site and infrastructure improvements. In addition, a new electrical transformer will be installed to support the BEB charging equipment, which will be located near the bus parking lot and will be designed to allow expansion of the charging facilities and installation of additional dispensers to support the County’s transition to BEBs. The Kaua‘i Bus is currently the only form of public transit on the island and the County will maintain its services throughout the improvements.

**2.4 DEVELOPMENT TIMETABLE AND PRELIMINARY COSTS**

The County of Kaua‘i Transportation Agency will commence construction immediately upon receipt of necessary land use approvals, permits, and funding release. Construction is estimated to take approximately a year and cost roughly \$2.4 million with \$1.32 million in site and infrastructure improvement costs in 2023 dollars.



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### **3 DESCRIPTION OF THE NATURAL ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES**

This section describes existing conditions of the natural environment, potential impacts related to the proposed action, and mitigation measures to minimize impacts.

#### **3.1 CLIMATE**

Līhu‘e is located on the southeastern side of Kaua‘i and experiences temperatures ranging from 57 to 91 degrees Fahrenheit over the last five years (National Weather Service, 2022). Average temperatures are the lowest in February at about 72 degrees Fahrenheit and the highest in August at about 81 degrees Fahrenheit. The Project Site receives approximately 39 inches of precipitation on average annually, with highs of about 7.5 inches in March and lows of about 1.8 inches in the summer months of May through July.

The Project Site experiences average annual wind speeds of 13.2 miles per hour (mph) and annual relative humidity of 77 percent in the mornings and 66 percent in the evenings (Department of Business, Economic Development and Tourism, 2021). Līhu‘e receives 59 percent of possible sunshine annually, with approximately 55 days being clear, 183 days being partly cloudy, and 123 days being cloudy per year.

#### ***Potential Impacts and Mitigation Measures***

It is anticipated that the Project will cause no significant impacts to the climate. The proposed improvements may have short-term emissions impacts during construction should diesel equipment be used but will decrease carbon emissions of the County’s bus operations in the long-term with its transition to BEBs.

#### **3.2 GEOLOGY AND TOPOGRAPHY**

The Project Site exists in a geological area identified as the Līhu‘e Basin, which is characterized by thick layers of rejuvenated-stage Kōloa Volcanics, thin postshield alkalic stage lavas overlying older shield-stage Napali Lavas, and large deposits of breccia that are dominantly hawaiite and alkali gabbro (Reiners, Nelson, & Izuka, 1999). While the island is now volcanically stable, it is the oldest and most geologically complex of the Hawaiian Islands (Izuka & Gingerich, 1998).

The location of the proposed improvements are relatively level areas that are either currently paved with asphalt or previously graded and grassed.

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***Potential Impacts and Mitigation Measures***

The Project Site has been previously developed and will require minor grading where the proposed maintenance bays will be constructed as well as the related site and infrastructure improvements including the bus charging stalls, utilities, new fencing, and charging equipment. It is anticipated that the grading for the site and new maintenance bays will not exceed 30 inches in depth and trenching for the utilities and postholes for the new fencing are estimated to be three to six feet deep. As such, no significant impacts to geology or topography of the site are anticipated with any of the proposed improvements.

### **3.3 SOILS**

Three soil suitability studies prepared for Hawai‘i describe the physical attributes of land and its relative productivity for agricultural production. The studies are: 1) the U.S. Department of Agriculture Natural Resources Conservation Services (NRCS) Soil Survey; 2) the University of Hawai‘i Land Study Bureau (LSB) Detailed Land Classification; and 3) the State of Hawai‘i Department of Agriculture’s (DOA) Agricultural Lands of Importance to the State of Hawai‘i (ALISH) system.

#### **3.3.1 NRCS Soil Survey**

According to the U.S. Department of Agriculture NRCS’s *Soil Survey of the Island of Hawai‘i, State of Hawai‘i*, soils within the Project Site are classified as the Līhu‘e silty clay series (LhB) (USDA, 2022). This series is described as well-drained with low runoff. Additionally, soils to the southwest of the Project Site but within the same TMK are classified in the Līhu‘e gravelly silty clay series (LlB). Both soil series are described as prime farmland if irrigated (see Figure 6).

#### **3.3.2 LSB Detailed Land Classification**

The University of Hawai‘i LSB Detailed Land Classification classifies soils based on a productivity rating with A representing the highest productivity and E representing the lowest. The soils of the Project Site are “Unclassified” under the LSB Detailed Land Classification (Hawai‘i Statewide GIS Program, n.d.) (see Figure 7).

#### **3.3.3 Agricultural Lands of Importance to the State of Hawai‘i**

The ALISH system classifies agricultural lands as Prime, Unique, or Other Important Agricultural Land. The Project Site is classified as “Prime” under the ALISH system (Hawai‘i Statewide GIS Program, 2021) (Figure 8). “Prime” Lands are characterized as having soil quality that is best suited for the production of food, feed, forage, and fiber crops.

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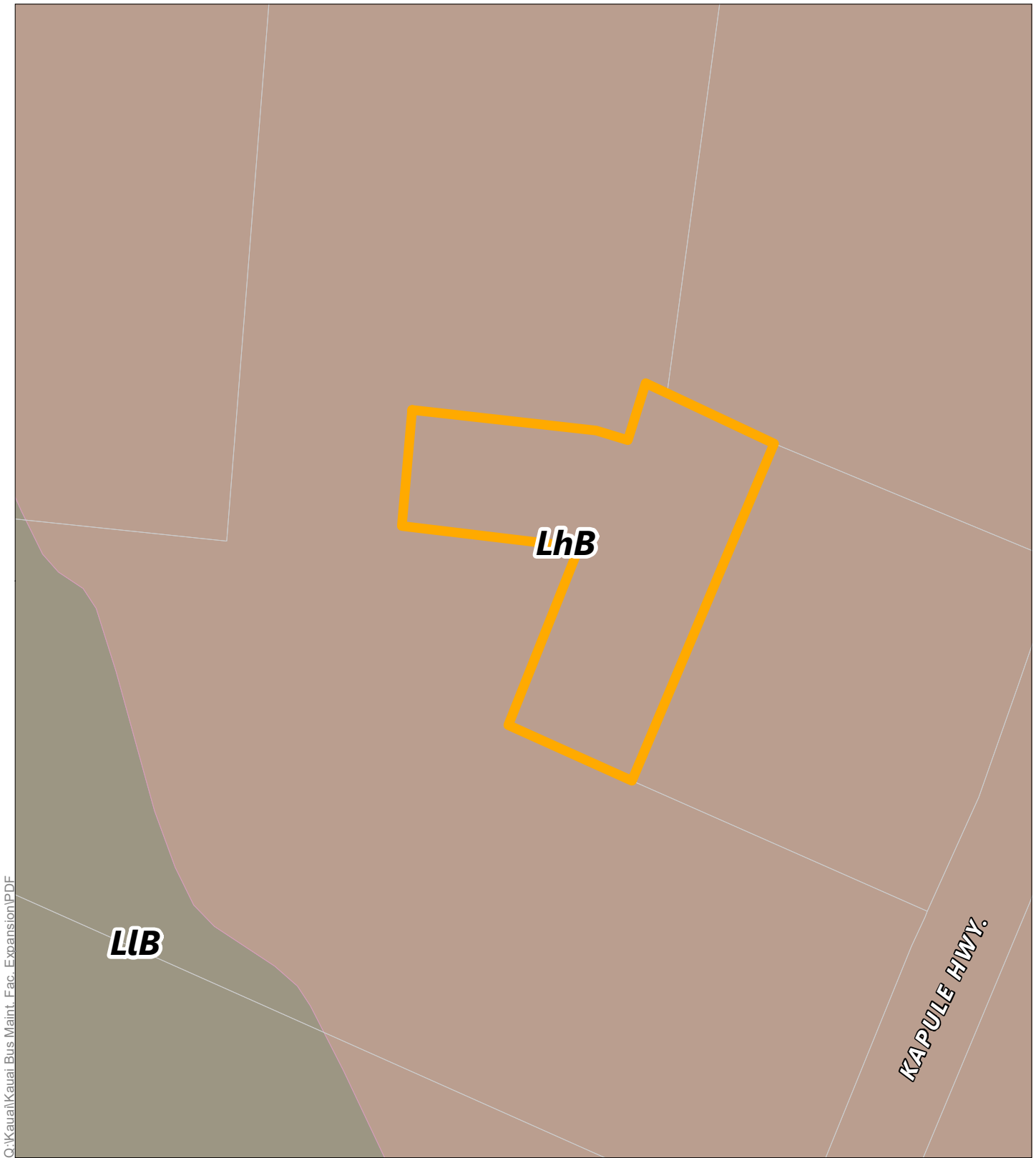
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***Potential Impacts and Mitigation Measures***

Potential impacts and possible mitigation measures include:





- Agricultural Lands. The Project Site has been in use for the current Kaua‘i Bus Maintenance Facility since 2000 and is in an area designated as “Urban Center” by the County of Kaua‘i General Plan and an “Urban” State Land Use District (SLUD). The site is also zoned for General Commercial and Public Special Treatment uses by the County of Kaua‘i. The Project Site is not classified under the LSB system and classified as “Prime” under the ALISH classification. The current site is not used for agricultural purposes and the new facilities would be constructed entirely on the existing, previously paved, bus maintenance facility lands. Therefore, implementation of the proposed Project will not reduce the inventory of productive lands available for agricultural uses, and will not have a short-term, long-term, direct, or indirect impact on the inventory of productive agricultural lands available in Līhu‘e.
- Construction Impacts. Implementation of the proposed Project will involve land disturbing activities due to construction, which has the potential for short-term impacts such as soil erosion or dust generation during any necessary grading and construction. These activities would be mitigated by incorporating best management practices (BMPs) and control measures into the project plans and specifications. Measures to control sediment, erosion, and dust generation during the construction period may include:
  - Minimizing the time of construction;
  - Staging construction materials and equipment in paved areas wherever possible;
  - Stabilizing all disturbed areas;
  - Early construction of drainage control features; and
  - Installing dust fences, sediment basins, sediment traps, or silt screens, where appropriate.

Soil erosion impacts would also be mitigated through coordination with the appropriate agencies during permitting and construction. A National Pollutant Discharge Elimination System (NPDES) permit for stormwater runoff from construction activities is not anticipated to be required as individual and/or cumulative soil disturbances in the Project area would not exceed one acre of land area. Any discharges related to Project construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control, Department of Health (DOH). In addition, the contractor will follow the requirements of DOH dust and erosion control and provide the required BMP plan to be approved by DOH prior to commencing construction.



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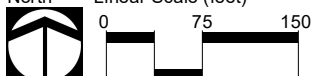

**LEGEND**

-  Project Site
-  Tax Map Key
- NRCS Soil Classification**
-  LhB: Lihue silty clay, 0-8% slopes
-  LIB: Lihue gravelly silty clay, 0-8% slopes

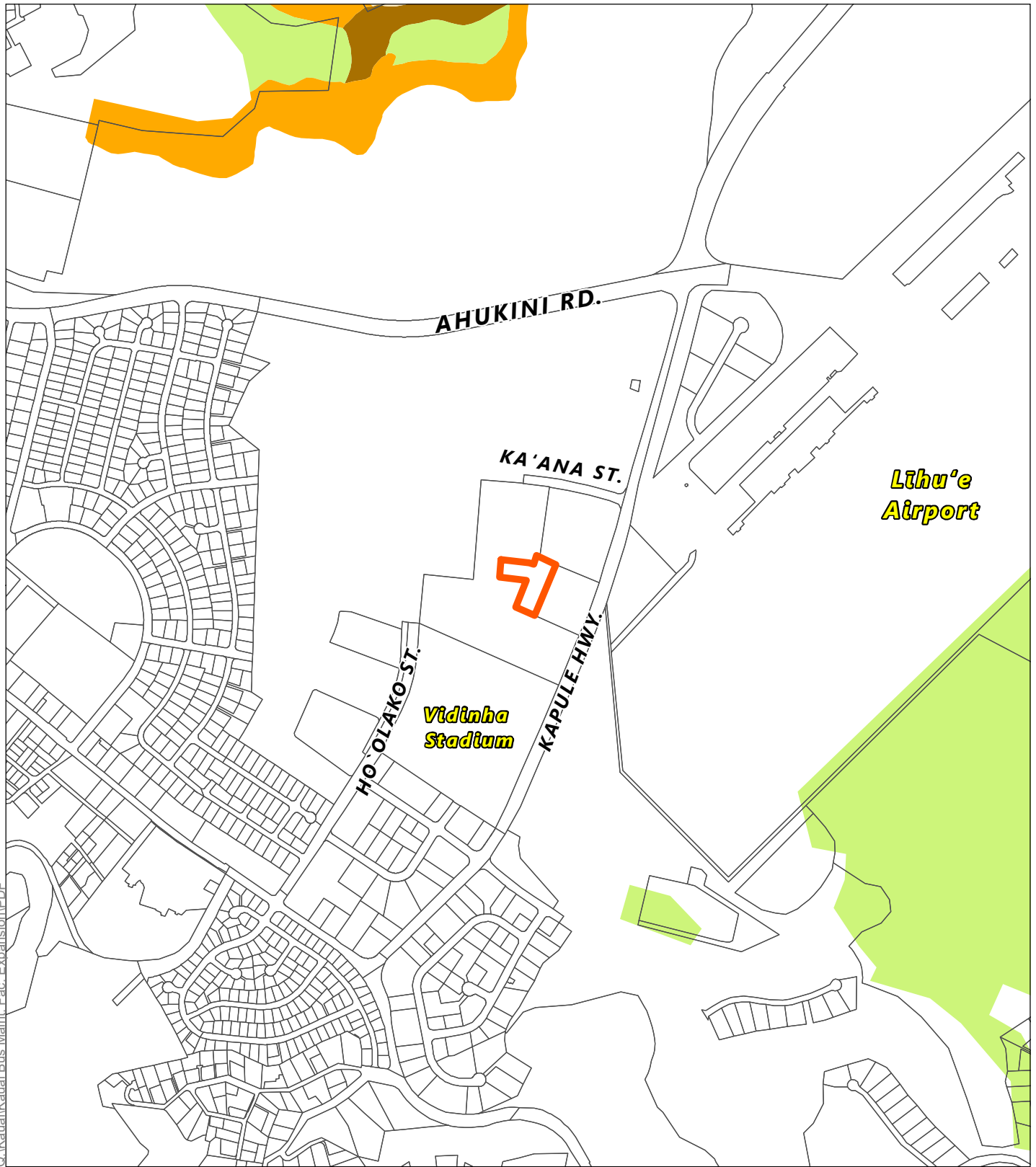
**Figure 6**

**Natural Resources Conservation Service Soils**  
**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North      Linear Scale (feet)

Source: NRCS, 2017. County of Kauai 2021. ESRI Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



**LEGEND**







- |   |              |   |
|---|--------------|---|
|  | Project Site | <b>LSB Land Classification</b>  |
|  | Tax Map Key  |  B - Good      |
|   |              |  C - Fair      |
|   |              |  D - Poor      |
|   |              |  E - Very Poor |

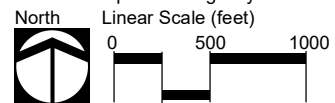
Figure 7

Land Study Bureau

**KAUAI BUS MAINTENANCE  
FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES**

Kauai Transportation Agency

Island of Kauai



Source: Land Study Bureau, 1967. County of Kauai, 2021. ESRI Online Basemap.

Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

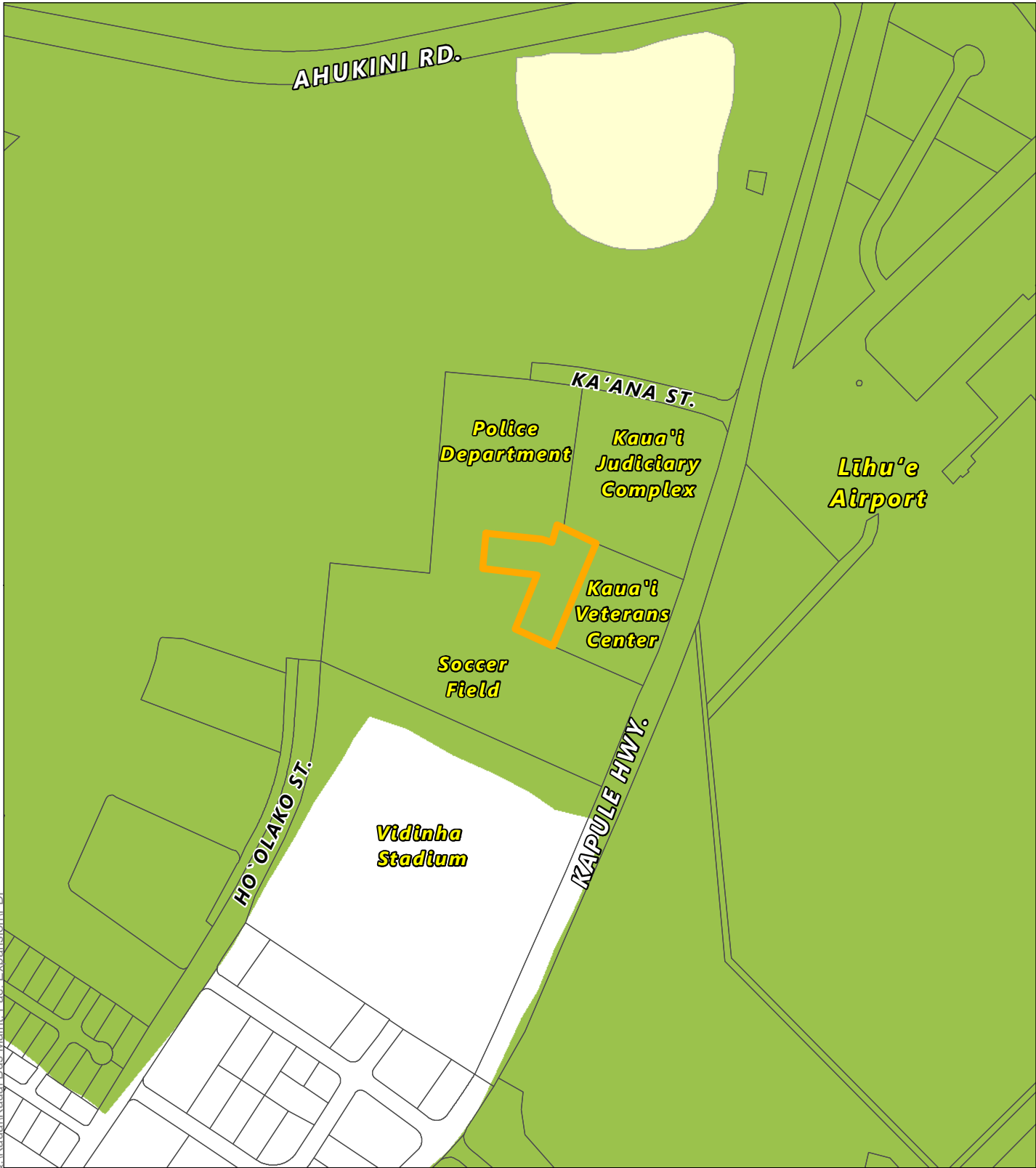






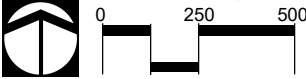

Figure 8  
 Agricultural Lands of Importance  
 to the State of Hawaii (ALISH)  
**KAUAI BUS MAINTENANCE  
 FACILITY IMPROVEMENTS  
 FOR ELECTRIC BUSES**

**LEGEND**

-  Project Site
-  Tax Map Key
- ALISH
  -  Prime ALISH
  -  Unclassified

Kauai Transportation Agency      Island of Kauai

North      Linear Scale (feet)

Source: State Department of Agriculture, 1977. County of Kauai, 2021. ESRI Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

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FOR ELECTRIC BUSES  
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### **3.4 HYDROLOGY, SURFACE WATERS, AND WETLANDS**

According to the United States Geological Survey (USGS), the geology of the Līhu‘e Basin has low permeability with water flow of about 0.275 foot per day (Izuka & Gingerich, 1998). Within the basin, water levels can rise from sea level at the coast to several hundred feet above sea level a few miles inland at the center of the basin. This is the result of a saturated groundwater system that has low hydraulic conductivity and high water influx.

The State of Hawai‘i has classified groundwater under an aquifer coding system to identify and describe groundwater aquifers. The Project Site is located on the Hanamā‘ulu section of the Līhu‘e aquifer, where water drainage typically flows out through Nāwiliwili or Hanamā‘ulu Streams. The sustainable yield of an aquifer is the amount of groundwater that can be pumped without depleting the source; the Hanamā‘ulu aquifer contributes 27 million gallons per day (mgd) while the entire Līhu‘e Aquifer System has a sustainable yield of 138 mgd out of the total 328 mgd for the island of Kaua‘i (Commission on Water Resource Management, 2018).

HAR Section 11-23.4 provides criteria for classifying aquifers into those that are designated as underground sources of drinking water and those that are not. The boundary between non-drinking water aquifers and underground sources of drinking water is generally referred to as the underground injection control (UIC) line. The Project area is about 250 feet above (mauka) and upgrade of the UIC line, which means that the underlying aquifer is considered a drinking water source (see Figure 9).

The nearest surface water bodies include emergent freshwater wetlands located about 1,300 feet north of the Project Site and two freshwater ponds about 3,000 feet southeast of the Project Site (see Figure 10). There are no identified or proposed wetlands in the Project area and there are no direct hydrologic connections between the Project Site and nearby surface waters.

#### ***Potential Impacts and Mitigation Measures***

No significant impacts on groundwater are anticipated with implementation of the proposed action. The underlying aquifer at the site is considered a drinking water source. However, no injections or significant groundwater is anticipated to be necessary for the proposed Project. The Project does not include any new or additional water fixtures. However, a new fire sprinkler system will be installed in the maintenance building including retrofitting existing spaces per current codes for fire protection, which will only draw water during a fire so would not impact daily water demand. The existing facilities are connected to the County sewer system and will not include any injection wells.

No direct, indirect, or cumulative impacts on surface waters or wetlands within the Project area or in its vicinity are anticipated with implementation of the proposed improvements as there are no surface water features such as rivers, streams, lakes, ponds, or wetlands on or within close



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FOR ELECTRIC BUSES  
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proximity of the Project. Surface drainage will flow to the existing detention basin where any runoff will be slowly released into the County’s drainage system.

During construction, soil erosion impacts would be minimal since the Project would take place on grounds that have already been graded or paved. Any additional impacts can be mitigated by incorporating BMPs and erosion control measures into the Project plans and specifications. Specific measures may include but are not limited to: stabilizing disturbed areas of soil as soon as possible after working, minimizing disturbance of soil during periods of heavy rain, applying protective covers to exposed areas when not actively under construction, and installing appropriate erosion and sedimentation control devices during construction. In addition, the Project will comply with the requirements of best management practices of Kaua‘i County Code, Chapter 22, Article 7 relating to grading, grubbing, and stockpiling.

Soil erosion impacts would also be mitigated through coordination with the appropriate agencies during permitting and construction. A NPDES permit for storm water runoff from construction activities is not anticipated to be required as individual and/or cumulative soil disturbances in the Project area would not exceed one acre of land area. Any discharges related to Project construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control, DOH.

The State Office of Planning and Sustainable Development (OPSD) has created the *Stormwater Impact Assessment* (State of Hawai‘i Office of Planning, 2013) to identify and evaluate information on hydrology, stressors, sensitivity of aquatic and riparian resources, and management measures to control runoff occurrences. Implementation of mitigation measures and BMPs listed in this guide can be applied to water runoff strategies to prevent damage to coastal ecosystems. Based on Project conditions, relevant BMPs from the *Stormwater Impact Assessment* that may be implemented during construction include:

- Early construction of drainage control features;
- Use of filtering systems to control flooding and pollutants; and
- Use of permeable pavement.





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**LEGEND**

-  Project Site
-  Downgrade of UIC
-  Upgrade of UIC
-  TMK

**Figure 9**  
**Underground Injection Control (UIC)**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North      Linear Scale (feet)

Source: County of Kauai 2021.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



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**LEGEND**

- Project Site
- Tax Map Key
- Wetlands**
- PEM1Ch: Freshwater Emergent Wetland
- PUBHx: Freshwater Pond
- R3UBH: Riverine

**Figure 10**  
**Wetlands**  
**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North  
 Linear Scale (feet)  
 0      375      750

Source: County of Kauai, 2014. County of Kauai, 2021. Esri Online Basemap.  
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KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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### **3.5 NATURAL HAZARDS**

Like much of the State, the island of Kaua‘i is susceptible to multiple natural hazards, including flooding, tsunami, hurricanes, earthquakes, wildfires, and SLR. This section provides an analysis of the Project Site’s vulnerability to such hazards.

The State of Hawai‘i Department of Defense, Office of Civil Defense operates a system of civil defense sirens throughout the State to alert the public of natural and man-caused emergencies, particularly tsunami and hurricanes. The closest siren to the Project Site is the Vidinha Stadium siren located approximately 800 feet to the south of the Project Site.

#### **3.5.1 Flooding**

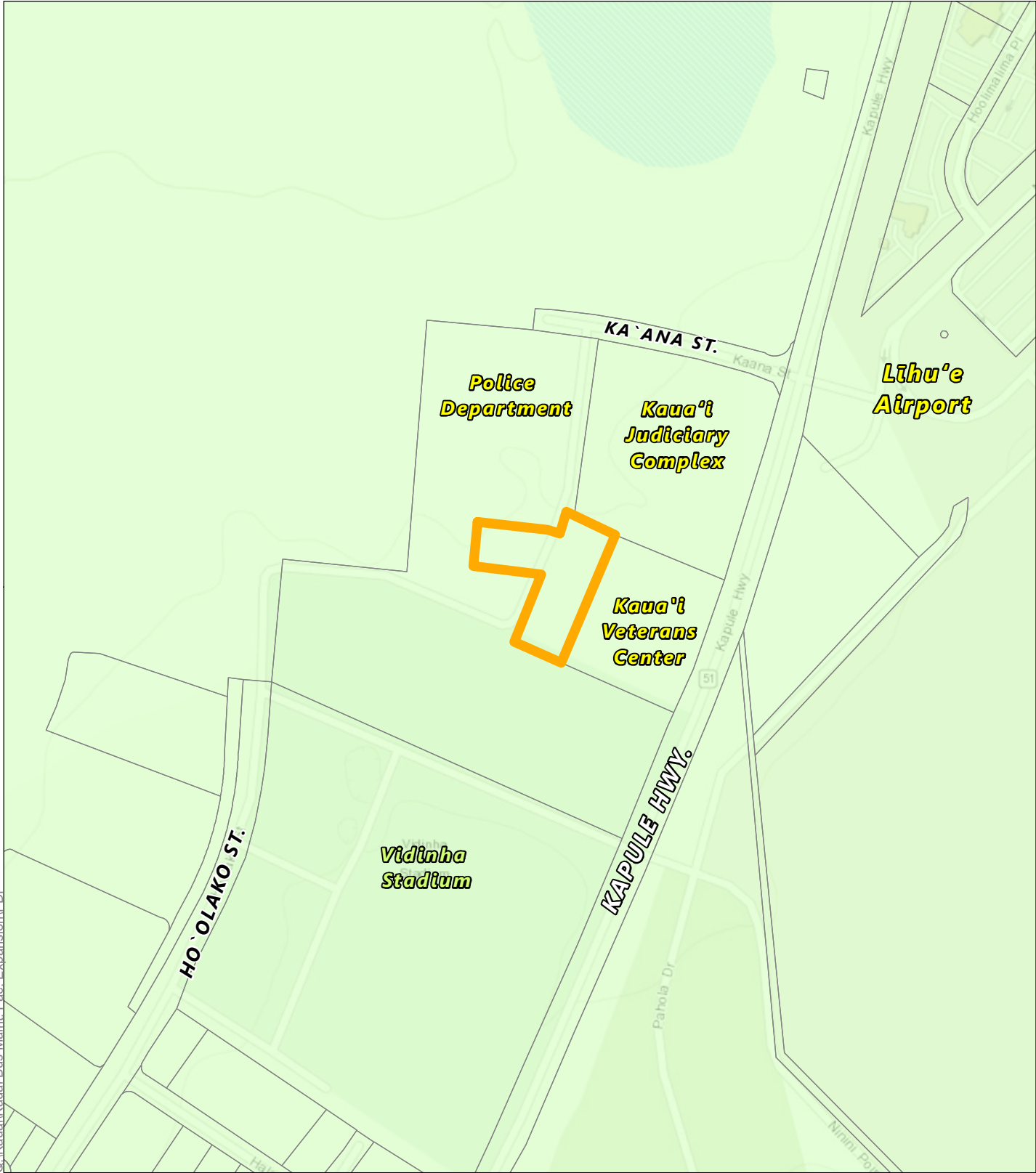
The Federal Emergency Management Agency (FEMA) publishes flood information in the form of Flood Insurance Rate Maps (FIRMs) used by government and insurance agencies to determine the relative potential for damage during flood events. According to the 2021 FIRM, the proposed Project is within Zone X, which is an area of minimal flood hazard and outside of the 0.2-percent-annual-chance floodplain (see Figure 11).

#### **3.5.2 Tsunami**





The island of Kaua‘i has been affected by tsunami in the past. The most recent tsunami to have recorded wave heights in Nāwiliwili Bay, which is just over a mile southeast of the Project Site, were in 1960 and 1957. Wave heights in the bay ranged from 4.5 feet in 1960 with the Chilean Tsunami to ten feet in 1957 during the Aleutian Tsunami that devastated Kaua‘i’s North Shore. Along the coast near the Līhu‘e Airport, wave heights reached twelve feet in 1957. Figure 12 maps the areas that are considered either a tsunami evacuation zone or an extreme tsunami evacuation zone and includes the historic tsunami wave heights recorded in the area. The Project Site is located approximately 0.7 miles outside of any tsunami evacuation zone.

#### **3.5.3 Hurricanes, Tropical Storms, and Supercell Thunderstorms**

The Hawaiian Islands are seasonally affected by Pacific hurricanes from the late summer to early winter months. During hurricanes and storm conditions, high winds cause strong uplift forces on structures, particularly on roofs. High velocity winds and intense rainfall can cause devastating property damage and harm to life and limb. Kaua‘i has been affected by two of the most damaging hurricanes in the history of the Hawaiian Islands: Hurricane ‘Iniki in 1992 and Hurricane Iwa in 1982. These hurricanes cost approximately \$3 billion and \$250 million in damages, respectively.






**LEGEND**

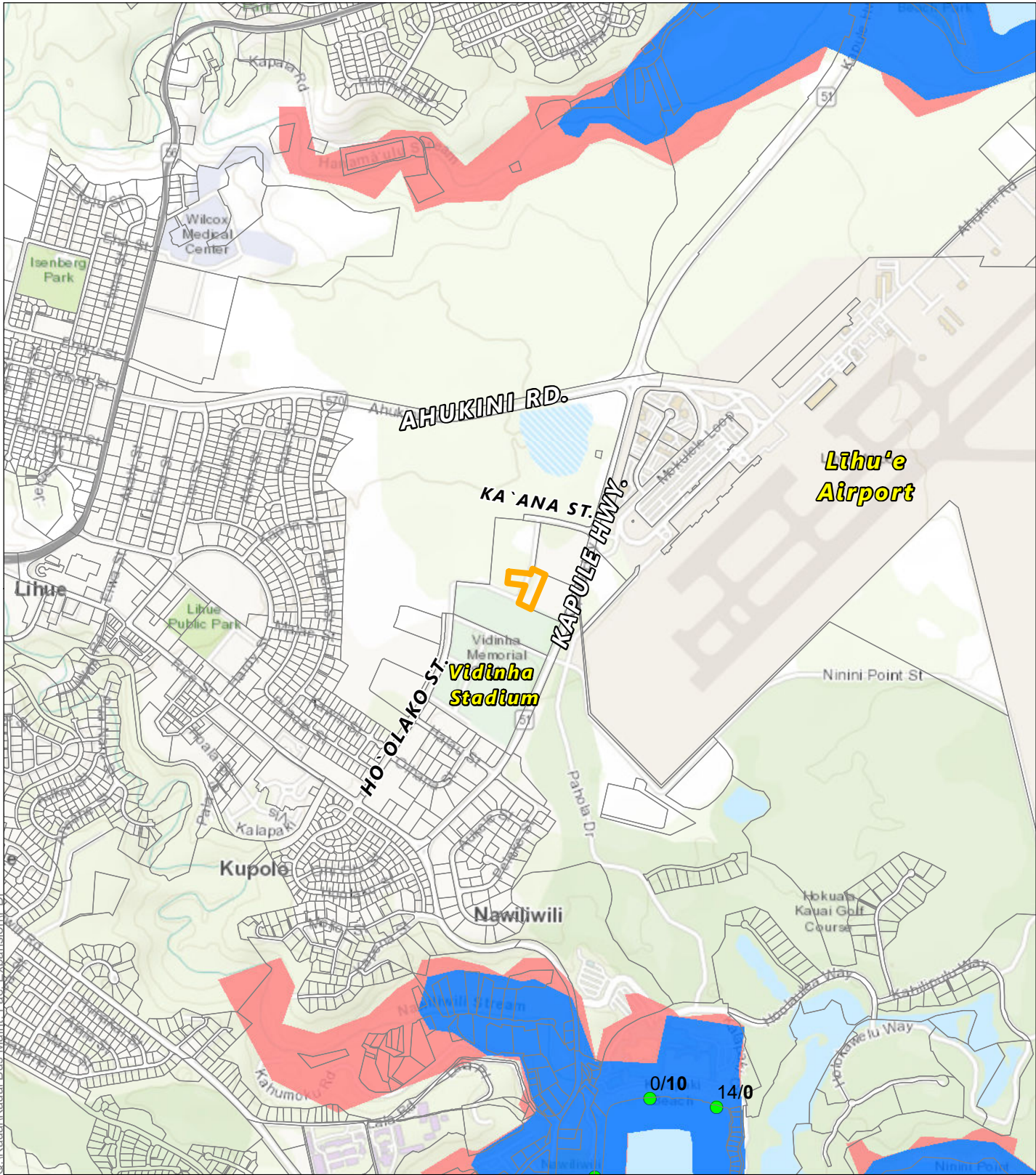
-  Tax Map Key
-  Flood Hazard Areas
-  Flood Zone
-  X: Outside Special Flood Hazard Areas

**Figure 11**  
**Flood Insurance Rate Map**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North






Source: FEMA Flood Map Service Center, 2021. County of Kauai, 2021. Esri Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



**Figure 12**  
*Tsunami Evacuation Zones and Wave Heights*

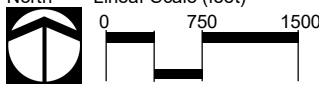

**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

**LEGEND**

-  Project Site
-  Tax Map Key
-  Tsunami Wave Heights (Height in Feet, 1946/1957)
-  Tsunami Evacuation Zone
-  Extreme Tsunami Evacuation Zone

Kauai Transportation Agency      Island of Kauai

North      Linear Scale (feet)

Source: County of Kauai, 2014 & 2021. Tsunami Wave Runup Heights In Hawaii, Harold G. Loomis, May, 1976. Esri Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

# KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES

## *Draft Environmental Assessment*

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More recently in April 2018, nearly fifty inches of rain fell on the North Shore of Kaua‘i in 24 hours, the highest amount of rainfall recording within that timeframe in the US history and causing \$180 million in damage (Hurley, 2022). While likely a result of deep layer of low-level moisture interacting with the steep terrain of the North Shore, changing climate and warming ocean waters are also believed to have contributed to the record rainfall. While difficult to predict these natural occurrences, it is reasonable to assume that future hurricanes, tropical storms, and heavy rainfall events will continue to occur.

### **3.5.4 Earthquakes**

In Hawai‘i, most earthquakes are linked to volcanic activity, unlike in other places where a shift in tectonic plates is often the cause of an earthquake. Each year, thousands of earthquakes occur in Hawai‘i, but the vast majority are so small they are detectable only with highly sensitive instruments. Moderate and disastrous earthquakes have occurred in the islands. However, they have been mostly limited to Hawai‘i Island due to its geologically active nature.

The Project Site is subject to a level of seismic risk that is shared with the entire Island of Kaua‘i. According to FEMA earthquake hazard maps, the Project Site falls under a seismic design category (SDC) B, the second lowest seismic hazard category, which indicates the area “could experience shaking of moderate intensity” with the potential effects of “shaking being felt by all, some heavy furniture moved,” and “damage slight.” (FEMA, 2020).

### **3.5.5 Wildfires**

Hawai‘i has about 0.5 percent of its total land area burned from wildfires each year, of which humans are the cause of over 98 percent. This is due to human ignitions coupled with a warming, drying climate and an increase in fire-prone non-native vegetation. The Hawai‘i Wildfire Management Organization (HWMO) is a non-profit organization that provides a mapped history of wildfires in Hawai‘i as well as a state-wide assessment that determines wildfire hazard through the use of 36 different criteria. The Project Site is located in an area of high hazard for wildfires (See Figure 13) due to HWMO’s assessment of 36 wildfire criteria, which include average rainfall in the area, prevailing wind speed and direction, ignition risk, water availability, and proximity to fire stations among others (Hawai‘i Wildfire Management Organization, 2015). Recently, a two-acre brush fire occurred near the Project Site in an open area off Ho‘olako Street on November 20, 2022. Fire crews were able to extinguish the fire and prevent it from spreading to homes near Kawili Street (Kaua‘i Now, 2022).

### **3.5.6 Sea Level Rise**

The many effects of climate change include rising global mean sea levels (GMSLs) that brings an increased risk of inundation, flooding, or damage to buildings and important infrastructure, especially in coastal regions such as Hawai‘i (IPCC, 2019). Recommendations on planning for the

# KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES

## *Draft Environmental Assessment*

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upper-end of 3.2-foot sea level rise (SLR) (see Figure 14) by the year 2100 comes from the fifth Assessment Report of the Intergovernmental Panel on Climate Change and a 6-foot SLR (see Figure 15) with passive flooding scenario is also provided. The Project Site is not at risk from SLR for either of these scenarios.

### ***Potential Impacts and Mitigation Measures***

No significant impacts are anticipated. Because the Project Site lies outside of the FEMA special flood hazard areas and floodplain, no additional flood mitigation measures are warranted.

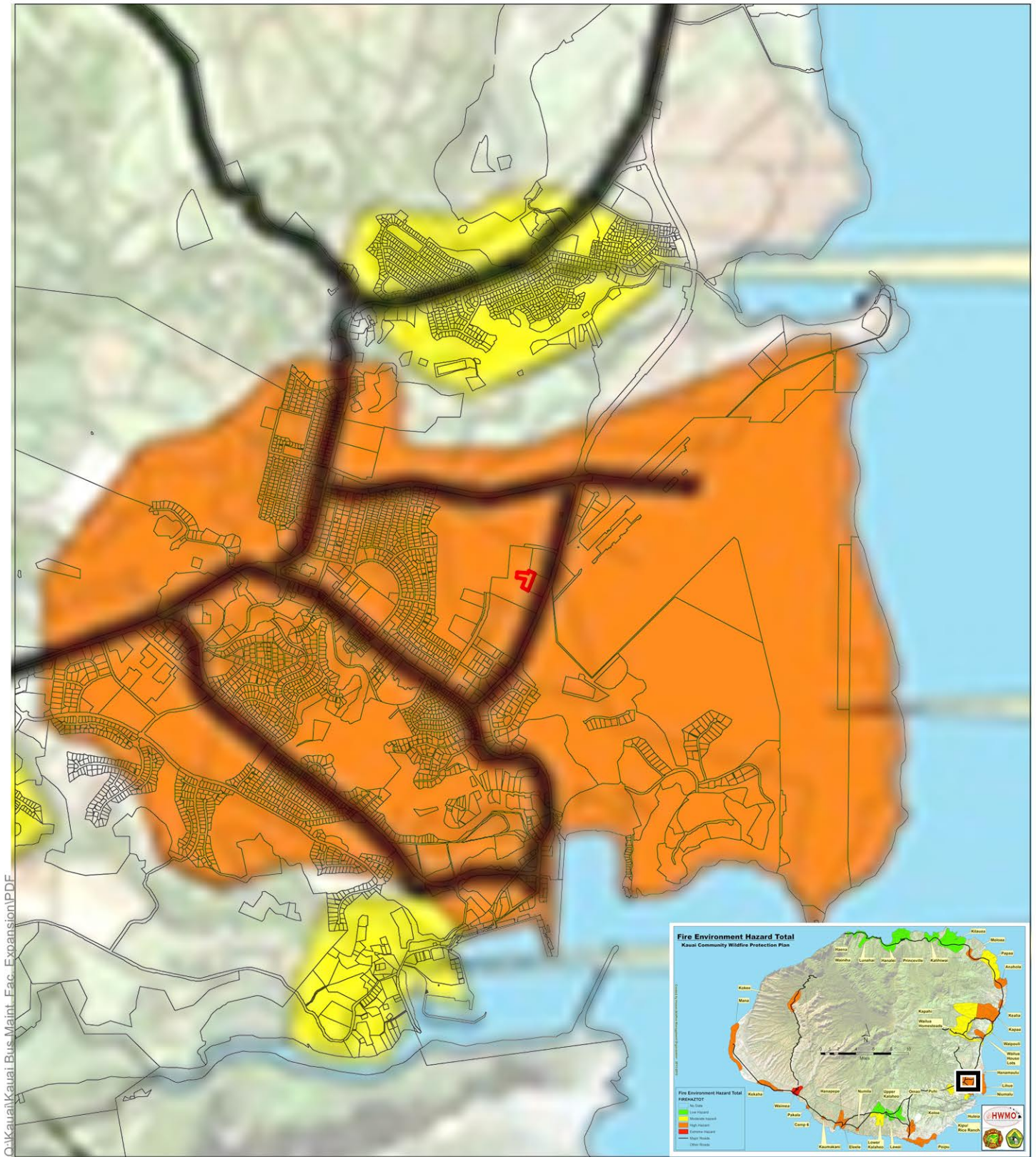
Construction of the Project will not exacerbate any tsunami hazard conditions nor is it anticipated to be adversely impacted by a tsunami as it is outside of the tsunami zones.

To mitigate the potential hazard from earthquakes and hurricanes, the Project will be designed in accordance with the 2018 International Building Code (IBC) as amended by State of Hawai‘i Building Code to withstand appropriate levels of earthquake and hurricane impacts.

Due to the elevated risk of wildfire for the Project Site and the surrounding area as assessed by the HWMO, mitigation measures can include the management of vegetation on and around the Project Site. The management of vegetation along adjacent roads and open areas near the Project, coupled with the management of “ladder fuels,” or areas where grasses and other ground vegetation connect to canopy vegetation, can further reduce the risk of severe wildfires near the Project.

No significant impacts related to SLR are expected for the proposed Project given its distance from the coast. However, if roads critical to Kaua‘i Bus services may be affected, it is recommended that the County plan alternate routes according to a SLR benchmark of one foot by mid-century and 3.2 feet by 2100.





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**LEGEND**

- Project Site
- Tax Map Key

Fire Environment Hazard Total FIREHAZTOT	
	No Data
	Low Hazard
	Moderate hazard
	High Hazard
	Extreme Hazard
	Major Roads
	Other Roads

Figure 13

**Fire Environment Hazard Total  
KAUAI BUS MAINTENANCE  
FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES**

Kauai's Transportation Agency      Island of Kauai

North      Linear Scale (feet)

0      1500      3000

Source: Hawaii Wildfire Management Organization 2013, County of Kauai, 2021.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



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**LEGEND**

- Project Site
- Tax Map Key
- SLR-XA (3.2 ft)

**Figure 14**  
**Sea Level Rise Exposure Area**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai





North      Linear Scale (feet)



Source: University of Hawaii Coastal Geology Group & Tetra Tech, Inc., 2017. County of Kauai, 2021. Esri Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



Q:\Kauai\Kauai Bus Maint. Fac. Expansion\PDF

**LEGEND**

-  Project Site
-  Tax Map Key
-  Low Lying Areas
-  6 Foot SLR Scenario


- Water Depth  
Value
-  Deeper
  -  Shallower

**Figure 15**  
Sea Level Rise (NOAA 6-foot rise scenario)

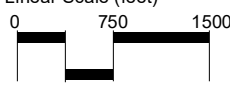

**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai

North



0      750      1500

Source: NOAA, 2013. County of Kauai, 2021. Esri Online Basemap.  
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
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### 3.6 FLORA AND FAUNA

The existing Project Site is paved and developed upon by the existing Kaua‘i Bus operations and maintenance facilities except for the 440-SF area that is currently grassed with centipede grass (*Ermochola ophiuroides*) and other non-endangered or threatened weedy species. Therefore, no significant flora will be impacted by the proposed improvements. There are native kou (*Cordia subcordata*) street trees on the eastern side of Ho‘olako Street and a mix of weedy species and St. Augustine (*Stenotaphrum secundatum*) and Centipede grasses in the space between the Police Department parking lot and the bus parking lot and the shoulders and along both sides the street.

The avifaunal and mammal survey conducted for the Līhu‘e-Hanamā‘ulu Master Plan in 1994 yielded no encounters of endangered fauna except for two recorded ‘Ōpe‘ape‘a, or Hawaiian hoary bat (*Lasiurus cinereus semotus*) (Bruner, 1994). Other endangered native fauna of note that may fly over but are unlikely to use the Project Site include the Hawaiian Nēnē Goose (*Nesochen sandvicensis*), ‘A‘o, or Newell’s Shearwater (*Puffinus auricularis newelli*), ‘Ua‘u, or Hawaiian Petrel (*Pterodroma sandwichensis*), and ‘Akē‘akē, the Hawai‘i distinct population segment of band-rumped storm petrel (*Oceanodroma castro*). While none of these species were encountered during any of the recent site visits performed in October 2021 and July 2022, there is potential for their migratory patterns to bring them in and around the Project Site.

Within the immediate vicinity of the Project Site, there are no known critical habitats for any listed rare, threatened, or endangered flora or fauna species (Figure 16). Offshore waters over a mile away from the Project Site are identified as critical habitat for the ‘īlio-holo-i-ka-uaua or Hawaiian monk seal (*Neomonachus schauinslandi*). During the early consultation period, the United States Fish and Wildlife Service (USFWS) and the DLNR Division of Forestry and Wildlife (DOFAW) identified federally and state listed species that may occur in or travel through the vicinity of the proposed Project. As such, those species and their mitigation measures are listed below.

#### ***Potential Impacts and Mitigation Measures***

None of the proposed improvements are expected to impact any endangered or threatened flora nor the native kou trees along the street. If, however, the construction of any of the proposed improvements require the trimming or relocation of the kou trees, they will be replanted along the street shoulder in appropriate locations and pupping season for the ‘Ōpe‘ape‘a will be avoided. While landscaping is not proposed as part of the improvements, DOFAW recommends using native plant species for landscaping where it is appropriate. This includes climatic conditions where native plants can thrive or where they have historically occurred. Invasive

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species should be avoided for use in landscaping. Potential invasiveness of species can be reviewed at the Hawai‘i-Pacific Weed Risk Assessment website and avoided.

During the pre-assessment consultation process, the USFWS and DOFAW suggested avoidance and impact minimization measures for the following listed species:

- **Hawaiian hoary bat or ‘Ōpe‘ape‘a.** The ‘Ōpe‘ape‘a roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs fifteen feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away.

To avoid and minimize impacts to the endangered ‘Ōpe‘ape‘a, it is recommended the Project incorporate the following measures:

- Do not disturb, remove, or trim woody plants greater than fifteen feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.
- **‘Ua‘u (Hawaiian Petrel), ‘A‘o (Newell’s Shearwater), and ‘Akē‘akē (Band-rumped Storm Petrel) (collectively referred to as Hawaiian seabirds).** Hawaiian seabirds may traverse the Project area at night during the breeding, nesting, and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the Project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable.

To avoid and minimize potential impacts to seabirds it is recommended the Project incorporate the following measures:

- Fully shield all outdoor lights so the bulb can only be seen from below the bulb height and install them facing downward. Only use outdoor lighting when necessary.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

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- **Hawaiian Nēnē Goose.** The State-listed Nēnē Goose could potentially occur in the vicinity of the proposed Project. To avoid potential impacts to Nēnē, all construction activities within 100 feet should be ceased if the species is encountered. Work will proceed after the bird or birds have left the area of their own accord. If a Nēnē nest is discovered at any point, the Kaua‘i Branch of the DOFAW Office should be contacted immediately at (808) 274-3433.

The Project will not include the use of barbed wire fencing and no trees or woody plants taller than fifteen feet will be trimmed or relocated during the pupping season. To mitigate any potential impacts to Hawaiian seabirds, any outdoor lighting will conform to the County’s building and electrical ordinances and will be downward-facing and fully shielded lights. Automatic motion sensor switches and controls will be installed on all outdoor lights or manually turned off when human activity is not occurring in the lighted area. Nighttime construction will be avoided especially during the fledging season.

The movement of plant or soil material between worksites will be minimized to avoid the transfer of any invasive pathogens, pests, or plants that could harm native ecosystems. It is recommended to consult the Kaua‘i Invasive Species Committee at (808) 933-3340 to learn of any high-risk invasive species in the area and ways to mitigate their spread. Equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species.



Q:\Kauai\Kauai Bus Maint. Fac. Expansion\PDF

**LEGEND**




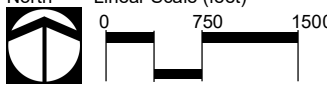

-  Project Site
-  Tax Map Key
-  Critical Habitat (Hawaiian Monk Seal)

Figure 16  
**Critical Habitats**  
**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North      Linear Scale (feet)

Source: USFWS & NOAA, 2021. County of Kauai, 2021. Esri Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

## **4 DESCRIPTION OF THE HUMAN ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES**

This section describes the existing conditions of the human environment, preliminary potential impacts of the proposed Project, and preliminary mitigation measures to minimize any impacts.

### **4.1 ARCHAEOLOGICAL AND HISTORIC RESOURCES**

Past work by Alan Walker and updated by Paul Rosendahl, Ph.D., Inc. in 1994 resulted in an archaeological inventory survey of about 552.3 acres of land in the Līhu‘e area which was divided into four parcels: Hanamā‘ulu, Ahukini Makai, Ahukini Mauka, and Molokoa (Franklin & Walker, 1994). The Project Site is located within the 156.5-acre Molokoa parcel, which at the time of the survey in 1990, was entirely modified with the cultivation of sugarcane with the exception of an abandoned reservoir at the northeast corner of the parcel and a helicopter tour office on the northwest corner of the parcel. The Molokoa Parcel stretches from the Līhu‘e Town Core and residential and industrial areas on the south and west, to Kapule Highway on the east and Ahukini Road on the north. The Project Site is far from the abandoned reservoir and helicopter tour office, in an area previously cultivated with sugarcane. The survey consisted of a 100% ground survey of the areas not cultivated in sugarcane, including stream gulches and drainages.

The study noted that all parcels had experienced extensive ground disturbance from sugarcane cultivation and that this is likely the cause of the lack of archaeological and cultural remains in the area. There were only two finds throughout all four parcels of the study: 1) a wall along the top edge of the Hanamā‘ulu Stream Valley within the Ahukini Mauka parcel, which was later deemed no longer significant, and 2) several coral pebbles within the Hanamā‘ulu parcel. There were no significant archaeological or cultural findings within the Molokoa parcel.

#### ***Potential Impacts and Mitigation Measures***

No cultural, historic, or archaeological sites are known to be present within the Project Site, as none were identified in past archaeological surveys, nor were any encountered during the construction of the existing facilities. It is anticipated that the proposed action would not adversely affect any historic properties, or culturally valued resources or practices given that the Project area has been previously used for sugarcane cultivation and more recently graded and developed upon. The County and their respective contractors will comply with all State and County laws and requirements should any archaeological or historic sites be encountered during construction. In the unlikely event that any potential archaeological resources or human skeletal remains are encountered during ground disturbing work, work in the immediate vicinity of the discovery will be halted immediately and the State Historic Preservation Division (SHPD) will be



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contacted, as required in HAR §13-275-12. The significance of the find will be assessed, and appropriate mitigation measures will be followed, as necessary.

## **4.2 CULTURAL RESOURCES**

The Project Site is located within the moku of Puna in the Kalapakī Ahupua‘a. As noted above, past archaeological studies have revealed no archaeological or cultural remains or resources in the Project area. Upon reviewing the Project information, Ms. Kaliko Santos of the Office of Hawaiian Affairs (OHA) Kaua‘i Office forwarded the Project information to the appropriate channels. In addition, in her roles at ‘Aha Moku Kaua‘i – Puna Moku and Nā Kuleana o Kānaka ‘Ōiwi, she reached out to her contacts who could not identify any significant cultural practices or resources that might exist in the Project area (Appendix B, personal communication, August, 2022). Ms. Santos mentioned the extensive sugarcane cultivation that historically took place in the area and that it likely attributed to the loss of any archaeological and cultural artifacts due to this activity. The Office of Hawaiian Affairs was also sent the Project information and contacted during the early consultation period and no comments have been received from OHA.

### ***Potential Impacts and Mitigation Measures***

Based on the results of past surveys and information collected during the early consultation period, no known cultural resources or practices were identified in the Project area. Therefore, the proposed Project is not expected to have any impact on cultural resources or practices. As recommended by Ms. Santos, in the event that any potential cultural resources or remains are encountered in the Project area during construction or otherwise, work in the area of the discovery will be immediately halted and SHPD will be contacted. The significance of the find will be assessed, and appropriate mitigation measures will be followed per SHPD direction.

## **4.3 TRANSPORTATION**

### **4.3.1 Roadways and Traffic**

#### ***4.3.1.1 Roadways and Vehicular Access***

Area roadways include Ho‘olako Street, Ka‘ana Street, Kapule Highway, Ninini Point Street, and the Vidinha Stadium driveway. A description of each roadway follows:

- **Ho‘olako Street** is a two-way, two-lane, roadway under County jurisdiction. Ho‘olako Street services the Kaua‘i Bus Maintenance Facility as well as Vidinha Stadium and the soccer fields. Ho‘olako Street provides access around the west side of the Līhu‘e Industrial Area from Rice Street and provides access to the existing Molokoa residential neighborhoods in and around this area. Ho‘olako Street is signalized at its intersection with Rice Street and has two lanes on both approaches to the intersection: one exclusively

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for right turns onto Rice Street, and a shared through and left turn lane. The Ho‘olako Street right-of-way technically terminates near the northern boundary of Vidinha Stadium and transitions to a two-way driveway that wraps around the soccer fields and connects to Ka‘ana Street on its north end.

- **Ka‘ana Street** is a two-way, two-lane County roadway that runs east-west and intersects Kapule Highway. It continues makai towards the airport and is planned to connect with the western segment of Ka‘ana Street near the civic center through the Visionary lands. Ka‘ana Street provides access to the Project Site as well as the Kaua‘i Police Department and the Fifth District Circuit Court from Kapule Highway (State Route 51) from the north. The Kapule Highway and Ka‘ana Street intersection is signalized and provides separate through, right turn, and left turn lanes for vehicles traveling both north and southbound on Kapule Highway and a separate right turn and shared through and left turn lanes on both approaches of Ka‘ana Street.
- **Kapule Highway (State Route 51)** is a two-way State highway that runs north-south. In the Project vicinity, Kapule Highway is two lanes northbound and one lane southbound. It widens to as many as five lanes near intersections to provide dedicated turn and acceleration lanes. It is located west of the Līhu‘e Airport and east of the Project Site. The Project Site can be accessed from Kapule Highway via its intersections with Ka‘ana Street or the Vidinha Stadium driveway across from Ninini Point Street.
- **Ninini Point Street** is a two-way, two-lane private roadway that intersects Kapule Highway and forms a four-way intersection with the Vidinha Stadium driveway south of the soccer fields.
- **Vidinha Stadium Driveway** is a two-way, two-lane County driveway that runs east-west between the Vidinha Stadium and soccer fields and connects Ho‘olako Street with Kapule Highway. It functions as another access route to and from the Project Site to Kapule Highway.

The Hawai‘i Department of Transportation (HDOT) Highways Division tracked traffic volume along Kapule Highway near the Project Site prior to and through the COVID-19 pandemic (State of Hawai‘i Department of Transportation-Highways Division, 2021). Annual average daily traffic (AADT) along Kapule Highway (Route 51) near Rice Street in 2019 was 15,861 vehicles. Through 2021, Kapule Highway experienced a 31-35 percent decrease in AADT from 2019. By December 2021, AADT along Kapule Highway had rebounded to 14,047 vehicles, but still a 11.4 percent reduction from 2019 levels.

Annual traffic data collected by HDOT on Kapule Highway and Ahukini Road near the site between 2017 and 2021 showed the AM and PM peak hours of traffic were relatively stable over that

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timeframe for Kapule Highway. The AM peak hour ranged from 7:00 – 8:00 AM to 7:45 – 8:45 AM and the PM peak hour showed more variability from 3:00 – 4:00 PM to 4:30 – 5:30 PM over the four years. The AM peak hour for Ahukini Road ranged from 7:00 – 8:00 AM to 8:00 – 9:00 AM and the PM peak hour varied between 3:00 – 4:00 PM to 4:15 – 5:15 PM over that time period. The non-commuter peak hours for both Kapule Highway and Ahukini Road were both during the midday but varied over those four years with Kapule Highway’s ranging from 10:45 – 11:45 AM to 2:00 – 3:00 PM and Ahukini Road’s slightly earlier from 10:00 – 11:00 AM to 1:45 – 2:45 PM. Traffic volumes for the non-commuter peak hour for Ahukini Road tended to be the same or higher than the AM and PM peak hour volumes while Kapule Highway’s tended to be about the same. Traffic volumes in general, however, decreased for all peak hours from 2017 to 2021 for both Kapule Highway and Ahukini Road.

Hours of operation for the County Transportation Agency will continue to be from 5:00 AM to 11:00 PM with employees arriving as early as 3:45 AM and leaving as late as 11:30 PM. Shift changes typically occur during the middle of the day between 10:30 AM and 2:30 PM with staff vehicles entering and departing at staggered times during that time period. During the 7:00 – 8:45 AM and 3:00 – 5:15 PM peak hours of traffic, typically only twelve to fifteen buses enter or depart the site. Once the BEBs are operating, it is anticipated that BEBs will have overnight charging but no staff will be present unless an emergency arises.

Access to the County Transportation Agency facilities will continue to be off Ho‘olako Street at its current driveways. The gate on the southern side of the maintenance facility may be opened and utilized more frequently with these improvements to facilitate operations. Ho‘olako Street connects to Rice Street to the south and Ka‘ana Street to the north, both of which intersect with Kapule Highway and provide the main accesses to the greater area roadway network.

Visionary LLC/Haili Moe Inc. owns over 400 acres of undeveloped but zoned lands to the east and north of the Project, which have a mix of potential land uses including commercial, industrial, and residential. Traffic impact assessment reports have been prepared for these lands with resulting mitigation requirements reviewed and determined by HDOT. However, the current development timeframe for these lands is not known as they have remained mostly undeveloped except for the existing County facilities and State Judiciary since the entitlements were granted in the mid-1990s. Portions of the lands in the Ahukini Mauka area are under agricultural cultivation and portions of Ahukini Makai have been in negotiation for acquisition by HDOT Airports.

### ***Potential Impacts and Mitigation Measures***

Because the proposed improvements will not increase existing bus service or staffing, there is no anticipated increase in traffic generated by the proposed Project. The County will be replacing existing diesel buses with BEBs and will retire the buses from the fleet as they are replaced.

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During the early consultation period, the HDOT Highways Division responded with no anticipation of adverse impacts on State highways and requested a discussion of current traffic conditions and potential traffic impacts.

Since the proposed Project is intended only to replace existing diesel buses with BEBs and provide the needed facilities and infrastructure to maintain and charge the BEBs, the Project is not expected to significantly increase area traffic in either the near- or long-term time horizons. The proposed Project will not require permanent rerouting or alteration of roadway traffic, but it will be required to accommodate construction vehicles and equipment in the near-term during construction. Short-term construction-related activities are expected to cause temporary and minimal increases in traffic in the immediate Project vicinity. Traffic controls and other directional devices may be placed in the roadway to detour vehicles around work areas if necessary. The contractor will also provide public notices as necessary and implement measures to provide access along Ho‘olako Street to minimize the inconvenience to the community. These measures may include the following:

- Posting flaggers for traffic control around work sites.
- Backfilling/covering all trenches at the end of the workday.
- Posting safety devices and signs for the duration of construction.
- Scheduling construction and material deliveries during non-peak traffic hours especially if oversized vehicles are necessary.

### **4.3.2 Pedestrian Facilities**

Pedestrian facilities in the area consist of sidewalks on the western side of Ho‘olako Street and both sides of Ka‘ana Street, marked crosswalks on Ho‘olako Street between the County Transportation Agency’s administration building and the bus parking lot, between the State Judiciary and Police Department, near the soccer fields, and on Ka‘ana Street. The intersection at Ka‘ana Street and Kapule Highway includes marked crosswalks on all legs with pedestrian signals at the signalized intersection. On the nearby State roadways, there is only a short 291-foot segment of asphalt pedestrian path on Kapule Highway on the western side of the northbound approach to the Ka‘ana Street intersection (State of Hawai‘i Department of Transportation, 2023). None of the State roadways in the vicinity of the Project were identified as priority areas of concern or improvements in the HDOT’s 2013 Statewide Pedestrian Master Plan (CH2MHill, 2013).

Existing pedestrian traffic along Ho‘olako Street in the vicinity of the Project is low and intermittent and mainly consists of employees walking to and from the various public facilities, park users at the soccer fields, and individuals walking or jogging for exercise.

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### **4.3.3 Bicycle Facilities**

Bicycle facilities within the area roadways include striped bike lanes on either side of Ka‘ana Street north of the Project and bikeways on Kapule Highway and Ahukini Road. Vehicles occasionally utilize the Ka‘ana Street bike lanes for parking since the roadway terminates just past its intersection with Ho‘olako Street. No bicycle traffic was observed on area roadways during any of the recent site visits and are anticipated to remain low despite the provision of bike facilities. However, traffic on Ho‘olako Street is relatively low and bicyclists are able to share this roadway if traveling between Ka‘ana Street and the soccer fields or traveling from the Līhu‘e Civic Center to the area parks.

In 2022, the HDOT refreshed its Bike Plan Hawai‘i Priorities and Implementation Plan and identified enhancements to the existing bikeway on Kapule Highway as a near-term implementation priority (State of Hawai‘i Department of Transportation, 2022), which may encourage more ridership in the area.

### **4.3.4 Transit**

The Kaua‘i Bus is the County of Kaua‘i’s primary form of public transit that offers fixed-route transit services on the island. There are three bus stops located near the Project Site: one at the Līhu‘e Courthouse and two on Rice Street near the intersection with Ho‘olako Street. Routes 100 (Kekaha to Līhu‘e) and 200 (Līhu‘e to Kekaha) service the Līhu‘e Courthouse bus stop. The bus stops on Rice Street are served by the Līhu‘e Shuttle (Route 70). Service on these routes typically run hourly with added stops on weekdays for certain stops such as the Līhu‘e Shuttle at Kaua‘i High School during after school hours and the Līhu‘e Neighborhood Center between 7:00 AM and 2:20 PM.

### **4.3.5 Airports**

The Project Site is located approximately 600 feet west of the Līhu‘e Airport property boundary. During the early consultation period, the HDOT Airports Division responded with guidance that the Project will need to submit to the FAA Form 7460-1, Notice of Proposed Construction or Alteration, at least 45 days prior to submitting a construction permit application due to its proximity to the airport.

### ***Potential Impacts and Mitigation Measures***

Since the BEB charging stations will be on the opposite side of Ho‘olako Street from the new BEB maintenance bays, there may be increased pedestrian traffic with County staff needing to walk between the two facilities. However, traffic on Ho‘olako Street is low and there is an existing crosswalk to support this. No change in bicycle use or traffic is anticipated with the proposed Project and transit services will also remain the same.

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The Project team will comply with the requirement to submit FAA Form 7460-1 in accordance with the Code of Federal Regulations, Title 14, Part 77.7 if it meets the criteria including any equipment used during construction and the guidelines and requirements provided in the Office of Planning’s Technical Assistance Memorandum covering the FAA Order 5190.6B. The Project will not include features that attract hazardous wildlife as there is no new landscaping proposed, create a glint or glare hazard as the proposed materials will match the existing and there are no proposed photovoltaic systems, or create an aerial obstruction hazard to flight operations as the new extension on the maintenance building will be less than 30 feet at its highest point. Furthermore, the operational activities of the Project Site as the County Transportation Agency’s main administrative and maintenance facility will not change with the completion of the improvements. Therefore, the proposed Project is not anticipated to have a significant effect on the Līhu‘e Airport.

#### **4.4 NOISE**

Ambient noise in the Project area is predominantly attributed to the combined noise levels of vehicular traffic servicing or passing by the Project Site and aircraft overflights to and from the Līhu‘e Airport. The nearest concentration of noise-sensitive uses are residences far to the west of the Project Site (approximately 2,000 feet or more away). At this distance, noise originating from the vicinity of the Project area may be perceptible but minimal. Noise generated at the site would blend with noise from aircraft from the Līhu‘e Airport, industrial uses located between Vidinha Stadium and Rice Street, and naturally occurring sounds. Existing noise impacts from the Project Site on sensitive receptors are probably minimal to modest depending on time of day and phase of construction.

##### ***Potential Impacts and Mitigation Measures***

Construction of the proposed action may result in short-term noise impacts to the surrounding environment. However, any potential impacts would be mitigated by complying with the State DOH Administrative Rules, Title 11, Chapter 46 “Community Noise Control” regulations, and are anticipated to be relatively short in duration given the smaller scale of the proposed improvements. In addition, no grading work will be done between 7:00 PM and 7:00 AM.

In the long-term, noise in the Project vicinity is anticipated to remain similar to or less than existing conditions as BEBs generate less noise than diesel combustion engine buses. Noise generated by future use of the site would be similar in character but less intense to the noise levels currently generated in the Project vicinity as more BEBs replace diesel buses. Therefore, the proposed Project is anticipated to result in reduced noise impacts in the long-term but temporary construction-related noise in the short term.

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## 4.5 AIR QUALITY

Air quality in the area of the proposed Project is generally good with prevalent tradewinds blowing northeast to southwest for most of the year. Air quality on Kaua‘i is mainly affected by vehicular carbon monoxide emissions, which can include motor vehicles operating on nearby roads and aircraft activity including the potential for fumes, smoke, and odors at Līhu‘e Airport, which may increase or decrease over time, as mentioned by the HDOT during the early consultation process. Vog, or volcanic smog, from Kīlauea Volcano on Hawai‘i Island can also occasionally affect air quality on Kaua‘i, resulting in lower air quality and visibility and increased sulfur and particulate matter in the air.

According to the Environmental Protection Agency’s annual Air Quality Index Reports, overall outdoor air quality in Kaua‘i County in 2021 and as of data recorded for 2022 is considered to be “Good,” or the highest level of overall air quality based on all criteria air pollutants measured in the area. The nearest air quality monitor being located about two miles southwest of the Project Site in Niualu (Environmental Protection Agency, 2022).The prevailing northeasterly trade winds tend to disperse pollutants, decreasing the concentration of pollution above Līhu‘e. Due to the relatively low volume of vehicular traffic and the Project Site’s consistent winds, it is unlikely that air pollution levels would approach State or Federal levels of concern.

### ***Potential Impacts and Mitigation Measures***

Construction activity will be the main source of short-term air quality impact. Construction activity will temporarily increase diesel emissions at the Project Site and along the surrounding roadways when construction-related vehicles are in transit. Site preparation, earth moving, and building construction will create particulate emissions during the short term. Movement of construction vehicles on unpaved surfaces can also generate particulate emissions. However, as noted, most of the existing site is currently paved, which will mitigate dust and particulate emissions.

Adequate dust control measures will be employed, particularly if construction occurs during low-rainfall periods. Dust control will be accomplished by minimal operation of construction vehicles on unpaved soil within the Project Site. Dust control measures will comply with applicable provisions of BMPs for sediment and erosion control for the County. Measures to control dust may include:

- Installing dust barriers, silt screens, drain inlet protection, and maintenance of construction entrances/exits as they will need to be used by ongoing bus operations and staff during construction; and
- Removing temporary BMPs only upon completion of drainage improvements and establishment of permanent stabilization measures.

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All grading operations will be conducted in compliance with dust and erosion control requirements of Kaua‘i County Code Chapter 22, Article 7 and applicable provisions of Chapter 11-60.1, HAR, Section 11-60.1-33 regarding Fugitive Dust. Other pollution control measures include cleaning job-site construction equipment to prevent impacts to offsite roadways used to enter/exit the Project and minimizing or preventing visible dust emission caused by the construction. These measure may include mitigation such as dust fences and sprinkling exposed areas with water to minimize dust.

In the long term, the proposed Project will support the County’s efforts to reduce air pollutants and GHG emissions by replacing the existing diesel bus fleet to BEBs. Air quality and GHG emissions are anticipated to improve as a result of the proposed action once in operation.

**4.6 VISUAL RESOURCES**

The Līhu‘e Community Plan designates Kapule Highway as a Scenic Roadway Corridor. Hā‘upu to the south of the Project Site and Kilohana and Wai‘ale‘ale to the west are visible from Ho‘olako Street (see below screenshot from Google Streetview of Hā‘upu in the distance looking south; note Ho‘olako Street is incorrectly labeled as Ka‘ana Street).





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View looking west towards Kilohana from Ho‘olako Street from Google Streetview below.



The Project Site and distant views of Wai‘ale‘ale and Kilohana are barely visible from Kapule Highway through the Veteran’s Center parking lot (see below screenshot from Google Streetview looking west from Kapule Highway).



The area surrounding the Project Site has generally flat terrain and includes mostly one- and two-story buildings with the State Judiciary being the tallest with three stories along Kapule Highway with pitched roofs. There are also some higher-volume industrial and storage buildings in the area.

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The proposed Project would include the addition of new maintenance bays and office space that will have a height of just over 28 feet at its peak roof pitch. The new mezzanine will be about 25 feet in height at its highest point. The improvements for the charging stalls will involve pavement and the charging equipment.

***Potential Impacts and Mitigation Measures***

No significant short- or long-term impacts on visual resources in the Project area are anticipated during construction or operation of the proposed Project. Because the new maintenance bays will be in line with the existing maintenance building, it should not impact views of Hā‘upu from Ho‘olako Street since they are located at the back of the property. Views from Kapule Highway will also be minimally impacted as the Project is set behind the Veterans Center. Proposed building materials and roof color will match the existing maintenance building, which will also help it visually blend into its surroundings.

The proposed extension of the pavement and installation of the charging equipment in the bus parking lot are not anticipated to have any significant visual impacts as they are relatively small and low to the ground. The exact charging equipment is not known at this time but will be spaced along the north side of the extended bus stalls. The new fencing around these areas is proposed to match the existing chain link fence, which allows views through the site.

## **4.7 INFRASTRUCTURE**

### **4.7.1 Water System**

Existing water service in the Līhu‘e area is provided by the County of Kaua‘i Department of Water (DOW) and comes from underground aquifers in the Puhī and Līhu‘e-Hanamā‘ulu area. The existing water service is provided to the Project Site via an eight-inch water main. The existing maintenance building is serviced by a 1-1/2” meter and has no water service for fire protection according to as-built drawings. Proposed improvements will include adding a fire sprinkler system including retrofitting the existing maintenance building per current codes to provide fire protection via a new connection to the existing eight-inch water main.

***Potential Impacts and Mitigation Measures***

The proposed Project is not anticipated to result in any significant impacts on the existing water system as the new sprinkler system will be used only in the event of a fire. Otherwise, there are no increases in the number of fixtures or staffing. Average daily water demands will therefore remain largely the same and is not expected to negatively impact the County’s water system.

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#### **4.7.2 Wastewater System**

The Kaua‘i Bus Maintenance Facility is currently served by two six-inch County sewer laterals to the existing buildings. The County sewer system conveys wastewater from this area and treats it at the Līhu‘e Wastewater Treatment Plant near the airport.

##### ***Potential Impacts and Mitigation Measures***

There is no anticipated increase in wastewater flows as a result of the proposed Project, as there are no increases in the number of fixtures or staffing. Therefore, no significant impacts to the County’s wastewater system are anticipated.

#### **4.7.3 Drainage**

The existing drainage pattern for the eastern portion of the property where the maintenance building is has runoff sheet flowing on the existing pavement to the southwest corner of the existing bus facility where it then enters an existing catch basin on Ho‘olako Street. From there it is conveyed to the existing detention basin across the street. Runoff from the bus parking lot also sheet flows to the detention basin to the south of the Project Site.

##### ***Potential Impacts and Mitigation Measures***

The proposed Project is not anticipated to significantly increase the amount of impervious surfaces compared to current conditions as the existing site is already paved. There are 4-foot and 14-foot wide strips of the grassed areas adjacent to the administration and bus parking lots that will be paved to accommodate the longer BEBs and charging stalls (see Figure 3). However, the Project will be designed to maintain post-development peak runoff rate equal or lower than existing levels. Any improvements to the Project’s existing storm drainage system will be designed to comply with the latest County storm drainage standards.

#### **4.7.4 Solid and Hazardous Waste**

The County of Kaua‘i Solid Waste Division operates and maintains the municipal refuse service including the Kekaha landfill and all refuse transfer stations on the island. Garden Isle Disposal, Inc. is a privately owned solid waste service company that operates only on the island of Kaua‘i.

The nearest solid waste facilities to the Project Site are the Līhu‘e Refuse Transfer Station and Garden Island Disposal, both located approximately 1.3 miles from the site. The Līhu‘e Refuse Transfer Station is located to the northeast while Garden Island Disposal is located to the south.

Office paper is picked up weekly for recycling by Garden Island Disposal and other office consumables are recycled annually by the County Department of Public Works Solid Waste Division. The County Transportation Agency also has a hazardous waste disposal program in place that includes using a private HAZMAT company for used tires, coolant, and oil disposal. Tires are disposed of twice a month, oil once a month and coolant as needed. Used batteries are picked

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up by local automotive vendors on island. Fueling is done offsite at various Kaua‘i Automated Fuels Network locations across the island.

***Potential Impacts and Mitigation Measures***

Waste generated by construction will be minimal and primarily consist of soil, grass, and pavement removed as needed for grading and solid waste during construction. Materials displaced from grading and repaving will be reused for repaving site as appropriate. To reduce waste during construction, recycled materials and locally produced products will be used where possible.

During construction, should any hazardous substances, pollutants, or contaminants be found at the Project Site, the State DOH Hazard Evaluation and Emergency Response (HEER) Office will be contacted to determine the appropriate actions to comply with the relevant environmental laws.

After improvements have been completed, the Project will continue to generate solid waste related to daily use and operation and the County Transportation Agency will continue to recycle and handle solid waste as noted above. For the BEBs, batteries are anticipated to be handled by the manufacturer through the dealership and all other potentially hazardous waste can be managed through the existing County Transportation Agency’s HAZMAT program. The proposed improvements and additional office and maintenance space and will not significantly increase solid waste generation since there is no anticipated increase in staffing and are anticipated to be consistent with existing operations. Waste that cannot be recycled will be disposed of by the County refuse services.

**4.8 SOCIO-ECONOMIC CHARACTERISTICS**

Kaua‘i County has exhibited rapid and sustained population growth for decades, increasing 26.7% between the US Census counts in 1990 and 2000, and another 20.8% between 2000 and 2010. By comparison, the State’s population increased only 9.3% and 12.3% respectively over the same two decades. As of 2020, Kaua‘i County’s population was estimated at 71,851 persons, 7% more than the 67,095 enumerated in 2010 for an average annual increase of 0.7% based on estimates prepared by the Department of Business, Economic Development and Tourism (DBEDT) (Department of Business, Economic Development and Tourism, 2021).

The population in the Līhu‘e Census Designated Place (CDP) in 2020 was approximately 8,000, with the predominant race being Asian alone (49.4%) followed by two or more races (28.3%) (United States Census Bureau, 2022). The median value of housing units in the area between 2016 and 2020 was \$635,700, while the median gross rent was \$1,518. In that same time frame, there were approximately 2,827 households with 3.13 people per household. The median

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household income in Līhu‘e was approximately \$82,057 in 2020 with a poverty rate of 4.1 percent.

Līhu‘e contains the main offices of the county government and branch offices of federal and state agencies. The island’s major harbor and airport are also located in Līhu‘e. In addition to industrial, commercial, and social service activities, the University of Hawai‘i’s Kaua‘i Community College and affiliated research programs play an important role in Līhu‘e’s economy.

According to the University of Hawai‘i Economic Research Organization, unemployment in Kaua‘i County increased from 2.4 percent to 16.6 percent from 2019 to 2020, a 14.2 percent change primarily due to the COVID-19 pandemic, and then fell to 7.9 percent in 2021 and again to 4.6 percent in 2022. Total nonfarm earnings for Kaua‘i decreased by about 11.1 percent in 2020 followed by a 9.1 percent recovery in 2021. Annual visitor arrivals for the island decreased by over one million between 2019 and 2020 due to the restricted travel during the COVID-19 pandemic and was back to pre-pandemic levels of 1.3 million visitors in 2022. The median sales price for a single-family home on Kaua‘i nearly doubled in five years from \$656,200 in 2017 to \$1,210,000 in 2022. (University of Hawai‘i Economic Research Organization, 2023)

***Potential Impacts and Mitigation Measures***

Short-term employment benefits will be generated throughout the construction period. No long-term changes in socio-economic conditions are expected as there is no anticipated increase in staffing related to the proposed Project. Similarly, the proposed Project is not expected to affect area population as it does not include any housing. The Project will require training the County employees to support the transition to BEBs as a result of the awarded contract, which will be provided by the awarded contractor in coordination with the County Transportation Agency.

**4.8.1 Electrical Service**

Kaua‘i Island Utility Cooperative (KIUC), a not-for-profit utility organization, provides electrical power to the island of Kaua‘i. The KIUC network consists of 10 power plants or renewable energy assets with 67% of energy produced generated from renewable energy sources (Kaua‘i Island Utility Cooperative, 2022). At present, KIUC has a generating capacity of up to 259.3 megawatts with 99.989% system reliability. Existing electrical service is provided via underground electrical lines in Ho‘olako Street. There is an existing 150 kVA (kilovolt ampere) transformer on the makai side of the administration building that serves the existing administration and maintenance buildings. The existing service voltage is at 120/208V, 3-phase, 4-wire.

***Potential Impacts and Mitigation Measures***

The expansion of the maintenance building will require an upgrade to the existing maintenance building’s electrical service. A larger transformer will need to be installed and could be located where the existing transformer is behind the administration building and a new secondary service

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and meter will be installed to serve the expansion and existing maintenance building straight from the transformer pad. The administration building will remain on the existing meter.

The BEB chargers and related infrastructure at the bus parking lot will require a new KIUC transformer and meter makai of the bus parking lot near the charging equipment and will be designed to support additional charging dispensers to be installed as needed in the future to support the full transition of the fleet to BEBs. Potential impacts to the existing infrastructure will be mitigated by coordinating with KIUC prior to and during the construction process to ensure that the new electrical infrastructure for the proposed improvements can be supported and services are not disrupted to the existing facilities.

#### **4.8.2 Telecommunications**

During the early consultation process, Hawaiian Telcom explained they continue to serve the County bus maintenance facility from a pole line situated between the Kaua‘i Veterans Center and the soccer fields at Vidinha Stadium. The overhead lines then transition to an underground conduit system along the service road from Ho‘olako Street between the bus facility and the Kaua‘i Police Department.

#### ***Potential Impacts and Mitigation Measures***

No change in telecommunication service is anticipated from the proposed Project and therefore no significant impacts are anticipated to the operations of Hawaiian Telcom. There may be the need to reroute some of the existing underground conduits to the maintenance building. However, any potential impacts will be mitigated through coordination with the Hawaiian Telcom office to ensure that construction of the proposed Project will have minimal impact on these services.

### **4.9 PUBLIC SERVICES AND FACILITIES**

#### **4.9.1 Public Schools**

The closest State Department of Education (DOE) public schools are Elsie H. Wilcox Elementary School, Chiefess Kamakahahei Middle School, and Kaua‘i High School. Other public schools in the area include King Kaumuali‘i Elementary School in Hanamā‘ulu and the University of Hawai‘i System’s Kaua‘i Community College in Puhi.

#### ***Potential Impacts and Mitigation Measures***

There is no expected impact on public schools from the proposed Project as it does not include any new housing and will not generate new residents or introduce new school-aged children to the area. Therefore, no additional demands will be placed on public school facilities.

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While the construction of the Project will generate noise and may generate dust, measures will be taken to minimize these potential impacts. Additionally, the closest public educational facility, Elsie H. Wilcox Elementary School, is located approximately 0.6 miles away making it unlikely to be affected by the proposed Project (see discussions in Sections 4.4 Noise and 4.5 Air Quality).

### **4.9.2 Police, Fire and Medical Services**

**Police Protection.** The Project Site is in the County of Kaua‘i Police Department’s Līhu‘e Patrol District, which extends from the Maluhia Road Tree Tunnel to Kukui Street in Kapa‘a Town, about a 16-mile stretch of State Highway (County of Kaua‘i, 2022). This includes two of the busiest and most populated areas of Kaua‘i, Līhu‘e and Kapa‘a, and the business districts, schools, and attractions within them. The Līhu‘e Police Station is located at 3990 Ka‘ana Street, approximately 500 feet north of the Project Site.

**Fire Protection.** Fire protection for the Project area is provided by the County of Kaua‘i Fire Department’s Līhu‘e Fire Station about 0.6 miles southwest of the Project Site. Fire Department personnel include paramedics and hazmat personnel who respond to medical emergencies and ocean and land rescue personnel along with firefighters who respond to fire emergencies. In addition, the main County of Kaua‘i Fire Department and the Fire Prevention Bureau are located at the Līhu‘e Civic Center, approximately 0.9 miles west of the Project Site.

**Medical Services.** Wilcox Medical Center is the primary health care facility serving Līhu‘e and is located at 3-3420 Kūhiō Highway, approximately one mile northwest of the Project Site. Other medical services in the area include Kaua‘i Medical Clinic, Kūhiō Medical Center, Kaiser Permanente Līhu‘e Clinic, and the Līhu‘e VA Clinic. Ambulance service in the area is provided by the Kaua‘i Fire Department, which serves the Project Site from the Līhu‘e Fire Station.

### ***Potential Impacts and Mitigation Measures***

The Project is not expected to create a significant increase in demand on existing police, fire, or emergency medical services after construction. It is acknowledged, however, that there may be an occasional and unavoidable need for one or more of these services. As required by current codes, a new sprinkler system will be installed in the new maintenance bays as well as the rest of the existing maintenance building, which will support fire suppression and protection in case of an emergency. There is also an existing fire hydrant fronting the Kaua‘i Bus Maintenance Facility on Ho‘olako Street.

During the early consultation process, the Kaua‘i Police Department provided a letter that supported the proposed Project (see Appendix A).

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**4.9.3 Recreational Facilities**

The nearest recreational facilities to the proposed Project include Vidinha Stadium and Soccer Fields, Līhu‘e County Park, and Kalena Park, with the Vidinha Stadium Soccer Fields being directly south of the Project Site and in the same TMK as the Project. Other recreational facilities, parks, and open spaces in the greater Līhu‘e area include Isenberg Park, Peter Rayno Ballpark, Pua Loke Park, Ulu Ko Park, Hanamā‘ulu Beach Park, and Kalapakī Beach.

Specialized recreational facilities include two private golf courses: Puakea Golf Course to the southwest and the Ocean Course at Hōkūala to the southeast. Nāwiliwili Harbor is located to the south for boating recreation and fishing. Ahukini Fishing Pier is also located to the northeast of the Project Site, beyond Līhu‘e Airport.

***Potential Impacts and Mitigation Measures***

No direct, indirect, or cumulative impacts on recreational facilities are anticipated with implementation of the proposed Project. Access to nearby recreational facilities would be maintained during construction and after completion of the Project. Additionally, the proposed Project is not a direct generator of new residents requiring recreational facilities. No mitigation measures are proposed or anticipated to be required for recreational facilities due to the proposed Project.



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## 5 LAND USE CONFORMANCE

State of Hawai‘i and County of Kaua‘i land use plans, policies, and ordinances relevant to the proposed Project are described below.

### 5.1 STATE OF HAWAI‘I

#### 5.1.1 Chapter 343, Hawai‘i Revised Statutes

Compliance with Chapter 343, HRS is required as described in Section 1.4.

#### 5.1.2 State Land Use Law, Chapter 205, Hawai‘i Revised Statutes

The State Land Use Law (Chapter 205, HRS) establishes the State Land Use Commission (LUC) and authorizes this body to designate all lands in the state into one of four Districts: Urban, Rural, Agricultural, or Conservation. The Project Site is located within the State Urban District (Figure 17) and is in conformance with uses permitted with the State Land Use Urban District, which describes them as lands characterized by “city-like” concentrations of people, structures and services. This District also includes vacant areas for future development.

#### 5.1.3 Coastal Zone Management Act, Chapter 205A, Hawai‘i Revised Statutes

The U.S. Congress enacted the Coastal Zone Management (CZM) Act to assist states in better managing coastal and estuarine environments. The act provides grants to states that develop and implement federally approved CZM plans. The State of Hawai‘i’s CZM Act Program was enacted pursuant to Chapter 205A, HRS. The program outlines management objectives centered around ten areas: 1) Recreational Resources; 2) Historic Resources; 3) Scenic and Open Space Resources; 4) Coastal Ecosystems; 5) Economic Uses; 6) Coastal Hazards; 7) Managing Development; 8) Participation in Coastal Management; 9) Beach Protection; and 10) Marine Resources. All lands within the State of Hawai‘i fall within the CZM area.

**Table 5-1. Hawai‘i Coastal Zone Management Program, Chapter 205A, HRS**

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
<b>RECREATIONAL RESOURCES</b>			
<i>Objective:</i> (A) Provide coastal recreational opportunities accessible to the public.			
<i>Policies:</i>			
(1) Improve coordination and funding of coastal recreational planning and management; and			X
(2) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:			X
a. Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;			X
b. Requiring restoration of coastal resources that have significant recreational and ecosystem value, including but not limited to coral reefs, surfing sites, fishponds, sand			X

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beaches, and coastal dunes, when these resources will be unavoidably damaged by development; or requiring monetary compensation to the State for recreation when restoration is not feasible or desirable;			
c. Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;			<b>X</b>
d. Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;			<b>X</b>
e. Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;			<b>X</b>
f. Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;	<b>X</b>		
g. Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and			<b>X</b>
h. Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of section 46-6.			<b>X</b>
<b>Discussion:</b> The Project Site does not provide or hinder coastal recreational opportunities accessible to the public. There are no coastal resources located in the vicinity of the Project Site; however, construction and operation activities will adopt Best Management Practices (BMPs) and low impact development (LID) features to ensure there are no secondary impacts to water quality or aquifer health.			
<b>HISTORIC RESOURCES</b>			
<b>Objective:</b> (A) Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.			
<b>Policies:</b>			
(1) Identify and analyze significant archaeological resources;	<b>X</b>		
(2) Maximize information retention through preservation of remains and artifacts or salvage operations; and			<b>X</b>
(3) Support state goals for protection, restoration, interpretation, and display of historic resources.			<b>X</b>
<b>Discussion:</b> Paul Rosendahl, Ph.D., Inc. prepared an archaeological inventory survey (AIS) for the area, including the Project Site, as part of the Līhu‘e-Hanamā‘ulu Master Plan. The Project Site is in one of four parcels, delineated as the Molokoa Parcel, much of which was extensively modified with the cultivation of sugarcane. Findings across all four parcels were minimal with only one archaeological site in the Ahukini Mauka Parcel, north of the Project Site and Ahukini Road. The finding was deemed not significant and is not within the Project area. There were no significant findings within the Molokoa Parcel.			
With respect to the proposed Project Site, it has been in use by the County Transportation Agency since 2000 and no cultural, historic, or archaeological sites were identified in past archaeological surveys, nor were any encountered during the construction of the existing facilities. It is anticipated that the proposed action would not adversely affect any historic properties, or culturally valued resources or cultural practices given the Project area has been used for the Kuaa‘i Bus Maintenance Facility operations and for sugarcane cultivation before that. The Applicant, the County Transportation Agency, and their respective contractors will comply with all state and county laws and rules regarding the preservation of archaeological and historic sites. The construction documents will include a provision that should historic sites such as walls, platforms, pavements and mounds, or remains such as artifacts, burials, concentrations of shell or charcoal or artifacts be inadvertently encountered during construction activities, work will cease immediately in the immediate vicinity of the find and the find will be protected. The			

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<b>COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS</b> (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	<b>S</b>	<b>N/S</b>	<b>N/A</b>
contractors will immediately contact DLNR – SHPD, which will assess the significance of the find and recommend appropriate mitigation measures, if necessary.			
<b>SCENIC AND OPEN SPACE RESOURCES</b>			
<b>Objective:</b> (A) Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.			
<b>Policies:</b>			
(1) Identify valued scenic resources in the coastal zone management area;			<b>X</b>
(2) Ensure that new developments are compatible with their visual environment by designing and locating those developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;			<b>X</b>
(3) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and			<b>X</b>
(4) Encourage those developments that are not coastal dependent to locate in inland areas.			<b>X</b>
<b>Discussion:</b> The proposed Project is not near the coast or coastal dependent and is not located in open spaces along the coastline or shoreline. Grading will be minimal and will not alter natural landforms.			
<b>COASTAL ECOSYSTEMS</b>			
<b>Objective:</b> (A) Protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes, from disruption and minimize adverse impacts on all coastal ecosystems.			
<b>Policies:</b>			
(1) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;			<b>X</b>
(2) Improve the technical basis for natural resource management;			<b>X</b>
(3) Preserve valuable coastal ecosystems of significant biological or economic importance, including reefs, beaches, and dunes;			<b>X</b>
(4) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and			<b>X</b>
(5) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.	<b>X</b>		
<b>Discussion:</b> The proposed Project is located just over a mile from the coast and does not directly impact marine and coastal resources. The proposed Project will minimize disruption or degradation of coastal water ecosystems by not involving stream diversions, channelization, or similar land or water uses. Construction and operation activities will conform to County drainage requirements and adopt Best Management Practices to manage any runoff during construction and after it is completed in order to ensure there are no secondary impacts to water quality or aquifer health.			
<b>ECONOMIC USES</b>			
<b>Objective:</b> (A) Provide public or private facilities and improvements important to the State's economy in suitable locations.			
<b>Policies:</b>			
(1) Concentrate coastal dependent development in appropriate areas;			<b>X</b>
(2) Ensure that coastal dependent development and coastal related development are located, designed, and constructed to minimize exposure to coastal hazards and adverse social, visual, and environmental impacts in the coastal zone management area; and			<b>X</b>

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(3) Direct the location and expansion of coastal development to areas designated and used for that development and permit reasonable long-term growth at those areas, and permit coastal development outside of designated areas when:			<b>X</b>
a. Use of designated locations is not feasible;			<b>X</b>
b. Adverse environmental effects and risks from coastal hazards are minimized; and			<b>X</b>
c. The development is important to the State's economy.			<b>X</b>
<b>Discussion:</b> The proposed Project is not coastal dependent.			
<b>COASTAL HAZARDS</b>			
<b>Objective:</b> (A) Reduce hazard to life and property from coastal hazards.			
<b>Policies:</b>			
(1) Develop and communicate adequate information about the risks of coastal hazards;	<b>X</b>		
(2) Control development, including planning and zoning control, in areas subject to coastal hazards;			<b>X</b>
(3) Ensure that developments comply with requirements of the National Flood Insurance Program; and	<b>X</b>		
(4) Prevent coastal flooding from inland projects.			<b>X</b>
<b>Discussion:</b> The Project Site is not subject to hazards to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution, nor would it cause coastal flooding. This EA includes information about tsunami, flood, and hurricane hazards. The proposed Project is in Zone X of the National Flood Insurance Program and not subject to special flood hazard mitigation.			
<b>MANAGING DEVELOPMENT</b>			
<b>Objective:</b> (A) Improve the development review process, communication, and public participation in the management of coastal resources and hazards.			
<b>Policies:</b>			
(1) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;			<b>X</b>
(2) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and			<b>X</b>
(3) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.			<b>X</b>
<b>Discussion:</b> The proposed Project is not coastal dependent, nor will it involve any significant coastal developments. This EA discloses early information about potential short- and long-term impacts of the proposed Project, facilitating public participation in the environmental review process.			
<b>PUBLIC PARTICIPATION</b>			
<b>Objective:</b> (A) Stimulate public awareness, education, and participation in coastal management.			
<b>Policies:</b>			
(1) Promote public involvement in coastal zone management processes;			<b>X</b>
(2) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and			<b>X</b>
(3) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.			<b>X</b>
<b>Discussion:</b> The proposed Project is not coastal dependent and will not require management of coastal resources. However, this EA includes information about potential short- and long-term impacts on the Coastal Zone Management Area, facilitating public awareness, education, and participation in the environmental review process for the proposed Project.			

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<b>BEACH AND COASTAL DUNE PROTECTION</b>			
<b>Objectives:</b> (A) Protect beaches and coastal dunes for: <ol style="list-style-type: none"> <li>i. Public use and recreation;</li> <li>ii. The benefit of coastal ecosystems; and</li> <li>iii. Use as natural buffers against coastal hazards; and</li> </ol> (B) Coordinate and fund beach management and protection.			
<b>Policies:</b>			
(1) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;	<b>X</b>		
(2) Prohibit construction of private shoreline hardening structures, including seawalls and revetments, at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;			<b>X</b>
(3) Minimize the construction of public shoreline hardening structures, including seawalls and revetments, at sites having sand beaches and at sites where shoreline hardening structures interfere with existing recreational and waterline activities;			<b>X</b>
(4) Minimize grading of and damage to coastal dunes;			<b>X</b>
(5) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and			<b>X</b>
(6) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor; and			<b>X</b>
<b>Discussion:</b> The Project is located inland from the shoreline setback and will not impact coastal areas or the public use of beaches or coastal areas.			
<b>MARINE AND COASTAL RESOURCES</b>			
<b>Objective:</b> (A) Promote the protection, use, and development of marine and coastal resources to assure their sustainability.			
<b>Policies:</b>			
(1) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;			<b>X</b>
(2) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;			<b>X</b>
(3) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;			<b>X</b>
(4) Promote research, study, and understanding of ocean and coastal processes, impacts of climate change and sea level rise, marine life, and other ocean resources to acquire and inventory information necessary to understand how coastal development activities relate to and impact ocean and coastal resources; and			<b>X</b>
(5) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.			<b>X</b>
<b>Discussion:</b> The proposed Project does not involve the use or development of marine or coastal resources.			

Discussion of the proposed Project’s relationship with the SMA of the State CZM program is provided below in Section 5.2.4 under the County land use regulations.

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**5.1.4 Hawai‘i State Plan, Chapter 226, HRS**

The Hawai‘i State Plan directs State agencies to prepare functional plans for their respective program areas. There are fourteen State Functional Plans that serve as the primary implementing vehicle for the goals, objectives, and policies of the Hawai‘i State Plan. The following discusses the proposed Project’s consistency with each section of the Hawai‘i State Plan.

**Table 5-2. Hawai‘i State Plan, Chapter 226, HRS**

HAWAII STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
<b>HRS § 226-1: Findings and Purpose</b>			
<b>HRS § 226-2: Definitions</b>			
<b>HRS § 226-3: Overall Theme</b>			
<b>HRS § 226-4: State Goals.</b> In order to guarantee, for the present and future generations, those elements of choice and mobility that ensure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:	X		
(1) A strong, viable economy, characterized by stability, diversity and growth that enables fulfillment of the needs and expectations of Hawaii’s present and future generations.	X		
(2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.	X		
(3) Physical, social and economic well-being, for individuals and families in Hawai‘i, that nourishes a sense of community responsibility, of caring and of participation in community life.	X		
<b>Discussion:</b> The proposed Project is supportive of the State’s overall goals as stated above, as it will provide upgrades to the County’s transit maintenance facilities, supporting sustainable mobility choices that work to meet the needs of Hawai‘i’s present and future generations. The Project will improve its current facilities in order to support the County’s transition from diesel buses to BEBs, which in turn will reduce the GHG and carbon emissions of related operations. In addition, the Project will support a cleaner and quieter environment that enhances the stability of natural systems as well as residents. Services provided by The Kaua‘i Bus support community connectivity and economic well-being and equity.			
<b>HRS § 226-5: Objectives and policies for population.</b>			
<b>Objective:</b> It shall be the objective in planning for the State’s population to guide population growth to be consistent with the achievement of physical, economic and social objectives contained in this chapter.			
<b>Policies:</b>			
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawaii’s people to pursue their physical, social and economic aspirations while recognizing the unique needs of each County.			X
(2) Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.			X
(3) Promote increased opportunities for Hawaii’s people to pursue their socio-economic aspirations throughout the islands.			X
(4) Encourage research activities and public awareness programs to foster an understanding of Hawaii’s limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawaii’s population.			X

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(5) Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.			<b>X</b>
(6) Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state’s population.			<b>X</b>
(7) Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.			<b>X</b>
<b>Discussion:</b> The proposed Project is not anticipated to influence population growth patterns. The proposed Project will address the current and future operational needs of County of Kaua‘i Transportation Agency, as well as support the growth of low-carbon emission public transportation. While not increasing employment opportunities on the neighbor islands, it will support the transition and training of neighbor island employees to new technologies and skill sets.			
<b>HRS § 226-6: Objectives and policies for the economy in general.</b>			
<b>Objectives:</b> Planning for the State's economy in general shall be directed toward achievement of the following objectives:			
(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people, while at the same time stimulating the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.	<b>X</b>		
(2) A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.	<b>X</b>		
<b>Policies:</b>			
(1) Promote and encourage entrepreneurship within Hawaii by residents and nonresidents of the State.			<b>X</b>
(2) Expand Hawaii's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.			<b>X</b>
(3) Promote Hawaii as an attractive market for environmentally and socially sound investment activities that benefit Hawaii's people.	<b>X</b>		
(4) Transform and maintain Hawaii as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.	<b>X</b>		
(5) Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawaii	<b>X</b>		
(6) Seek broader outlets for new or expanded Hawaii business investments.			<b>X</b>
(7) Expand existing markets and penetrate new markets for Hawaii's products and services.			<b>X</b>
(8) Assure that the basic economic needs of Hawaii's people are maintained in the event of disruptions in overseas transportation.	<b>X</b>		
(9) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	<b>X</b>		
(10) Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawaii's small-scale producers, manufacturers, and distributors.			<b>X</b>



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(11) Encourage labor-intensive activities that are economically satisfying and which offer opportunities for upward mobility.	<b>X</b>		
(12) Encourage innovative activities that may not be labor-intensive, but may otherwise contribute to the economy of Hawaii.	<b>X</b>		
(13) Foster greater cooperation and coordination between the government and private sectors in developing Hawaii's employment and economic growth opportunities.			<b>X</b>
(14) Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.			<b>X</b>
(15) Maintain acceptable working conditions and standards for Hawaii's workers.	<b>X</b>		
(16) Provide equal employment opportunities for all segments of Hawaii's population through affirmative action and nondiscrimination measures.			<b>X</b>
(17) Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.	<b>X</b>		
(18) Encourage businesses that have favorable financial multiplier effects within Hawaii's economy, particularly with respect to emerging industries in science and technology.			<b>X</b>
(19) Promote and protect intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.	<b>X</b>		
(20) Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new or innovative potential growth industries in particular.	<b>X</b>		
(21) Foster a business climate in Hawaii--including attitudes, tax and regulatory policies, and financial and technical assistance programs--that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.			<b>X</b>
<b>Discussion:</b> The proposed Project will support the diversification of Kaua‘i’s green economy and skillset of the workforce who will operate and maintain the new BEBs. It will also provide construction jobs in the short-term installing the new charging equipment and expanded bus maintenance facilities. The installation of the fire sprinklers will also help protect maintenance workers in the event of a fire at the existing and expanded maintenance building. The transition of the County’s bus fleet to BEBs also support intangible resources of Kaua‘i by reducing the noise and improving air quality related to the County’s transit operations. The proposed Project supports the County’s shift to zero-emission operations that represents an environmentally and socially sound investment while improving living standards and expanding technology assets on a neighbor island. Also, as the BEBs will be connected to KIUC’s grid for charging and KIUC is shifting quickly towards renewable energy resources, it improves the County’s energy independence and ability to serve the population by being less reliant of importing fuel to run the bus fleet. The County will also be training its employees on the operation and maintenance of this new innovative and growing technology.			
<b>HRS § 226-7: Objectives and policies for the economy – agriculture</b>			
<b>Objectives:</b> Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:			
(1) Viability of Hawaii's sugar and pineapple industries.			<b>X</b>
(2) Growth and development of diversified agriculture throughout the State.			<b>X</b>
(3) An agriculture industry that continues to constitute a dynamic and essential component of Hawaii's strategic, economic, and social well-being.			<b>X</b>
<b>Policies:</b>			
(1) Establish a clear direction for Hawaii's agriculture through stakeholder commitment and advocacy.			<b>X</b>

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(2) Encourage agriculture by making best use of natural resources.			<b>X</b>
(3) Provide the governor and the legislature with information and options needed for prudent decision making for the development of agriculture.			<b>X</b>
(4) Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.			<b>X</b>
(5) Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawaii's economy.			<b>X</b>
(6) Seek the enactment and retention of federal and state legislation that benefits Hawaii's agricultural industries.			<b>X</b>
(7) Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawaii's producers and consumer markets locally, on the continental United States, and internationally.			<b>X</b>
(8) Support research and development activities that provide greater efficiency and economic productivity in agriculture.			<b>X</b>
(9) Enhance agricultural growth by providing public incentives and encouraging private initiatives.			<b>X</b>
(10) Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			<b>X</b>
(11) Increase the attractiveness and opportunities for an agricultural education and livelihood.			<b>X</b>
(12) Expand Hawaii's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.			<b>X</b>
(13) Promote economically competitive activities that increase Hawaii's agricultural self-sufficiency.			<b>X</b>
(14) Promote and assist in the establishment of sound financial programs for diversified agriculture.			<b>X</b>
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			<b>X</b>
(16) Facilitate the transition of agricultural lands in economically nonfeasible agricultural production to economically viable agricultural uses.			<b>X</b>
(17) Perpetuate, promote, and increase use of traditional Hawaiian farming systems, such as the use of loko ia, mala, and irrigated loi, and growth of traditional Hawaiian crops, such as kalo, 'uala, and 'ulu.			<b>X</b>
(18) Increase and develop small-scale farms.			<b>X</b>
<b>Discussion:</b> The Project is located within the State Land Use Urban District and does not include agriculturally viable land or agricultural activities. The site has been in use for the County's Transportation Agency since 2000.			
<b>HRS § 226-8: Objectives and policies for the economy – visitor industry</b>			
<b>Objectives:</b> Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawaii's economy.			
<b>Policies:</b>			
(1) Support and assist in the promotion of Hawaii's visitor attractions and facilities.			<b>X</b>
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people.			<b>X</b>
(3) Improve the quality of existing visitor destination areas.			<b>X</b>

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(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			<b>X</b>
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawaii's people.			<b>X</b>
(6) Provide opportunities for Hawaii's people to obtain job training and education that will allow for upward mobility within the visitor industry.			<b>X</b>
(7) Foster a recognition of the contribution of the visitor industry to Hawaii's economy and the need to perpetuate the aloha spirit.			<b>X</b>
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawaii's cultures and values.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the visitor industry. However, if any visitors use the County's bus system and ride one of the BEBs, they will experience the County's shift towards a zero-emission fleet, which is in support of protecting the island's sensitive environment.			
<b>HRS § 226-9: Objective and policies for the economy – federal expenditures</b>			
<b>Objective:</b> Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawaii's economy.			
<b>Policies:</b>			
(1) Encourage the sustained flow of federal expenditures in Hawai'i that generates long-term government civilian employment.	<b>X</b>		
(2) Promote Hawai'i's supportive role in national defense.			<b>X</b>
(3) Promote the development of federally supported activities in Hawai'i that respect statewide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai'i's environment.	<b>X</b>		
(4) Increase opportunities for entry and advancement of Hawai'i's people into federal government service.			<b>X</b>
(5) Promote federal use of local commodities, services, and facilities available in Hawai'i.			<b>X</b>
(6) Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai'i.			<b>X</b>
(7) Pursue the return of federally controlled lands in Hawai'i that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.			<b>X</b>
<b>Discussion:</b> The proposed Project is a result of a successful grant award for federal funding from the FTA Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and will support the County's effort to transition the transit fleet to non-fossil fuel vehicles in order to reduce adverse impacts on Kaua'i's environment.			
<b>HRS § 226-10: Objectives and policies for the economy – potential growth and innovative activities.</b>			
<b>Objective:</b> Planning for the State's economy with regard to potential growth activities shall be directed towards achievement of the objective of development and expansion of potential growth activities that serve to increase and diversify Hawaii's economic base.			
<b>Policies:</b>			
(1) Facilitate investment and employment growth in economic activities that have the potential to expand and diversify Hawai'i's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology-based sectors.	<b>X</b>		

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(2) Facilitate investment in innovative activity that may pose risks or be less labor-intensive than other traditional business activity, but if successful, will generate revenue in Hawai‘i through the export of services or products or substitution of imported services or products;			<b>X</b>
(3) Encourage entrepreneurship in innovative activity by academic researchers and instructors who may not have the background, skill, or initial inclination to commercially exploit their discoveries or achievements.			<b>X</b>
(4) Recognize that innovative activity is not exclusively dependent upon individuals with advanced formal education, but that many self-taught, motivated individuals are able, willing, sufficiently knowledgeable, and equipped with the attitude necessary to undertake innovative activity.			<b>X</b>
(5) Increase the opportunities for investors in innovative activity and talent engaged in innovative activity to personally meet and interact at cultural, art, entertainment, culinary, athletic, or visitor-oriented events without a business focus;			<b>X</b>
(6) Expand Hawai‘i’s capacity to attract and service international programs and activities that generate employment for Hawai‘i’s people.			<b>X</b>
(7) Enhance and promote Hawai‘i’s role as a center for international relations, trade, finance, services, technology, education, culture, and the arts.			<b>X</b>
(8) Accelerate research and development of new energy-related industries based on wind, solar, ocean, underground resources, and solid waste.			<b>X</b>
(9) Promote Hawai‘i’s geographic, environmental, social, and technological advantages to attract new or innovative economic activities into the State.			<b>X</b>
(10) Provide public incentives and encourage private initiative to attract new or innovative industries that best support Hawai‘i’s social, economic, physical, and environmental objectives.			<b>X</b>
(11) Increase research and the development of ocean-related economic activities such as mining, food production, and scientific research.			<b>X</b>
(12) Develop, promote, and support research and educational and training programs that will enhance Hawai‘i’s ability to attract and develop economic activities of benefit to Hawai‘i.			<b>X</b>
(13) Foster a broader public recognition and understanding of the potential benefits of new or innovative growth-oriented industry in Hawai‘i.			<b>X</b>
(14) Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawai‘i’s social, economic, physical, and environmental objectives.	<b>X</b>		
(15) Increase research and development of businesses and services in the telecommunications and information industries.			<b>X</b>
(16) Foster the research and development of non-fossil fuel and energy efficient modes of transportation.	<b>X</b>		
(17) Recognize and promote health care and health care information technology as growth industries.			<b>X</b>
<b>Discussion:</b> The proposed Project supports the increased use of non-fossil fuel vehicles as the County transitions its bus fleet to BEBs and using federal funding to support this transition.			
<b>HRS § 226-10.5: Objectives and policies for the economy – information industry</b>			
<b>Objective:</b> Planning for the State’s economy with regard to telecommunications and information technology shall be directed toward recognizing that broadband and wireless communication capability and infrastructure are			

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foundations for an innovative economy and positioning Hawaii as a leader in broadband and wireless communications and applications in the Pacific Region.			
<b>Policies:</b>			
(1) Encourage the continued development and expansion of the telecommunications infrastructure serving Hawaii to accommodate future growth in the information industry;			<b>X</b>
(2) Facilitate the development of new business and service ventures in the information industry which will provide employment opportunities for the people of Hawaii;			<b>X</b>
(3) Encourage greater cooperation between the public and private sectors in developing and maintaining a well- designed information industry;			<b>X</b>
(4) Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawaii's people;			<b>X</b>
(5) Provide opportunities for Hawaii's people to obtain job training and education that will allow for forward mobility within the information industry;			<b>X</b>
(6) Foster a recognition of the contribution of the information industry to Hawaii's economy; and			<b>X</b>
(7) Assist in the promotion of Hawaii as a broker, creator, and processor of information in the Pacific.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the information industry.			
<b>HRS § 226-11: Objectives and policies for the physical environment – land-based, shoreline, and marine resources.</b>			
<b>Objectives:</b> Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawai'i's scenic assets, natural beauty, and multi-cultural/historical resources.			
(1) Prudent use of Hawai'i's land-based, shoreline, and marine resources.			<b>X</b>
(2) Effective protection of Hawai'i's unique and fragile environmental resources.			<b>X</b>
<b>Policies:</b>			
(1) Exercise an overall conservation ethic in the use of Hawai'i's natural resources.	<b>X</b>		
(2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.			<b>X</b>
(3) Take into account the physical attributes of areas when planning and designing activities and facilities.	<b>X</b>		
(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.			<b>X</b>
(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			<b>X</b>
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	<b>X</b>		
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			<b>X</b>
(8) Pursue compatible relationships among activities, facilities, and natural resources.	<b>X</b>		
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.			<b>X</b>
<b>Discussion:</b> The proposed Project will utilize the existing maintenance facility site for the improvements. While the site has already been developed, the Project will be planned and designed to be compatible with the character of the surrounding area. The proposed Project will exercise an overall conservation ethic by incorporating energy-			

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and water-efficient features as well as avoidance and mitigation measures to protect Hawai‘i’s rare and endangered, such as the Hawaiian hoary bat (‘ōpe‘ape‘a), Hawaiian goose (nēnē), and Hawaiian seabirds (see Section 3.6 above). The proposed Project will reduce the County’s reliance on and consumption of fossil fuels for public transportation, supporting conservation ethic in reducing impacts on Hawai‘i’s natural resources.			
<b>HRS § 226-12: Objectives and policies for the physical environment – scenic, natural beauty, and historic resources.</b>			
<b>Objective:</b> Planning for the State’s physical environment shall be directed towards achievement of the objective of enhancement of Hawai‘i’s scenic assets, natural beauty, and multi-cultural/historical resources.			
<b>Policies:</b>			
(1) Promote the preservation and restoration of significant natural and historic resources.			<b>X</b>
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			<b>X</b>
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.			<b>X</b>
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii’s ethnic and cultural heritage.			<b>X</b>
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	<b>X</b>		
<b>Discussion:</b> The proposed Project will improve the current facilities located in an existing industrial area and will be designed to conserve important view planes and be compatible with the character of the surrounding area.			
<b>HRS § 226-13: Objectives and policies for the physical environment – land, air, and water quality.</b>			
<b>Objectives:</b> Planning for the State’s physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:			
(1) Maintenance and pursuit of improved quality in Hawai‘i’s land, air, and water resources.	<b>X</b>		
(2) Greater public awareness and appreciation of Hawai‘i’s environmental resources.			<b>X</b>
<b>Policies:</b>			
(1) Foster educational activities that promote a better understanding of Hawai‘i’s limited environmental resources.			<b>X</b>
(2) Promote the proper management of Hawai‘i’s land and water resources.	<b>X</b>		
(3) Promote effective measures to achieve desired quality in Hawai‘i’s surface, ground, and coastal waters.	<b>X</b>		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawaii’s people.	<b>X</b>		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	<b>X</b>		
(6) Encourage design and construction practices that enhance the physical qualities of Hawaii’s communities.			<b>X</b>
(7) Encourage urban developments in close proximity to existing services and facilities.	<b>X</b>		
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawaii’s people, their cultures and visitors.			<b>X</b>
<b>Discussion:</b> The proposed Project will implement BMPs during construction to minimize short-term impacts from fugitive dust and drainage from the Project Site. The proposed Project located in Urban District within close proximity to existing services, facilities, and utilities. The Project Site is located within Flood Zone X and is thus outside the 0.2-percent-annual-chance floodplain. The proposed improvements will be built to current codes and take into account potential natural hazards that may affect the area (see Section 3.5), thereby reducing the threat			

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to life and property from natural or man-induced hazards and disasters. The completion of this project will promote improved air quality by enabling the reduction of internal combustion engines and related GHG emissions from the Kaua‘i Bus operations as they transition to BEBs.			
<b>HRS § 226-14: Objective and policies for facility systems – in general</b>			
<b>Objective:</b> Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.			
<b>Policies:</b>			
(1) Accommodate the needs of Hawai‘i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.	<b>X</b>		
(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.	<b>X</b>		
(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.	<b>X</b>		
(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.	<b>X</b>		
<b>Discussion:</b> The proposed Project will improve the capabilities of the Kaua‘i Transportation Agency to serve the community with non-fossil fuel vehicles in line with State and County objectives. The Project will be supported within the capacity of existing County operations and systems and will result in long-term cost savings and operational stability by reducing the County’s dependence on imported diesel fuel.			
<b>HRS § 226-15: Objectives and policies for facility systems – solid and liquid wastes.</b>			
<b>Objectives:</b> Planning for the State’s facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:			
(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.			<b>X</b>
(2) Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.			<b>X</b>
<b>Policies:</b>			
(1) Encourage the adequate development of sewerage facilities that complement planned growth.			<b>X</b>
(2) Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.	<b>X</b>		
(3) Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.			<b>X</b>
<b>Discussion:</b> The proposed Project will utilize existing wastewater and solid waste infrastructure and facilities that currently service the site and will take adequate measures to meet public health and sanitation standards, implement recycling, and support an overall conservation ethic.			
<b>HRS § 226-16: Objectives and policies for facility systems – water.</b>			
<b>Objective:</b> Planning for the State’s facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.			
<b>Policies:</b>			
(1) Coordinate development of land use activities with existing and potential water supply.	<b>X</b>		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			<b>X</b>

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(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.			<b>X</b>
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			<b>X</b>
(5) Support water supply services to areas experiencing critical water problems.			<b>X</b>
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.			<b>X</b>
<b>Discussion:</b> The proposed Project will continue to be served by the DOW within capacity as there is no increase in the number of employees or fixtures. The new sprinkler system is required to comply with current fire codes and will only be in use during a fire emergency for suppression.			
<b>HRS § 226-17: Objectives and policies for facility systems – transportation.</b>			
<b>Objective:</b> Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:			
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.	<b>X</b>		
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.	<b>X</b>		
<b>Policies:</b>			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;	<b>X</b>		
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;	<b>X</b>		
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;			<b>X</b>
(4) Provide for improved accessibility to shipping, docking, and storage facilities;			<b>X</b>
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;	<b>X</b>		
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;	<b>X</b>		
(7) Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;			<b>X</b>
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;			<b>X</b>
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;			<b>X</b>
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai‘i’s natural environment;	<b>X</b>		
(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;	<b>X</b>		
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and	<b>X</b>		
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.	<b>X</b>		



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<b>Discussion:</b> The proposed Project directly supports the growth and transportation objectives of the County and State by supporting the County Transportation Agency’s shift to non-polluting and non-fossil fuel BEBs. The design and development of the Project promotes the improvement and preservation of Hawai‘i’s natural environment and supports the diversification of alternate fuels and energy efficiency. The proposed Project would also meet the current needs of the maintenance facility to service BEBs while leaving flexibility to accommodate any future improvement needs.			
<b>HRS § 226-18: Objectives and policies for facility systems – energy.</b>			
<b>Objectives:</b> Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;			<b>X</b>
(2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawai‘i’s dependence on imported fuels for electrical generation and ground transportation;	<b>X</b>		
(3) Greater diversification of energy generation in the face of threats to Hawai‘i’s energy supplies and systems;			<b>X</b>
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use; and	<b>X</b>		
(5) Utility models that make the social and financial interests of Hawai‘i’s utility customers a priority.			<b>X</b>
<b>Policies:</b>			
(1) Support research and development as well as promote the use of renewable energy sources;	<b>X</b>		
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;	<b>X</b>		
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;	<b>X</b>		
(4) Promote all cost-effective conservation of power and fuel supplies through measures including:			<b>X</b>
(A) Development of cost-effective demand-side management programs;			<b>X</b>
(B) Education;			<b>X</b>
(C) Adoption of energy-efficient practices and technologies; and	<b>X</b>		
(D) Increasing energy efficiency and decreasing energy use in public infrastructure;			<b>X</b>
(5) Ensure, to the extent that new supply-side resources are needed, that the development or expansion of energy systems utilizes the least-cost energy supply option and maximizes efficient technologies;			<b>X</b>
(6) Support research, development, demonstration, and use of energy efficiency, load management, and other demand-side management programs, practices, and technologies;			<b>X</b>
(7) Promote alternate fuels and transportation energy efficiency;	<b>X</b>		
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications;	<b>X</b>		

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(9) Support actions that reduce, avoid, or sequester Hawai‘i’s greenhouse gas emissions through agriculture and forestry initiatives;			<b>X</b>
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects;			<b>X</b>
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources; and			<b>X</b>
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawaii.			<b>X</b>
<b>Discussion:</b> Although the proposed Project has no relationship to energy development, the Project does increase energy security and self-sufficiency by reducing dependence on imported fuel for ground transportation. The Project will allow the County Transportation Agency to utilize BEBs for public transit and the eventual conversion of the fleet to BEBs, which would be powered by renewable energy sources produced locally by KIUC, such as solar, rather than imported fuels, and reduce GHG emissions.			
<b>HRS § 226-18.5: Objectives and policies for facility systems—telecommunications.</b>			
<b>Objective:</b> Planning for the State’s telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.			
<b>Policies:</b>			
(1) Facilitate research and development of telecommunications systems and resources;			<b>X</b>
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;			<b>X</b>
(3) Promote efficient management and use of existing telecommunications systems and services; and			<b>X</b>
(4) Facilitate the development of education and training of telecommunications personnel.			<b>X</b>
<b>Discussion:</b> The proposed Project has no relationship to the State’s goals for telecommunications. However, the proposed Project will be coordinated with Hawaiian Telcom, the local telecommunications provider, to ensure that construction and operations do not negatively impact telecommunication services.			
<b>HRS § 226-19: Objectives and policies for socio-cultural advancement – housing.</b>			
<b>Objectives:</b> Planning for the State’s socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawai‘i’s people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low-, low- and moderate-income segments of Hawaii’s population.			<b>X</b>
(2) The orderly development of residential areas sensitive to community needs and other land uses.			<b>X</b>
(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawai‘i’s people.			<b>X</b>
<b>Policies:</b>			
(1) Effectively accommodate the housing needs of Hawai‘i’s people.			<b>X</b>
(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.			<b>X</b>

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(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			<b>X</b>
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			<b>X</b>
(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			<b>X</b>
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			<b>X</b>
(7) Foster a variety of lifestyles traditional to Hawai‘i through the design and maintenance of neighborhoods that reflect the culture and values of the community.			<b>X</b>
(8) Promote research and development of methods to reduce the cost of housing construction in Hawai‘i.			<b>X</b>
<b>Discussion:</b> The proposed Project has no relationship to housing in the County or State.			
<b>HRS § 226-20: Objectives and policies for socio-cultural advancement – health</b>			
<b>Objectives:</b> Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:			
(1) Fulfillment of basic individual health needs of the general public.			<b>X</b>
(2) Maintenance of sanitary and environmentally healthful conditions in Hawai‘i's communities.	<b>X</b>		
<b>Policies:</b>			
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.			<b>X</b>
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.			<b>X</b>
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.			<b>X</b>
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.			<b>X</b>
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.	<b>X</b>		
(6) Improve the State’s capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.			<b>X</b>
(7) Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve native Hawaiian health and well-being consistent with the United States Congress’ declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.			<b>X</b>
<b>Discussion:</b> Although the proposed Project has no direct relationship to the State’s objectives and policies for health as described above, the proposed Project will continue to adhere to previously mentioned environmental			

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mitigation measures during construction and will reduce GHG emissions and noise in the long-term by supporting the County’s transition from diesel buses to BEBs.			
<b>HRS § 226-21: Objectives and policies for socio-cultural advancement – education.</b>			
<b>Objectives:</b> Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.			
<b>Policies:</b>			
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.			<b>X</b>
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.			<b>X</b>
(3) Provide appropriate educational opportunities for groups with special needs.			<b>X</b>
(4) Promote educational programs which enhance understanding of Hawai‘i's cultural heritage.			<b>X</b>
(5) Provide higher educational opportunities that enable Hawai‘i's people to adapt to changing employment demands.			<b>X</b>
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.			<b>X</b>
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.			<b>X</b>
(8) Emphasize quality educational programs in Hawai‘i's institutions to promote academic excellence.			<b>X</b>
(9) Support research programs and activities that enhance the education programs of the State.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the State’s objectives and policies for education as stated above.			
<b>HRS § 226-22: Objective and policies for socio-cultural advancement – social services</b>			
<b>Objective:</b> Planning for the State's socio-cultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.			
<b>Policies:</b>			
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the State’s fiscal capacities.			<b>X</b>
(2) Promote coordination and integrative approaches among public and private agencies and programs to jointly address social problems that will enable individuals, families, and groups to deal effectively with social problems and to enhance their participation in society.			<b>X</b>
(3) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawai‘i's communities.			<b>X</b>
(4) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.			<b>X</b>
(5) Support public and private efforts to prevent domestic abuse and child molestation, and assist victims of abuse and neglect.			<b>X</b>
(6) Promote programs which assist people in need of family planning services to enable them to meet their needs.			<b>X</b>

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<b>Discussion:</b> The proposed Project has no direct relationship to the State’s goals for the provision of social services as stated above.			
<b>HRS § 226-23: Objectives and policies for socio-cultural advancement – leisure.</b>			
<b>Objective:</b> Planning for the State’s socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.			
<b>Policies:</b>			
(1) Foster and preserve Hawai‘i’s multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.			<b>X</b>
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.			<b>X</b>
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.			<b>X</b>
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.			<b>X</b>
(5) Ensure opportunities for everyone to use and enjoy Hawai‘i’s recreational resources.			<b>X</b>
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.			<b>X</b>
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai‘i’s people.			<b>X</b>
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			<b>X</b>
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai‘i’s population to participate in the creative arts.			<b>X</b>
(10) Assure adequate access to significant natural and cultural resources in public ownership.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the State’s socio-cultural advancement with regard to leisure, as described above.			
<b>HRS § 226-24: Objective and policies for socio-cultural advancement – individual rights and personal well-being.</b>			
<b>Objective:</b> Planning for the State’s socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.			
<b>Policies:</b>			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			<b>X</b>
(2) Uphold and protect the national and state constitutional rights of every individual.			<b>X</b>
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			<b>X</b>
(4) Ensure equal opportunities for individual participation in society.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the objective and policies for socio-cultural advancement of individual rights and personal well-being described above.			

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<b>HRS § 226-25: Objectives and policies for socio-cultural advancement – culture.</b>			
<b>Objective:</b> Planning for the State’s socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai‘i’s people.			
<b>Policies:</b>			
(1) Foster increased knowledge and understanding of Hawai‘i’s ethnic and cultural heritages and the history of Hawai‘i.			<b>X</b>
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai‘i’s people and which are sensitive and responsive to family and community needs.			<b>X</b>
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawai‘i.			<b>X</b>
(4) Encourage the essence of the aloha spirit in people’s daily activities to promote harmonious relationships among Hawai‘i’s people and visitors.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relation to the State’s goals for the advancement of culture.			
<b>HRS § 226-26: Objectives and policies for socio-cultural advancement – public safety.</b>			
<b>Objectives:</b> Planning for the State’s socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:			
(1) Assurance of public safety and adequate protection of life and property for all people.			<b>X</b>
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.			<b>X</b>
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawai‘i’s people.			<b>X</b>
<b>Policies related to public safety:</b>			
(1) Ensure that public safety programs are effective and responsive to community needs.			<b>X</b>
(2) Encourage increased community awareness and participation in public safety programs.			<b>X</b>
<b>Policies related to criminal justice:</b>			
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			<b>X</b>
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			<b>X</b>
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			<b>X</b>
<b>Policies related to emergency management:</b>			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.			<b>X</b>
(2) Enhance the coordination between emergency management programs throughout the State.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the objective and policies for public safety, criminal justice, or emergency management as described above.			

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<b>HRS § 226-27: Objectives and policies for socio-cultural advancement – government.</b>			
<b>Objectives:</b> Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:			
(1) Efficient, effective, and responsive government services at all levels in the State.	X		
(2) Fiscal integrity, responsibility, and efficiency in the state government and county governments.	X		
<b>Policies:</b>			
(1) Provide for necessary public goods and services not assumed by the private sector.	X		
(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.			X
(3) Minimize the size of government to that necessary to be effective.			X
(4) Stimulate the responsibility in citizens to productively participate in government for a better Hawai‘i.			X
(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.	X		
(6) Provide for a balanced fiscal budget.			X
(7) Improve the fiscal budgeting and management system of the State.			X
(8) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			X
<b>Discussion:</b> The proposed Project will increase the efficiency, sustainability, and fiscal integrity of the public transit service that is currently provided by the County Transportation Agency.			
HAWAII STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES	S	N/S	N/A
<b>HRS § 226-101: Purpose.</b> The purpose of this part is to establish overall priority guidelines to address areas of statewide concern.			
<b>HRS § 226-102: Overall direction.</b> The State shall strive to improve the quality of life for Hawai‘i’s present and future population through the pursuit of desirable courses of action in five major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, and quality education.			
<b>HRS § 226-103: Economic priority guidelines.</b>			
(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai‘i’s people and achieve a stable and diversified economy:			
(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.			X
(A) Encourage investments which:			
(i) Reflect long term commitments to the State;	X		
(ii) Rely on economic linkages within the local economy;			X
(iii) Diversify the economy;	X		
(iv) Reinvest in the local economy;			X
(v) Are sensitive to community needs and priorities; and	X		
(vi) Demonstrate a commitment to provide management opportunities to Hawai‘i residents.			X
(B) Encourage investments in innovative activities that have a nexus to the State, such as:	X		
(i) Present or former residents acting as entrepreneurs or principals;			X

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(ii) Academic support from an institution of higher education in Hawai‘i;			<b>X</b>
(iii) Investment interest from Hawai‘i residents;			<b>X</b>
(iv) Resources unique to Hawai‘i that are required for innovative activity; and			<b>X</b>
(v) Complementary or supportive industries or government programs or projects.			<b>X</b>
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			<b>X</b>
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			<b>X</b>
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			<b>X</b>
(5) Streamline the building and development permit and review process, and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where public health, safety and welfare would not be adversely affected.			<b>X</b>
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawaii’s small-scale producers, manufacturers, and distributors.			<b>X</b>
(7) Continue to seek legislation to protect Hawai‘i from transportation interruptions between Hawai‘i and the continental United States.			<b>X</b>
(8) Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:			<b>X</b>
(A) An industry that can take advantage of Hawai‘i’s unique location and available physical and human resources.			<b>X</b>
(B) A clean industry that would have minimal adverse effects on Hawai‘i’s environment.	<b>X</b>		
(C) An industry that is willing to hire and train Hawai‘i’s people to meet the industry’s labor needs at all levels of employment.	<b>X</b>		
(D) An industry that would provide reasonable income and steady employment.			<b>X</b>
(9) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai‘i business.			<b>X</b>
(10) Enhance the quality of Hawai‘i’s labor force and develop and maintain career opportunities for Hawai‘i’s people through the following actions:			<b>X</b>
(A) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.	<b>X</b>		
(B) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			<b>X</b>



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(C) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			<b>X</b>
(D) Promote career opportunities in all industries for Hawai‘i’s people by encouraging firms doing business in the State to hire residents.			<b>X</b>
(E) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on- the-job training opportunities.			<b>X</b>
(F) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			<b>X</b>
<b>(b) Priority guidelines to promote the economic health and quality of the visitor industry:</b>			
(1) Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawai‘i’s residents and visitors.			<b>X</b>
(2) Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.			<b>X</b>
(3) Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			<b>X</b>
(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai‘i’s significant natural, scenic, historic, and cultural resources.			<b>X</b>
(5) Develop and maintain career opportunities in the visitor industry for Hawai‘i’s people, with emphasis on managerial positions.			<b>X</b>
(6) Support and coordinate tourism promotion abroad to enhance Hawai‘i’s share of existing and potential visitor markets.			<b>X</b>
(7) Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			<b>X</b>
(8) Support law enforcement activities that provide a safer environment for both visitors and residents alike.			<b>X</b>
(9) Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.			<b>X</b>
<b>(c) Priority guidelines to promote the continued viability of the sugar and pineapple industries:</b>			
(1) Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			<b>X</b>
(2) Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai‘i.			<b>X</b>
(3) Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			<b>X</b>
<b>(d) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:</b>			
(1) Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			<b>X</b>

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(2) Assist in providing adequate, reasonably priced water for agricultural activities.			<b>X</b>
(3) Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			<b>X</b>
(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			<b>X</b>
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai‘i’s agricultural community.			<b>X</b>
(6) Seek favorable freight rates for Hawai‘i’s agricultural products from interisland and overseas transportation operators.			<b>X</b>
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.			<b>X</b>
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			<b>X</b>
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			<b>X</b>
(10) Support the continuation of land currently in use for diversified agriculture.			<b>X</b>
(11) Encourage residents and visitors to support Hawai‘i’s farmers by purchasing locally grown food and food products.			<b>X</b>
<b>(e) Priority guidelines for water use and development:</b>			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.			<b>X</b>
(2) Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.			<b>X</b>
(3) Increase the support for research and development of economically feasible alternative water sources.			<b>X</b>
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			<b>X</b>
<b>(f) Priority guidelines for energy use and development:</b>			
(a) Encourage the development, demonstration, and commercialization of renewable energy sources.			<b>X</b>
(b) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.			<b>X</b>
(c) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			<b>X</b>
(d) Encourage the development and use of energy conserving and cost-efficient transportation systems.	<b>X</b>		
<b>(g) Priority guidelines to promote the development of the information industry:</b>			
(1) Establish an information network that will serve as the catalyst for establishing a viable information industry in Hawai‘i.			<b>X</b>
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations,			<b>X</b>

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telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			
(3) Encourage the development of small businesses in the information field such as software development, the development of new information systems and peripherals, data conversion and data entry services, and home or cottage services such as computer programming, secretarial, and accounting services.			<b>X</b>
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			<b>X</b>
(5) Encourage research activities, including legal research in the information and telecommunications fields.			<b>X</b>
(6) Support promotional activities to market Hawai‘i’s information industry services.			<b>X</b>
(7) Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health safety, and welfare would not be adversely affected.			<b>X</b>
<b>Discussion:</b> The proposed Project does not directly relate to economic growth, job creation, or private business expansion. However, the proposed Project does reflect a long-term commitment to environmental sustainability and cost-efficiency of Kaua‘i’s public transit system, job training in supporting the County’s Transportation Agency’s transition from diesel buses to BEBs, and diversification of linked industries in supporting this new technology.			
<b>HRS § 226-104: Population growth and land resources priority guidelines.</b>			
<b>(a) Priority guidelines to effect desired statewide growth and distribution:</b>			
(1) Encourage planning and resource management to ensure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawai‘i’s people.			<b>X</b>
(2) Manage a growth rate for Hawai‘i’s economy that will parallel future employment needs for Hawai‘i’s people.			<b>X</b>
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.			<b>X</b>
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.			<b>X</b>
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			<b>X</b>
(6) Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			<b>X</b>
(7) Support the development of high technology parks on the neighbor islands.			<b>X</b>
<b>(b) Priority guidelines for regional growth distribution and land resource utilization:</b>			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.			<b>X</b>

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(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			<b>X</b>
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			<b>X</b>
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			<b>X</b>
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.			<b>X</b>
(6) Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.			<b>X</b>
(7) Pursue rehabilitation of appropriate urban areas.			<b>X</b>
(8) Support the redevelopment of Kaka‘ako into a viable residential, industrial, and commercial community.			<b>X</b>
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.			<b>X</b>
(10) Identify critical environmental areas in Hawai‘i to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			<b>X</b>
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			<b>X</b>
(12) Utilize Hawai‘i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.			<b>X</b>
(13) Protect and enhance Hawai‘i's shoreline, open spaces, and scenic resources.			<b>X</b>
<b>Discussion:</b> The proposed Project is located within the existing maintenance facility site and is not directly related to the State’s population growth and land resources priority guidelines as stated above.			
<b>HRS § 226-105: Crime and criminal justice.</b>			
Priority guidelines in the area of crime and criminal justice:			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			<b>X</b>
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			<b>X</b>
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			<b>X</b>
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may			<b>X</b>

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include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			<b>X</b>
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the priority guidelines described above on crime and criminal justice.			
<b>HRS § 226-106: Affordable housing.</b>			
Priority guidelines for the provision of affordable housing:			
(1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low- and moderate-income and gap-group households.			<b>X</b>
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.			<b>X</b>
(3) Improve information and analysis relative to land availability and suitability for housing.			<b>X</b>
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawaii's low- and moderate-income households, gap-group households, and residents with special needs.			<b>X</b>
(5) Encourage continued support for government or private housing programs that provide low interest mortgages to Hawai'i's people for the purchase of initial owner-occupied housing.			<b>X</b>
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.			<b>X</b>
(7) Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			<b>X</b>
(8) Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the priority guidelines described above on affordable housing.			
<b>HRS § 226-107: Quality education.</b>			
Priority guidelines to promote quality education:			
(1) Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;			<b>X</b>
(2) Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;			<b>X</b>
(3) Initiate efforts to improve the quality of education by improving the capabilities of the education work force;			<b>X</b>
(4) Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities;			<b>X</b>
(5) Increase and improve the use of information technology in education by the availability of telecommunications equipment for:			<b>X</b>
(A) The electronic exchange of information;			<b>X</b>
(B) Statewide electronic mail; and			<b>X</b>
(C) Access to the Internet.			<b>X</b>

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Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;			<b>X</b>
(6) Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific;			<b>X</b>
(7) Develop resources and programs for early childhood education;			<b>X</b>
(8) Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and			<b>X</b>
(9) Strengthen and expand educational programs and services for students with special needs.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the priority guidelines described above on education.			
<b>HRS § 226-108: Sustainability.</b>			
Priority guidelines and principles to promote sustainability shall include:			
(1) Encouraging balanced economic, social, community, and environmental priorities;	<b>X</b>		
(2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;	<b>X</b>		
(3) Promoting a diversified and dynamic economy;	<b>X</b>		
(4) Encouraging respect for the host culture;			<b>X</b>
(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;	<b>X</b>		
(6) Considering the principles of the ahupua'a system; and			<b>X</b>
(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.	<b>X</b>		
<b>Discussion:</b> The proposed Project will enable the County Transportation Agency to meet the current public transit needs without compromising the needs of future generations by supporting the transition from diesel buses to BEBs, which in turn reduces GHG emissions, improves air quality, and involves training the existing employees in new environmentally sustainable technologies. The Project will also incorporate BMPs during construction to minimize short-term impacts.			
<b>HRS § 226-109: Climate change adaptation priority guidelines.</b>			
Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:			
(1) Ensure that Hawai'i's people are educated, informed, and aware of the impacts climate change may have on their communities;			<b>X</b>
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies;			<b>X</b>
(3) Invest in continued monitoring and research of Hawai'i's climate and the impacts of climate change on the State;			<b>X</b>
(4) Consider native Hawaiian traditional knowledge and practices in planning for the impacts of climate change;			<b>X</b>
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change;			<b>X</b>
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;	<b>X</b>		

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(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options;			<b>X</b>
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities;	<b>X</b>		
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans; and			<b>X</b>
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.	<b>X</b>		
<b>Discussion:</b> Implementation of the proposed Project would be supportive of climate change adaptation priority guidelines by mitigating expected climate change impacts through the reduction of GHG emissions and air pollution in the transition of the County’s public transit from diesel buses to BEBs. The Project was made possible due to cross-jurisdictional collaboration as it involves federal grant funding, State coordination, and distribution of BEBs to the County.			

**5.1.5 Hawai‘i State Environmental Policy, Chapter 344, HRS**

The State Environmental Policy provides guidelines for agencies to create and maintain conditions under which humanity and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of the people of Hawai‘i. The environmental Guidelines (§344-4, HRS) suggest that insofar as practical, the development of programs consider: population; land, water, mineral, visual, air, and other natural resources; flora and fauna; parks, recreation, and open space; economic development; transportation; energy; community life and housing; education and culture; and, citizen participation. The Project’s consistency with the State Environmental Policy is outlined in the table below:

**Table 5-3. Hawai‘i State Environmental Policy and Guidelines, Chapter 344-3 and 344-4, HRS**

<b>State Environmental Policy, Chapter 344, Hawaii Revised Statutes</b> (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	<b>S</b>	<b>N/S</b>	<b>N/A</b>
<b>STATE ENVIRONMENTAL POLICY</b>			
<b>§344-3 Environmental policy.</b> It shall be the policy of the State, through its programs, authorities, and resources to:			
(1) Conserve the natural resources, so that land, water, mineral, visual, air and other natural resources are protected by controlling pollution, by preserving or augmenting natural resources, and by safeguarding the State’s unique natural environmental characteristics in a manner which will foster and promote the general welfare, create and maintain conditions under which humanity and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of the people of Hawaii.	<b>X</b>		
(2) Enhance the quality of life by:			
(A) Setting population limits so that the interaction between the natural and artificial environments and the population is mutually beneficial;			<b>X</b>

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(B) Creating opportunities for the residents of Hawai‘i to improve their quality of life through diverse economic activities which are stable and in balance with the physical and social environments;			<b>X</b>
(C) Establishing communities which provide a sense of identity, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian; and	<b>X</b>		
(D) Establishing a commitment on the part of each person to protect and enhance Hawai‘i’s environment and reduce the drain on nonrenewable resources.	<b>X</b>		
<b>Discussion:</b> The proposed Project will support an efficient transportation network that reduces the use of nonrenewable fossil fuel resources. The transition of the County’s transit fleet to BEBs will result in reductions of air pollution and GHG emissions that will conserve the natural resources of Hawai‘i.			
<b>GUIDELINES</b>			
<b>§344-4 Guidelines.</b> In pursuance of the state policy to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines:			
(1) Population.			
(A) Recognize population impact as a major factor in environmental degradation and adopt guidelines to alleviate this impact and minimize future degradation;			<b>X</b>
(B) Recognize optimum population levels for counties and districts within the State, keeping in mind that these will change with technology and circumstance, and adopt guidelines to limit population to the levels determined.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to State Environmental Guidelines for population growth.			
(2) Land, water, mineral, visual, air, and other natural resources.			
(A) Encourage management practices which conserve and fully utilize all natural resources;	<b>X</b>		
(B) Promote irrigation and wastewater management practices which conserve and fully utilize vital water resources;			<b>X</b>
(C) Promote the recycling of wastewater;			<b>X</b>
(D) Encourage management practices which conserve and protect watersheds and water sources, forest, and open space areas;			<b>X</b>
(E) Establish and maintain natural area preserves, wildlife preserves, forest reserves, marine preserves, and unique ecological preserves;			<b>X</b>
(F) Maintain an integrated system of state land use planning which coordinates the state and county general plans;			<b>X</b>
(G) Promote the optimal use of solid wastes through programs of waste prevention, energy resource recovery, and recycling so that all our wastes become utilized.	<b>X</b>		
<b>Discussion:</b> The proposed Project will support the County’s reduction of the use of nonrenewable fossil fuels to power its public transit fleet while more fully utilizing local resources such as solar energy via KIUC to charge the BEBs. The Project will implement BMPs during construction and minimize construction waste where applicable.			



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(3) Flora and fauna.			
(A) Protect endangered species of indigenous plants and animals and introduce new plants or animals only upon assurance of negligible ecological hazard; and	<b>X</b>		
(B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the enhancement of our environment.			<b>X</b>
<b>Discussion:</b> The Project Site is not in any critical habitat areas and will mitigate potential impacts on endangered species by avoiding nighttime construction, installing bird-friendly lighting outdoors, and avoiding trimming or removing woody species during the ‘ōpe‘ape‘a pupping season. Should federally listed species of flora or fauna be detected in the Project Site, appropriate mitigation measures will be implemented (see Section 3.6).			
(4) Parks, recreation, and open space.			
(A) Establish, preserve and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses;			<b>X</b>
(B) Protect the shorelines of the State from encroachment of artificial improvements, structures, and activities; and			<b>X</b>
(C) Promote open space in view of its natural beauty not only as a natural resource but as an ennobling, living environment for its people.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the State Environmental Guidelines for parks, recreation, and open space and is not anticipated to impact distant mauka views.			
(5) Economic development.			
(A) Encourage industries in Hawai‘i which would be in harmony with our environment;	<b>X</b>		
(B) Promote and foster the agricultural industry of the State; and preserve and conserve productive agricultural lands;			<b>X</b>
(C) Encourage federal activities in Hawai‘i to protect the environment;	<b>X</b>		
(D) Encourage all industries including the fishing, aquaculture, oceanography, recreation, and forest products industries to protect the environment;			<b>X</b>
(E) Establish visitor destination areas with planning controls which shall include but not be limited to the number of rooms;			<b>X</b>
(F) Promote and foster the aquaculture industry of the State; and preserve and conserve productive aquacultural lands.			<b>X</b>
<b>Discussion:</b> The proposed Project supports the transition of the County’s transit fleet to environmentally friendly BEBs and will utilize federal funding to support that transition.			
(6) Transportation.			
(A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State;	<b>X</b>		
(B) Adopt guidelines to alleviate environmental degradation caused by motor vehicles;			<b>X</b>
(C) Encourage public and private vehicles and transportation systems to conserve energy, reduce pollution emission, including noise, and provide safe and convenient accommodations for their users.	<b>X</b>		
<b>Discussion:</b> While the Project does not specifically adopt guidelines, it would alleviate the environmental degradation caused by diesel buses used in the County’s public transit fleet by supporting its transition to BEBs. The proposed Project enables the public transportation system on Kaua‘i to reduce the consumption and combustion of fossil fuels and reduce GHG emissions and air and noise pollution. Thus, the proposed			

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<b>State Environmental Policy, Chapter 344, Hawaii Revised Statutes (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)</b>	<b>S</b>	<b>N/S</b>	<b>N/A</b>
Project encourages the existing transportation system to continue to serve the residents of Kaua‘i while being in greater harmony with the people and environment in the State.			
(7) Energy.			
(A) Encourage the efficient use of energy resources.	<b>X</b>		
<b>Discussion:</b> The proposed Project will support the transition from fossil fuels to the use of locally produced renewable electricity for public transit.			
(8) Community life and housing.			
(A) Foster lifestyles compatible with the environment; preserve the variety of lifestyles traditional to Hawai‘i through the design and maintenance of neighborhoods which reflect the culture and mores of the community;			<b>X</b>
(B) Develop communities which provide a sense of identity and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education, and recreation;			<b>X</b>
(C) Encourage the reduction of environmental pollution which may degrade a community;	<b>X</b>		
(D) Foster safe, sanitary, and decent homes;			<b>X</b>
(E) Recognize community appearances as major economic and aesthetic assets of the counties and the State; encourage green belts, plantings, and landscape plans and designs in urban areas; and preserve and promote mountain-to-ocean vistas.			<b>X</b>
<b>Discussion:</b> While the proposed Project will improve existing facilities within an urban area and does not involve creating or maintaining residential communities, the Project will support the reduction of environmental air and noise pollution with the County’s transition to BEBs from diesel buses.			
(9) Education and culture.			
(A) Foster culture and the arts and promote their linkage to the enhancement of the environment;			<b>X</b>
(B) Encourage both formal and informal environmental education to all age groups.			<b>X</b>
<b>Discussion:</b> The proposed Project has no direct relationship to the State Environmental Guidelines for education and culture.			
(10) Citizen participation.			
(A) Encourage all individuals in the State to adopt a moral ethic to respect the natural environment; to reduce waste and excessive consumption; and to fulfill the responsibility as trustees of the environment for the present and succeeding generations; and	<b>X</b>		
(B) Provide for expanding citizen participation in the decision making process so it continually embraces more citizens and more issues.	<b>X</b>		
<b>Discussion:</b> The County will lead by example in this Project, which supports a moral ethic to respect and protect the natural environment by reducing air pollution and GHG emissions, and the County’s dependence on imported fossil fuels. To promote citizen participation in the environmental review and decision-making process, this EA discusses potential impacts and mitigation measures of the proposed Project and provides opportunities for public input during the Draft EA Public Comment period.			



Q:\Kauai\Kauai Bus Maint. Fac. Expansion\PDF

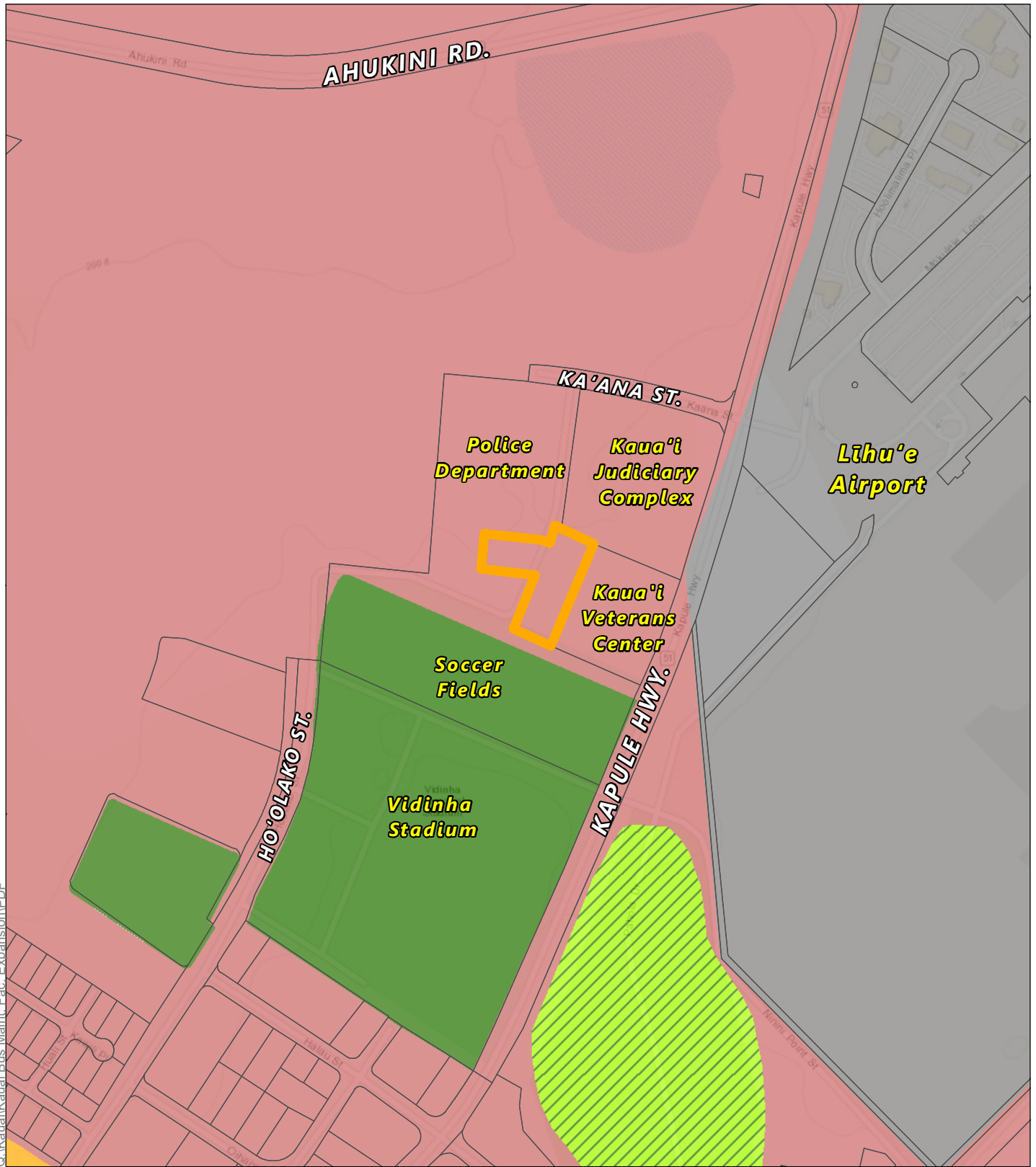
**LEGEND**

- Project Site
- State Land Use District
- Agricultural
- Conservation
- Rural
- Urban

Source: State Land Use Commission, 2016. County of Kaua'i 2021. ESRI Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

**Figure 17**  
**State Land Use District Designation**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kaua'i Transportation Agency      Island of Kaua'i  
 North      Linear Scale (feet)



**LEGEND**








-  Project Site
-  Tax Map Key
- Land Use Designations**
-  Golf Course
-  Neighborhood Center
-  Parks and Recreation
-  Transportation
-  Urban Center

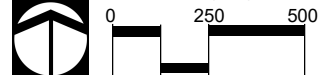
Figure 18

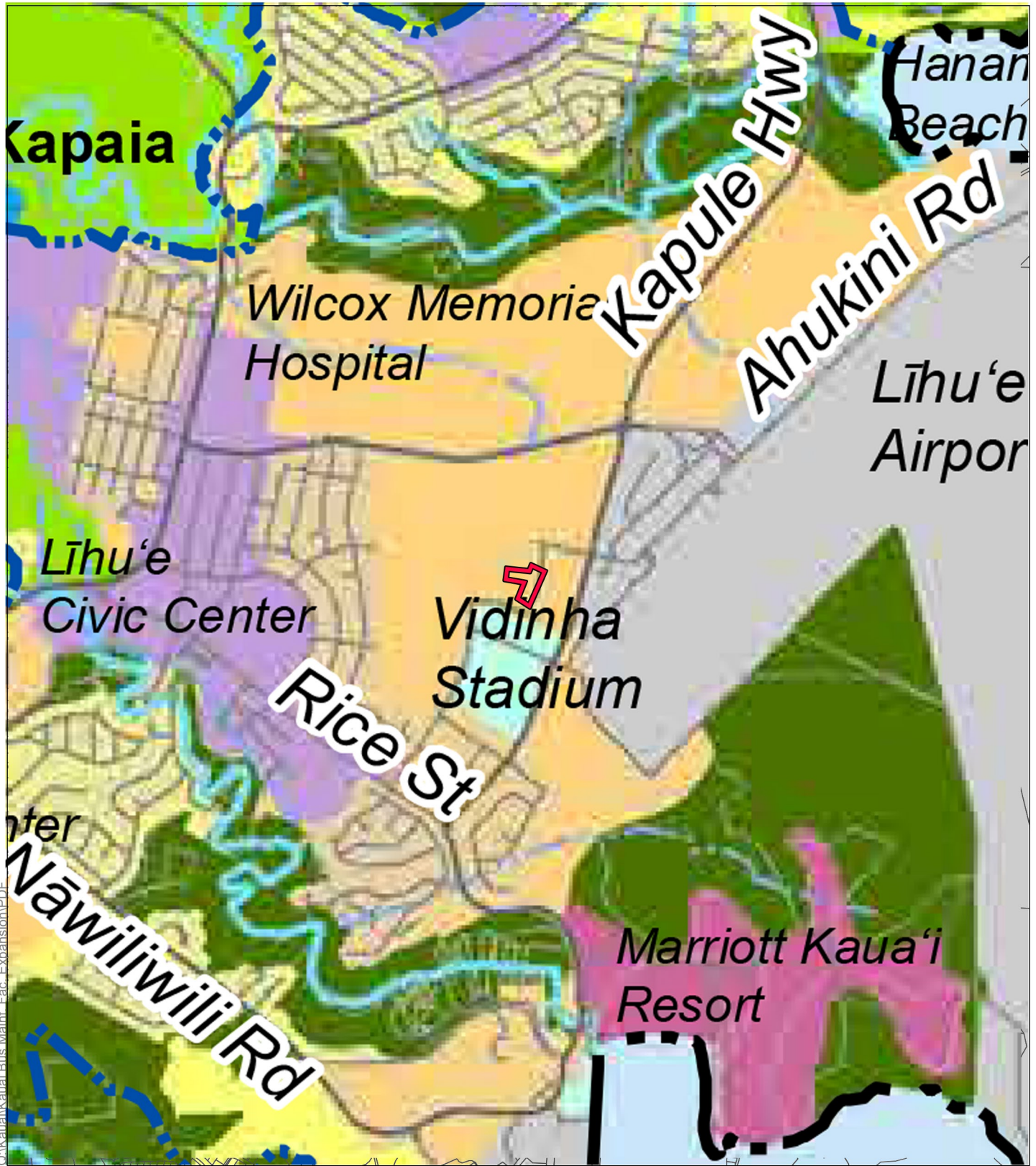
Kauai County General Plan

**KAUAI BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES**

Kauai Transportation Agency  
North

Island of Kauai





**LEGEND**

- Project Site
- Tax Map Key
- Mixed Use
- Natural
- Water Bodies and Wetlands
- Agricultural (IAL)
- Agricultural (Others)
- Parks & Recreation
- Residential
- Urban Center
- Resort
- Industrial
- Roads
- Streams
- Irrigation, Reservoirs, Ditches & Flumes
- State Roads & Highways
- Lihue Planning District

Source: County of Kauai, 2015 & 2021.

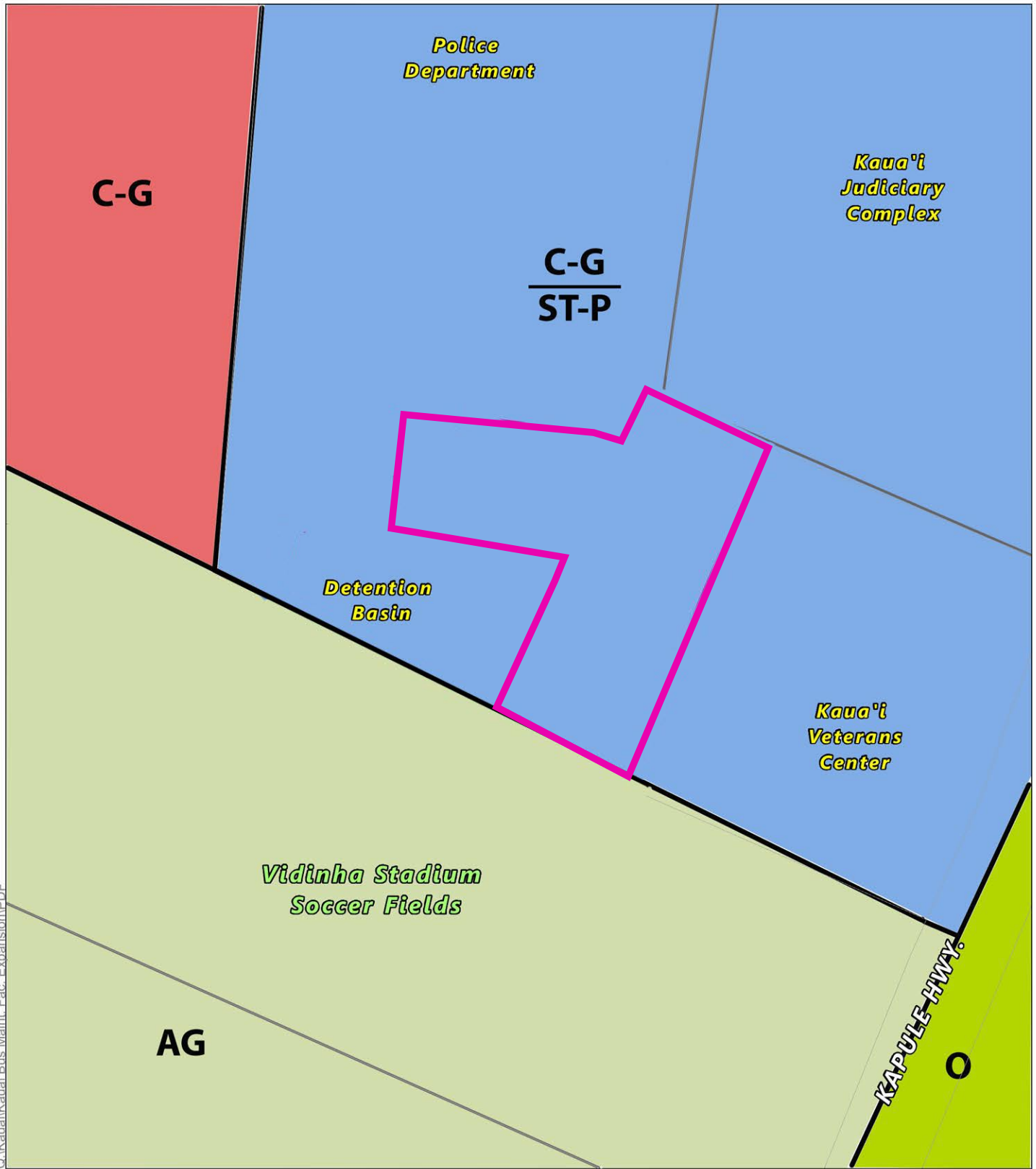
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

**Figure 19**  
**Lihue Community Plan**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai

North      Linear Scale (feet)

0      750      1500







O:\Kauai\Kauai Bus Maint. Fac. Expansion\PDF

**LEGEND**

 Project Site

**ZONING**

-  Commercial-General
-  Commercial-General /Special Treatment-Public
-  Agriculture
-  Open Space



**Figure 20**  
**Zoning**

**Kaua'i Bus Maintenance Facility Expansion**

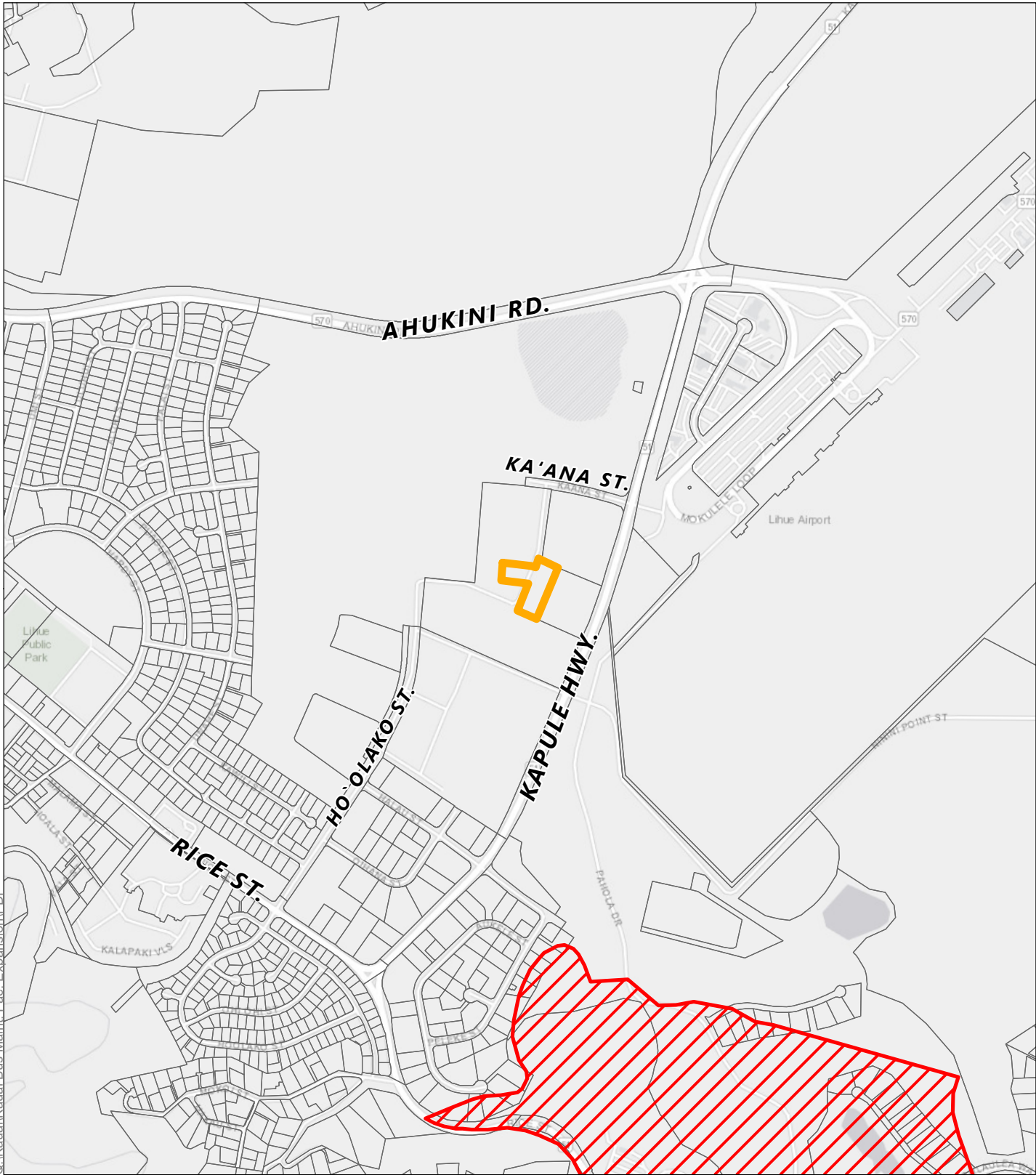
Kaua'i Transportation Agency North Island of Kaua'i

Linear Scale (feet)

0 75 150




Source: County of Kaua'i, 2005.  
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



**Figure 21**  
**Special Management Area**  
**KAUAI BUS MAINTENANCE**  
**FACILITY IMPROVEMENTS**  
**FOR ELECTRIC BUSES**

Kauai Transportation Agency      Island of Kauai  
 North      Linear Scale (feet)

**LEGEND**

-  Project Site
-  Tax Map Key
-  Special Management Area

Source: County of Kauai 2021. ESRI Online Basemap.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

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## 5.2 COUNTY OF KAUA‘I

County-specific land use plans and ordinances pertaining to the Project include the General Plan, Līhu‘e Community Plan, and County zoning.

### 5.2.1 County of Kaua‘i General Plan

The County of Kaua‘i General Plan (GP) is the policy document for the long-range comprehensive development of the island of Kaua‘i over a 20-year timeframe (County of Kaua‘i, 2018). Among the purposes of the General Plan are to guide the pattern of development in Kaua‘i County and to provide the framework for regulatory decisions and capital improvement projects. The General Plan undergoes a comprehensive review every ten years, with the last update being approved by the Kaua‘i County Council in 2018.

The Future Land Use Map designations in Section 2.2 of the GP are intended to guide the direction and quality of future developments in a coordinated and rational manner. The proposed Project is consistent with its land use designation, “Urban Center” (Figure 18). The Urban Center is applied to urbanized areas that accommodate intensive urban uses and zoning such as general commercial and general industrial and is only applied in Līhu‘e as it is envisioned to absorb approximately half of the island’s future growth to 2035.

Specific GP goals, policies, and courses of action most applicable to the proposed Project are discussed below.

#### 5.2.1.1 Vision and Goals

##### *Section 1.3 GOAL #1: A Sustainable Island*

*... means growing responsibly to meet the needs of current and future generations without depleting important resources.*

*... must reduce its greenhouse gas emissions and adapt in ways that are sensitive to the environment.*

##### *Section 1.3 GOAL #3: A Healthy and Resilient People*

*... seek to increase the resilience and vitality of Kaua‘i’s communities and promote better health outcomes through improving the natural, built, and social environment.*

*... have resources and networks that enable self-sufficiency in responding to changes.*

*... transitioning to renewable resources rather than relying on imported fossil fuels.*



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**Discussion:** The proposed Project will support the County Transportation Agency’s transition to BEBs from diesel buses, which are in concert with the above GP goals by reducing GHGs and air and noise pollution that comes with internal combustion engines and the burning of fossil fuels. The proposed Project will also support self-sufficiency and resilience by assisting the transition to locally produced renewable energy from KIUC and reducing the County’s dependence on imported fossil fuels.

### **5.2.1.2 Policies**

*Section 1.4 POLICY #3: Recognize the Identity of Kaua‘i’s Individual Towns and Districts*

*Section 1.4 POLICY #5: Make Strategic Infrastructure Investments*

*... Infrastructure needs include parks, water, wastewater, solid waste, and transportation.*

*Section 1.4 POLICY #7: Build a Balanced Multimodal Transportation System*

*Section 1.4 POLICY #8: Protect Kaua‘i’s Scenic Beauty*

*... scenic views of places such as Wai‘ale‘ale, Kawaikini, Kē‘ē Beach, and Waimea Canyon need to be protected regardless of population growth, development, and other changes.*

*Section 1.4 POLICY #13: Complete Kaua‘i’s Shift to Clean Energy*

*... By doing our part to reduce greenhouse gas (GHG) emissions, we will help to prevent global average temperatures from rising.*

*... Although Kaua‘i is leading the State in generating local renewable energy production (approximately 40% of our electrical demand), there is still much work to do in reducing the GHG emissions generated from the transportation sector.*

*Section 1.4 POLICY #14: Prepare for Climate Change*

*... it is important to provide direction to prepare our island for increased coastal hazards and their impacts to business, homes, roadways, drinking water, and ultimately health and safety.*

**Discussion:** The Project Site is within the “Urban Center” land use designation and is therefore consistent with the vision for this area. The proposed Project also invests in transportation infrastructure and multimodal transportation options. The proposed Project would not significantly impact distant views to Hā‘upu, Mount Wai‘ale‘ale, and Kilohana from major public viewing locations (see Section 4.6). The Project supports Kaua‘i’s shift to clean energy by transitioning the County’s diesel buses to BEBs, in turn reducing GHG emissions and air and noise

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pollution of the ground transportation sector and shifting dependence from imported fuel to locally-generated electricity. The Project Site is located outside of special flood hazard zones, tsunami evacuation zones, and SLR projections as well as the SMA and coastal areas thus locating the Project in an area relatively more resilient to natural hazards and the effects of climate change (see Section 3.5).

### **5.2.1.3 Actions By Sector**

#### **Sector: III. Land Transportation**

##### *3. Transit Program*

##### *C. Projects and Programs*

*... 7. Provide adequate and efficient bus storage and maintenance facilities.*

*... 9. Convert bus fleet to sustainable fuels.*

#### **Sector: VIII. Energy Sustainability and Climate Change Mitigation**

##### *1. Energy Sustainability*

##### *C. Projects and Programs*

*... 2.c. County transition from fuel-powered to electric vehicles, machinery, and equipment, where feasible.*

##### *2. Reduction of Greenhouse Gas Emissions*

*2.3 Addressing Air Travel and Transportation: ... Kaua‘i must reduce ground transportation emissions by 100% by 2045, with county vehicles reaching that goal by 2035.*

*2.6 Transformation as Opportunity: ... identify practices and system upgrades that work toward reducing fossil fuel consumption. ... For example, in ground transportation, Kaua‘i can make headway through broader adoption of electric vehicles.*

##### *A. Permitting and Code Changes*

*...3. Accelerate the transition to alternative, carbon-free fuels in the ground transportation sector with regulations and policies that support electric vehicle adoption and other alternative fuel infrastructure...*

**Discussion:** The proposed Project directly supports the conversion of the Kaua‘i Bus fleet to zero emission vehicles and sustainable fuels—specifically to electric vehicles, BEBs, and the provision of efficient storage and maintenance facilities by locating the BEB charging infrastructure and new maintenance bays at the existing County Transportation Agency’s facilities.

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**5.2.2 Līhu‘e Community Plan**

The Līhu‘e Community Plan (CP) was updated in 2015 and implements the intent and purpose of the GP with refinements to provide more detailed information and precise community goals and objectives for the Līhu‘e Planning District of Kaua‘i. The proposed Project is located within the Urban Center land use designation, which is envisioned to contain the majority of development and future growth. Figure 19 shows the Līhu‘e CP Land Use Map.

**5.2.3 County of Kaua‘i Zoning**

The County of Kaua‘i zoning code (Kaua‘i County Code Chapter 8) regulates permitted land uses for the various districts as well as development standards and regulations within the County. The zoning code can also specify the permissible uses and intensity in the State Land Use Agricultural and Rural Districts consistent with the State Land Use law (HRS Chapter 205). The Project Site is zoned General Commercial (C-G) and Public Facilities Special Treatment District (ST-P) since it is a County public facility (see Figure 20). The proposed Project and its uses are permissible within the C-G / ST-P district.

**5.2.4 Special Management Area**

Each of the counties of the State have adopted SMA regulations in which a development’s consistency with the objectives of the State CZM program are evaluated. The Project Site is not located within the SMA (see Figure 21). The SMA is approximately half a mile southeast of the Project Site.

**5.3 APPROVALS AND PERMITS**

A list of anticipated permits and approvals required for the proposed Project is presented below:

**Table 5-4: Permits and Approvals**

<b>Permit/Approval</b>	<b>Responsible Agency</b>
Use Permit	County Department of Planning
Class IV Zoning Permit	County Department of Planning
New Water Service Connection for Fire Protection	County Department of Water
Federal Aviation Administration (FAA) Form 7460-1 (if necessary)	FAA
NEPA compliance (Categorical Exclusion)	FTA
Noise Permit	State Department of Health
Building Permit	County DPW, Building Division

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## **6 ALTERNATIVES**

This section identifies and analyzes reasonable alternatives to the proposed Project that could attain the objectives of the proposed action. As noted in Section 2.2, the purpose and objectives of this Project are to: (1) ensure that transportation services of the Kaua‘i Transportation Agency are transitioning to non-fossil fuels and zero emission operations; (2) provide necessary infrastructure and facilities to support this conversion of the existing bus fleet to BEBs; (3) provide necessary related office and operation space for the Kaua‘i Bus; (4) continue uninterrupted service of the Kaua‘i Bus throughout the improvements; and (5) minimize any negative impact to the environment or residents from the improvements.

### **6.1 NO ACTION ALTERNATIVE**

The No Action alternative would mean that no facility improvements are undertaken, and the existing County bus facilities would not be able to service the transition to a BEB fleet. Without the improvements to the existing maintenance facility, the County Transportation Agency would not be able to reduce the use of fossil fuels and GHG emissions. Furthermore, a No Action alternative would hinder a significant opportunity for the County to reduce demand and reliance on imported fuels.

In addition, without implementation of the proposed Project, no short-term jobs from construction would be created and no transition to innovative environmentally friendly technologies would be attained. In addition, long-term fuel insecurity and cost, GHG emission, and air and noise pollution from ongoing use of diesel buses would continue.

### **6.2 ALTERNATE LOCATIONS FOR THE ADDITIONAL MAINTENANCE BAYS WITHIN THE SITE**

Alternate locations for the additional maintenance bays were considered within the site including rotating them 90 degrees from its proposed location given their additional depth. However, this made circulation within the site difficult and separated the administration building from the maintenance building. Conversion of the existing maintenance bays was also considered. However, the existing maintenance bays are too shallow and too short to house the new BEBs and would require significant work to modify them. Therefore, both alternatives were eliminated from further consideration.

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### **6.3 ALTERNATE LOCATIONS FOR THE CHARGING STATIONS**

Alternate locations for the charging stations were also considered. This included the southern side of the bus parking lot and opposite the maintenance building. The location at the southern side of the bus parking lot was eliminated from consideration since it would require longer distribution lines from the transformer and charging equipment at the northeastern corner of the site and the lot narrows near the detention basin so fewer charging stalls could be provided along the same distribution line. The location opposite the maintenance building was eliminated from consideration since the space is too narrow to fit the stalls and charging dispensers as well as the transformer. In addition, its location in the bus parking lot away from the maintenance area was preferred since it separates the two uses as the BEBs would be moving in and out regularly and reduces the potential safety issue of cross traffic. Portable charging equipment will be provided for use at the maintenance building should charging be needed.

### **6.4 EXPANSION OVER THE ADJACENT DETENTION BASIN**

While the early consultation letter included the area of the adjacent detention basin in its potential site area, expansion of the County Transportation Agency’s facilities over the adjacent detention basin was eliminated at this time due to the limited information on the drainage basin including its design requirements and capacity and the potential cost to enclose the required detention volume in underground chambers. However, the County may revisit this option for future bus facility needs when additional funding and time allow.

## **7 FINDINGS AND ANTICIPATED DETERMINATION**

To determine whether development of the Proposed Project could be expected to have a significant impact on the physical and human environment, all alternatives and expected consequences of the proposed Project have been evaluated, including potential primary, secondary, short-range, long-range, and cumulative impacts. Based on this evaluation, the proposed action is not expected to result in a significant impact on the environment and the issuing of a Finding of No Significant Impact (FONSI) is anticipated. The supporting rationale for this finding is presented in this chapter.

### **7.1 SIGNIFICANCE CRITERIA**

Based upon the previous information presented in this document the proposed permitting and construction of the Project will likely have no significant environmental impacts. This determination is based upon the thirteen Significance Criteria outlined in Chapter 343, HRS, as amended and Title 11 Chapter 200.1-13 HAR 2018, discussed below.

#### **(1) Irrevocably commit a natural, cultural, or historic resource;**

The Project Site has been in use as a County transportation facility since 2000, and in sugarcane cultivation before that. Previous archaeological review of the site prior to construction of the County facilities did not note any significant historic resources and the recent cultural investigation did not identify any remaining cultural use of the site. The proposed Project involves improvements and construction on existing paved and heavily disturbed lands in an existing urbanized area. Furthermore, the Project will be designed and constructed to minimize potential impacts to native birds and the ‘ōpe‘ape‘a and will not significantly impact key visual resources such as distance mauka views. The site does not include any critical habitats or native plants, and it is not located near the shoreline. Therefore, the Project does not represent an irrevocable commitment of a natural, cultural, or historic resource.

#### **(2) Curtail the range of beneficial uses of the environment;**

The Project will not curtail the range of beneficial uses of the environment as the site is currently developed. The Project is in an existing urbanized area, envisioned for future growth and development by the County. The site is designated as Urban Center in both the Kaua‘i GP and the Līhu‘e CP, and as State Land Use Urban. Its zoning is General Commercial (G-C) and Special Treatment Public Facilities (ST-P), and the site is part of an area that has long been used and planned for commercial and public services.

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**(3) Conflict with the State’s environmental policies or long-term environmental goals established by law;**

The Environmental Policies enumerated in Chapter 344, HRS promote conservation of natural resources and an enhanced quality of life for all citizens. As detailed in Section 5.1.5 above, the proposed Project does not conflict with the State’s long-term environmental policies, goals, or guidelines as expressed in Chapter 344, HRS, and will not significantly impact natural resources due to the site being already developed and zoned for the intended use of the proposed Project.

**(4) Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State;**

The proposed Project will have a beneficial effect on the economic and social welfare by providing short-term construction employment and long-term stability and reduction in fuel costs for the County Transportation Agency, reductions in GHG emissions, noise and air pollution, and the expansion of and job training in innovative sustainable technologies on Kaua‘i. No adverse effects on cultural practices of the community and the State are anticipated as the site has long been used for County facilities and sugarcane cultivation prior to that.

**(5) Have a substantial adverse effect on public health;**

The potential temporary impacts related to noise, air or water quality during construction will be addressed through construction compliance and BMPs with regards to federal, State, and County requirements. The proposed Project is expected to bring long-term improvements to noise and air quality for residents and riders of the Kaua‘i Bus.

**(6) Involve adverse secondary impacts, such as population changes or effects on public facilities;**

There will be no increase in residential population due to the proposed Project. Positive impacts are anticipated on the County’s Transportation Agency’s facilities as the improvements support the County’s transition away from fossil fuels and improve safety by adding a fire sprinkler system to the maintenance building. Positive secondary impacts include the improvements to air quality and noise impacts, and human and environmental health with the replacement of diesel buses with BEBs. This shift to a cleaner technology and larger capacity buses could potentially encourage more people to take transit, which would in turn have additional positive secondary impacts of reducing traffic and further improving air quality, noise impacts, and human and environmental health but may also require the County to expand transit services and increased public investments in them.

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**(7) Involve a substantial degradation of environmental quality;**

There may be short-term temporary effects related to noise or air quality during construction with the use of diesel and heavy equipment, but those effects will be mitigated through required BMPs in compliance with federal, State, and County laws. Improvements in long-term environmental quality is anticipated after completion of the proposed Project and the transition of the County’s bus fleet from diesel buses to BEBs.

**(8) Be individually limited but cumulatively have substantial adverse effect upon the environment, or involves a commitment for larger actions;**

The proposed Project involves improvements that would take place at the existing County Transportation Agency’s facilities. The Project supports the County’s transition of its transit fleet from diesel buses to BEBs, which is anticipated to have a cumulatively positive effect on the environment by reducing GHG emissions and air and noise pollution. It will also reduce the need to import fossil fuels to serve the County bus fleet and support the switch to locally produced electricity to power the BEBs. Any further actions replacing additional County vehicles are expected to have a cumulative positive effect on the local environment.

**(9) Have a substantial adverse effect on a rare, threatened, or endangered species, or its habitat;**

The Project Site does not contain any critical habitats for rare, threatened, or endangered species. However, the Project will minimize and mitigate any potential adverse effects on these species if they travel through or are found on the Project Site as discussed in Section 3.6. The proposed Project is therefore not anticipated to have a substantial adverse effect on a rare, threatened, or endangered species or its habitat.

**(10) Have a substantial adverse effect on air or water quality or ambient noise levels;**

Short-term air and water quality and ambient noise impacts are anticipated during construction. However, they will be mitigated by dust control measures, mufflers, sediment control, site management BMPs, and compliance with State, County, and federal requirements. In the long-term, the County’s transition from diesel buses to BEBs are anticipated to have positive air and noise impacts through the reduction of GHG emissions and the reduction of noise and air pollution.

**(11) Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;**



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The Project Site does not lie on environmentally sensitive areas such as a flood plain, tsunami zone, SLR exposed area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

**(12) Have a substantial adverse effect on scenic vistas and viewplanes, during day or night, identified in county or state plans or studies; or,**

The proposed Project does not have a substantially adverse impact on scenic vistas or important view planes from Kapule Highway as identified in the Heritage Resources Map of Līhu‘e (see Section 4.6). The proposed Project is not expected to have an adverse effect on scenic view planes during day or night.

**(13) Require substantial energy consumption or emit substantial greenhouse gases.**

It is anticipated that there would be increased energy consumption requirements related to the charging of the BEBs and service to the new maintenance bays. However, these would be within KIUC’s capacity and the transition from diesel buses to BEBs will reduce GHG emissions of the County bus fleet.

## **7.2 ANTICIPATED DETERMINATION**

Based on the projected impacts and proposed mitigation measures examined in this document and analyzed under the above criteria, it is anticipated that the Project will not have a significant effect on the physical or human environments. Pursuant to Chapter 343, HRS and 11-200.1, HAR, the County Transportation Agency is therefore anticipated to issue a Finding of No Significant Impact (FONSI).

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## 8 CONSULTATION

### 8.1 EARLY CONSULTATION

Early consultation was conducted from June 2022 through August 2022 prior to preparation of the Draft EA. The purpose was to consult with agencies, organizations, and individuals with technical expertise or an interest that might be affected by the proposed Project. This process is part of the scoping process for the Draft EA. Comments and input received during this period were used to identify environmental issues and concerns to be addressed in the Draft EA, which in turn will undergo a 30-day public comment period.

As part of the early consultation process, the following agencies, organizations, and individuals were sent early consultation letters. Those that provided written comments (either by hardcopy or email) are indicated in Table 8-1 below. Copies of the written comments and responses are included in Appendix A. Although written comments were not received from the Office of Hawaiian Affairs, ‘Aha Moku Kaua‘i – Puna Moku, or Nā Kuleana o Kānaka ‘Ōiwi, in discussions with Ms. Kaliko Santos as part of the Section 6E, HRS consultation, she provided verbal comments, which are attached as Appendix B and have been incorporated into this EA in Section 4.2.

**Table 8-1. Early Consultation Distribution and Comments**

Agencies/Organizations/Individuals	Early Consultation Letter Sent	Early Consultation Comment Date
<b>STATE OF HAWAI‘I</b>		
Department of Accounting and General Services	X	06/30/2022
Department of Accounting and General Services, Kaua‘i District Office	X	
Department of Agriculture	X	
Department of the Attorney General	X	
Department of Business, Economic Development & Tourism (DBEDT)	X	
DBEDT – Hawai‘i State Energy Office / Strategic Industries Division	X	
DBEDT – Office of Planning & Sustainable Development	X	
Department of Education	X	07/05/2022
Department of Hawaiian Home Lands (DHHL)	X	
Department of Health	X	
Department of Health – Environmental Health Administration	X	
Department of Human Services (DHS)	X	
Department of Labor and Industrial Relations	X	

**KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES**

*Draft Environmental Assessment*

<b>Agencies/Organizations/Individuals</b>	<b>Early Consultation Letter Sent</b>	<b>Early Consultation Comment Date</b>
Department of Land and Natural Resources (DLNR)	X	
DLNR – Commission on Water Resource Management	X	
DLNR – Division of Forestry and Wildlife (DOFAW)	X	06/22/2022
DLNR – DOFAW Kaua‘i	X	
DLNR – Engineering Division	X	06/29/2022 (via DLNR Land Division)
DLNR – Land Division	X	07/08/2022
DLNR – Land Division, Kaua‘i District Office	X	06/22/2022 (via DLNR Land Division)
DLNR – State Historic Preservation Division (SHPD)	X	
DLNR – SHPD Kaua‘i	X	
Department of Public Safety	X	08/12/2022
Department of Transportation (HDOT)	X	07/06/2022 (includes Airports and Highways)
HDOT – Airports Kaua‘i	X	
HDOT – Highways	X	
HDOT – Highways Division, Kaua‘i	X	
HDOT – Highways Division, Planning Branch	X	
HDOT – Statewide Transportation Planning Office	X	
Hawai‘i Housing Finance and Development Corporation	X	
Judiciary – Office of the Administrative Director of Courts	X	07/07/2022
Judiciary – Fifth Circuit, Kaua‘i County	X	
Office of Hawaiian Affairs (OHA)	X	
OHA – Kaua‘i Office	X	
<b>COUNTY OF KAUA‘I</b>		
Department of Parks and Recreation	X	
Department of Planning	X	
Department of Public Works	X	
Department of Public Works – Engineering Division	X	07/07/2022
Transportation Agency	X	
Department of Water	X	
Fire Department	X	
Police Department	X	06/29/2022
Kaua‘i Historic Preservation Review Commission	X	06/20/2022

**KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
Draft Environmental Assessment**

<b>Agencies/Organizations/Individuals</b>	<b>Early Consultation Letter Sent</b>	<b>Early Consultation Comment Date</b>
Office of Economic Development	X	
Planning Commission	X	
<b>ELECTED OFFICIALS</b>		
Governor David Ige	X	
Mayor Derek Kawakami	X	
County Council Chair Arryl Kaneshiro	X	
County Council Vice Chair Mason Chock	X	
County Councilmember Bernard Carvalho Jr.	X	
County Councilmember Felicia Cowden	X	
County Councilmember KipuKai Kualii	X	
County Councilmember Luke Evslin	X	
County Councilmember Bill DeCosta	X	
State Senate President Ronald Kouchi	X	
State Representative Dee Morikawa	X	
State Representative Nadine Nakamura	X	
State Representative James Kunane Tokioka	X	
U.S. Senator Brian Schatz	X	
U.S. Senator Mazie Hirono	X	
U.S. Representative Ed Case	X	
U.S. Representative Kaiiali'i Kahele	X	
<b>FEDERAL</b>		
U.S. Army Corps of Engineers	X	
U.S. Fish and Wildlife Service	X	06/24/2022
Federal Aviation Administration, Hawai'i Airports District Office	X	
Federal Transit Administration	X	
Federal Highway Administration, Highways Division	X	
Environmental Protection Agency	X	07/06/2022
Federal Emergency Management Agency	X	
<b>NEWS MEDIA</b>		
Honolulu Star Advertiser	X	
The Garden Island	X	
Honolulu Civil Beat	X	
<b>UTILITIES</b>		
Spectrum	X	
Hawaiian Telcom	X	07/02/2022
Kauai Island Utility Cooperative	X	
Hawai'i Gas	X	

**KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES**

*Draft Environmental Assessment*

<b>Agencies/Organizations/Individuals</b>	<b>Early Consultation Letter Sent</b>	<b>Early Consultation Comment Date</b>
<b>CITIZEN GROUPS/INDIVIDUALS, OTHER CONSULTED PARTIES</b>		
Kua‘āina Ulu ‘Auamo	X	
Kaua‘i Planning and Action Alliance	X	
‘Aha Moku Kaua‘i – Puna Moku	X	
Nā Kuleana o Kānaka ‘Ōiwi	X	

KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES  
*Draft Environmental Assessment*

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# KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS FOR ELECTRIC BUSES

## *Draft Environmental Assessment*

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KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS  
FOR ELECTRIC BUSES

*Draft Environmental Assessment*

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# APPENDIX A

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DAVID Y. IGE  
GOVERNOR

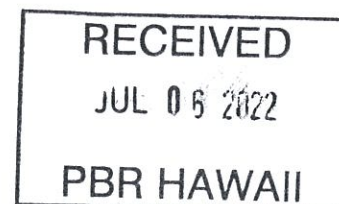


CURT T. OTAGURO  
COMPTROLLER  
AUDREY HIDANO  
DEPUTY COMPTROLLER

**STATE OF HAWAII**  
**DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES**  
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)22.121

JUN 30 2022



Mr. Ty Shiramizu  
PBR HAWAII & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, Hawaii 96813

Dear Mr. Shiramizu:

Subject: Early Consultation for HRS Chapter 343  
Environmental Assessment for the  
Kauai Bus Maintenance Facility Expansion  
Lihue, Kauai, Hawaii  
TMK: (4) 3-6-002: 018

Thank you for the opportunity to comment on the subject project. We have no comments to offer at this time as the proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities.

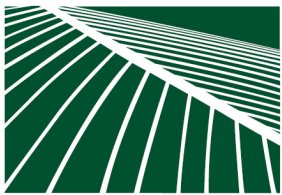
If you have any questions, your staff may call Ms. Gayle Takasaki of the Planning Branch at (808) 586-0584.

Sincerely,

A blue ink signature of Christine L. Kinimaka.

CHRISTINE L. KINIMAKA  
Public Works Administrator

GT:mo  
c: Mr. Eric Agena, DAGS Kauai District Office



**PBR HAWAII**  
& ASSOCIATES, INC.

March 15, 2023

R. STAN DUNCAN, ASLA  
*President / Chairman*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
*Executive Vice-President / Principal*

VINCENT SHIGEKUNI  
*Senior Vice-President / Principal*

GRANT T. MURAKAMI, AICP, LEED® AP BD+C  
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KIMI MIKAMI YUEN, LEED® AP BD+C  
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*Associate Principal*

MARC SHIMATSU, ASLA  
*Associate Principal*

DACHENG DONG, LEED® AP  
*Associate Principal*

NATHALIE RAZO  
*Associate Principal*

ANN MIKIKO BOUSLOG, PhD  
*Project Director*

RAMSAY R. M. TAUM  
*Cultural Sustainability Planner*

MICAH McMILLEN, ASLA, LEED® AP  
*Senior Associate*

ETSUYO KILA  
*Senior Associate*

GREG NAKAI  
*Senior Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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Ms. Christine L. Kinimaka  
Public Works Administrator  
State of Hawai'i  
Department of Accounting and General Services  
P.O. Box 119  
Honolulu, Hawai'i 96810-0119

Attn: Ms. Gayle Takasaki, Planning Branch

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE  
KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS, LIHU'E, COUNTY OF  
KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Ms. Kinimaka:

Mahalo for your letter dated June 30, 2022 (Reference number (P)22.121), regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we appreciate your comment that the proposed project does not impact any of the Department of Accounting and General Services projects or existing facilities and that you have no comments to offer at this time.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

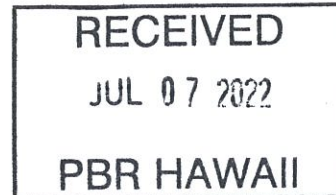
cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Eric Agena, DAGS Kaua'i District Office  
Mr. Marc Ventura, AIA

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STATE OF HAWAII  
DEPARTMENT OF EDUCATION  
P.O. BOX 2360  
HONOLULU, HAWAII 96804

OFFICE OF FACILITIES AND OPERATIONS



July 5, 2022

Ty Shiramizu  
PBR HAWAII & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, Hawaii 96813

Re: Early Consultation For An Environmental Assessment For The Kauai Bus  
Maintenance Facility Expansion, Lihue, County Of Kauai  
(Tax Map Parcel (4)3-6-002:018)

Dear Mr. Shiramizu:

Thank you for your letter dated June 15, 2022. Based on the information provided, the proposed project will not impact Hawaii State Department of Education facilities.

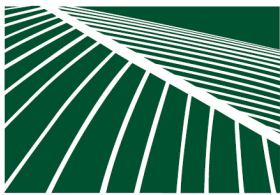
Thank you for the opportunity to comment. Should you have any questions, please contact Cori China of the Facilities Development Branch, Planning Section, at (808) 784-5095.

Sincerely,

Roy Ikeda  
Interim Public Works Manager  
Planning Section

RI:ctc

c: Facilities Development Branch



**PBR HAWAII**  
& ASSOCIATES, INC.

R. STAN DUNCAN, ASLA  
*President / Chairman*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
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*Senior Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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March 15, 2023

Mr. Roy Ikeda  
Interim Public Works Manager  
State of Hawai'i  
Department of Education  
Planning Section  
P.O. Box 2360  
Honolulu, Hawai'i 96804

Attn: Cori China, Facilities Development Branch, Planning Section

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LIHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Mr. Ikeda:

Mahalo for your letter dated July 5, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we appreciate your comment that the proposed project will not impact Hawai'i State Department of Education facilities based on the information provided.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

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DAVID Y. IGE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
DIVISION OF FORESTRY AND WILDLIFE  
1151 PUNCHBOWL STREET, ROOM 325  
HONOLULU, HAWAII 96813

SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

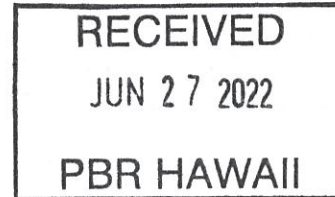
ROBERT K. MASUDA  
FIRST DEPUTY

M. KALEO MANUEL  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING

FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

JUN 22 2022



Ty Shiramizu, Planner  
PBR Hawaii & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
[tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)

Dear Mr. Ty Shiramizu,

The Department of Land and Natural Resources, Division of Forestry and Wildlife (DOFAW) has received your early consultation request for the development of an Environmental Assessment regarding the County of Kaua'i Transportation Agency's proposed bus maintenance facility expansion project located at 3220 Ho'olako Street, Līhu'e, on the island of Kaua'i, TMK: (4) 3-6-002:018. The proposed project consists of constructing new facilities and infrastructure to support the County's new battery-electric buses as well as associated infrastructure improvements that include charging equipment.

The State listed Hawaiian Hoary Bat or 'Ōpe'ape'a (*Lasiurus cinereus semotus*) could potentially occur at or in the vicinity of the project and may roost in nearby trees. Any required site clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15). During this period woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed. Barbed wire should also be avoided for any construction because bats can become ensnared and killed by such fencing material during flight.

Artificial lighting can adversely impact seabirds that may pass through the area at night by causing them to become disoriented. This disorientation can result in their collision with manmade structures or the grounding of birds. For nighttime work that might be required, DOFAW recommends that all lights used to be fully shielded to minimize the attraction of seabirds. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season, from September 15 through December 15. This is the period when young seabirds take their maiden voyage to the open sea. Permanent lighting also poses a risk of seabird attraction, and as such should be minimized or eliminated to protect seabird flyways and preserve the night sky. For illustrations and guidance related to seabird-friendly light styles that also protect seabirds and the dark starry skies of Hawai'i please visit <https://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf>.



The State listed Hawaiian Goose or Nēnē (*Branta sandvicensis*) could potentially occur in the vicinity of the proposed project site. It is against State law to harm or harass these species. If any are present during construction, then all activities within 100 feet (30 meters) should cease, and the bird or birds should not be approached. Work may continue after the bird or birds leave the area of their own accord. If a nest is discovered at any point, please contact the Kaua‘i Branch DOFAW Office at (808) 274-3433.

DOFAW recommends using native plant species for landscaping that are appropriate for the area (i.e., climate conditions are suitable for the plants to thrive, historically occurred there, etc.). Please do not plant invasive species. DOFAW also recommends consulting the Hawai‘i-Pacific Weed Risk Assessment website to determine the potential invasiveness of plants proposed for use in the project (<https://sites.google.com/site/weedriskassessment/home>). Please refer to [www.plantpono.org](http://www.plantpono.org) for guidance on the selection and evaluation of landscaping plants.

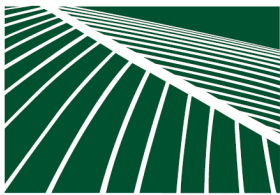
DOFAW recommends minimizing the movement of plant or soil material between worksites. Soil and plant material may contain invasive fungal pathogens (e.g., Rapid ‘Ōhi‘a Death), vertebrate and invertebrate pests (e.g., Little Fire Ants), or invasive plant parts that could harm our native species and ecosystems. We recommend consulting the Kaua‘i Invasive Species Committee (KISC) at (808) 933-3340 to help plan, design, and construct the project, learn of any high-risk invasive species in the area, and ways to mitigate their spread. All equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species.

We appreciate your efforts to work with our office for the conservation of our native species. These comments are general guidelines and should not be considered comprehensive for this site or project. It is the responsibility of the applicant to do their own due diligence to avoid any negative environmental impacts. Should the scope of the project change significantly, or should it become apparent that threatened or endangered species may be impacted, please contact our staff as soon as possible. If you have any questions, please contact Paul Radley, Protected Species Habitat Conservation Planning Coordinator at (808) 295-1123 or [paul.m.radley@hawaii.gov](mailto:paul.m.radley@hawaii.gov).

Sincerely,



DAVID G. SMITH  
Administrator



**PBR HAWAII**  
& ASSOCIATES, INC.

R. STAN DUNCAN, ASLA  
*President / Chairman*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
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GREG NAKAI  
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NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

*printed on recycled paper*

March 15, 2023

Mr. David G. Smith  
Administrator  
State of Hawai'i  
Department of Land and Natural Resources  
Division of Forestry and Wildlife  
1151 Punchbowl Street, Room 325  
Honolulu, Hawai'i 96813

Attn: Paul Radley, Protected Species Habitat Conservation Planning Coordinator

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I  
BUS MAINTENANCE FACILITY EXPANSION, LĪHU'E, COUNTY OF KAUA'I (TAX MAP  
PARCEL (4) 3-6-002:018)**

Aloha Mr. Smith:

Mahalo for your letter dated June 22, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we greatly appreciate the technical assistance provided in your letter regarding the avoidance measures and minimization of impacts for the protection of the Hawaiian Hoary Bat, Hawaiian seabirds, and the Hawaiian Nēnē Goose. All recommendations will be followed with diligence to protect our native and endangered species. No barbed wire will be used, and no trees or woody species taller than fifteen feet will be trimmed or relocated during the pupping season. To mitigate any potential impacts to Hawaiian seabirds, any outdoor lighting will conform to the County's building and electrical ordinances as well as DLNR's recommendations for downward-facing and fully-shielded lights. Nighttime construction will be avoided especially during the fledging season. In addition, the movement of plant or soil material between worksites will be minimized to avoid the transfer of any invasive pathogens, pests, or plants that could harm native ecosystems and construction equipment, personnel, and material will be cleaned of excess soil and debris to minimize the risk of spreading invasive species. This information will be included in Section 3.6 of the Draft Environmental Assessment (EA).

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

O:\Job40\4018.01 Ventura Kauai Bus Maintenance Facility Permits and EA\EA\Early Consultation\Response Letters\DOFAW Response.docx

DAVID Y. IGE  
GOVERNOR OF HAWAII



SUZANNE D. CASE  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE  
MANAGEMENT

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

July 08, 2022

LD 0630

PBR HAWAII & Associates, Inc.  
Attn: Ty Shiramizu  
1001 Bishop Street, Suite 650  
Honolulu, HI 96813-3484

*Via email: [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)*

Dear Sirs:

SUBJECT: Early Consultation for an Environmental Assessment  
Kaua'i Bus Maintenance Facility Expansion  
Līhu'e, Island of Kauai, Hawaii  
TMK: (4) 3-6-002:018

Thank you for the opportunity to review and comment on the subject project. The Land Division of the Department of Land and Natural Resources (DLNR) distributed copies of your request to DLNR's various divisions for their review and comment.

Enclosed are a response and comments received from our (a) Land Division, Kauai District, and (b) Engineering Division. Should you have any questions, please feel free to contact Barbara Lee via email at [barbara.j.lee@hawaii.gov](mailto:barbara.j.lee@hawaii.gov). Thank you.

Sincerely,

*Russell Tsuji*

Russell Y. Tsuji  
Land Administrator

Attachment  
cc: Central Files



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

June 21, 2022

LD 0630

MEMORANDUM

TO: DLNR Agencies:  
 \_\_\_ Div. of Aquatic Resources  
 \_\_\_ Div. of Boating & Ocean Recreation  
X Engineering Division (via email: DLNR.egr@hawaii.gov)  
X Div. of Forestry & Wildlife (via email: rubyrosa.t.terrago@hawaii.gov)  
 \_\_\_ Div. of State Parks  
X Commission on Water Resource Management (via email: DLNR.CWRM@hawaii.gov)  
 \_\_\_ Office of Conservation & Coastal Lands  
X Land Division – Kauai District (via email: alison.neustein@hawaii.gov)

FROM: Russell Y. Tsuji, Land Administrator *Russell Tsuji*  
 SUBJECT: Early Consultation for an Environmental Assessment  
 Kaua'i Bus Maintenance Facility Expansion  
 LOCATION: Lihu'e, Island of Kauai, Hawaii  
 TMK: (4) 3-6-002:018  
 APPLICANT: PBR HAWAII & Associates, Inc. on behalf of the County of Hawaii Transportation Agency

Transmitted for your review and comment is information on the above-referenced project. Please review the attached information and submit any comments by the internal deadline of **July 06, 2022** to [barbara.j.lee@hawaii.gov](mailto:barbara.j.lee@hawaii.gov) at the Land Division.

If no response is received by the above due date, we will assume your agency has no comments at this time. Should you have any questions about this request, please contact Barbara Lee at the above email address. Thank you.

BRIEF COMMENTS:

( ) We have no objections.  
 (X) We have no comments.  
 ( ) We have no additional comments.  
 ( ) Comments are included/attached.

Signed: *Alison Neustein*  
 Print Name: Alison Neustein  
 Division: Kauai District Land Division  
 Date: 6/22/22

Attachments  
Cc: Central Files



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

June 21, 2022

LD 0630

MEMORANDUM

FROM: ~~TO:~~ **DLNR Agencies:**  
 \_\_\_ Div. of Aquatic Resources  
 \_\_\_ Div. of Boating & Ocean Recreation  
X **Engineering Division** (via email: *DLNR.engr@hawaii.gov*)  
X Div. of Forestry & Wildlife (via email: *rubyrosa.t.terrago@hawaii.gov*)  
 \_\_\_ Div. of State Parks  
X Commission on Water Resource Management (via email: *DLNR.CWRM@hawaii.gov*)  
 \_\_\_ Office of Conservation & Coastal Lands  
X Land Division – Kauai District (via email: *alison.neustein@hawaii.gov*)

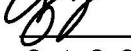
TO: **FROM:** Russell Y. Tsuji, Land Administrator *Russell Tsuji*  
**SUBJECT:** **Early Consultation for an Environmental Assessment**  
**Kaua'i Bus Maintenance Facility Expansion**  
**LOCATION:** Lihu'e, Island of Kauai, Hawaii  
 TMK: (4) 3-6-002:018  
**APPLICANT:** **PBR HAWAII & Associates, Inc. on behalf of the County of Hawaii Transportation Agency**

Transmitted for your review and comment is information on the above-referenced project. Please review the attached information and submit any comments by the internal deadline of **July 06, 2022** to *barbara.j.lee@hawaii.gov* at the Land Division.

If no response is received by the above due date, we will assume your agency has no comments at this time. Should you have any questions about this request, please contact Barbara Lee at the above email address. Thank you.

**BRIEF COMMENTS:**

( ) We have no objections.  
 ( ) We have no comments.  
 ( ) We have no additional comments.  
 (✓) Comments are included/attached.

Signed:   
 Print Name: Carty S. Chang, Chief Engineer  
 Division: Engineering Division  
 Date: Jun 29, 2022

Attachments  
Cc: Central Files

**DEPARTMENT OF LAND AND NATURAL RESOURCES  
ENGINEERING DIVISION**

**LD/Russell Y. Tsuji**

**Ref: Early Consultation for an Environmental Assessment**

**Kaua'i Bus Maintenance Facility Expansion**

**Location: Līhu'e, Island of Kauai, Hawaii**

**TMK(s): (4) 3-6-002:018**

**Applicant: PBR HAWAII & Associates, Inc. on behalf of the County of Kauai  
Transportation Agency**

**COMMENTS**

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high-risk areas). Be advised that 44CFR, Chapter 1, Subchapter B, Part 60 reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood zones subject to NFIP requirements are identified on FEMA's Flood Insurance Rate Maps (FIRM). The official FIRMs can be accessed through FEMA's Map Service Center ([msc.fema.gov](http://msc.fema.gov)). Our Flood Hazard Assessment Tool (FHAT) (<http://gis.hawaiiinfip.org/FHAT>) could also be used to research flood hazard information.

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

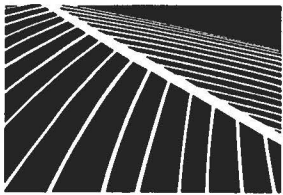
- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7139.
- Kauai: County of Kauai, Department of Public Works (808) 241-4849.

Signed: \_\_\_\_\_



CARTY S. CHANG, CHIEF ENGINEER

Date: Jun 29, 2022



**PBR HAWAII  
& ASSOCIATES, INC.**

June 15, 2022

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LIHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha,

PBR HAWAII & Associates, Inc. is preparing a Hawai'i Revised Statutes (HRS) Chapter 343 Environmental Assessment (EA) for the County of Kaua'i (County) Transportation Agency's proposed Bus Maintenance Facility Expansion as well as associated infrastructure improvements including charging equipment to service the County's new battery electric buses (BEB). The project area is just over three acres and is a portion of the County's tax map parcel (4) 3-6-002:018 that encompasses roughly 20 acres of land. The project site is located at 3220 Ho'olalo Street, north of Vidinha Stadium and west of the Kaua'i Veterans Center and Kapule Highway. (See attached aerial location map on page 2.) The project will utilize County land and funds and includes infrastructure improvements, triggering compliance with HRS Chapter 343. Please advise us of any concerns, issues, or comments you may have related to the proposed action that should be addressed in the EA.

Project Summary

Additional maintenance bays to allow for work on larger buses, office space, and associated infrastructure improvements will be added to the existing County bus maintenance facility including charging equipment to service the County's new BEBs.

The main objectives of the bus maintenance facility expansion are to:

- Construct new facilities and infrastructure to support BEBs in the County's effort to transition to non-fossil fuel vehicles; and
- Allow for further expansion to meet future sustainable transit needs.

Please submit your written comments **by July 8, 2022** with your full name and a return U.S. postal mailing address to:

PBR HAWAII & Associates, Inc.  
Attn: Ty Shiramizu  
1001 Bishop Street, Suite 650  
Honolulu, HI 96813-3484

If you have any questions or require any additional information, please do not hesitate to contact me by phone at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Mahalo,

Ty Shiramizu  
Planner

R. STAN DUNCAN, ASLA  
*President / Chairman*

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*Executive Vice President / Principal*

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*Project Director*

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*Cultural Sustainability Planner*

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*Senior Associate*

GREG NAKAI  
*Senior Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: [sysadmin@pbrhawaii.com](mailto:sysadmin@pbrhawaii.com)

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2022 JUN 17 PM 1:29  
DEPT. OF LAND &  
NATURAL RESOURCES  
STATE OF HAWAII

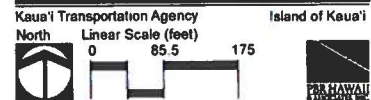


**LEGEND**

 Project Site

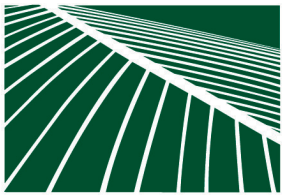
**Aerial Location Map**

**Kaua'i Bus Maintenance Facility Expansion**



Source: County of Kaua'i, 2021.  
 Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other special analysis.





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& ASSOCIATES, INC.

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1001 Bishop Street, Suite 650  
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Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: [sysadmin@pbrhawaii.com](mailto:sysadmin@pbrhawaii.com)

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March 15, 2023

Mr. Russell Tsuji  
Land Administrator  
State of Hawai'i  
Department of Land and Natural Resources  
Land Division  
PO Box 621  
Honolulu, Hawai'i 96809

Attn: Ms. Barbara Lee, Special Projects & Development Specialist

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LIHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Mr. Tsuji:

Mahalo for your letter dated July 8, 2022 (Reference number LD 0630) regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we appreciate your distribution of our request for early consultation to the Department of Land and Natural Resources (DLNR) divisions and offer the following responses.

Land Division – Kaua'i District:

We acknowledge the Land Division – Kaua'i District has no comments.


Engineering Division

The proposed project is in Zone X on the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps. Therefore, the project site is outside of a Special Flood Hazard Area and the 0.2 percent annual chance floodplain as identified by FEMA. This information will be provided in Section 3.5.1 of the Draft EA.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment (DEA). If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII



Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

O:\Job40\4018.01 Ventura Kauai Bus Maintenance Facility Permits and EA\EA\Early Consultation\Response Letters\DLNR Land Response.docx

DAVID Y. IGE  
GOVERNOR



STATE OF HAWAII  
**DEPARTMENT OF PUBLIC SAFETY**  
1177 Alakea Street  
Honolulu, Hawaii 96813

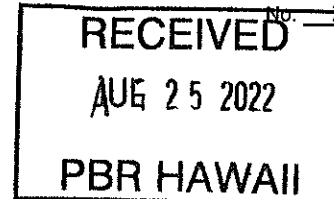
MAX N. OTANI  
DIRECTOR

Maria C. Cook  
Deputy Director  
Administration

Tommy Johnson  
Deputy Director  
Corrections

Jordan Lowe  
Deputy Director  
Law Enforcement

August 12, 2022



PBR HAWAII & Associates, Inc  
ATTN: Ty Shiramizu  
1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813

Dear Mr. Shiramizu

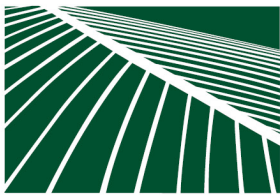
Subject: Early Consultation For An Environmental Assessment For The Kaua'i Bus  
Maintenance Facility Expansion, Lihu'e, County of Kaua'i (Tax Map Parcel (4)  
3-6-002:018)

We received your letter dated July 18, 2022. As you prepare your Environmental Assessment (EA), we have no concerns, issues, or comments related to the proposed actions.

If you or your staff have questions, please contact Mr. Wayne Takara, Chief Planner, at 587-3463.

Sincerely,

Max N. Otani  
Director



**PBR HAWAII**  
& ASSOCIATES, INC.

R. STAN DUNCAN, ASLA  
*President / Chairman*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
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1001 Bishop Street, Suite 650  
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Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

*printed on recycled paper*

March 15, 2023

Mr. Max N. Otani, Director  
State of Hawai'i  
Department of Public Safety  
1177 Alakea Street  
Honolulu, Hawai'i 96813

Attn: Wayne Takara, Chief Planner

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LĪHU'Ē, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Mr. Otani:

Mahalo for your letter dated August 12, 2022 (Reference No. 2022-2004) regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we appreciate your letter stating that you have no concerns, issues, or comments related to the proposed actions.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

O:\Job40\018.01 Ventura Kauai Bus Maintenance Facility Permits and EA\EA\Early Consultation\Response Letters\DPS Response.docx



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

July 6, 2022

VIA EMAIL: [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)

Mr. Ty Shiramizu  
Planner  
PBR HAWAII & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, Hawaii 96813

Dear Mr. Shiramizu:

Subject: Early Consultation for an Environmental Assessment  
Kauai Bus Maintenance Facility Expansion  
Lihue, Kauai, Hawaii  
Tax Map Key: (4) 3-6-002:018

Thank you for your letter dated June 15, 2022, request the State of Hawaii Department of Transportation's (HDOT) review and comments on the subject project. HDOT understands the County of Kauai Transportation Agency is proposing to construct new facilities and infrastructure to support new batter electric buses. The project site is located directly off of Hoolako Street. The Kauai Veterans Memorial Highway (State Route 51) is the nearest State highway which is accessed via intersections with Kaana Street to the north, and Ninini Point Street to the south.

HDOT has the following comments:

Airports Division (HDOT-A)

1. The project location is approximately 0.05 miles from the property boundary of Lihue Airport (LIH). All projects within 5 miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at this link: [http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports\\_08-01-2016.pdf](http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf).
2. The project location is approximately 1,595 feet from the end of Runway 21 at LIH. Federal Aviation Administration (FAA) regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction or Alteration pursuant to the Code of Federal

Regulations, Title 14, Part 77.9, if the construction or alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, shall be included in the submittal. The form and criteria for submittal can be found at the following website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

3. Due to the proximity to the airport, the developer should be aware of potential noise from aircraft operations. There is also a potential for fumes, smoke, vibrations, odors, etc., resulting from occasional aircraft flight operations over or near the project location. These impacts may increase or decrease over time and depending on airport operations.
4. The HDOT-A requires that the proposed development does not provide landscape and vegetation that will create a wildlife attractant, which can potentially become a hazard to aircraft operations. Please review the FAA Advisory Circular 150/5200-33C, Hazardous Wildlife Attractants On Or Near Airports for guidance. If the development creates a wildlife attractant, the developer shall immediately mitigate the hazard upon notification by the HDOT-A and/or FAA.
5. If a solar energy photovoltaic (PV) system is going to be installed, be aware that PV systems located in or near the approach path of aircrafts can create a hazardous condition for pilots due to possible glint and glare reflected from the PV panel array. If glint or glare from the PV array creates a hazardous condition for pilots, the owner of the PV system shall be prepared to immediately mitigate the hazard upon notification by the HDOT-A and/or FAA.

The FAA requires a glint and glare analysis for all solar energy PV systems near airports. The [www.sandia.gov/glare](http://www.sandia.gov/glare) website has information and guidance with the preparation of a glint and glare analysis. A separate FAA Form 7460-1 will be necessary for the solar energy PV system. After the FAA determination of the Form 7460-1 glint and glare analysis, a copy shall be provided to the HDOT-A by the owner of the solar energy PV system.

Solar energy PV systems have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, thereby disrupting the reliability of air-to-ground communications. Again, the owner of the solar energy PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT-A and/or FAA.

Highway Division (HDOT-HWY)

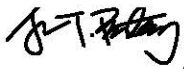
The HDOT-HWY has reviewed the early consultation materials provided, and does not anticipate an adverse direct impact to State highways; however, the traffic impact discussion within the draft Environmental Assessment should include the following:

1. Jurisdiction of roadways in the vicinity.
2. Location of existing and proposed site access routes and driveways.
3. Observations regarding existing traffic conditions for all roadway users (i.e., bicyclists, pedestrians, bus riders), in the vicinity of the site, and at the two intersections with Kapule Highway.
4. Project description, including hours of operation, and anticipated number of vehicle trips to/from the site during peak traffic hours.
5. Discussion of other land use changes in the vicinity that could affect Kupule Highway traffic conditions.
6. Assessment of the project's potential direct, secondary, and cumulative impact to State highways.

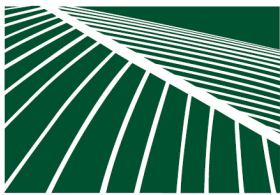
If the qualitative traffic assessment suggests a potential for adverse impact to State highways, then the EA should include a traffic impact assessment report prepared by a licensed Professional Engineer.

If there are any questions, please contact Mr. Blayne Nikaido of the HDOT Statewide Transportation Planning Office at (808) 831-7979 via email at [blayne.h.nikaido@hawaii.gov](mailto:blayne.h.nikaido@hawaii.gov).

Sincerely,



JADE T. BUTAY  
Director of Transportation



**PBR HAWAII  
& ASSOCIATES, INC.**

R. STAN DUNCAN, ASLA  
*President / Chairman*

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*Senior Associate*

ETSUYO KILA  
*Senior Associate*

GREG NAKAI  
*Senior Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

*printed on recycled paper*

March 15, 2023

Mr. Edwin H. Sniffen, Director  
Department of Transportation  
State of Hawai'i  
869 Punchbowl Street  
Honolulu, Hawai'i 96813-5097

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE  
KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS, LIHU'E, COUNTY OF  
KAUA'I (TAX MAP PARCEL: (4) 3-6-002:018)**

Aloha Mr. Sniffen:

Mahalo for the State Department of Transportation's letter dated July 6, 2022 (Reference number DIR 0596 STP 8.3422) regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we greatly appreciate the information provided regarding the nearby roadways and requirements due to the Project's proximity to Līhu'e Airport. We offer the following responses and have incorporated this information into the Draft Environmental Assessment (EA) where appropriate.

Airports Division

1. We have reviewed the Technical Assistance Memorandum providing guidance on developments within five miles of Hawai'i State airports and the Project will not include features that attract hazardous wildlife as there is no new landscaping proposed. It will not create a glint or glare hazard as the proposed materials will match the existing and there are no proposed photovoltaic systems, nor will it create an aerial obstruction hazard to flight operations as the new extension on the maintenance building will be less than 30 feet at its highest point. Furthermore, the operational activities of the Project Site as the County Transportation Agency's main administrative and maintenance facility will not change with the completion of the improvements.
2. The Project team will comply with the requirement to submit FAA Form 7460-1 in accordance with the Code of Federal Regulations, Title 14, Part 77.7 if it meets the criteria including any equipment used during construction. The form has been added to the list of permits and approvals in the Summary and Table 5-4.
3. Mahalo for the warning regarding potential noise, fumes, smoke, vibrations, odors, etc. related to aircraft operations due to the proximity of the airport. This information has been included in the Draft EA in Sections 4-4 and 4-5./
4. As noted above, no new landscaping is proposed as part of the project.
5. In addition, no new photovoltaic systems are proposed for the project.

Mr. Edwin H. Sniffen

EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS, LĪHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)

March 15, 2023

Page 2 of 2

Highways Division

Mahalo for the comment that Highways Division does not anticipate any adverse direct impacts to State highways. As requested, please see the information related to the jurisdiction of area roadways, location of existing and proposed driveways and access routes, existing traffic conditions for all roadway users including bicyclists, pedestrians, and bus riders, project description and hours of operation, other known land use changes in the vicinity, and assessment of potential impacts to State highways in Section 4.3 of the Draft EA. We understand that if the qualitative traffic assessment provided suggests a potential for adverse impact, a traffic impact assessment prepared by a licensed engineer may be required.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

A handwritten signature in black ink, appearing to read 'Ty Shiramizu', with a long horizontal flourish extending to the right.

Ty Shiramizu  
Planner

cc: County of Kaua'i Transportation Agency





**Office of the Administrative Director of the Courts – THE JUDICIARY • STATE OF HAWAI'I**  
417 SOUTH KING STREET • ALI'ĪOLANI HALE • HONOLULU, HAWAI'I 96813 • TELEPHONE (808) 539-4900 • FAX (808) 539-4855

**Rodney A. Maile**  
ADMINISTRATIVE DIRECTOR

**Brandon M. Kimura**  
DEPUTY ADMINISTRATIVE DIRECTOR

July 7, 2022

PBR HAWAII & Associates  
Attn: Ty Shiramizu  
1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LIHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Dear Mr. Shiramizu:

Thank you for requesting early consultation comments pursuant to the noted proposed project. The Fifth Circuit of The Judiciary – State of Hawai'i occupies and provides important services in Pu'uuhonua Kaulike, adjacent to the site of the proposed Kaua'i Bus Maintenance Facility Expansion.

The Judiciary anticipates the proposed project could create the following impacts on daily court operations of our Fifth Circuit, located at at 3970 Ka'ana Street / Lihue, Hawaii 96766. We look forward to associated mitigations of:

- Prolonged daily impacts of construction noise during construction – activities and services in Judiciary's court house are noise-sensitive;
- Impacts on public parking - ensure the Judiciary's parking lot is not used as a staging area for buses throughout the day;
- Uncontrolled stormwater run-off during construction – run-off must be prevented from flowing onto the Judiciary property or adjacent roadways; and
- Long term impacts of increased traffic and congestion during construction and post occupancy.

We encourage you to explore ways and implement measures to minimize these potential impacts on court operations of the Fifth Circuit.

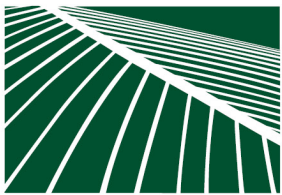
Thank you, again, for giving us the opportunity to make early comments.

Sincerely,

A handwritten signature in blue ink that reads "Rodney A. Maile".

Rodney A. Maile  
Administrative Director of the Courts

cc: Brandon M. Kimura  
David M. Lam  
Joanne Krippaehne



**PBR HAWAII  
& ASSOCIATES, INC.**

R. STAN DUNCAN, ASLA  
*President / Chairman*

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C  
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*Senior Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

*printed on recycled paper*

March 15, 2023

Mr. Rodney A. Maile, Administrative Director of the Courts  
State of Hawai'i Judiciary  
Office of the Administrative Director of the Courts  
417 South King Street  
Ali'iōlani Hale  
Honolulu, Hawaii 96813

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I  
BUS MAINTENANCE FACILITY EXPANSION, LĪHU'Ē, COUNTY OF KAUA'I (TAX MAP  
PARCEL (4) 3-6-002:018)**

Aloha Mr. Maile:

Mahalo for your letter dated July 7, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i (County) Transportation Agency, we greatly appreciate the information in the letter regarding the mitigation of potential impacts on the Fifth Circuit Court. We offer the following in response to your comments.

**Construction Noise** – The scope of the project is relatively small, and it is anticipated that activities such as pavement cutting and foundation work will be relatively short in duration and no grading work will be done between 7:00 PM and 7:00 AM. The construction site is roughly 375' downwind of the Judiciary and all State Department of Health (DOH) noise regulations and permit requirements will be followed, which will help mitigate any construction noise. Post-construction noise is anticipated to improve as the County replaces its diesel bus fleet with Battery Electric Buses (BEBs), which these improvements will support.

**Public Parking** – The Judiciary's parking lot will not be used to stage buses throughout the day.

**Uncontrolled Stormwater Runoff** – All required State and County regulations with regards to stormwater runoff will be complied with both during construction and post-construction. Therefore, no uncontrolled stormwater runoff is anticipated to flow onto the Judiciary's parcel or surrounding roadways during construction.

**Long-term Traffic Impacts** – The project will not include any fleet or employment expansion and is not expected to impact long-term traffic or congestion. However, there may be temporary short-term increases in traffic and vehicles during construction. Traffic controls and other directional devices may be placed in the Ho'olako Street near the project to detour vehicles around work areas if necessary. However, access to the Judiciary from Ka'ana Street should not be affected. The contractor will also provide public notices as necessary and implement measures to provide access along Ho'olako Street to minimize the inconvenience to the Judiciary and surrounding uses whenever possible. Additional information with regards to traffic will be provided in Section 4.3.1 of the Draft Environmental Assessment (EA).

Mahalo nui your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,  
PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

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## Kimi Yuen

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**From:** Ty Shiramizu  
**Sent:** Thursday, July 7, 2022 2:01 PM  
**To:** Bryan Wienand  
**Cc:** Michael Moule  
**Subject:** RE: County of Kauai Dept. of Public Works Comments - Early Consultation for EA - Kauai Bus Expansion TMK (4) 3-6-002-018

Hi Bryan,

Thank you for reaching out. Confirmed that Public Works Engineering Division has no further concerns or questions on this project at the moment.

Mahalo,  
Ty Shiramizu  
Planner



### **PBR HAWAII**

Land Planning | Landscape Architecture  
Environmental Planning | Land Use Entitlements  
1001 Bishop Street Suite 650  
Honolulu, HI 96813  
Phone: 808-521-5631  
Fax: 808-523-1402  
Email: [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)  
Website: [www.pbrhawaii.com](http://www.pbrhawaii.com)

---

**From:** Bryan Wienand <[bwienand@kauai.gov](mailto:bwienand@kauai.gov)>  
**Sent:** Thursday, July 7, 2022 1:58 PM  
**To:** Ty Shiramizu <[tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)>  
**Cc:** Michael Moule <[mmoule@kauai.gov](mailto:mmoule@kauai.gov)>  
**Subject:** RE: County of Kauai Dept. of Public Works Comments - Early Consultation for EA - Kauai Bus Expansion TMK (4) 3-6-002-018

Ty,

Thank you for the response; I have no other comments or concerns at this time.

Thank you,  
Bryan

**Bryan Wienand, P.E.**  
CE VI, Regulatory Section Head  
Engineering Division  
Dept. of Public Works  
(808) 241-4896  
[bwienand@kauai.gov](mailto:bwienand@kauai.gov)

---

**From:** Ty Shiramizu <[tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)>  
**Sent:** Thursday, July 7, 2022 1:43 PM  
**To:** Bryan Wienand <[bwienand@kauai.gov](mailto:bwienand@kauai.gov)>  
**Cc:** Michael Moule <[mmoule@kauai.gov](mailto:mmoule@kauai.gov)>  
**Subject:** RE: County of Kauai Dept. of Public Works Comments - Early Consultation for EA - Kauai Bus Expansion TMK (4) 3-6-002-018

CAUTION: This email originated from outside the County of Kauai. Do not click links or open attachments even if the sender is known to you unless it is something you were expecting.

Aloha Bryan,

According to the Project's Engineering Team, the current plan does not include any changes to the Detention Basin. Please feel free to get back to me if you have any other questions.

Thanks,  
Ty Shiramizu  
Planner



**PBR HAWAII**

Land Planning | Landscape Architecture  
Environmental Planning | Land Use Entitlements  
1001 Bishop Street Suite 650  
Honolulu, HI 96813  
Phone: 808-521-5631  
Fax: 808-523-1402  
Email: [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)  
Website: [www.pbrhawaii.com](http://www.pbrhawaii.com)

---

**From:** Bryan Wienand <[bwienand@kauai.gov](mailto:bwienand@kauai.gov)>  
**Sent:** Thursday, July 7, 2022 12:17 PM  
**To:** Ty Shiramizu <[tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com)>  
**Cc:** Michael Moule <[mmoule@kauai.gov](mailto:mmoule@kauai.gov)>  
**Subject:** County of Kauai Dept. of Public Works Comments - Early Consultation for EA - Kauai Bus Expansion TMK (4) 3-6-002-018

Aloha Ty,

We received the attached request for early consultation on the proposed Kaua'i Bus Expansion TMK (4) 3-6-002:018. Can you please clarify what the plan is for the existing Detention Basin?

Thank you,  
Bryan

**Bryan Wienand, P.E.**  
CE VI, Regulatory Section Head  
Engineering Division  
Dept. of Public Works



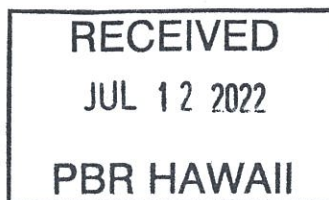
# POLICE DEPARTMENT COUNTY OF KAUAI



DEREK S.K. KAWAKAMI, MAYOR  
MICHAEL A. DAHILIG, MANAGING DIRECTOR

TODD G. RAYBUCK, CHIEF OF POLICE  
STAN R. OLSEN, DEPUTY CHIEF OF POLICE

June 29, 2022



Mr. Ty Shiramizu  
Planner  
PBR Hawaii & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, HI 96813-3484

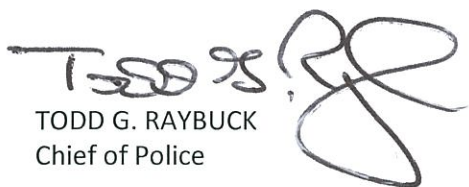
Subject: Early Consultation for an Environmental Assessment for the Kauai Bus Maintenance Facility Expansion, Lihue, County of Kauai (Tax Map Parcel (4) 3-6-002:018)

Dear Mr. Shiramizu:

We are in receipt of your correspondence dated June 15, 2022 regarding the planned Kauai Bus maintenance and facility expansion.

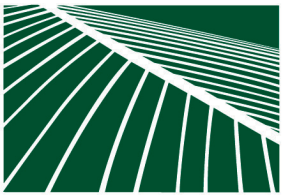
The information has been reviewed and the Kauai Police Department does not have any questions or concerns and supports the project as described.

Sincerely,

  
TODD G. RAYBUCK  
Chief of Police

TGR/gk





**PBR HAWAII**  
& ASSOCIATES, INC.

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*President / Chairman*

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*Executive Vice-President / Principal*

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GRACE ZHENG, ASLA, LEED® GA, SITES® AP  
*Senior Associate*

ETSUYO KILA  
*Associate*

GREG NAKAI  
*Associate*

NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

March 15, 2023

Mr. Todd G. Raybuck  
Chief of Police  
County of Kaua'i  
Police Department  
3990 Ka'ana Street, Suite 200  
Līhu'e, Hawai'i 96766

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I  
BUS MAINTENANCE FACILITY EXPANSION, LĪHU'E, COUNTY OF KAUA'I (TAX MAP  
PARCEL (4) 3-6-002:018)**

Aloha Chief Raybuck:

Mahalo for your letter dated June 29, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we understand that the Kaua'i Police Department has no questions or concerns and appreciates your support of the project.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

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**From:** [Marisa Valenciano](#)  
**To:** [Ty Shiramizu](#)  
**Subject:** Early Consultation for an EA for the Kauai Bus Maintenance TMK: (4) 3-6-002:018  
**Date:** Monday, June 20, 2022 10:18:09 AM

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Aloha Ty,

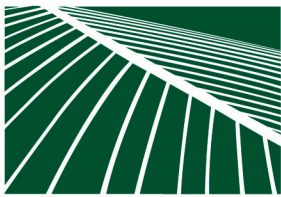
The Department is in receipt of the letter you sent to request early comments for an EA for the County of Kauai Bus Maintenance project.

I received the letter on behalf of KHPRC and had a few questions about the process and the project.

Can you please give me a call at your earliest convenience?

Thank you,  
Marisa

Marisa Valenciano  
Planner  
County of Kauai Planning Department  
4444 Rice Street Suite A473  
Lihue, HI 96766  
(808) 241-4060



**PBR HAWAII**  
& ASSOCIATES, INC.

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NICOLE SWANSON  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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**MEETING NOTES**

**DATE:** June 20, 2022

**MEETING DATE:** June 20, 2022

**PRESENT:** Marisa Valenciano / County of Kaua'i Department of Planning, on behalf of the Kaua'i Historic Preservation Review Commission  
Ty Shiramizu / PBR HAWAII

**DISTRIBUTION:** Project Team

**SUBJECT:** **KAUA'I BUS MAINTENANCE FACILITY IMPROVEMENTS – EARLY CONSULTATION REQUEST TO KAUA'I HISTORIC PRESERVATION REVIEW COMMISSION**

The following summarizes the early consultation performed for the proposed Kaua'i Bus Maintenance Facility Improvements ("Project") in Līhu'e, Kalapakī Ahupua'a, on the island of Kaua'i in support of the preparation of an environmental assessment (EA) for the Project.

Prior to the call, Ty Shiramizu mailed the early consultation letter containing the Project Site and description to the Kaua'i Historic Preservation Review Commission (KHPRC) via the County of Kaua'i Department of Planning Office on June 15, 2022.

Ms. Valenciano emailed back in receipt of the early consultation letter and requested a phone call to learn more about the Project and process.

During the phone call, Mr. Shiramizu shared the scope and purpose of the Project, mentioning that the Project would provide the County of Kaua'i Transportation Agency with electric bus charging infrastructure and expanded maintenance bays and that all work would take place on previously disturbed land. Ms. Valenciano stated that with the current scope of the Project there would likely be no comments from KHPRC unless there are known historic archaeological or cultural resources in the area. She added that the KHPRC would take an opportunity later in the process to provide comments if necessary.

*This is our understanding of the topics discussed and the conclusions reached. Please give PBR HAWAII written notification of any errors or omissions within seven calendar days. Otherwise, this report will be deemed an accurate record and directive.*





# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122  
Honolulu, Hawai'i 96850

June 24, 2022

In Reply Refer To:  
2022-0057312-S7-001

Mr. Ty Shiramizu  
PBR Hawaii & Associates, Inc.  
1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813

Subject: 2022-0057312-S7-001 Species List for Proposed County Bus Maintenance Facility Expansion Project at 3220 Ho'olako Street, TMK (4) 3-6-002:018, Līhu'e, Kaua'i

Dear Mr. Shiramizu:

Thank you for your letter of June 15, 2022 requesting a species list and guidance for the proposed County Bus Maintenance Facility Expansion Project, located at 3220 Ho'olako Street, TMK (4) 3-6-002:018, on the island of Kaua'i. The proposed project is for the bus maintenance facility expansion as well as associated infrastructure improvements including charging equipment to service the County of Kaua'i new battery electric buses. The project area is just over three acres and is a portion of TMK (4) 3-6-002:018 that encompasses roughly 20 acres of land. The proposed project consist of construction of new facilities and infrastructure to support the battery electric buses and allow for further expansion to meet future sustainable transit needs.

This letter has been prepared under the authority of and in accordance with provisions of the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*), as amended (ESA). We have reviewed the information you provided and pertinent information in our files, as it pertains to federally listed species in accordance with section 7 of the ESA. Our data indicate the following federally listed species may occur or transit through the vicinity of the proposed project area: the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*); endangered Hawaiian petrel (*Pterodroma sandwichensis*), threatened Newell's shearwater (*Puffinus auricularis newelli*), and endangered Hawaii distinct population segment (DPS) of band-rumped storm-petrel (*Oceanodroma castro*) (hereafter collectively referred to as Hawaiian seabirds).

### Hawaiian hoary bat

The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or

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## PACIFIC REGION 1

IDAHO, OREGON\*, WASHINGTON,  
AMERICAN SAMOA, GUAM, HAWAI'I, NORTHERN MARIANA ISLANDS

\*PARTIAL

taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away.

To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you consider incorporating the following applicable measure into your project description:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

#### Hawaiian seabirds

Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable.

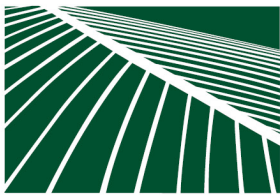
To avoid and minimize potential project impacts to seabirds we recommend you incorporate the following applicable measures into your project description:

- Fully shield all outdoor lights so the bulb can only be seen from below bulb height and only use when necessary.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

We appreciate your efforts to conserve protected species. If you have questions regarding this response, please contact Charmian Dang, Fish and Wildlife Biologist (phone: 808-792-9400, email: [Charmian\\_Dang@fws.gov](mailto:Charmian_Dang@fws.gov)). When referring to this project, please include this reference number: 2022-0057312-S7-001.

Sincerely,

Island Team Manager  
O‘ahu, Kaua‘i, Northwestern Hawaiian  
Islands, and American Samoa



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NICOLE SWANSON, ASLA  
*Associate*

1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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March 15, 2023

Mr. Aaron Nadig, Island Team Manager  
U.S. Department of the Interior  
Fish and Wildlife Service  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122  
Honolulu, Hawai'i 96850

Attn: Charmian Dang, Fish and Wildlife Biologist

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I  
BUS MAINTENANCE FACILITY EXPANSION, LIHU'E, COUNTY OF KAUA'I (TAX MAP  
PARCEL (4) 3-6-002:018)**

Aloha Mr. Nadig:

Mahalo for your letter dated June 24, 2022, (Reference: 2022-0057312-S7-001) regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we greatly appreciate the technical assistance provided in the letter regarding the avoidance measures and minimization of impacts for the protection of the Hawaiian hoary bat and Hawaiian seabirds. All recommendations will be followed with diligence to protect our native and endangered species. No barbed wire will be used and any trees or woody plants taller than fifteen feet will not be trimmed or relocated during the pupping season. To mitigate any potential impacts to Hawaiian seabirds, any outdoor lighting will be downward-facing and fully shielded. Automatic motion sensor switches and controls will be installed on all outdoor lights or manually turned off when human activity is not occurring in the lighted area. Nighttime construction will be avoided especially during the seabird fledging season. This information will be included in Section 3.6 of the Draft Environmental Assessment (EA).

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

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**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

**REGION IX**

**75 Hawthorne Street  
San Francisco, CA 94105-3901**

July 6, 200

Ty Shiramizu  
PBR HAWAII and Associates, Inc  
1001 Bishop Street, Suite 650  
Honolulu, Hawaii 96813

**Subject: Early Consultation for an Environmental Assessment for the Kaua'i Bus  
Maintenance Facility Expansion, County of Kaua'i**

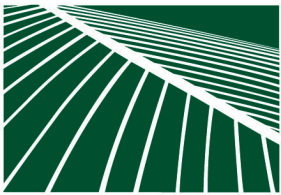
Dear Ty Shiramizu:

The U.S. Environmental Protection Agency is in receipt of your request for comment on the above referenced matter, received on June 21, 2022. We do not have any comments related to the proposed action for compliance with the Hawai'i Environmental Policy Act.

The EPA appreciates the opportunity to review the project summary. You can direct future correspondence to my office in EPA Region 9.

Sincerely,

Jean Prijatel,  
Manager, Environmental Review Branch



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1001 Bishop Street, Suite 650  
Honolulu, Hawai'i 96813-3484  
Tel: (808) 521-5631  
Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

March 15, 2023

Ms. Jean Prijatel  
Manager  
United States Environmental Protection Agency  
Region IX  
Environmental Review Branch  
75 Hawthorne Street  
San Francisco, California 94105-3901

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LĪHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Ms. Prijatel:

Mahalo for your letter dated July 6, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i Transportation Agency, we acknowledge that you have no comments related to the proposed action regarding compliance with the Hawai'i Environmental Policy Act.

Mahalo nui for your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

  
Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

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July 2, 2022

Ty Shiramizu  
Planner  
PBR Hawaii & Associates, Inc.  
1001 Bishop St., Suite 650  
Honolulu, HI 96813-3484

Subject: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS  
MAINTENANCE FACILITY EXPANSION, LĪHU'Ē, COUNTY OF KAUA'I (TAX MAP PARCEL (4)  
3-6-002:018)

Dear Mr. Shiramizu:

We are in receipt of your letter dated June 15, 2022, related to the Kauai Bus Maintenance Facility Expansion. We understand that the proposed expansion will, among other requirements, service the County's new battery electric buses (BEB).

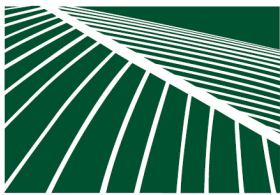
For your records, Hawaiian Telcom continues to serve the existing Kauai Bus Maintenance Facility from a pole line situated between the Kauai Veterans Center and the soccer fields at Vidinha Stadium. The facility then dips into an underground conduit system along the service road from Hoolako Rd. between the Bus facility and the Kauai Police Department.

Any proposed work affecting these facilities should be coordinated with our office. Should you have any questions, call me at 808-241-5052 or email: [jimmy.sone@hawaiiantel.com](mailto:jimmy.sone@hawaiiantel.com), or [ht-planreviews@hawaiiantel.com](mailto:ht-planreviews@hawaiiantel.com)

Sincerely,



Jimmy Sone P.E.  
Contract Engineer  
OSP Engineering - Kauai



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Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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March 15, 2023

Mr. Jimmy Sone P.E.  
Contract Engineer  
Hawaiian Telcom  
OSP Engineering – Kaua'i  
4040 Halau St.  
Lihue, Hawai'i 96766

**SUBJECT: EARLY CONSULTATION FOR AN ENVIRONMENTAL ASSESSMENT FOR THE KAUA'I BUS MAINTENANCE FACILITY EXPANSION, LĪHU'E, COUNTY OF KAUA'I (TAX MAP PARCEL (4) 3-6-002:018)**

Aloha Mr. Sone:

Mahalo for your letter dated July 2, 2022, regarding the subject project. As the planning consultant for the County of Kaua'i (County) Transportation Agency, we greatly appreciate the information provided in the letter regarding the existing service to the County's bus maintenance facility and nearby Hawaiian Telcom facilities. As the proposed Project moves forward, the project team will coordinate with your office regarding any work that might affect those facilities. We have advised the project team and included this information in the Draft Environmental Assessment (EA) in Section 4.8.2.

Mahalo nui your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA. If you have any questions, please contact me at (808) 521-5631 or by email at [tshiramizu@pbrhawaii.com](mailto:tshiramizu@pbrhawaii.com).

Aloha,

PBR HAWAII

Ty Shiramizu  
Planner

cc: Ms. Celia Mahikoa and Mr. Leonard Peters, County of Kaua'i Transportation Agency  
Mr. Marc Ventura, AIA

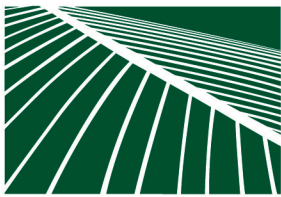
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# APPENDIX B









**PBR HAWAII**  
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Fax: (808) 523-1402  
E-mail: sysadmin@pbrhawaii.com

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**MEETING NOTES**

**DATE:** August 10, 2022 (Revised November 29, 2022)

**MEETING DATE:** August 1, 2022

**PRESENT:** Donna Kaliko Santos / Office of Hawaiian Affairs – Kaua‘i, ‘Aha Moku – Puna Moku, Nā Kuleana o Kānaka ‘Ōiwi  
Ty Shiramizu / PBR HAWAII

**DISTRIBUTION:** Project Team

**SUBJECT:** **KAUA‘I BUS MAINTENANCE FACILITY IMPROVEMENTS – SECTION 6E, HAWAI‘I REVISED STATUTES (HRS) CONSULTATION WITH MS. DONNA KALIKO SANTOS RE: CULTURAL RESOURCES AND PRACTICES**

The following summarizes the consultation performed in accordance with Section 6E, HRS regarding cultural resources and/or practices for the proposed Kaua‘i Bus Maintenance Facility Improvements (“Project”) in Līhu‘e, Kalapakī Ahupua‘a, on the island of Kaua‘i in support of the preparation of an environmental assessment (EA) for the Project.

Prior to the call, Ty Shiramizu sent the project site and overview to Ms. Santos of the Office of Hawaiian Affairs (OHA) Kaua‘i Office on July 14, 2022, via email and inquired about any known cultural resources or practices that may be nearby.

Ms. Santos mentioned that she forwarded the email and attached project information to the appropriate channels in her role at OHA.

In her role representing ‘Aha Moku Kaua‘i and Nā Kuleana o Kānaka ‘Ōiwi, she stated that her contacts could not think of any significant cultural resources or practices in the area and noted that the project site and much of the surrounding land had been heavily used for sugar cultivation in the past, and any archaeological or cultural artifacts were likely lost to the use of the land for sugarcane cultivation. She recommended including a clause for inadvertent finds in the EA.

*This is our understanding of the topics discussed and the conclusions reached. Please give PBR HAWAII written notification of any errors or omissions within seven calendar days. Otherwise, this report will be deemed an accurate record and directive.*