NEPA Action EA/EIS
Publication Form

Project Name: Draft Environmental Assessment for Construction of HC-130J Temporary Hangars at Air Station Barbers Point, Kapolei, O‘ahu, Hawai‘i

Island: Oahu

District: ‘Ewa

TMK: Tax Map Key (TMK) 9-1-013:063 and 031

Permits: See Draft Environmental Assessment

Applicant or Proposing Agency: U.S. Coast Guard
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Approving Agency: Same as Proposing Agency

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Status: The Draft EA is available for public review and comment at the following O‘ahu public libraries: Kapolei Public Library and ‘Ewa Beach Public Library. The Draft EA also is available on the internet at https://isg.applications.tetratech.com/Barbers_Point_EA. The U.S. Coast Guard will accept comments for a 30-day public comment period beginning on October 8, 2024. Written comments must be postmarked by November 7, 2024 to be considered in the Final EA. Written comments on the Draft EA may be sent by U.S. Postal Service to Mr. James T. Hayes, c/o Planning Solutions, Inc., Pacific Park Plaza, Suite 950, 711 Kapi‘olani Boulevard, Honolulu, HI 96813-5213, or via email to jim@psi-hi.com.

Summary: Pursuant to the Council on Environmental Quality regulations implementing the National Environmental Policy Act, the U.S. Coast Guard gives notice of availability of a Draft Environmental Assessment and requests public comment on the proposed construction of new, temporary hangars for HC-130J fixed-wing aircraft with supporting facilities and utilities at Air Station Barbers Point (ASBP), Kapolei, O‘ahu, Hawai‘i. The hangars are necessary to provide fully enclosed, weather-protected facilities to repair, service, and shelter ASBP’s fleet of HC-130J aircraft. ASBP’s current hangar configuration can provide only partial enclosure of one aircraft. Anticipated construction activities include constructing three humidity-controlled tension membrane or relocatable fabric structures on concrete pads, relocating an aircraft wash rack and hot-fueling pad, relocating a parking area, and upgrading utilities. The new construction will be within previously disturbed areas of ASBP. The U.S. Coast Guard is the lead agency for the Proposed Action.

DRAFT
ENVIRONMENTAL ASSESSMENT

UNITED STATES COAST GUARD
CONSTRUCTION OF HC-130J TEMPORARY HANGARS
AIR STATION BARBERS POINT, KAPOLEI, O‘AHU, HAWAII

OCTOBER 2024

UNITED STATES COAST GUARD DRAFT ENVIRONMENTAL ASSESSMENT FOR CONSTRUCTION OF HC-130J TEMPORARY HANGARS AT AIR STATION BARBERS POINT, KAPOLEI, O'AHU, HAWAI'I

This United States Coast Guard (USCG) draft environmental assessment (DEA) was prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) (Title 42 of the *United States Code* § 4321 *et seq.*), Council on Environmental Quality NEPA implementing regulations (Title 40 of the *Code of Federal Regulations* parts 1500–1508), Department of Homeland Security NEPA implementing policy (Directive 023-01, Rev 01, *Implementation of the National Environmental Policy Act*, together with Instruction 023-01-001-01, Rev 01, *Instruction Manual on Implementation of the National Environmental Policy Act*), USCG's Environmental Planning Policy (Commandant Instruction 5090.1 [series]), and the *U.S. Coast Guard Environmental Planning Implementing Procedures* (USCG 2020).

This DEA serves as a concise public document to briefly provide sufficient evidence and analysis for determining the need to prepare an environmental impact statement or a finding of no significant impact. This DEA describes the Proposed Action, the purpose of and need for the Proposed Action, alternatives to the Proposed Action, a description of the current conditions of the human environment and natural resources that would be affected by implementing the Proposed Action or alternatives, and the environmental effects of the Proposed Action and alternatives on the human environment and natural resources. This DEA also contains a list of the preparers of the EA, references used in preparing the DEA, and a list of the agencies and individuals consulted during its preparation.

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I reviewed the EA and submitted my written comments to the Proponent.

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In reaching my decision/recommendation on the USCG's Proposed Action, I considered the information contained in this DEA and considered and acknowledge the written comments submitted to me from the Environmental Reviewer(s).

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EXECUTIVE SUMMARY

ES.1 Introduction

The United States Coast Guard (USCG) Facilities Design and Construction Center Seattle Detachment has prepared this Environmental Assessment (EA) to evaluate the environmental effects of the USCG's Proposed Action to construct new, temporary hangars for HC-130J fixed-wing aircraft with supporting facilities and utilities at the USCG Air Station Barbers Point (ASBP) near Kapolei, O'ahu, Hawai'i. As an interim hangaring measure pending construction of a long-term permanent structure, the USCG's proposed construction activities include constructing three humidity-controlled tension membrane or relocatable fabric structures (TM/RFS) on concrete pads, relocating an aircraft wash rack and hot-fueling pad, relocating a parking area, and upgrading associated utilities. The new construction would occur within previously disturbed areas of ASBP. The information and analysis this EA contains will determine whether implementation of the Proposed Action would have a significant effect on the environment, requiring the preparation of an environmental impact statement. If no significant effects would occur, a finding of no significant impact would be prepared.

ES.2 Scope of the Environmental Assessment

This EA evaluates the potential environmental effects of implementing the Proposed Action and reasonable alternatives. This EA considers two alternatives: the No Action Alternative and the Preferred Alternative. The No Action Alternative is evaluated in accordance with the Council on Environmental Quality (CEQ) National Environmental Policy Act of 1969 (NEPA) (Title 42 of the *United States Code* [USC] § 4321 *et seq.*) implementing regulations. The No Action Alternative would not implement the Proposed Action and would continue existing conditions. The Preferred Alternative would implement the Proposed Action to construct the new temporary hangars and supporting facilities and utilities on ASBP. The EA documents, for public review, an analysis of the potential for adverse effects on the human environment and natural resources from the Proposed Action and No Action alternatives. This EA is a public document, and the analysis considers public input.

ES.3 Background

ASBP is on the southwestern shore of the island of O'ahu, about 20 miles west of downtown Honolulu and south of the city of Kapolei. ASBP is due south of the Kalaeloa Airport, occupying an isolated 38-acre triangular shaped area between two of the airport's runways. ASBP, Kalaeloa Airport, and the surrounding land were part of the former Naval Air Station Barbers Point.

ASBP supports the USCG's Fourteenth District, the largest and most culturally diverse of all USCG operating areas. ASBP's area of responsibility covers 14.4 million square miles of open ocean, atolls, and island nations in the Pacific Maritime Region and includes Guam, Hawai'i, parts of Japan, and the Carolinas, Marianas, and Marshall island chains. ASBP is the Fourteenth District's only aviation unit and its missions include enforcement of laws and treaties, providing long- and short-range aids to navigation, marine environmental response, maritime homeland security, military readiness, and search and rescue response. To accomplish its missions, ASBP uses four MH-65 short-range recovery helicopters and historically four HC-130H Hercules long-range aircraft. In Fiscal Year 2022, however, the USCG transitioned from the HC-130H to the HC-130J Super Hercules fixed-wing surveillance aircraft outfitted with Minotaur mission system architecture. ASBP received a total of four modernized HC-130Js, which provide heavy air transport and long-range maritime patrol capability.

The USCG's ability to hangar the aircraft at ASBP is critical to protecting the fleet from the highly corrosive tropical environment. ASBP is extremely close to the shoreline (approximately 300 feet at its

closest point) and experiences high humidity and nearly continuous sea salt spray. Extreme weather includes intense sunshine (ultraviolet radiation and thermal gain), heavy rain, and high winds. ASBP facilities do not meet USCG hangar standards and cannot house their HC-130J aircraft.

ES.4 Purpose of and Need for the Proposed Action

The purpose of the Proposed Action is to provide shelter for ASBP's fleet of HC-130Js, which are more sensitive to corrosion than the HC-130H models they are replacing, to protect more than $420 million in modern assets. Sheltering the aircraft would meet the USCG minimum threshold requirement of 50 percent sheltering of fixed-wing aircraft to maximize their mission readiness and prolong their service life.

The Proposed Action is needed to ensure that ASBP can fully and safely meet its mission requirements. ASBP needs fully enclosed, weather-protected facilities to repair, service, and shelter aircraft. Historically, HC-130s at ASBP have experienced higher corrosion rates, depot maintenance, and support costs than at other USCG stations. In addition to aircraft degradation issues, ASBP's existing hangar was not designed for the assets currently stationed there to efficiently support the Station's missions. ASBP's current hangar configuration can provide only partial enclosure of one HC-130J. The hangar lacks adequate square footage, height, and doors to provide a fully enclosed weather-protected shelter for repairing and servicing the aircraft. The hangar design negatively effects the work environment by not having the appropriate separation of workspaces to control congestion, noise, and weather. The lack of sufficient square footage and the height of the current hangar dictate that most of the maintenance on HC-130s must be performed outside.

ES.5 Description of the Proposed Action

The USCG's Proposed Action is to construct up to three temporary, humidity-controlled TM/RFS hangars for the ASBP's HC-130Js and supporting facilities and utilities within previously disturbed areas of the Station. The number of hangars constructed would depend on funding. The hangars would be constructed in phases. Once begun, construction would be completed in approximately 2 years. Each hangar would take about 6 months to construct from groundbreaking to completion. The Proposed Action would involve the following activities:

- Clearing about 4.6 acres of previously disturbed land on ASBP of improvements and vegetation and grading the area prior to construction.
- Demolishing or relocating existing facilities (hot-refueling pad and wash rack, parking lot, picnic shelter, and utilities).
- Constructing the approximately 23,500-square foot-each hangars using concrete slab foundations, steel frames, steel cables, and membrane fabric and an approximately 18,000-square foot prefabricated metal support building on a concrete slab foundation on Parcel B, an approximately 4-acre site.
- Constructing a relocated aircraft wash rack and hot-fueling pad on about three-tenths of an acre.
- Constructing a relocated USCG personnel parking lot on about three-tenths of an acre.
- Enclosing an 18-foot-by-60-foot open storage space at Building 1669.
- Trenching for routing of new utility connections, such as electrical, fire suppression water, potable water, propane gas fuel, stormwater, telephone and local area networks, and wastewater.
- Incorporating conservation measures and best management practices (BMPs) to minimize environmental effects.

No additional aircraft or personnel would be stationed at ASBP as part of the Proposed Action, and the Proposed Action would not result in any changes in ASBP duties or aircraft operating hours.

ES.6 Agency and Public Involvement

Pursuant to the requirements of NEPA (in 40 *Code of Federal Regulations* §§ 1501.9 and 1502.4), this EA is subject to public involvement. Agencies, organizations, and members of the public with a potential interest in the Proposed Action have been invited and encouraged to participate. The USCG sent consultation letters to these stakeholders, including federal, state, and local agencies; Native Hawaiian organizations (NHOs); and industry and private organizations. The letters were sent in January 2024, and responses were received in January and February 2024 (Appendix A).

On October 8, 2024, the USCG will issue a notice of availability (NOA) of the draft EA in the *Honolulu Star-Advertiser,* which serves the Kapolei and Honolulu areas. The USCG also will directly notify stakeholders—including federal, state, and local government agencies; NHOs; and industry and private organizations—of the availability of the EA via email or U.S. Mail. The NOA will briefly describe the Proposed Action, provide a schedule of public comment opportunities, and request input on the review of the EA. Release of the NOA will start the 30-day public review period, during which the public can comment on the completeness of the draft EA.

ES.7 Summary of Potential Environmental Consequences

Table ES-1 provides a summary of the environmental effects of each alternative. BMPs are measures implemented as a matter of normal project execution, per existing USCG or other federal, state, and local directions, guidance, permit requirements, or regulations. Mitigation measures are used to reduce, avoid, or compensate for significant adverse effects. Because no significant adverse environmental effects would be expected from implementing the Proposed Action, no mitigation to reduce potential effects to below a level of significance would be expected to be required. Section 4.12 provides a complete list of BMPs. The EA analysis assumes that these BMPs included as standard provisions of ` contracts would be employed as required.

Table ES-1. Summary of Effects of the No Action and Proposed Action Alternatives

Resource Area	No Action Alternative	Proposed Action Alternative
Land use	No effects	No effects
Air quality	No effects	Short- and long-term negligible adverse
Climate change	No effects	Short- and long-term negligible adverse
Biological resources	No effects	No effects, short-term negligible-to-minor adverse, and long-term negligible-to-minor adverse
Water resources	No effects	Short-term negligible adverse and long-term negligible beneficial
Noise	No effects	Minimal
Aesthetics and visual resources	No effects	Minimal
Geology and soils	No effects	Short-term negligible adverse
Cultural resources	No effects	Short-term moderate adverse
Recreational resources	No effects	Short-term moderate adverse
Socioeconomics, environmental justice, and protection of children	No effects	Minimal and no effects
Transportation and navigation	No effects	Minimal
Utilities and infrastructure	No effects	Short-term minor adverse and long-term negligible beneficial
Hazardous materials and public safety	No effects and long-term minor adverse	Short-term minor adverse and long-term minor beneficial

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ACRONYMS AND ABRREVIATIONS

Acronym/Abbreviation	Definition
°C	degrees Celsius
°F	degrees Fahrenheit
ACAM	Air Conformity Applicability Model
ACHP	Advisory Council on Historic Preservation
APE	area of potential effects
ASBP	Air Station Barbers Point
AST	aboveground storage tank
BA	biological assessment
bgs	below ground surface
BMP	best management practice
BRAC	Base Realignment and Closure
C/I	commercial/industrial
CAA	Clean Air Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CFR	Code of Federal Regulations
CFS	construction feasibility study
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRB	coconut rhinoceros beetle
CWA	Clean Water Act
CWB	Clean Water Branch
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
DoD	Department of Defense
DOFAW	State of Hawai‘i Division of Forestry and Wildlife
DOH	Department of Health
EA	environmental assessment
EAL	Environmental Action Level
EO	executive order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
FFTP	firefighting training pit
GCR	General Conformity rule
GHG	greenhouse gas
gpm	gallons per minute
GWP	global warming potential
HAR	Hawai‘i Administrative Rules
HRS	Hawai‘i Revised Statutes
LID	low impact development
$\mu g/m^3$	micrograms per cubic meter

Acronym/Abbreviation	Definition
MBTA	Migratory Bird Treaty Act
MMPA	Marine Mammal Protection Act
msl	mean sea level
NAAQS	National Ambient Air Quality Standards
NASBP	Naval Air Station Barbers Point
NEPA	National Environmental Policy Act of 1969
NH_3	ammonia
NHO	Native Hawaiian organization
NHPA	National Historic Preservation Act
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetlands Inventory
O_3	ozone
OSHA	Occupational Safety and Health Administration
PA	programmatic agreement
Pb	lead
PFAS	per- and polyfluoroalkyl substances
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter and lead
PM_{10}	particulate matter less than 10 microns in diameter
ppb	parts per billion
PPE	personal protective equipment
ppm	parts per million
RCRA	Resource Conservation and Recovery Act
ROH	Revised Ordinances of Honolulu
SCC	social cost of carbon
SHPD	State Historic Preservation Division
SO_2	sulfur dioxide
SO_x	sulfur oxides
TM/RFS	tension membrane/ relocatable fabric structure
TMDL	total maximum daily load
tpy	tons per year
UFC	Unified Facilities Criteria
UIC	Underground Injection Control
USACE	United States Army Corps of Engineers
USC	United States Code
USCG	United States Coast Guard
USDA	United States Department of Agriculture
VOC	volatile organic compound
USFWS	United States Fish and Wildlife Service
WM	Waste Management
WOTUS	waters of the United States

1 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

1.1 Introduction

The United States Coast Guard (USCG) proposes to construct new, temporary hangars for HC-130J fixed-wing aircraft with supporting facilities and utilities at the USCG Air Station Barbers Point (ASBP) near Kapolei, O‘ahu, Hawai‘i (the Proposed Action). As an interim hangaring measure pending construction of a long-term permanent structure, the USCG proposes to construct up to three humidity-controlled tension membrane or relocatable fabric structure (TM/RFS) hangars at ASBP to protect the HC-130Js from the tropical environmental conditions (Figure 1-1).

Source: USCG 2019.

Figure 1-1. Photo of a TM/RFS Hangar.

1.2 Policy Considerations and Requirements

The USCG has prepared this environmental assessment (EA) of the Proposed Action in compliance with the requirements of the National Environmental Policy Act (NEPA) (Public Law 91-190), the Council on Environmental Quality (CEQ) NEPA implementing regulations (Title 40 of the *Code of Federal Regulations* [CFR] parts 1500–1508), the Department of Homeland Security NEPA implementing policy (Directive 023-01, Rev 01, *Implementation of the National Environmental Policy Act*, together with Instruction Manual 023-01-001-01, Rev 01, *Instruction Manual on Implementation of the National Environmental Policy Act*), the USCG Environmental Planning Policy (Commandant Instruction 5090.1 [series]), and the *U.S. Coast Guard Environmental Planning Implementing Procedures* (USCG 2020).

This EA presents the Proposed Action and discusses the alternatives the USCG considered and eliminated in Section 2, and evaluates the Preferred Alternative and No Action Alternative. The EA describes existing conditions in Section 3, and probable effects and findings for the environmental and human resources that might be affected by the Proposed Action and the No Action Alternative in Section 4. Best management practices (BMPs), and proposed mitigation measures if needed to prevent and minimize potential effects also are discussed in Section 4.

Statutes the USCG has identified with which it will need to comply include, but are not limited to, the Clean Air Act (CAA) (42 United States Code [USC] §§ 7401–7671q); Clean Water Act (CWA) (33 USC § 1251 *et seq.*) sections 401 and 404; Coastal Zone Management Act (CZMA) (16 USC § 1451 *et seq.*); Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) of 1980 (42 USC § 9601 *et seq.*); Endangered Species Act (ESA) (16 USC § 1531 *et seq.*); Marine Mammal Protection Act

(MMPA) (16 USC §§ 1361–1407); Migratory Bird Treaty Act (MBTA) (16 USC §§ 703–712); National Historic Preservation Act (NHPA) (16 USC § 470 *et seq.*) Section 106; Resource Conservation and Recovery Act (RCRA) (42 USC § 6901 *et seq.*); Rivers and Harbors Act (33 USC § 401 *et seq.*) sections 10 and 408; Safe Drinking Water Act (42 USC § 300f *et seq.*); and Toxic Substances Control Act of 1976 (15 USC § 2601 *et seq.*).

1.3 Background of ASBP

The USCG ASBP is on the southwestern shore of the island of O‘ahu, about 20 miles west of downtown Honolulu and south of the city of Kapolei (Figure 1-2). Kapolei is known locally as the “second city” of O‘ahu, in relation to Honolulu. ASBP is due south of the Kalaeloa Airport, occupying an isolated 38-acre, triangular-shaped area between two of the airport’s runways. ASBP, Kalaeloa Airport, and surrounding land were part of the former Naval Air Station Barbers Point (NASBP), which was commissioned in 1942. The USCG became a tenant of NASBP in 1949 and has occupied its current space since that time (Cleghorn et al. 2021). When NASBP was closed in 1999 under the Base Realignment and Closure (BRAC) initiative, ASBP was transferred to the USCG and the Kalaeloa Airport was transferred to the State of Hawai‘i. Kalaeloa Airport is a general aviation reliever airport for Daniel K. Inouye International Airport in Honolulu. Users of the airport include the USCG, Hawai‘i Army National Guard, Hawai‘i Community College Flight Program, and general aviation community. The airport also is a launch site for USCG search and rescue operations (Hawaii.gov 2024).

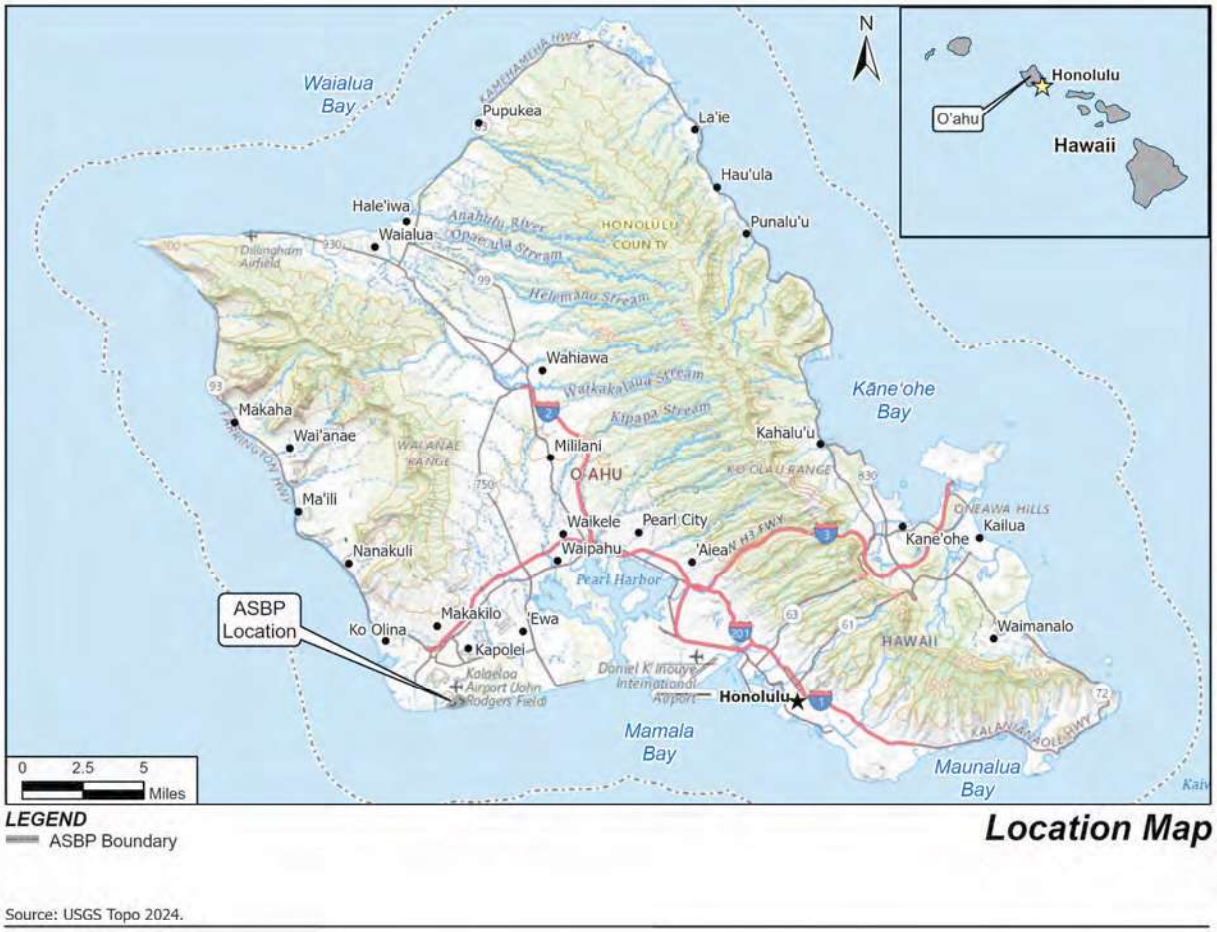


Figure 1-2. ASBP Location Map.

ASBP is located on the ‘Ewa Plain, which is flat, arid land. It is situated between two mountain ranges, the Wai‘anae Range to the west and the Ko‘olau Range to the northeast. The Station is bound by Coral Sea Road to the south and by the Kalaeloa Airport to the east, north, and west (Figure 1-3). On the east side of ASBP is a parcel owned by the USCG, but presently leased to the U.S. Navy. On the west side of ASBP is a parcel owned by Kalaeloa Water Company, which is bound by ASBP on the east, north, and west and by Coral Sea Road on the south. Nimitz Beach is south of Coral Sea Road.

Figure 1-3. ASBP Area Map.

ASBP supports the USCG’s Fourteenth District, the largest and most culturally diverse of all USCG operating areas. ASBP’s area of responsibility covers 14.4 million square miles of open ocean, atolls, and island nations in the Pacific Maritime Region and includes Guam, Hawai‘i, parts of Japan, and the Caroline, Mariana, and Marshall island chains. As the Fourteenth District’s only aviation unit, ASBP is responsible for enforcement of laws and treaties, long- and short-range aids to navigation, marine environmental response, maritime homeland security, military readiness, and search and rescue. ASBP enhances the readiness of the Fourteenth District with long-range patrol and logistical support capabilities as well as quick and versatile search and rescue response. Currently, 200 officers and enlisted personnel maintain daily aviation mission support for the Fourteenth District (USCG 2024a).

To accomplish its missions, ASBP uses four MH-65 Short-Range Recovery rotary-wing aircraft and historically four HC-130H Hercules long-range aircraft (fixed-wing). In Fiscal Year (FY) 2022, however, the USCG transitioned from the HC-130H to the HC-130J Super Hercules fixed-wing surveillance aircraft outfitted with Minotaur mission system architecture (HC-130J) (Figure 1-4). ASBP received a

total of four modernized HC-130Js, which provide heavy air transport and long-range maritime patrol capability. The HC-130J is a major upgrade from the baseline legacy HC-130H. The avionics upgrades, coupled with more efficient engine and propeller designs, allow the aircraft to fly higher, arrive on scene faster, and stay on scene longer than any other fixed-wing aircraft in the USCG inventory. Each aircraft can serve as an on-scene command and control platform or as a surveillance platform with the means to detect, classify, and identify objects and share that information with operational forces (USCG 2023a).

Source: USCG 2024b.

Figure 1-4. Photo of a HC-130J Super Hercules Long-Range Surveillance Aircraft.

The USCG's ability to hangar the aircraft at ASBP is critical to protecting the fleet from the highly corrosive tropical environment. ASBP is extremely close to the shoreline (approximately 300 feet at its closest point) and experiences high humidity and nearly continuous sea salt spray. Extreme weather includes intense sunshine (ultraviolet radiation and thermal gain), heavy rain, and high winds. ASBP historically and currently does not meet USCG hangar standards and cannot house their HC-130Js.

1.4 Purpose of and Need for the Proposed Action

1.4.1 Purpose of the Proposed Action

The purpose of the Proposed Action is to provide shelter for ASBP's fleet of HC-130J, which are more sensitive to corrosion than the HC-130H models they are replacing, to protect more than $420 million in modern assets. Sheltering the aircraft would meet the USCG minimum threshold requirement of 50 percent sheltering of fixed-wing aircraft to maximize their mission readiness and prolong their service life (USCG 2019).

1.4.2 Need for the Proposed Action

The Proposed Action is needed to ensure that ASBP can fully and safely meet its mission requirements. ASBP needs fully enclosed, weather-protected facilities to repair, service, and shelter aircraft. Historically, HC-130s at ASBP have experienced higher corrosion rates, depot maintenance, and support costs than at other USCG stations. In addition to aircraft degradation issues, ASBP's existing hangar was not designed for the assets currently stationed there to efficiently support the Station's missions. ASBP's current hangar configuration can provide only partial enclosure of one HC-130J. The hangar lacks adequate square footage, height, and doors to provide a fully enclosed weather-protected shelter for

repairing and servicing aircraft. The hangar design negatively effects the work environment by not having the appropriate separation of workspaces to control congestion, noise, and weather. The lack of sufficient square footage and the height of the current hangar dictate that most of the maintenance on HC-130s must be performed outside (USCG 2006).

1.5 Agency and Public Involvement

1.5.1 Agency Coordination

In conjunction with this EA, the USCG conducted consultation with federal, state, and local agencies, Native Hawaiian organizations (NHOs), and industry and private organizations. The USCG sent the consultation letter on January 2, 2024, and responses were received in January and February 2024. Appendix A (Public Involvement) contains a list of the agencies, NHOs, and organizations contacted and copies of the correspondence. The following summarizes the issues addressed in the comments received:

- Avoidance of activity that could spread invasive species.
- Avoidance or minimization of effects on federally listed species that might be present in the Project Area and that are protected under the ESA and MBTA.
- Avoidance or minimization of effects on protected state-listed species.
- Awareness of karst topography and avoidance of sinkholes.
- Awareness of possible cultural resources in the Project Area.
- Identification of features present in the area surrounding ASBP before the closure of NASBP in 1999 under BRAC.
- Minimization of the movement of plant or soil material between worksites to reduce the potential spread of detrimental fungal pathogens.
- Minimization of the risk of wildfire.
- Potential for effects on other land uses or land users and easements in or near the Project Area.
- Potential for effects on waters of the United States (WOTUS) that would require a Department of the Army permit under the Rivers and Harbors Act Section 10 and CWA Section 404.
- Use of BMPs during and after construction to prevent or minimize erosion and sedimentation.
- Use of native plant species for landscaping.

1.5.2 Public Review Period

On October 8, 2024, the USCG will issue a notice of availability (NOA) of the draft EA in the *Honolulu Star-Advertiser,* which serves the Kapolei and Honolulu areas. The USCG also will directly notify stakeholders—including federal, state, and local government agencies, NHOs, and industry and private organizations—of the availability of the EA via email or U.S. Mail. The NOA will briefly describe the Proposed Action, provide a schedule of public comment opportunities, and request input on the review of the EA. Release of the NOA will start the 30-day public review period, during which the public can comment on the completeness of the draft EA. The comments received will be included in Appendix A in the final EA.

2 PROPOSED ACTION AND ALTERNATIVES

2.1 Alternatives for Evaluation

The USCG's Proposed Action is to construct new, temporary TM/RFS hangars on ASBP for its fleet of HC-130Js. The hangars would serve as an interim solution pending construction of a permanent service hangar on ASBP (USCG 2006). This EA evaluates two alternatives:

- Alternative 1. No Action Alternative
- Alternative 2. Preferred Alternative: Construct up to three temporary TM/RFS hangars on Parcel B

This section describes these alternatives. It is reasonably foreseeable that decommissioning of the temporary TM/RFS hangars would occur after a permanent hangar solution (full or partial) is constructed adjacent to or near the TM/RFS footprint. Decommissioning of the TM/RFS hangars and permanent hangar construction would be subject to future, tiered NEPA analysis.

2.1.1 Alternative 1. No Action Alternative

Alternative 1, the No Action Alternative, involves no changes to the existing conditions. Under the No Action Alternative, measures to address insufficient hangar space at ASBP would not be taken. ASBP hangars would continue not to meet the minimum threshold requirement of USCG hangar standards of 50 percent sheltering of fixed-wing aircraft. Alternative 1 consequently does not meet the purpose and need for the Proposed Action but, in accordance with CEQ NEPA implementing regulations, serves as a basis for comparing the effects of the action alternative. Failure to construct new hangars would result in severe constraints on the ability of the USCG to conduct its required missions at ASBP safely and effectively. The most pressing risk factors to ASBP if hangar construction is not realized include the following (USCG 2023a):

- ASBP would continue to incur two-to-three times the corrosion-related maintenance costs compared to the fleet average. This advanced corrosion rate has second order supply chain effects for Outside the Continental United States units, resulting in repair delays because of the need to order parts and increased need for logistics flights to and from other Air Stations.
- ASBP could experience potential delays to HC-130J operations without proper facilities to complete maintenance.

2.1.2 Alternative 2. Preferred Alternative: Construct Up to Three Temporary TM/RFS Hangars on Parcel B

Alternative 2, the Preferred Alternative, would implement the Proposed Action to construct up to three temporary, humidity-controlled TM/RFS hangars for HC-130Js on Parcel B. The USCG also would construct a support building and the necessary utilities on Parcel B. In addition, a rotary-wing wash rack and hot-refueling pad on Parcel B would be demolished and replaced on a site to the west of Parcel B; a parking lot on Parcel B would be demolished and replaced on a site to the east of Parcel B; a new fire suppression utility line would run south of Parcel B; and an open storage space on a building southeast of Parcel B would be enclosed. Table 2-1 lists the elements of the Proposed Action.

Table 2-1. Elements of the Proposed Action

Action	Location	Description
Demolition	Parcel B	Clear and grub about 2.5 acres of previously disturbed vegetated area, including several trees, in preparation for construction of new hangars and a support building.

Action	Location	Description
Demolition	Parcel B	Demolish and excavate 0.3 acres of concrete, including Building N041 wash rack and hot-refueling pad, and Building L56, picnic facility, in preparation for construction of new hangars and a support building.
Demolition	Parcel B	Demolish and excavate about 0.5 acres of asphalt, including a parking lot and part of tarmac, in preparation for construction of new hangars and a support building.
Demolition	Parcel B	Demolish about 1,000 feet of existing 8-inch waterline.
Demolition	Parcel B	Demolish about 200 feet of existing 8-inch storm drain line.
Demolition	Parcel B	Demolish about 300 feet of existing 6- and 8-inch sewer lines.
Demolition	Parcel B	Demolish existing communication line and boxes.
Demolition	Parcel B	Close and remove one permitted underground injection well.
Demolition	Parcel B	Remove existing fire hydrants.
Demolition	West of Parcel B	• Clear and grub about 0.3 acres of previously disturbed vegetated lawn area located on the west side of the ASBP flightline in preparation for construction of new rotary- and fixed-wing wash rack and rotary-wing hot-refueling pad, to replace the wash rack and refueling pad that would be displaced by the new hangars.
Demolition	East of Parcel B	• Clear and grub 0.3 acres of previously disturbed vegetated lawn area located on the east side of ASBP, adjacent to an existing parking lot, in preparation for construction of a new parking lot to replace the lot that would be displaced by the new hangars.
Construction	Parcel B	Construct up to three hangars at about 23,500 square feet each. • Hangars would be about 61 feet high at the facade peak. • Foundation of reinforced concrete slab on grade, not less than 8 inches thick. • Independent steel support structure with concrete footings. • Structural extruded aluminum framing supporting a weather- and wind-resistant, continuous noncombustible heavy-duty, polyvinyl chloride-coated, polyester exterior fabric membrane, with 50-year lifespan for metal framing and 20 years for fabric membrane. • Structural design to accommodate wind loads with ultimate wind speed of 150 miles per hour. • Pavement, utilities, access road, and apron of about 20,000 square feet. • Interior lighting provided by LED lighting fixtures as well as translucent daylight panels in the top of the hangars. • Exterior lighting using LED lighting fixtures around the building. • Electrically operated, vertical lift, fabric hangar doors or horizontal sliding steel hangar doors. • Smoke detectors, fire alarm, and automatic sprinkler system. • Lightning protection system. • Heating, ventilation, and air conditioning system s with built-in dehumidification system for the hangar and portable dehumidifying units for each individual aircraft. • Whole hangar ventilation system with ceiling fans. • Compliant with Antiterrorism/Force Protection standard of a minimum 82-foot standoff distance from public access.

Action	Location	Description
Construction	Parcel B	Construct a support building that would be an approximately 18,000-square foot, one-story, air-conditioned, pre-engineered metal building adjacent to one of the new hangars. The building would contain: • Approximately 3,300 square feet for bullpen space, office space, and men's and women's locker/shower facilities within the support building. • Approximately 3,800 square feet for short-term storage, maneuvering space for aircraft pallets, and an air-conditioned office with information technology (IT) connections within the support building. • Approximately 10,000 square feet for a maintenance space within the support building.
Construction	Parcel B	Relocate overhead power line utility owned by the U.S. Navy and remove the associated easement along the northern boundary of Parcel B.
Construction	Parcel B	Relocate underground electrical line. Provide electrical service to new buildings and facilities from two underground 12470/ 7200V circuits that serve ASBP.
Construction	Parcel B	Relocate an existing 1-inch liquid propane gas fuel line that serves the existing wash rack.
Construction	Parcel B	Install new telecommunication line and boxes..
Construction	Parcel B	Install about 450 feet of new storm drain line. Install trench drains at the opening of the new hangars and between the hangars to capture and divert stormwater away from the hangars, and install an open grated drain line from trench drains.
Construction	Parcel B	Install a new injection well, designed to handle all new and existing stormwater runoff. Final size and location on Parcel B to be determined based on permitting process.
Construction	Parcel B	Install about 900 feet of new subsurface waterline. The plumbing system would be supplied by the existing potable water main system and would drain by gravity to the sanitary sewer system.
Construction	Parcel B	Install about 500 feet of subsurface sanitary sewer line and about 200 feet of oily water service line from the hangars with an Ignitable Liquid Drainage Floor Assembly system to an oil-water separator (OWS). Obtain a permit to connect OWS to City and County of Honolulu sanitary sewer line.
Construction	Parcel B	Install two new fire hydrants.
Construction	Parcel B	Install sewer manholes.
Construction	Parcel B and south of Parcel B	Install about 700 feet of new subsurface fire suppression line from existing water storage tank south of Parcel B to Parcel B.
Construction	West of Parcel B	Construct new rotary- and fixed-wing wash rack and rotary-wing hot-refueling pad on about 0.3 acres.
Construction	West of Parcel B	Install about 200 feet of subsurface waterline for new rotary- and fixed-wing wash rack and hot-refueling pad.
Construction	West of Parcel B	Install about 180 feet of subsurface sanitary sewer line with an OWS for new rotary- and fixed-wing wash rack and hot-refueling pad. Pad would have a stormwater catch basin and an about 80-foot storm drain line to OWS. Obtain permit to connect OWS to City and County of Honolulu sanitary sewer line.

Action	Location	Description
Construction	East of Parcel B	Construct new parking lot adjacent to existing parking lot on about 0.3 acres.
Construction	Building 1669	Enclose an 18-foot by 60-foot open air storage space to provide an air-conditioned storage space and small office with IT connection.

Sources: USCG 2019; USCG FDCC 2024a, 2024b; Wong Logan Architects 2024.

Project Area. All Proposed Action demolition and construction activities would be confined to within ASBP's boundaries and inside secure fenced areas of the Station. No activities would be conducted on the ocean side of Coral Sea Road. The Project Area includes Parcel B; the site for a new rotary- and fixed-wing wash rack and hot-refueling pad; the site for a new parking lot; the site for a new fire suppression utility line; and Building 1669 (Figure 2-1).

Parcel B. Parcel B is about 4 acres of previously disturbed land centrally located on ASBP, directly to the east of the ASBP flightline (Figure 2-1). This proposed location for the new hangars would support the Station's operational efficiency. The Project Area is about 550 feet from the shoreline at its nearest point. The Parcel B Project Area consists mostly of a mowed grass lawn with ornamental tree plantings in an open recreation area with a picnic facility. Parcel B also has the following facilities and utilities:

- Parking spaces at the north end of the parcel for privately owned vehicles of Station personnel
- Building T089, a motorcycle shelter, next to the parking spaces
- Building L56, a picnic facility, in the center of the parcel
- Building N041, a rotary-wing wash rack and hot-refueling pad, at the southern end of the parcel
- Tarmac at the south end of the parcel
- Various utilities (aboveground power poles and lines, communication lines and boxes, fire hydrants, light poles, manholes or valves, and underground electrical lines, sewer lines, storm drain lines, and waterlines)

Note: The loss of some tarmac at the south end of Parcel B would not result in a long-term loss of transit ramp or parking space for USCG aircraft. The Proposed Action would improve the movement and sheltering capabilities of the available space after construction is complete.

Rotary- and Fixed-Wing Wash Rack and Rotary-Wing Hot-Refueling Pad. The proposed site for the relocated wash rack and hot-refueling pad is west of Parcel B on the west side of the ASBP flightline. The proposed location would support the Station's operational efficiency (Figure 2-1). The site is about three-tenths of an acre of previously disturbed land. It is currently undeveloped mowed grass lawn.

Parking Lot. The proposed site for the relocated USCG personnel parking lot is southeast of Parcel B on ASBP (Figure 2-1). The site is three-tenths of an acre of previously disturbed land adjacent to an existing ASBP parking lot. It is currently undeveloped lawn.

Fire Suppression Line. A new underground fire suppression water line would need to be installed from Parcel B south to the existing water storage tank (Figure 2-1).

Building 1669. Building 1669 is southeast of Parcel B (Figure 2-1). An existing open storage cage of about 18 feet by 60 feet on the northwest corner of the building would be enclosed to become an air-conditioned, finished office space.

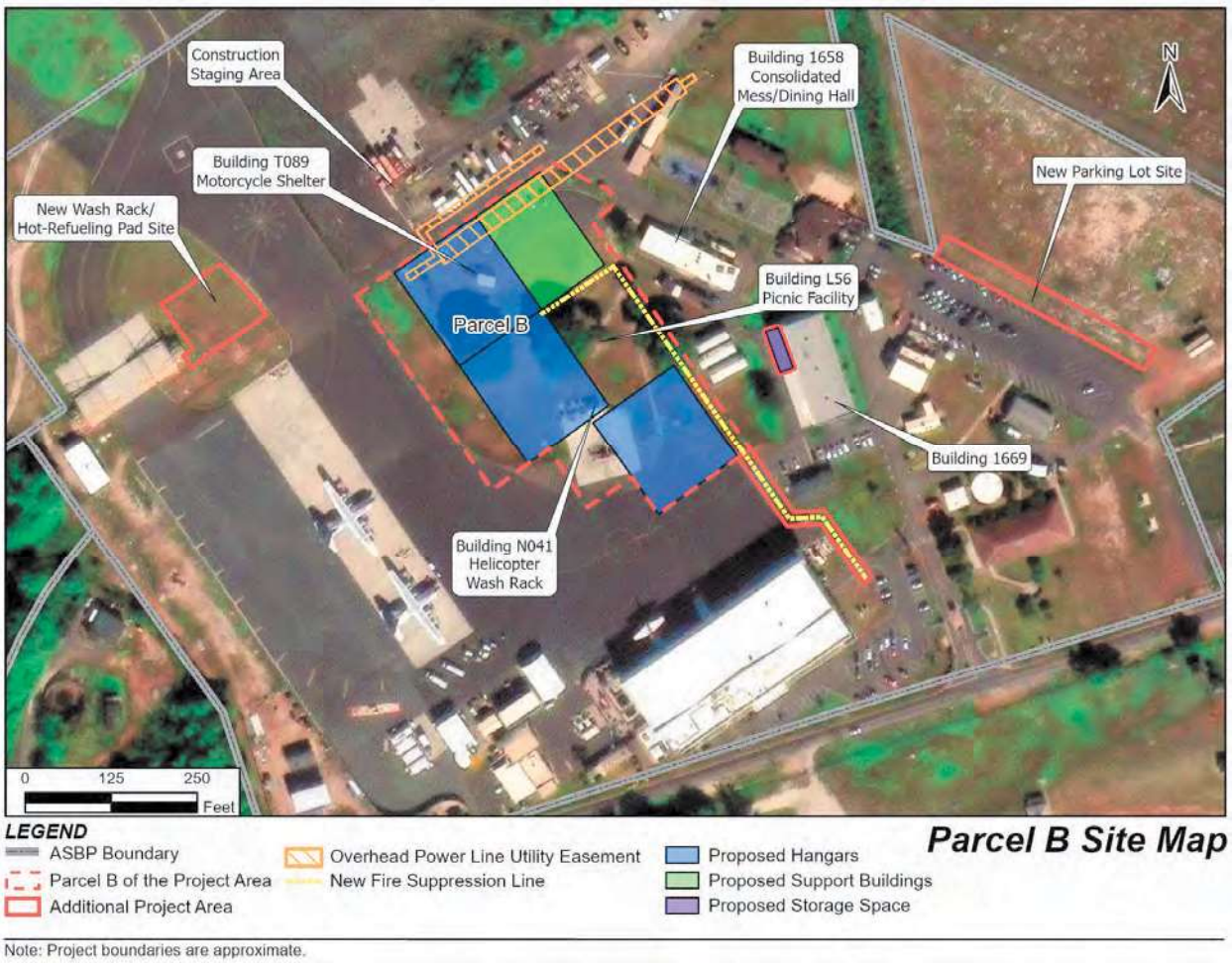


Figure 2-1. Parcel B Site Map.

New Hangars. The USCG would construct the new hangars and support building after existing facilities on Parcel B are demolished or relocated and the parcel has been cleared and graded. Construction includes an aircraft parking apron/taxiway of reinforced concrete. Paving and site improvements may include paved roadways, sidewalks, site excavation/rock removal, grading, landscaping, and stormwater management (USCG 2019). Once it has begun, construction would be completed in approximately 2 years. Each hangar would take about six months to construct from groundbreaking to completion (USCG 2019). Construction activities would occur Monday through Friday. The USCG does not anticipate that construction would occur at night to avoid attracting aquatic species to overhead work lights as well as potential adverse lighting and noise effects on the surrounding community. While trenching would be necessary for utilities, no blasting would be necessary for construction (Tetra Tech 2021a, 2021b; USCG and USFWS 2021).

A construction staging area would be established on ASBP. Following guidance in *Natural Resources Management Strategy for Air Station Barbers Point Kalaeloa, O'ahu, Hawai'i* (Tetra Tech 2021b), the USCG would establish to the maximum extent practicable, a construction staging area in paved or disturbed areas of compacted dirt, free of vegetation, mostly likely on an unused and paved location north of Parcel B (Figure 2-1).

Note: The following description of the proposed hangars is based on draft design and may change when the project progresses into the final design phase.

The hangars would be on the northeast side of the ASBP flightline. Each hangar would be about 23,500 square feet and constructed of a steel-frame-supported TM/RFS on a concrete slab foundation. The hangars would be completely enclosed with hangar doors, and each one would be of sufficient size to house one HC-130J and for Station personnel to safely conduct maintenance around the aircraft. Each hangar would provide a hangar bay, maintenance shops, and ancillary spaces as appropriate. Hangar space use may include, as the mission requires, communications room, compressed gas storage, conference room, flight gear storage, general building storage, instructional space, line maintenance shop, locker room, maintenance control office, nickel-cadmium battery shop, paint shop, personnel lockers, raft room, shared office space, and survival shop (USCG 2019). The hangars would include the full range of required services and utilities, including controlled humidity protection. Utility work would include trenching and conduit runs for upgrades to electrical distribution, fire protection water, potable water, stormwater, telephone and local area network lines (to provide industry standard broadband speeds and access to the hangars), and wastewater. New connections to the existing utilities on ASBP would be routed to the new buildings and facilities. No additional aircraft or personnel would be stationed at ASBP as part of the Proposed Action. The Proposed Action would not result in changes in ASBP duties or aircraft operating hours.

Hangar construction would comply with Unified Facilities Criteria (UFC) 3-600-01, *Fire Protection Engineering for Facilities*, and UFC 4-211-01, *Aircraft Maintenance Hangars*. Chapter 4, Section 4.2 in UFC 3-600-01 provides the following guidance for tensioned membrane aircraft hangars:

- Construction type must conform to National Fire Protection Association Standard 409, *Standard on Aircraft Hangars*.
- Tension fabric hangars must use rigid-steel frames.
- The minimum separation between tension-membrane hangars and all other structures must be 100 feet, with a clear zone of 50 feet immediately adjacent to the structure. The clear zone cannot be used for storage and must be clear of vegetation (maintained lawn is permitted). The clear zone may be used as a street or driveway, but not for vehicle parking. The clear zone must be clearly striped to indicate no storage or parking.

The operation of the hangars would be consistent with current ASBP missions. Chapter 1, Section 4 in UFC 4-211-01 provides the following description of maintenance hangars and activities conducted in those hangars:

> Maintenance hangars support ongoing day to day functions of the aviation squadron, wing or brigade and facilitate routine, preventative, basic aircraft upkeep to sustain aircraft operations. Maintenance activities are generally short-term and minor in nature compared to those that might be performed in more intensive intermediate maintenance level or depot-level hangars that facilitate extensive breakdown and rebuilding of components. Maintenance hangars are typically characterized by large obstruction-free hangar bays surrounded by various configurations of supporting trade shop and administrative spaces. Extra value has been placed on facility safety, continuity of mission operations, flexibility, maximizing hangar bay utilization, and minimizing life-cycle costs of materials and systems. For these reasons, the UFC limits options on certain requirements, ranging from structural systems and hangar doors, to proven systems for the expected large-scale aircraft and operations common in military maintenance hangars.

Conservation Measures/Best Management Practices. As a standard condition of the contract design and specifications, the USCG would require all contractors and subcontractors to employ BMPs during construction to minimize effects on the environment. BMPs could include air emission reduction measures, erosion and sediment control, low impact development (LID) principles, and spill prevention measures. Additional BMPs may be required as permitting conditions.

Cultural Resources. As required by standard USCG contract provisions, if any archaeological resources would be encountered during construction, construction would be halted and each resource evaluated by a qualified archaeologist. If the resource is historically significant, the project would be redesigned to reduce or eliminate effects on the resource. If resources could not be avoided, consultation would be conducted with the Advisory Council on Historic Preservation (ACHP), Hawai‘i State Historic Preservation Division (SHPD), and NHOs, as applicable.

Sediment Control. BMPs would be implemented as required by standard USCG contract provisions to minimize effects during construction. These practices may include silt fences, straw bales, and any other means of controlling and filtering stormwater if a staging area is set up within 100 feet of the mean higher high-water line.

Site Restoration. The USCG would have the clear zone area immediately adjacent to the hangars paved. The construction contractor would remove all equipment and materials used during construction upon project completion.

Spill Prevention Control. A spill prevention control and countermeasure plan, as required by standard USCG contract provisions, would be implemented by the construction contractor to minimize the potential for effects to soil or water during construction. No parking, refueling, or staging would occur adjacent to or over any jurisdictional water.

Permit or Approval Requirements. The Proposed Action would require federal, state, and local permits or approvals. In addition to the BMPs mentioned earlier, additional controls or measures might be required as conditions of these permits to further protect environmental resources. As a standard condition of the contract provisions and in accordance with applicable laws and regulations, the USCG would require all contractors and subcontractors to obtain the required permits or approvals.

2.1.3 Alternatives Considered but Eliminated

During the alternatives identification phase of the NEPA process, the USCG initially identified three other potential alternatives: construct the TM/RFS hangars on Parcel A on ASBP; construct a permanent hangar on ASBP; and use hangar space at another Department of Defense (DoD) facility in lieu of temporary hangars. Those alternatives, which the USCG eliminated from detailed consideration, are described below.

Construct TM/RFS Hangars on Parcel A. The USCG initially considered siting and constructing three TM/RFS temporary hangars and associated infrastructure for the HC-130Js on an approximately 10-acre parcel on the west side of ASBP, referred to as Parcel A (Figure 2-2). The largely undeveloped, USCG-owned parcel appeared to have the necessary acreage and orientation suitable for implementing the Proposed Action; however, after a thorough site review and conducting various environmental site investigations, the USCG identified several issues that made development of the parcel less suitable and unlikely to meet the USCG’s purpose and need for the Proposed Action. Specific issues include the following:

- *Environmental Contamination*. Environmental sampling in 2022 and 2023 indicated that notable per- and polyfluoroalkyl substances (PFAS) contamination from aqueous film-forming foam is present at elevated concentrations in both soil and groundwater throughout the entirety of Parcel A. The elevated PFAS concentrations are associated with historical firefighting training pit (FFTP) activities conducted by the U.S. Navy prior to the property transfer in July 1999 during the BRAC initiative. The capped FFTP of concern is located within Parcel A, which is visible in satellite imagery as a dark circle in the northern portion of the parcel. Two unlined FFTPs are located to the west of Parcel A on Kalaeloa Airport property. Because of the evolving nature of PFAS regulation, this contamination presents uncertainty about the suitability of the affected

areas for development of the temporary hangars and other future permanent structures, as well as whether site remediation and media disposal would be necessary. The ground disturbance required by installation subsurface utilities, the temporary hangar foundation (pad), and approach ramp and roadbed in particular is at risk of encountering contaminated media and requiring significant waste disposal (possibly off-island) activities.

- *Real Property*. Siting of the Proposed Action in Parcel A would initiate extensive real property processes as additional acreage from Kalaeloa Airport would be used to fully accommodate the temporary hangars and associated footprint (for an apron, a taxiway, and utilities). Implementing the Proposed Action would require approach ramps to be constructed on land outside of ASBP's boundaries, extending northward onto Kalaeloa Airport property. Use of State of Hawai'i property would require a long-term right-of-way or easement from Kalaeloa Airport and could require additional planning and maintenance requirements not anticipated for the hangar project. In addition, the ramp expansion area would be located near other former FFTPs with possible PFAS or other contamination concerns. The possibility of encountering additional contamination would require further due diligence coordination with the airport and the U.S. Navy's assigned oversight office. That coordination between the Hawai'i Environmental Policy Act processes with the State of Hawai'i and BRAC involvement with the U.S. Navy would require additional time and resources and could incur schedule delays depending on the consultation process.
- *Archaeological Resources*. Several archaeological sites have been identified near the southern edge of Parcel A, which could contain Native Hawaiian funerary or even human remains. Encroachment near those sites would require further investigation and potential mitigation and recovery efforts that would affect project design and schedule as well as pose a risk of adverse effects on those sites despite mitigation.
- *Climate Change and Seal Level Rise*. Initial analysis of climate-related sea level rise and flooding potential indicates that Parcel A is more vulnerable to significant future flooding and inundation events from combined sea level and storm surge than other areas of ASBP to the east and north (Tetra Tech 2024).

Collectively, these environmental and regulatory constraints (and their time and budgetary effects) make development on Parcel A challenging and reduce the likelihood that the project could be constructed to a standard meeting the USCG's stated purpose and need. The greater potential for environmental effects, even considering some mitigation and adaptation, make development in this location undesirable when compared to the alternative site, Parcel B, located on ASBP's main campus. In addition, the Parcel A location would disrupt logistics and workflow. Parcel A is on the western side of the base, away from the base's central core mission functions, which would reduce worker and operational efficiency. Because of these constraints, the USCG eliminated this alternative from further consideration.

Construct a Permanent Hangar on ASBP. The USCG evaluated the construction of new permanent concrete hangars to provide full storage, maintenance, and administrative/shop capacity for all assigned aircraft at ASBP. The USCG determined that this alternative is not reasonably foreseeable at this time because of funding and space constraints and eliminated it from further consideration. If this alternative should become foreseeable in the future, it would be the subject of a future, tiered NEPA analysis.

Use Hangar Space at Another DoD Facility. The USCG evaluated the potential for hangaring the ASBP aircraft at another DoD facility but was unable to identify any suitable locations. As a result, the USCG eliminated this alternative from further consideration.

Figure 2-2. Parcel A Site Map.

3 AFFECTED ENVIRONMENT

3.1 Scope of Analysis and Analytical Approach

This section describes the existing conditions of each resource area, either man-made or natural, that could be affected by implementing the Proposed Action or its alternatives. It provides the baseline against which to compare the effects of implementing the Proposed Action and its alternatives. This section identifies resource areas eliminated as well as those carried forward for detailed analysis.

3.1.1 Resource Areas Eliminated from Detailed Analysis

Resource areas upon which the Proposed Action would have no or minimal effects have not been carried forward for detailed analysis in this EA, per 40 CFR § 1501.9. This section presents those resource areas and the rationale for their elimination.

Aesthetics and Visual. The Proposed Action would have minimal effects on aesthetic and visual resources. Constructing hangars on ASBP would occur within the Air Station's boundaries. Construction effects would be short term and minimal. The visual landscape of ASBP and surrounding areas have been substantially altered by development. ASBP is a functioning USCG Air Station, adjacent to the Kalaeloa Airport. In the long term, the project site would change from an open area to a developed area; however, the area was developed with buildings in the past and the proposed development would be in keeping with the aesthetics of a USCG Air Station. The Proposed Action would not alter any off-base aesthetic or visual resources. Views from ASBP to the east, north, and west are of the Kalaeloa Airport. Nimitz Beach is to the south, but ASBP Building 1790 blocks the view between the project site and the beach. The Proposed Action would not disrupt panoramic vistas identified in the *'Ewa Development Plan*, including distant vistas of the shoreline from the H-1 Freeway above the 'Ewa Plain; *makua* (toward the mountains) and *makai* (toward the sea) views; or views of central Honolulu and Diamond Head from the natural landscape features of Pu'u O Kapolei, Pu'u Makakilo, and Pu'u Pālailai (City and County of Honolulu DPP 2020).

Aesthetic and visual effects would be minimal; therefore, the USCG did not carry forward aesthetic and visual resources for detailed analysis in the EA.

Land Use. The Proposed Action would have no effects on land use. Constructing hangars on ASBP would be within the Air Station's boundaries and would not alter the current on- or off-base land-use designations or zoning. The county zoning of ASBP and adjacent land is F-1, Federal and Military Preservation District (Hawai'i GIS 2024). Local development plans, including the *'Ewa Development Plan*, *Kalaeloa Master Plan*, and *Kapolei Long Range Master Plan*, show ASBP as military or public facility land use in an urban district bound by the Kalaeloa Airport to the east, north, and west and park/open space (Nimitz Beach) to the south (City and County of Honolulu DPP 2020; HCDA 2006; Kapolei Properties Division 2018). The U.S. Navy leases from the USCG a parcel of land on ASBP's east side. On the west side of ASBP is a parcel owned by Kalaeloa Water Company, which is bound by ASBP on the east, north, and west and by Coral Sea Road on the south. The local development agencies show no plans for changing the existing land uses or zoning of ASBP (City and County of Honolulu DPP 2020; HCDA 2006; Kapolei Properties Division 2018). The *O'ahu General Plan* shows the conceptual development pattern for ASBP and the surrounding area as a secondary urban center (City and County of Honolulu DPP 2021). The Proposed Action would be consistent with established planning documents and compatible with existing land uses and zoning. It would not change neighboring land uses or limit their use, including the property owned by Kalaeloa Water Company. No effects would be expected; therefore, the USCG did not carry forward land use for detailed analysis in the EA.

Noise. The Proposed Action would have minimal effects on the noise environment. The proposed activities would require use of construction equipment that would generate short-term, intermittent

increases in noise near the project site. The hangars would be constructed and operated within ASBP property boundaries along the Air Station's flightline and be co-located with existing activities that are noise compatible. Hangar construction would occur during daytime hours and would be temporary. Construction would not involve blasting or pile-driving. The existing noise environment includes ASBP, Campbell Industrial Park, Kalaeloa Airport, traffic on Coral Sea Road, and wind and waves from the Pacific Ocean. ASBP is situated between two Kalaeloa Airport runways, and aircraft takeoffs and landings generate a considerable amount of noise. The airport averages 348 aircraft operations per day (AirNav.com 2024). Sound levels from the ocean vary depending on wind and wave conditions and, in general, are louder closer to the shore. No new permanent sources of noise would be established, and there would be no change in the number or types of aircraft operating at ASBP; therefore, no long-term changes in the noise environment would occur. Noise effects would be minimal; therefore, the USCG did not carry forward noise for detailed analysis in the EA.

Socioeconomics, Environmental Justice, and Protection of Children. The Proposed Action would have minimal beneficial effects on the local socioeconomic environment. It would have short-term, minimal beneficial effects associated with employment of construction personnel and purchases of construction equipment, materials, and supplies. Although the materials used to construct the hangars might need to be shipped from the mainland, construction activities would likely result in short-term employment of local laborers and tradesmen as well as patronage of local suppliers. In the long-term, ASBP project operations would not change. There would be no increase or decrease in ASBP employment or local operational spending compared to existing conditions. No long-term effects would be expected on demographics, employment, housing, income, industry, population, or public services, such as education and healthcare, because no additional aircraft or personnel would be stationed at ASBP and there would be no change in ASBP operations under the Proposed Action. Therefore, the USCG did not carry forward socioeconomics for detailed analysis in the EA.

The Proposed Action would not result in disproportionate and adverse environmental or health effects on low-income populations, people of color, or children. Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and EO 14096, *Revitalizing Our Nation's Commitment to Environmental Justice for All*, require each federal agency to identify and address any disproportionate and adverse human health and environmental effects, risks, and hazards that its programs and policies might have on low-income populations or people of color and seeks the just treatment and meaningful involvement of all people regardless of color, disability, income, national origin, race, or Tribal affiliation. EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, seeks to protect children from disproportionately incurring environmental health or safety risks that might arise from government activities, policies, programs, and standards. The proposed hangar construction and operations activity would be within the boundary of ASBP. The Proposed Action is not an action with the potential to substantially affect populations covered by EO 12898, 13045, or 14096 by excluding anyone, denying anyone benefits, or subjecting anyone to discrimination or disproportionate and adverse environmental or human health effects, risks, or hazards. Effects on low-income populations, people of color, or children would not occur because there are none of these populations on or adjacent to ASBP. The nearest residential neighborhood is about 1 mile north of the Air Station and separated from it by the Kalaeloa Airport. As a result, the USCG did not carry forward environmental justice and protection of children for detailed analysis in the EA.

Transportation and Navigation. The Proposed Action would have minimal effects on road traffic and no effects on navigation. ASBP is accessed from Coral Sea Road, and, in the short-term, a minimal increase in vehicular traffic would be expected on the road during construction from vehicles supporting those activities. Once the hangars are completed, construction-related traffic would cease. In the long term, no increase in traffic would be expected as there would be no change in the number of Air Station personnel and no change in the level of activity at ASBP. The Proposed Action would not interfere with ASBP's

access to the Kalaeloa Airport. The Proposed Action would not violate Section 10 or Section 408 of the Rivers and Harbors Act because it would not result in construction of a structure in or over any navigable WOTUS per Section 10 or alter a U.S. Army Corps of Engineers (USACE) civil works project per Section 408. No WOTUS are found within the boundaries of ASBP. No project activities would be conducted seaward of Coral Sea Road on the Pacific Ocean. Traffic levels in the proposed Project Area would not increase substantially or degrade the level of service on any nearby roadway or intersection. The local roadway infrastructure would be sufficient to support the proposed project. Because the work would take place within ASBP's property boundaries, off-base road closures or detours would not be expected. As a result, the USCG did not carry forward transportation and navigation for detailed analysis in the EA.

3.1.2 Resource Areas Carried Forward for Detailed Analysis

The resource areas carried forward by the USCG for detailed analysis are air quality, climate change, biological resources, water resources, geology and soils, cultural resources, recreational resources, utilities and infrastructure, and hazardous materials and public safety. Sections 3.2 through 3.10 discuss those resource areas.

3.2 Air Quality

Air quality is defined by the level of overall air pollution. As a resource, it includes air pollution within a region, sources of air emissions, and regulations governing air emissions. Air pollution is the presence of one or more contaminants (e.g., dust, fumes, gas, mist, odor, smoke, or vapor) in the outdoor atmosphere in quantities and duration that could harm human, plant, or animal life or unreasonably interfere with the enjoyment of life and property. This section includes a regulatory overview of air quality for primary and secondary National Ambient Air Quality Standards (NAAQS) as well as greenhouse gas (GHG) emissions and describes existing conditions.

3.2.1 Applicable Statutes and Regulations

The United States Environmental Protection Agency (EPA) Region 9 (Pacific Southwest) implements and enforces federal environmental laws in Hawai‘i and the Hawai‘i Department of Health (DOH) regulates air quality. The CAA assigns the EPA the responsibility for establishing the primary and secondary NAAQS (40 CFR Part 50), which specify acceptable concentration levels of six criteria pollutants: particulate matter (measured as both particulate matter less than 10 microns in diameter [PM_{10}] and particulate matter less than 2.5 microns in diameter [$PM_{2.5}$]), sulfur dioxide (SO_2), carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), and lead (Pb) (see Table 3-1). Primary standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. Because of a lack of evidence linking health problems to long-term exposure to coarse particle pollution, the EPA revoked the annual PM_{10} standard effective December 17, 2006; however, the state still has an annual standard. The state standard is based on calendar quarter. Short-term NAAQS (1-, 8-, and 24-hour periods) have been established for pollutants contributing to acute health effects, while long-term NAAQS (annual averages) have been established for pollutants contributing to chronic health effects. While each state has the authority to adopt standards stricter than those established under the federal program, the State of Hawai‘i has accepted the federal standards and has established forms to which those standards are applied (DOH 2015).

GHGs from mobile sources are regulated by the implementation of standards established under Section 202 of the CAA. Tier 4 emission standards and certification requirements are the most current standards to reduce emissions from non-road diesel engines, which are applicable to heavy construction equipment.

Table 3-1. State and Federal Ambient Air Quality Standards

Pollutant	Primary/ Secondary	Averaging Time	Hawai'i Standard	Federal Standard	Form
CO	Primary	8 hours	9 ppm	9 ppm	Not to be exceeded more than once a year
CO	Primary	1 hour	9 ppm	35 ppm	Not to be exceeded more than once a year
H_2S	Primary	1 hour	0.025 ppm	None	Not to be exceeded
NO_2	Primary	1 hour	None	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
NO_2	Primary and secondary	Annual	0.04 ppb	53 ppb	Annual mean
O_3	Primary and secondary	8 hours	0.08 ppm	0.07 ppm	Annual fourth highest daily maximum 8-hour concentration, averaged over 3 years
$PM_{2.5}$	Primary	Annual	None	9 µg/m^3	Annual mean, averaged over 3 years
$PM_{2.5}$	Secondary	Annual	None	15 µg/m^3	Annual mean, averaged over 3 years
$PM_{2.5}$	Primary and secondary	24 hours	None	35 µg/m^3	98th percentile, averaged over 3 years
PM_{10}	Primary and secondary	24 hours	150 µg/m3	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
PM_{10}	Primary and secondary	Annual	50 µg/m3	None	Annual mean, averaged over 3 years
Pb	Primary and secondary	Rolling 3-month average	1.5 µg/m3 (calendar quarter)	0.15 µg/m^3	Not to be exceeded
SO_2	Primary and secondary	1 hour	None	75 ppb	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years
SO_2	Primary and secondary	3 hours	0.5 ppm	0.5 ppm	Not to be exceeded
SO_2	Primary and secondary	24 hours	0.14 ppm	None	Not to be exceeded
SO_2	Primary and secondary	Annual	0.03 ppm	None	Not to be exceeded

Sources: 40 CFR Part 50; DOH 2015; USEPA 2024a.
Notes: H_2S = hydrogen sulfide; µg/m^3 = micrograms per cubic meter; ppb = parts per billion; ppm = parts per million.

3.2.2 Air Quality Status

Federal regulations designate air quality control regions in violation of the NAAQS as "nonattainment areas." The affected environment for air quality consists of the island of O'ahu generally but expands to include the State of Hawai'i when GHGs and climate change effects are considered.

On O'ahu, the prevailing trade winds come from the northeast throughout the year. Air quality in the State of Hawai'i can be generally characterized as relatively clean and low in pollution. Data from DOH air quality monitoring stations indicate the state is in attainment of all NAAQS, with the exception of exceedances for SO_2 and $PM_{2.5}$ in some communities near the volcanoes on the Island of Hawai'i, which is considered by the EPA as a natural, uncontrollable event (DOH 2024a). According to the EPA Green Book, all counties within the state of Hawai'i are in attainment (USEPA 2024b). Because the state is in attainment of the NAAQS, it is not subject to the General Conformity rule (GCR) under the CAA.

ASBP is not considered to have permittable sources of air pollutants in accordance with Hawai'i Administrative Rules (HAR) Title 11, Chapter 60.1, *Air Pollution Control*.

GHGs not removed from the atmosphere by natural sinks affect the Earth's atmospheric temperature through physical processes. Combustion of fossil fuels (e.g., coal, diesel, gasoline, natural gas, and oil) has added substantial amounts of GHGs to the atmosphere that are not being returned to natural sinks. It is these additional GHGs that have changed the overall makeup of the atmosphere, leading to what is known as the "greenhouse effect" and climate change. The three main GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These gases can be addressed in terms of "carbon dioxide equivalent" (CO_2e). These GHG emissions were compared with large facilities in the county of Honolulu. In 2022, 14 facilities in the county reported nearly 5.2 million metric tons of CO_2e (USEPA 2022).

3.3 Climate Change

The EA examines potential future climate scenarios to determine whether elements of the Proposed Action would be affected by climate change. The EA examines GHGs and associated costs and benefits as a category of air emissions.

3.3.1 Applicable Statutes and Regulations

In accordance with the NEPA and CEQ guidance, federal agencies must consider the effects of GHG emissions and climate change when evaluating the reasonably foreseeable environmental effects of proposed federal actions. Federal actions also are subject to EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, which requires federal agencies to take action to address the climate crisis.

3.3.2 Climate Change Conditions

Weather in the Hawaiian Islands is very consistent, with only minor changes in temperature throughout the year. There are really only two seasons in Hawai'i: summer from May to October and winter from November to April. The average daytime summer temperature at ASBP is 89 degrees Fahrenheit (°F) (31.6 degrees Celsius [°C]), while the average daytime winter temperature is 81 °F (27.2 °C). Temperatures at night are approximately 10–15 °F lower than daytime temperatures (U.S. Climate Data 2024).

Global climate change refers to the long-term and irrevocable shift in weather-related patterns, including the rise in the Earth's temperature, caused by an increase in GHGs in the atmosphere (USEPA 2024c). The risks of climate change have long-term effects on the USCG's operations, missions, and infrastructure. Climate change is affecting O'ahu, Hawai'i, with rising temperatures, damage to coral reefs, and rising sea levels threatening coastal communities (The Climate Reality Project 2020).

Temperatures in the Hawaiian Islands are expected to increase between 2 °F and 10 °F by 2100, depending on future GHG trends, with coastal areas around O‘ahu especially susceptible to increased temperatures (Stevens et al. 2022). Honolulu could experience sea level rise between 1.3 feet and 5.8 feet by the end of the century, making it one of the most vulnerable urban areas in the United States (State of Hawai‘i 2024). At ASBP, under an intermediate scenario for exposure analysis, approximately 1 foot of sea level rise is projected in 25 years and 3 feet of sea level rise before the end of the century (NASA 2024). The USCG is leveraging partnerships to plan for and respond to the effects of the changing climate (USCG 2023b).

3.4 Biological Resources

Tetra Tech biologists conducted a biological survey of ASBP in 2020 and a supplemental biological survey was conducted within portions of Parcel B in 2023 (Tetra Tech 2020, unpublished). The biological resources within the Project Area have been extensively altered from their natural state by decades of past human activities (e.g., clearing/bulldozing, paving, building, war-time activities, and landscaping), and by the impacts of non-native plant and animal introductions. This section provides details on the vegetation and wildlife present in the Project Area. Relevant federal regulations also are briefly described.

3.4.1 Applicable Statutes and Regulations

ESA. The ESA and its implementing regulations in 50 CFR Part 17 prohibit the take of any fish or wildlife species that is federally listed as threatened or endangered. Take is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or to attempt to engage in any such conduct” (16 USC § 1532(19)). Under Section 7 of the ESA, federal agencies must consult with the U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Fisheries to ensure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in the destruction or adverse modification of critical habitat. For actions involving major construction activities with the potential to affect listed species or critical habitats, the lead federal agency must prepare a biological assessment (BA) for those species that may be affected. The BA is used to evaluate whether the Proposed Action may adversely affect listed species, species proposed for listing, and critical habitat and to determine whether formal consultation is necessary (50 CFR § 402.12(a)). A scoping letter was sent to USFWS for this Project on January 2, 2024, and USFWS responded on January 11, 2024 (see correspondence in Appendix A). The USCG is currently preparing a BA to analyze the Project’s effects and will initiate consultation and seek concurrence from USFWS on effects on listed species or critical habitat.

MBTA. The MBTA implements the United States’ obligations under four international treaties for the protection of more than 1,000 migratory bird species found to occur naturally within the United States or its territories (50 CFR parts 10 and 21). The MBTA is administered by USFWS, which maintains a list of all species protected by the MBTA (50 CFR § 10.13). The MBTA prohibits “take” of migratory birds—their parts, eggs, or nests “at any time, by any means.” Federal agencies are responsible for identifying MBTA species that may be affected by project activities and implementing BMPs.

EO 13112, Invasive Species. EO 13112 was established to “prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause.” This EO requires federal agencies whose actions may affect the status of invasive species to identify those actions; prevent the introduction of invasive species; and detect, respond, and monitor invasive species populations. Further, it states Federal agencies “should not authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species.”

3.4.2 Vegetation

No federal or state-listed threatened, endangered, or rare plant species has been observed within ASBP, including in the Project Area. Vegetation within the Project Area is characterized by mowed lawns and ornamental tree plantings. Mowed grassy areas are composed of non-native species, such as Australian saltbush (*Atriplex semibaccata*), coat buttons (*Tridax procumbens*), feather fingergrass (*Chloris virgata*), Guinea grass (*Megathrysus maximus*), khaki weed (*Alternanthera pungens*), and wedelia (*Sphagneticola trilobata*). Several non-native tree species are planted within Parcel B and include ironwood (*Casuarina equisetifolia*), kamani (*Calophyllum inophyllum*), monkeypod (S*amanea saman*), plumeria (*Plumeria* sp.), and shower tree (*Cassia* sp.). No native Hawaiian plant species were recorded within Parcel B, and native plants are uncommon within ASBP (Tetra Tech 2021a, unpublished).

3.4.3 Wildlife

Almost none of the animal species recorded in the Project Area and vicinity are native to the Hawaiian Islands. A total of 47 bird species has been recorded at ASBP or the immediate vicinity (Howard 2020 as cited in Tetra Tech 2021a; SWCA 2018; Tetra Tech 2021a, unpublished; USDA NRCS 2007). Most of the birds observed are non-native to Hawai‘i and are those commonly found in disturbed lowland areas on O‘ahu. Two native bird species—the migratory Pacific golden-plover, or kōlea (*Pluvialis fulva*) and ruddy turnstone, or ‘akekeke (*Arenaria interpres*)—were recorded in Parcel B during the 2023 surveys (Tetra Tech, unpublished). Non-native bird species observed in Parcel B during the 2023 surveys included cattle egret (*Bubulcus ibis*), common myna (*Acridotheres tristis*), common waxbill (*Estrilda astrilid*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus*), Java sparrow (*Lonchura oryzivora*), northern cardinal (*Cardinalis cardinalis*), red-vented bulbul (*Pycnonotus cafer*), red-whiskered bulbul (*Pycnonotus jocosus*), saffron finch (*Sicalis flaveola*), and zebra dove (*Geopelia striata*). Although no ESA-listed birds have been recently recorded at ASBP, several ESA-listed birds may occasionally occur in or transit through the Project Area (see Section 3.4.4).

Twenty-four insect species have been observed within ASBP (Tetra Tech 2021b, unpublished). Of these, only one dragonfly species—globe skimmer (*Pantala flavescens*)—is native to the Hawaiian Islands. Notably, a single coconut rhinoceros beetle (CRB) (*Oryctes rhinoceros*), which is a relatively new invasive species to Hawai‘i, was detected by the Hawai‘i Department of Agriculture in 2023 in a CRB trap located immediately adjacent to Parcel B (Rogers 2024, personal communication).

Feral cats (*Felis catus*), dogs (*Canis lupus familiaris*), and mongoose (*Herpestes auropunctatus*) have been observed at ASBP and likely pass through the Project Area (Tetra Tech 2021b, unpublished). Although not observed during surveys, house mice (*Mus musculus*) and rats (*Rattus* spp.) also are likely to occur within the Project Area. These mammals are all non-native to the Hawaiian Islands. The endangered Hawaiian hoary bat, or ‘ōpe‘ape‘a (*Lasiurus semotus*) were detected by acoustic recorders deployed in ASBP in 2017 (Montoya-Aiona et al. 2020). This ESA-listed species is discussed in Section 3.4.4.

3.4.4 ESA-Listed Species and Critical Habitat

Although no ESA-listed species have been documented within the Project Area during recent biological surveys, several ESA-listed species may occasionally occur within or transit through the Project Area and have the potential to be affected by the Project. These species include the band-rumped storm-petrel, or ‘akē‘akē (*Hydrobates castro*), Hawaiian hoary bat, Hawaiian petrel, or ‘ua‘u (*Pterodroma sandwichensis*), Hawaiian stilt, or ae‘o (*Himantopus mexicanus knudseni*), and Newell’s shearwater, or ‘a‘o (*Puffinus newelli*). The endangered Hawaiian monk seal, or ‘īlio holo i ka uaua (*Neomonachus schauinslandi*) and threatened green sea turtle, or honu (*Chelonia mydas*) also could haul out on the beaches roughly 550 feet south of the Project Area. Each of these species is briefly described below. No designated or proposed critical habitat exists within the Project Area or ASBP.

Listed Hawaiian Seabirds. The band-rumped storm-petrel, Hawaiian petrel, and Newell's shearwater, collectively referred to as "Listed Hawaiian Seabirds," all have been documented on O'ahu. These seabirds have not been documented in the Project Area or ASBP and suitable nesting habitat does not exist in these areas; however, these Listed Hawaiian Seabirds may fly over the area at night during the breeding, nesting, and fledging seasons (March 1 to December 15) while transiting between montane breeding colonies and the ocean. The birds spend most of their lives at sea and primarily return to land during the breeding season. Listed seabirds also may be attracted and disoriented by nighttime lighting. Disorientation and "fallout" as a result of light attraction could affect individuals attracted to nighttime lighting (Rodríguez et al. 2017).[1]

Hawaiian Hoary Bat. The Hawaiian hoary bat is the only extant native terrestrial mammal present in the Hawaiian Islands. Recent studies and ongoing research have shown bats to be distributed across all the major Hawaiian Islands (USFWS 2021), and they are widespread but highly variable across O'ahu (Gorresen et al. 2015; Thompson and Starcevich 2022). Hawaiian hoary bats forage in open and semi-cluttered landscapes in a wide range of habitats and vegetation types, including open pastures, forest gaps and edges, and above forest canopies (Bonaccorso et al. 2015). They are tree-roosting bats and typically roost in trees or tall shrubs comprised of native and non-native vegetation, including avocado (*Persea americana*), coconut palms (*Cocos nucifera*), common ironwood (*Casuarina equisetifolia*), *Eucalyptus* sp., kiawe (*Neltuma pallida*), kukui (*Aleurites moluccana*), macadamia (*Macadamia* spp.), mango (*Mangifera indica*), and shower trees (*Cassia javanica*) (Gorresen et al. 2013; Montoya-Aiona et al. 2020, 2023; USFWS 1998).

No bats were detected by acoustic recorders deployed at ASBP in 2020 and 2021 (Tetra Tech 2021a). Hawaiian hoary bats have been detected by acoustic recorders in the vicinity of ASBP, including 1.2 miles to the northeast and 2 miles to the west (Montoya-Aiona et al. 2020; Thompson and Starcevich 2022). Given the species' wide range of foraging habitat, it is likely that Hawaiian hoary bats forage in or near the Project Area. Hawaiian hoary bats also could roost in Parcel B given trees within the area are of adequate height (over 15 feet tall) to serve as potential bat roost trees.

Hawaiian Stilt. The endangered Hawaiian stilt has not recently been observed at ASBP; however, this species has been observed flying between wetland habitats in the vicinity of nearby Kalaeloa Airfield and ASBP (Belt Collins Hawaii LLC 2014; G70 2017a, 2017b; NAVFAC HI 2023; SWCA 2018; Tetra Tech, unpublished). Therefore, the Hawaiian stilt has the potential to fly over or near the Project Area while traveling between suitable habitat found outside of ASBP. Hawaiian stilts also may loaf on grassy lawns within the Project Area while traveling between aquatic habitats. No suitable nesting habitat for Hawaiian stilts occurs in the Project Area.

Green Sea Turtle. The green sea turtle is the most common sea turtle species found in the Hawaiian archipelago. Green sea turtles in Hawai'i are part of the federally threatened Central North Pacific Distinct Population Segment. Green sea turtles are known to haul out at Nimitz Beach (NAVFAC HI 2023), which is roughly 550 feet from the Project Area. Nesting has not been documented in the immediate vicinity of ASBP.

NOAA Fisheries proposes to designate marine critical habitat throughout the entire island of O'ahu to include nearshore areas from the mean high-water line to 66 feet (20 meters) depth (88 FR 46572, July

[1] "Fallout" occurs when birds become disoriented by artificial lighting and either circle lights or collide with structures and may fall to the ground due to exhaustion or injury from collision. Seabird fallout season in Hawai'i is from about September 15 through December 15 each year (DLNR 2024).

19, 2023); therefore, marine critical habitat for the green sea turtle is proposed roughly 590 feet south of the Project Area. No terrestrial critical habitat for the green sea turtle is proposed in the immediate vicinity of ASBP (USFWS 2023).

Hawaiian Monk Seal. The endangered Hawaiian monk seal also is protected by the MMPA. Hawaiian monk seals spend most of their time in the ocean, but also haul out on land for resting, pupping, nursing, molting, and avoiding predators. Monk seals primarily haul out on sandy beaches, but also use coral rubble and rocky and volcanic substrates (NOAA NMFS 2007; 76 FR 32026, June 2, 2011). Monk seals have been documented to occur on Nimitz Beach (NAVFAC HI 2023), which is roughly 550 feet south of the Project Area.

Critical habitat for the Hawaiian monk seal has been designated throughout the Hawaiian Islands for preferred pupping and nursing areas, significant haul-out areas, and/or marine foraging areas (80 FR 50926, August 21, 2015). The stretch of shoreline in the vicinity of Parcel B, including Nimitz Beach, and the immediate marine area offshore is excluded from critical habitat designation because the area is managed under the Joint Base Pearl Harbor Hickam Integrated Natural Resource Management Plan, which provides a benefit to Hawaiian monk seals. Marine critical habitat for the Hawaiian monk seal is designated further offshore, roughly four-tenths of a mile south of Parcel B (80 FR 50926, August 21, 2015).

3.4.5 Other Protected Species

Ten bird species protected under the MBTA have been documented within ASBP or in the vicinity during recent surveys (Howard 2020 as cited in Tetra Tech 2021a; NAVFAC HI 2023; SWCA 2018; Tetra Tech 2020, 2021a, 2021b, unpublished;). These species are listed in Table 3-2. Nesting habitat is present for Eurasian skylark (*Alauda arvensis*), house finch, northern cardinal, and northern mockingbird (*Mimus polyglottus*). Although not recorded at ASBP or the immediate vicinity, two additional native MBTA-protected species—the Hawaiian short-eared owl, or pueo (*Asio flammeus sandwichensis*), and wedge-tailed shearwater, or ʻuaʻu kani (*Ardenna pacifica*)—also may occur in or transit through the Project Area. Native MBTA-protected species that nest in the Hawaiian Islands are further described below.

The pueo is listed as endangered by the State of Hawaiʻi on the island of Oʻahu. Pueo are found on all of the main Hawaiian Islands, at elevations ranging from sea level to 8,000 feet. They occupy a variety of habitats, including agricultural lands, grasslands, native forests, shrublands, and wetlands (Price and Cotín 2018). On Oʻahu, pueo nests have been found in dense ground vegetation approximately 16 inches tall, such as non-native bunch grasses (DLNR 2015; Price and Cotín 2018; Price and Wang 2023). No pueo were observed during the pueo-specific twilight surveys conducted for the Project or during recent surveys in the area (SWCA 2018; Tetra Tech 2021a, unpublished); however, some suitable nesting habitat is present in the Project Area, and pueo could potentially forage in and around the area.

The white tern, manu-o-Kū (*Gygis alba*) is an indigenous seabird listed as endangered by the State of Hawaiʻi. These birds nest in urban parks and residential areas throughout southern Oʻahu. White terns do not construct nests; they lay a single egg in a depression of a large tree branch, on a rock ledge, or on buildings. White terns commonly nest in banyan (*Ficus* spp.), kukui trees, mahogany (*Calophyllum inophyllum*), and monkeypod have been recorded breeding in a variety of other non-native tree species (SWCA 2018; Vanderwerf 2003; Vanderwerf and Downs 2018). White terns were not observed during the 2020 or 2023 surveys at ASBP but have been recorded in the vicinity (NAVFAC HI 2023). Although white terns have not been recorded to nest in this area (Hui Manu-O-Kū 2024), some suitable nesting trees (e.g., ironwood, monkeypod, and shower tree) occur within Parcel B.

Wedge-tailed shearwaters nest in coastal underground burrows and under beach vegetation along coastlines. ASBP does not provide any suitable nesting or foraging habitat for the wedge-tailed shearwater; however, these birds may transit through the area during their breeding season.

Table 3-2. MBTA-Protected Species with the Potential to Occur in the Project Area or the Immediate Vicinity

Common Name	Scientific Name	Status	Listing Status
Barn owl	*Tyto alba*	NN	
Black-bellied plover	*Pluvialis squatarola*	M	
Cattle egret	*Bubulcus ibis*	NN	
Eurasian skylark	*Alauda arvensis*	NN	
Hawaiian short-eared owl/ pueo	*Asio flammeus sandwichensis*	E	SE (O‘ahu only)
House finch	*Haemorhous mexicanus*	NN	
Northern cardinal	*Cardinalis cardinalis*	NN	
Northern mockingbird	*Mimus polyglottus*	NN	
Pacific golden-plover/ kōlea	*Pluvialis fulva*	I	
Ruddy turnstone/ ‘akekeke	*Arenaria interpres*	I	
Wedge-tailed shearwater/ ‘ua‘u kani	*Ardenna pacifica*	I	
White tern/ manu-o-Kū	*Gygis alba*	I	ST

Notes: E = endemic, I = indigenous, M = migrant, NN = non-native established species, SE = state endangered, ST = state threatened.

3.5 Water Resources

3.5.1 Applicable Statutes and Regulations

CWA. The purpose of the CWA is to “restore and maintain the chemical, physical and biological integrity of the nation’s waters” (33 USC § 1251[a]). Section 402 of the CWA establishes the National Pollutant Discharge Elimination System (NPDES) permit program to regulate point source discharges into WOTUS. In Hawai‘i, the DOH Clean Water Branch (CWB) manages the NPDES permit program.

Section 404 of the CWA prohibits the discharge of dredged or fill material into WOTUS without a permit from the USACE. USACE regulations under the Section 404 program define WOTUS to include (1) interstate waters; (2) waters that are or could be used in interstate commerce; (3) waters such as wetlands, the use or degradation of which could affect interstate commerce; (4) tributaries of the waters identified above; and (5) wetlands adjacent to these waters. Anyone planning to conduct activities in these waters must obtain a permit.

CWA Section 303 requires states to establish water quality standards and criteria, and to implement plans to protect waterbodies. Under Section 303(d), states are required to develop, maintain lists of, and prioritize total maximum daily loads (TMDLs) for impaired waters (USEPA 2024d).

CZMA. The U.S. Congress recognized the importance of meeting the challenge of continued growth in the coastal zones by passing the CZMA in 1972. The act provides for the management of the nation’s coastal resources, including the Great Lakes. The goal is to “preserve, protect, develop, and where possible, to restore or enhance the resources of the nation’s coastal zone.” The act established the National Coastal Zone Management (CZM) Program, which aims to balance competing land and water issues through state and territorial coastal management programs. The State of Hawai‘i established its CZM program, which encompasses the entire state, within the Department of Business, Economic Development, and Tourism, Office of Planning and Sustainable Development. One aspect of the Hawai‘i CZM Program is conducting Federal Consistency Reviews that fulfill 15 CFR Part 930 by evaluating the consistency of federal projects with relevant enforceable policies of the Hawai‘i CZM Program (Hawai‘i Revised Statutes [HRS] § 205A-2).

EO 11988, Floodplain Management. EO 11988 requires federal agencies to consider how their actions may encourage future development in floodplains and to minimize that development.

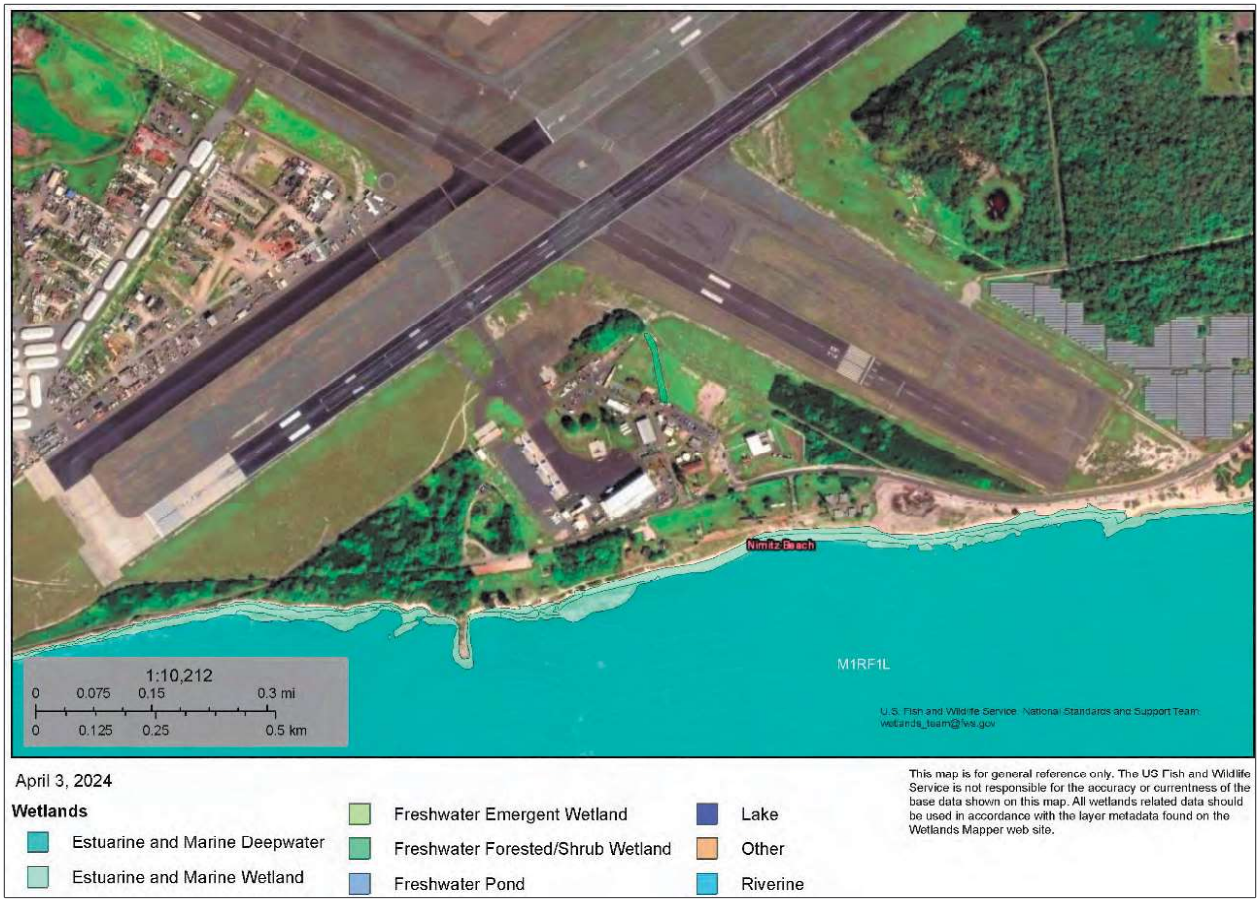
3.5.2 Hydrology

Surface Water Resources. As part of its ongoing programmatic agreement (PA) with the USFWS, the USCG worked with Tetra Tech to conduct a biological evaluation of ASBP, including the entire project site. The resulting report, *Final Biological Evaluation for a Programmatic Agreement between the United States Fish and Wildlife Service and the United States Coast Guard to Address Routine Maintenance & Repair Activities at Air Station Barbers Point Kalaeloa, O'ahu, Hawai'i* (Tetra Tech 2021a), is the basis for the information that follows. In addition, the USFWS National Wetlands Inventory (NWI) website was used to assess the potential presence of surface water resources in the Project Area. Figure 3-1 provides a map of the Project Area from the USFWS NWI website.

No jurisdictional wetlands, non-jurisdictional wetlands, or other surface waters are found within the boundaries of ASBP, including the areas where the Proposed Action would be located. No WOTUS subject to regulation by the USACE were found at ASBP during a 2021 natural resources reconnaissance survey and none were identified during recent site visits related to the Proposed Action (Tetra Tech 2021a).

As shown in Figure 3-1, there is what the USFWS NWI identifies as a freshwater emergent wetland adjacent to ASBP and the Proposed Action, specifically the new parking lot site. The NWI classified this feature as a palustrine scrub-shrub broad-leaved evergreen seasonally flooded excavated wetland, based upon the Cowardin et al. (1979) classification schema. It is underlain with coral outcrop and lacks hydric soils and hydrophytic vegetation. The ditch has four drain galleries covered by gratings along the length of the invert that direct stormwater into dry wells belowground. It is located outside the jurisdictional boundaries of ASBP, is under the control of Kalaeloa Airfield, is typically dry, and is exempted from USACE jurisdiction under 33 CFR § 328.3.

The only other surface waters near ASBP are associated with the Pacific Ocean. The NWI map (Figure 3-1) shows estuarine and marine wetland along the shoreline and estuarine and marine deepwater wetland immediately offshore. These estuarine and marine wetlands are across Coral Sea Road from ASBP and more than 550 feet south of the Project Area. There is no surface waterbody that connects ASBP to the Pacific Ocean; ASBP stormwater percolates into the porous subsurface and becomes groundwater.



Source: USFWS NWI 2024.

Figure 3-1. USFWS National Wetlands Inventory Map for ASBP.

The geology of the area is known to have karst fissures, caverns, and sinkholes. Many of these sinkholes and caverns were filled in during construction of the former NASBP (Klein 1945; Tetra Tech 2021a). A NEPA analysis determined that no significant sinkhole risk existed at the project site at the time of transfer from the Navy to the USCG (USCG 2023a). No open/flooded sinkholes were found during a 2021 natural resources reconnaissance survey and none were identified during recent site visits related to the Proposed Action (Tetra Tech 2021a).

Ponding occurs at ASBP during prolonged heavy rains, but quickly dissipates. Stormwater is directed to dry wells and stormwater detention basins constructed to manage water draining from the aircraft wash rack, building roofs, and stormwater sheet flow from the aircraft apron and other paved areas. The detention basins are in the southern portion of ASBP, outside the area that would be affected by the Proposed Action. One dry well is located within the area that would be affected by the Proposed Action. The dry wells and detention basins do not meet the definition of WOTUS and are not subject to jurisdiction by the Department of the Army under 33 CFR Part 328. Dry wells, which are deeper than they are wide, are regulated by the State of Hawai‘i’s Underground Injection Control (UIC) program.

Groundwater Resources. The ASBP is in the Pearl Harbor Sector of the ‘Ewa-Kunia Aquifer System (Aquifer Code No. 30204). It also is located within the EPA-designed Sole Source Southern O‘ahu Basal Aquifer. EPA review is required for federally funded projects within a Sole Source Aquifer to determine whether the potential project poses a risk of contamination. There are no public groundwater production wells within a 1-mile radius of ASBP; the nearest drinking water wells are more than 5 miles north of the site, which is up-gradient relative to groundwater flow.

Three groundwater bearing strata exist beneath the Project Area. In sequence from top to bottom, they are (1) the permeable surface limestone; (2) a second permeable limestone layer separated from the one above it by an impermeable layer of marl, siltstone, and chalky limestone; and (3) the Koʻolau volcanics, which are at substantial depth (Bauer 1996).

The upper limestone layer is approximately 150–250 feet thick beneath ASBP. It contains a brackish basal lens known locally as the ʻEwa Caprock Aquifer.

The second limestone layer is approximately 200 feet thick across the ʻEwa Plain. Based on deep wells on the west side of the ʻEwa Plain, its permeability is comparable to the upper limestone layer. Groundwater in it is confined by the overlying marl and siltstone and, like the shallow basal lens, it also is entirely saline. At the four cogeneration plants in Campbell Industrial Park, on the west end of the ʻEwa Plain, the second limestone layer is used for disposal of warm (86–96 °F) and hypersaline (up to 60 percent) water from their respective cooling towers. The total disposal is on the order of 8 million gallons per day (MGD). There are no other known uses of the saline groundwater in this second limestone layer.

Wells in the Koʻolau Volcanics layer, which are 1 mile away from ASBP in the upland areas from Waipahu up through Mililani, provide more than 50 MGD of drinking water for Central Oʻahu, Waipahu, Honolulu, ʻEwa, and Nānākuli. The upper surface of the volcanic rocks slopes down in a seaward direction from the interior of the island. In the ʻEwa area, this surface dips below sea level makai of Farrington Highway, which is far inland of ASBP. Beneath the project site, the surface of the volcanic rocks is roughly 1,000 to 1,200 feet below sea level and hydraulically isolated from the second limestone layer by layers of marine and alluvial clays.

3.5.3 Floodplain

The Federal Emergency Management Agency (FEMA) has designated the project site as being in Flood Zone D, which is not a floodplain. Flood Zone D corresponds to areas where flood hazards are undetermined, but flooding is possible. Figure 3-2 provides a "FIRMette," or full-scale section of a FEMA Flood Insurance Rate Map, of the project region.

3.5.4 Water Quality

There are no fresh surface waterbodies present within or nearby ASBP.

Nimitz Beach, which is across Coral Sea Road from ASBP, appears in the *2024 State of Hawai'i Water Quality Monitoring and Assessment Report: Integrated Report to the U.S. Environmental Protection Agency and U.S. Congress Pursuant to §303(d) and §305(b), Clean Water Act (P.L. 97-117)* (DOH 2024b). In Appendix B of that report, Nimitz Beach is identified as an open coastal waterway where the fecal indicator bacteria (enterococci) goal has been attained, the turbidity goal has not been attained, and other water quality parameters have not been assessed. Based on this, DOH indicates that some uses have been attained but there is not enough data to evaluate all uses and some uses have not been attained. Appendix C of the report states that Nimitz Beach is impaired by turbidity and there is a low priority for establishing TMDLs for the marine water in this area; no TMDLs have been established. The report indicates similar conditions at other beaches in the region, including White Plains and Oneula Beaches.

Source: FEMA 2014.

Figure 3-2. FEMA FIRMette Flood Insurance Rate Map of the Project Region.

3.6 Geology and Soils

3.6.1 Applicable Statutes and Regulations

Regulations pertaining to geologic and soil resources include American Society of Civil Engineers 7-16, *Minimum Design Loads and Associated Criteria for Buildings and Other Structures*; UFC 3-310-04, *Seismic Design for Buildings*, which provides the minimum seismic design requirements for DoD buildings; and applicable provisions of the Hawai‘i State Building Code.

3.6.2 Geology

Kalaeloa is on the ‘Ewa Plain where caprock is a thick wedge of interbedded marine and terrestrial sediments deposited during sea level changes of the Pleistocene ice ages. At the coast, this sequence is more than 1,000 feet thick (E2 2023). Soil borings on the site revealed a combination of hard white limestone and a more porous, yellowish calcareous layer. Voids and pockets of sand also were encountered in all borings at approximately 5 feet below ground surface (bgs) (E2 2023).

3.6.3 Soils

Surface soil samples taken on the Main Base, where the proposed hangars would be constructed, as part of a 2023 site investigation contained a mixture of fill and limestone (E2 2023). The United States Department of Agriculture Natural Resources Conservation Service (USDA NRCS) identifies the soil of the project site as being Coral outcrop (USDA NRCS 2023a). The Coral outcrop soil has the following key properties and qualities (USDA NRCS 2023b):

- Setting: Reefs, toeslope
- Slope: 0–25 percent
- Typical profile: Depths of 0–60 inches are bedrock
- Depth to restrictive feature: 0 inches to lithic bedrock
- Erosive potential: Low susceptibility to sheet and rill erosion by water
- Drainage class: Excessively drained
- Runoff class: Low
- Frequency of flooding: Rare
- Available water supply, 0–60 inches: Very low (about 0.0 inches)
- Hydric soil rating: No

The USDA NRCS rates the Coral outcrop soil type as being very limited for supporting small commercial buildings (USDA NRCS 2023c), based on flooding, depth to hard bedrock, and slope. The proposed hangar site, however, does not exhibit typical Coral outcrop characteristics. For instance, soil samples taken during the 2023 site investigation were taken to 1 foot bgs for surface soils and to 9 feet bgs for subsurface soils, indicating a depth to bedrock of 10 feet or more (E2 2023). Also, although the soil can be up to 25 percent, the slope on the proposed project site is much less—less than 1 percent. The proposed location for the new wash rack also has Coral outcrop soils. The soil type is not rated for shallow excavations (USDA NRCS 2023d).

Soil contamination. The USCG performed a site investigation based on contaminants identified and prioritized as an environmental liability during a preliminary assessment at ASBP. The primary purpose of the investigation was to collect data for environmental media (soil and groundwater) to determine the residual environmental effect of former and current activities at the installation.

One surface soil sample result on the Main Base exceeded the unrestricted Environmental Action Level (EAL) for perfluorooctane sulfonate, with a result of 13 micrograms per kilogram (E2 2023). No detections above EALs in surface soil samples were found for heavy metals, polychlorinated biphenyls, dioxins, or pesticides. No Main Base subsurface soil samples exceeded EALs.

3.6.4 Topography

The topography of ASBP is relatively flat with a gentle slope from north to south across the site (E2 2023). The site's elevation across the parcel changes little, from about of 16 feet above mean sea level (msl) closer to the shoreline to 20 feet above msl toward the inland edge (Google Earth 2022).

3.6.5 Seismicity

Moderate-to-large earthquakes occur across Hawai‘i and seismic risk is substantial near O‘ahu where population and infrastructure exposure are high (Petersen et al. 2022). FEMA's Earthquake Hazard Map for Hawai‘i denotes the earthquake hazard for the ASBP location as having the potential to experience very strong shaking, potentially causing slight damage in specially designed structures, considerable damage with partial collapse in ordinary substantial buildings, and great damage in poorly built structures (FEMA 2020).

3.7 Cultural Resources

3.7.1 Applicable Statutes and Regulations

Regulations pertaining to cultural resources include NHPA Section 110 (54 USC § 306101) and Section 106 (54 USC § 306108), HAR 13-275 and 13-284, and Chapter 6E Historic Preservation of the HRS.

3.7.2 Previous Research

Six previous cultural resource surveys completed on-base surveyed the current area of potential effects (APE). The 2018 survey covered a small portion of the middle of the APE and ran along the southern

edge of the APE (Morrison and Chambers 2018). The 2011 survey covered most of the west side of the APE (Thurman et al. 2011). The 2001 survey and the two 1997 surveys covered the entire APE (Beardsley 2001; Tuggle and Tomonari-Tuggle 1997; Wickler and Tuggle 1997). The 1991 survey covered only a small portion of the APE along the southern edge (Haun and Kelly 1991; Cleghorn et al. 2021). Table 3-3 lists the previous surveys by year.

Despite the fact that six previous surveys had been completed on the property, Tetra Tech hired Pacific Legacy, Inc. in 2021 to complete an archaeological survey of the entire base (Cleghorn et al. 2021). This new survey was undertaken to reidentify the sites previously recorded and to complete a systematic grid across the property as the previous surveys varied in methods and not all used global positioning system technology.

Table 3-3. Previous Cultural Resource Surveys Completed within the APE

Author	Year	Title
Huan and Kelly	1991	An Archaeological Survey of the Naval Air Station, Barber's Point, O'ahu, Hawai'i
Tuggle and Tomonari-Tuggle	1997	A Cultural Resource Inventory of Naval Air Station, Barbers Point, O'ahu, Hawai'i; Part I: Phase I Survey and Inventory Summary
Wickler and Tuggle	1997	A Cultural Resource Inventory of Naval Air Station, Barbers Point, O'ahu, Hawai'i; Part II: Phase II Inventory Survey of Selected Sites
Beardsley	2001	Phase II-Intensive Survey and Testing, Naval Air Station Barbers Point
Thurman et al.	2011	Archaeological Inventory Survey for the Proposed US Coast Guard Hangar Locations (USCG C-130) Project
Morrison and Chambers	2018	Archaeological Inventory Survey in Support of Proposed Utilities Renovations at the United States Coast Guard Facility, Air Station Barbers Point
Cleghorn et al.	2021	Archaeological Survey at the United States Coast Guard Air Station Barbers Point

Source: Cleghorn et al. 2021.

3.7.3 Archaeological Resources

Six pit cave features were identified during the Pacific Legacy 2021 archaeological pedestrian survey of the base. The pit caves are known as Site 50-80-12-5121 and are recommended as eligible for listing in the National Register of Historic Places (NRHP) under Criterion D (Cleghorn et al. 2021). The pit caves are all located on the west side of the base, far outside the APE. Avoidance of the pit caves is recommended. If avoidance is not possible, then a management plan is necessary. The majority of the APE is disturbed, and no archaeological resources have been recorded within the APE (Cleghorn et al. 2021).

3.7.4 Architectural Resources

The survey completed in 2011 by Thurman et al. identified one historic structure located on the west side of the current APE. This structure was a concrete building with the label of "287" on it. The building was identified as a transformer building and was constructed in 1959. No site number was given to the building (Cleghorn et al. 2021).

In 2021 Tetra Tech Inc. hired Fung Associates Inc. to complete a historic structure survey of the base. Eighteen newly recorded structures were identified during this survey and are listed in Table 3-4 chronologically by the year they were built. Fung Associates recommended Building 1820 as potentially eligible for the NRHP and, that when it reached 50 years of age, it could be eligible as part of a historic district under Criterion A. As it is now 50 years old, it has been listed as eligible in Table 3-4 for the

purposes of this report. The four eligible structures (1658, 1669, 1790, and 1820) are not individually eligible for the NRHP; however, they are eligible as part of a district. Building 1790 is eligible individually, but only at the local level (Fung 2021). A fifth structure, Building 287, identified by Thurman et al. (2011) as eligible was determined to be ineligible by Fung Associates (Fung 2021).

Fung Associates recommended the creation of a historic district with all the buildings, even the ineligible ones, being taken into consideration for future projects. Fung Associates also recommended that a PA be created between the USCG and the SHPD to protect the structures in the future and reduce time required for Section 106 review in the future and that future new construction be compatible in design with the existing buildings (Fung 2021).

Table 3-4. On-Base Historic Structures

Building Number	Building Name	Year Built	NRHP Eligibility
591	Utility Sewage Pump Station	c. 1942	Ineligible
164	Sewage Treatment Plant	c. 1942	Ineligible
287	Communications	1945	Ineligible
1658	Consolidated Mess	1959	Eligible
1819	Flammable Storage	1960	Ineligible
1669	Aviation Material Office	1962	Eligible
1790	Aircraft Hangar/Maintenance/ Admin Building	1968	Eligible
1820	Deluge Pumphouse	1972	Eligible
L53	Fitness Center	1978	Ineligible
1926	EM Shop/AV Storage	1980	Ineligible
1907	MK Shop/Garage/Corr Control	1983	Ineligible
1793	Storage Building	1983	Ineligible
1792	Utility Building	1983	Ineligible
1833	DC Shop	1983	Ineligible
1420	Consolidated Club	1984	Ineligible
T03	Fuel Truck Garage	1994	Ineligible
V035	Health Clinic	2007	Ineligible
S001	Clear Rinse Equipment	2016	Ineligible

Source: Fung 2021.

3.8 Recreational Resources

3.8.1 Applicable Statutes and Regulations

Statutes and regulations pertaining to recreational resources include the National Wildlife Refuge System Administration Act (16 USC § 668dd *et seq.*), the Revised Ordinances of Honolulu (ROH) (2021) Chapter 10, *Public Parks and Recreation Facilities*, and the City and County of Honolulu Department of Parks and Recreation Park Rules and Regulations.

3.8.2 Recreational Resources

None of the recreational resources within or adjacent to ASBP fall under 16 USC § 668dd *et seq.*, or ROH. The Pearl Harbor National Wildlife Refuge Kalaeloa Unit, managed by USFWS, is about 1 mile west of Parcel B. The refuge is separated from ASBP by Kalaeloa Airport. Nimitz Beach, managed by the DoD but open to the public, is due south of ASBP along the Pacific Ocean. It is about 550 feet south of the Project Area and has picnic facilities and restrooms, with parking available along Coral Sea Road. DoD also has cottages on the beach that are available for rent by DoD personnel. Kalaeloa Heritage Park, managed by the Hawai‘i Community Development Authority, is about 1 mile east of Parcel B. The park

also is separated from ASBP by Kalaeloa Airport. Eisenhower Beach, Kalaeloa Beach Park, and White Plains Beach, all managed by the state, are 1 mile or more east of ASBP past the Kalaeloa Airport, along the Pacific Ocean.

The USCG recreational resource on Parcel B is a picnic facility centrally located on the parcel. Other USCG recreational facilities on ASBP near Parcel B include a basketball court, a fitness center, a tennis court, and another picnic facility.

3.9 Utilities and Infrastructure

This section describes the existing utilities serving the ASBP Project Area and current infrastructure within Parcel B.

3.9.1 Electric

Parcel B is close to portions of the 12-kilovolt (-kV) electrical distribution system and extension of the system to Parcel B is feasible (Wong Logan Architects 2024). The electrical distribution system has ample spare capacity to serve the proposed hangars. No limitations regarding extension of the 12-kV distribution system to Parcel B are known.

3.9.2 Liquified Petroleum Gas

A liquified petroleum gas line and tank serve the aircraft wash rack (Wong Logan Architects 2024). This line and tank would be relocated as necessary to support the new aircraft wash rack to be sited west of Parcel B.

3.9.3 Potable Water

The Kalaeloa Water Company supplies water to ASBP (Wong Logan Architects 2024). Potable water lines beneath the proposed hangar site would need to be rerouted around Parcel B to accommodate the Proposed Action. New service lines would be installed to provide potable water to the new facilities. The water lines in the vicinity of Parcel B are substantially deteriorated and in poor structural and operational condition (Wong Logan Architects 2024). It is likely that, when the lines are exposed for rerouting and establishing new service line connections, line replacement would be required to provide suitable water service.

The existing potable water system serving ASBP has a hydraulic capacity of well over 2,500 gallons per minute (gpm) (Wong Logan Architects 2024). That capacity is more than adequate to meet the current and assumed future average daily consumption rates.

The service life of the fire protection system has been exceeded, although the water supply to meet the demands for fire flow is adequate (Wong Logan Architects 2024). Given the condition of the water lines, their demolition and replacement would be required to provide service to the hangar facilities. New fire hydrants also would be installed.

3.9.4 Solid Waste

Two solid waste handling and disposal facilities are located in ‘Ewa: the H-Power plant at Campbell Industrial Park and the Waimanalo Gulch Sanitary Landfill (City and County of Honolulu DPP 2020). Most residential and commercial trash is disposed of at the H-Power plant, which can consume 3,000 tons of waste per day, reduce the volume that is landfilled by 90 percent, and produce electricity that is sold to Hawaiian Electric (Hawaiian Electric 2024).

The Waste Management (WM) Waimanalo Gulch Sanitary Landfill is about 5 miles northwest of ASBP and is the major active waste disposal site on O‘ahu (City and County of Honolulu DPP 2020).

Nonhazardous municipal solid waste, sandblast media, and soils are accepted at the WM Waimanalo Gulch Sanitary Landfill, but the landfill does not accept hazardous waste (WM 2024).

The PVT Land Company operates the only integrated solid waste management facility designated by the City and County of Honolulu for the safe disposal of construction and demolition waste (PVT 2024). The 400-acre facility is about 8 miles northwest of ASBP, in Nānākuli. It accepts nonhazardous materials from construction and demolition sites.

3.9.5 Stormwater

One injection well (#3) is on Parcel B (Wong Logan Architects 2024). Runoff from the taxiway and surrounding grassy areas is diverted to the well. The sump in the center of the aircraft wash rack also is directed to injection well #3 after passing through an inline filtration system.

The DOH permit for injection well #3 states that the quantity and rate is intermittent and variable up to approximately 10,350 gpm at peak flow conditions (Wong Logan Architects 2024).

Implementation of the Proposed Action would require the closure of injection well #3 (Wong Logan Architects 2024). A new injection well designed to handle all new and existing stormwater runoff would be sited on Parcel B at a location to be determined based on the permitting process.

3.9.6 Telecommunications

Multiple telecommunications pathways are close to Parcel B (Wong Logan Architects 2024). A main communication manhole is adjacent to the wash rack, from which a direct pathway leads to Building 1790, where the server room is located. A pathway just north of the wash rack could be rerouted to support construction of a second hangar, if constructed, and could be used to provide service to Parcel B facilities.

3.9.7 Wastewater

The sanitary sewer system has ample capacity for a new connection to Parcel B (Wong Logan Architects 2024). The existing system in the area has no known limitations.

3.10 Hazardous Materials and Wastes and Public Safety

Hazardous materials are substances with the potential to cause harm to humans, wildlife, or the environment either individually or through interaction with other factors. Hazardous materials are defined as substances with strong physical properties, such as ignitability, corrosivity, reactivity, or toxicity that may cause an increase in mortality or illness or pose a substantial threat to human health and/or the environment. Hazardous wastes are defined as any solid, liquid, contained gaseous, or semisolid waste or any combination of wastes that pose a potential hazard to human health and/or the environment.

Public safety considers the risk to the public from hazards in the Project Area. Public safety risks may include recreational risks, transportation risk, criminal activity, natural hazard risk, and risk from hazardous materials. Public and emergency service providers serve the Project Area and assist with response to public safety issues, including law enforcement, fire protection services, and emergency medical services.

The area including the project site was historically used by the United States military, first as Marine Corps Air Station ‘Ewa and later as NASBP. The USCG became a tenant of NASBP in 1949 and has occupied its current space since that time (Cleghorn et al. 2021). Through BRAC actions in 1999, ASBP was transferred from the U.S. Navy to the USCG. Prior to the closure and subsequent transfer of NASBP properties, the U.S. Navy conducted environmental baseline surveys at the NASBP that concluded the

U.S. Navy had conducted all remedial actions necessary to protect human health and the environment with respect to hazardous substances remaining on the properties; however, hazardous substances could still be present.

The USCG routinely uses hazardous products to support ASBP mission and maintenance operations at the Air Station that include acids, batteries, chemicals, lubricants, oils, paints, and solvents. Fuel for aircraft and vehicles is stored in multiple aboveground storage tanks (ASTs) sited west of the existing hangar and near the southern ASBP boundary. Fuel trucks staged near the ASTs are used to fuel aircraft. Propane is used at the aircraft wash rack and is supplied by an AST sited near Consolidated Mess Building 1658.

3.10.1 Applicable Statutes and Regulations

Local, state, and federal laws regulate the storage, handling, disposal, and transportation of hazardous materials and wastes. Federal laws include CERCLA, the Community Environmental Response Facilitation Act, RCRA, TSCA, and Department of Transportation and Occupational Safety and Health Administration (OSHA) laws. The USCG has policies and procedures established by its Hazardous Materials Division (CG-ENG-5) that apply to the handling of hazardous materials. The DOH provides guidance on environmental hazard evaluation and EALs. Regulations pertaining to health and safety include OSHA standards and the USCG's health and safety policy and procedures established in its *Safety and Environmental Health Manual* (Commandant Instruction M5100.47D).

3.10.2 Site Investigation and Environmental Hazard Evaluation

In November 2023, the USCG conducted a limited environmental site investigation and screening level risk assessment to determine the residual environmental effects of current and former activities at ASBP and to determine suitability of implementing the Proposed Action with a focus on the potential impact on construction workers and users of the facility. Findings from the site investigation and environmental hazard evaluation (risk assessment) were used to prepare a construction feasibility study (CFS). The CFS, finalized in August 2024, summarized the site investigation results and the hazard evaluation and provided recommendations based on those findings.

Sample collection and analyses was conducted in accordance with DOH Hazard Evaluation and Emergency Response Office guidance, including the *Technical Guidance Manual for the Implementation of the Hawai'i State Contingency Plan*, Interim Final November 12, 2008, and updates. Analytical results were compared to Hawai'i DOH EALs for both unrestricted and commercial/industrial (C/I) land use. The Hawai'i EALs are based on federal standards, Regional Screening Levels, and Preliminary Remediation Goals (E2 2024a).

The site investigation detected a PFAS compound above screening levels and an herbicide in soil samples collected from Parcel B. The PFAS compound was HFPO-DA [GEN-X] and the herbicide was 2,4-Dichlorophenoxyacetic acid (2,4-D). Trace levels of HFPO-DA [GEN-X] are present in Parcel B below the C/I EAL but above unrestricted EAL. A trace detection of 2,4-D was detected in Parcel B at 0.83 milligrams per kilogram, exceeding the C/I EAL; however, the exceedance is driven by a leachate concern rather than a direct health threat to personnel. The environmental hazard evaluation noted that the concentrations of these chemicals of potential concern do not pose a risk to construction workers or end users of the hangar facility, provided construction activities do not exceed a depth of 2 feet bgs. Lastly, a potential leachate concern may exist for aquatic habitat receptors if contaminants are transported via runoff or leaching/migration to nearby surface waterbodies or storm drains (E2 2024b).

3.10.3 Public Safety

ASBP is a restricted access facility and site visitors must be approved for entry. The Station provides critical public safety and emergency response services as part of its mission. ASBP is responsible for marine search and rescue operations within its designated area of responsibility. Operations include the enforcement of laws and treaties, providing long- and short-range aids to navigation, marine environmental response, maritime homeland security, military readiness, and search and rescue response. The Station averages 1,200 flight hours in search and rescue missions annually, saving 50 lives, assisting 700 others, and preserving $5 million in property (USCG 2024a). Currently, the existing hangar (Building 1790) only partially covers one HC-130J aircraft, with the tail protruding out of the hangar. This exposure to cross winds creates a safety hazard for personnel.

4 ENVIRONMENTAL CONSEQUENCES

4.1 Introduction

For each of the resources carried forward for detailed analysis in Section 3, *Affected Environment*, this section describes the potential environmental consequences resulting from Alternative 1 (the No Action Alternative) and Alternative 2 (the Preferred Alternative, which is to implement to Proposed Action). Assessments are presented in terms of effect duration (short or long term), intensity (no effect, negligible, minor, moderate, or major), and type (adverse or beneficial).

Short-term effects are those that would generally last no more than 1 year, such as noise effects occurring during construction or the time it takes for a revegetated area to stabilize. Long-term effects are those that would last more than 1 year and would result from permanent changes, such new impervious surface.

Effect intensity levels are characterized as no effects, negligible, minor, moderate, or major. No effect indicates the effect would not be detectable. Effects determined to be localized and barely noticeable are characterized as negligible. Effects that are detectable, but slight, are considered minor. Effects that are readily apparent are characterized as moderate, and effects that are highly noticeable and significant are characterized as major.

The type of effects may be either adverse or beneficial: adverse effects lead to an impairment of or undesirable change to a resource and beneficial effects lead to desirable conditions.

4.2 Air Quality

Effects associated with air quality could occur if an alternative resulted in any of the following:

- Obstruction of the implementation of an air quality plan.
- Violation of any state or federal air quality standard.
- A cumulatively considerable net increase of a criteria pollutant for which the planning area is in nonattainment.
- Exposure of sensitive receptors to substantial pollution concentrations.
- Objectionable odors affecting a substantial number of people.

4.2.1 Alternative 1. No Action Alternative

No effects on air quality or GHG emissions would result under the No Action Alternative. The No Action Alternative involves no changes to the existing conditions.

4.2.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, negligible adverse effects on air quality and GHGs would be expected from implementing the Preferred Alternative. Short-term effects would be caused by air emissions generated during construction. The Preferred Alternative would not (1) generate emissions that would exceed the GCR *de minimis* threshold values or (2) contribute to a violation of any federal, state, or local air regulation.

Construction emissions were estimated for various activities, including fugitive dust, on- and off-road diesel equipment and vehicles, worker trips, architectural coatings, and paving off-gases. The emission estimates cover site clearing and grading of approximately 4.6 acres, which includes hauling off an estimated 1,310 cubic yards of debris. The new construction involves 75,000 square feet of space across three buildings, with each building averaging about 23,500 square feet. This includes an existing parking ramp, a support building of approximately 18,000 square feet (a one-story, pre-engineered metal building adjacent to one of the new hangars), and associated infrastructure. Additionally, up to 4,000 square feet of

existing infrastructure are expected to be demolished, with an estimated 4,000 cubic yards of debris to be hauled off-site. For site grading, it is assumed that the entire 4.6 acres would be graded.

Although the area is in attainment and the GCR does not apply, the *de minimis* thresholds were carried forward to determine the level of effect under NEPA. The estimated emissions from the Preferred Alternative would be below the *de minimis* thresholds (Table 4-1); therefore, the level of effect would be less than significant. Appendix B provides the air conformity analysis for General Conformity. In conducting the analysis for this EA, all construction activities were assumed to be compressed into a 12-month period. Small changes in facilities' site and final design and moderate changes in quantity and types of equipment used would not substantially change these emission estimates and would not change the determination under the GCR or level of effects under NEPA.

Table 4-1. Maximum Air Emissions during Construction and Operations of the Preferred Alternative Compared to *de minimis* Thresholds

Pollutant	Construction Emissions (tpy)	Operational Emissions (tpy)	Insignificant Indicator (tpy)	Exceedance (Yes or No)
CO	2.79	0.03	250	No
NH_3	0.004	0.00	250	No
NOx	2.18	0.05	250	No
Pb	0.00	0.00	25	No
$PM_{2.5}$	0.08	0.01	250	No
PM_{10}	10.25	0.01	250	No
SO_x	0.004	0.01	250	No
VOC	0.26	0.01	250	No

Notes: NH_3 = ammonia; NO_x = nitrogen oxides; SO_x = sulfur oxides; tpy = tons per year; VOC = volatile organic compound.

GHG emissions from implementing the Preferred Alternative would be generated from direct sources. Short-term direct emissions would be expected to be generated from construction activities.

The Air Conformity Applicability Model (ACAM) was applied to the Preferred Alternative to estimate construction-related GHG emissions in this EA. ACAM also was used to quantify emissions of NAAQS criteria pollutants. ACAM is a robust computer model developed and used primarily by Air Force planners in analyzing environmental effects. The ACAM model accommodates all these activities, provides a consistent method for evaluating potential emissions, and meets the requirements of the CEQ interim guidance on analyzing GHG and climate change effects of agencies' proposed actions under NEPA (88 FR 1196, January 9, 2023).

Table 4-2 summarizes the action-related GHG emissions for 1 year, the worst-case projected construction timeline of the action. All construction activities were assumed to be compressed into a 12-month period to ensure that the actual annual emissions would be less than the estimates specified in this EA. Small changes in facilities' site and final design and moderate changes in quantity and types of equipment used would not substantially change the emission estimates.

Table 4-2. Preferred Alternative-Related Annual GHG Emissions (metric ton/year)

Phase	CO_2	CH_4	N_2O	CO_2e
Construction	405	0.02	0.01	407
Operations	4	0.0002	0.00003	5

Long-Term Effects. Long-term, negligible adverse effects on air quality would be expected from implementing the Preferred Alternative. Long-term effects would be caused by implementing the USCG's Proposed Action from the operational emissions of new, temporary TM/RFS hangars on ASBP for its fleet of HC-130Js and supporting infrastructure. The Preferred Alternative would not (1) generate emissions that would exceed the GCR *de minimis* threshold values or (2) contribute to a violation of any federal, state, or local air regulation.

Steady-state operational emissions were estimated for 200 hours of runtime for each emergency generator—assuming one emergency generator per hangar. There would be no increase in full-time staff at ASBP, so staffing was not included in the operational emission calculations. Table 4-1 presents the estimated annual net emissions associated with Alternative 2. Emissions are below the indicator thresholds; therefore, the action would not be expected to cause or contribute to an exceedance of one or more NAAQS and would be expected to have less-than-significant adverse effects on air quality. With the addition of the new fully enclosed hangars, an inventory of all significant stationary sources of air emissions for each of the criteria pollutants of concern would be maintained as required per Department of Defense Instructions 4715.9, *Environmental Planning and Analysis*, and 4715.6, *Environmental Compliance in the United States*.

GHG emissions from implementing the Preferred Alternative would be generated from backup generators. Long-term insignificant effects would be expected from operation of the generators. Annual operational GHG emissions would be expected to be much less than the insignificant threshold of 75,000 tons per year (tpy); they would be roughly 594 tpy. GHG emissions associated with the Preferred Alternative's operation would be less than 0.0001 percent of the 2022 GHG emissions for Honolulu County (Appendix B).

The social cost of carbon (SCC) is an estimate of the monetized damages associated with incremental increases in GHG emissions, such as reduced agricultural productivity, human health effects, property damage from increased flood risk, and the value of ecosystem services. GHG emissions of the proposed project were applied to a 3 percent annual discount rate of the SCC. Annual rates of CO_2, CH_4, and N_2O from the *Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990* were applied to the emissions in Table 4-2. Applying direct emissions from construction, the SCC for the Preferred Alternative would be roughly $22,820. Applying these per-metric ton costs to the Preferred Alternative's projected GHG emissions over a 25-year life cycle yields, $29,950 in the SCC.

4.3 Climate Change

This section examines the effects of climate change on elements of the Proposed Action.

4.3.1 Alternative 1. No Action Alternative

No effects would be expected. The risks of climate change would remain as they are under the No Action Alternative.

4.3.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, negligible adverse effects on the Preferred Alternative would be expected due to climate change. Extreme heat is the greatest short-term threat. Extreme heat would be expected to effect the health and safety of construction workers. Flash floods, high tides, tropical cyclones, high winds, storm surge, and coastal erosion are other potential effects that would be expected (Tetra Tech 2024). Delays would be expected if any one or all of these events occurred during construction.

Long-Term Effects. Long-term, negligible adverse effects on the Preferred Alternative due to climate change would be similar to the short-term effects. Adaptive measures to be taken to address these events are included in Section 4.12.2. as BMPs.

4.4 Biological Resources

Effects on biological resources would occur if an alternative resulted in any of the following:

- Take of plant or animal species, including ESA-listed species or MBTA-protected birds.
- Destruction or alteration of habitat for plants or animals.
- Temporary disturbance of normal behaviors, including breeding.
- Introduction of invasive species.

4.4.1 Alternative 1. No Action Alternative

Under the No Action Alternative, no new hangars would be constructed and the USCG would continue to use the existing hangar at ASBP. Although no new effects would occur under the No Action Alternative, the exterior lighting on the existing hangar has the potential to result in greater impacts on ESA-listed seabirds because of fallout than the lighting proposed under the Preferred Alternative (see Section 4.4.2).

4.4.2 Alternative 2. Preferred Alternative

Vegetation

Short-Term Effects. Short-term, minor adverse effects on vegetation would occur as a result of clearing and ground disturbance within the Project Area; however, the vegetation within the Project Area has been extensively altered from its natural state by previous land uses and the introduction of non-native species. No ESA-listed plants occur in the Project Area and no native Hawaiian plant species were recorded within Parcel B. The removal of this small amount of non-native vegetation would result in short-term, minor, adverse effects.

Long-Term Effects. Long-term, minor adverse effects on vegetation would occur. In the long term, the Proposed Action would permanently reduce the amount of vegetation within ASBP; however, the vegetation is characterized by non-native plant species and the amount of vegetation is minimal. Ground disturbance, as well as the movement of equipment and personnel in the Project Area during construction, could indirectly impact vegetation in the long term by facilitating the introduction or spread of invasive species. The Project's Invasive Species Plan (Appendix C) would be implemented to prevent or minimize that occurrence. This plan includes specific measures and BMPs related to invasive species, including proper decontamination of equipment, construction materials, and personal gear as well as protocols for monitoring and landscaping. Given the Project Area is characterized by highly disturbed, non-native vegetation and an Invasive Species Plan would be implemented, the Project is expected to have a long-term, minor impact on vegetation.

Wildlife

Short-Term Effects. Short-term, minor adverse effects would be expected. Most of the wildlife species occurring in the Project Area and vicinity are non-native to the Hawaiian Islands and are species commonly found in disturbed lowland areas on Oʻahu. Although they have not been observed, several ESA-listed wildlife or other protected wildlife species could occasionally occur within or traverse over the Project Area. Potential effects on these species are discussed in the subsections below.

Non-listed wildlife would be minimally impacted in the short term by the removal of vegetation, including several trees and grassy areas. The Proposed Action also would generate short-term, intermittent increases in noise and activity within and near the Project Area during construction, which

could result in temporary disturbance to wildlife in the area; however, ASBP is situated near an airport and other existing activities that generate a considerable amount of noise. It is also expected that wildlife would exhibit avoidance behavior and relocate to nearby areas during construction. Thus, short-term effects are expected to be minor.

Long-Term Effects. Long-term, minor adverse effects would be expected. In the long term, the Project would permanently remove some potential habitat for wildlife, including several trees and grassy areas; however, the existing habitat already is highly disturbed, dominated by non-native species, and surrounded by human activities. Similar habitat exists in the vicinity, and it is expected that wildlife could occupy nearby areas so habitat removal would not measurably affect wildlife. Furthermore, the Proposed Action would not result in long-term changes in the noise environment. Any potential impacts on wildlife as a result of invasive species would be minimized by implementing the Project's Invasive Species Plan (Appendix C). Therefore, long-term adverse effects on wildlife would be minor.

ESA-Listed Species and Critical Habitat

Several ESA-listed species may occasionally occur within or transit through the Project Area. Potential effects on ESA-listed species and critical habitat are being evaluated in the Project's BA. The USCG has prepared a draft BA, which found that the Proposed Action may affect, but is not likely to adversely affect, five ESA-listed species: the band-rumped storm-petrel, Hawaiian hoary bat, Hawaiian petrel, Hawaiian stilt, and Newell's shearwater. It is anticipated that no other listed species would be affected.

Listed Hawaiian Seabirds

Short-Term Effects. No effects would be expected. The Project Area does not provide any suitable nesting or foraging habitat for the three Listed Hawaiian Seabirds (band-rumped storm-petrel, Hawaiian petrel, and Newell's shearwater); however, it is possible the seabirds may fly over the Project Area at night during the breeding, nesting, and fledging seasons (March to December) while transiting between montane breeding colonies and the ocean for foraging. Seabirds are attracted to lights, which can disorient them (Ainley et al. 2001; Telfer et al. 1987). The use of outdoor lighting for nighttime construction could result in seabird disorientation, causing them to collide with structures. It also could result in these seabirds landing on the ground where they cannot regain flight, leaving them vulnerable to starvation, dehydration, predation, and vehicles. Fledglings are particularly vulnerable to light attraction between September 15 and December 15, often referred to as the "fallout season." No nighttime construction would occur as part of the Project. Therefore, no short-term effects on seabirds are anticipated.

Long-Term Effects. Long-term, minor adverse effects would be expected. Nighttime lighting associated with operation of the Project has the potential to adversely impact the three Listed Hawaiian Seabirds as described above; however, the Proposed Action would include operational lighting designed to minimize the potential for light attraction to effect transiting seabirds. Lighting measures that would be implemented include the following:

- Outdoor lights would be fully shielded so the bulb can be seen only from below bulb height and only used when necessary.
- Automatic motion sensor switches and controls would be installed on all outdoor lights, as allowable by security requirements.

Additionally, no new fences or overhead utility lines would be constructed as part of the Proposed Action; any new electrical infrastructure would be placed underground in conduit, thereby minimizing risk of collision. With the implementation of the avoidance and minimization measures identified above, effects of the Proposed Action on Listed Hawaiian Seabirds would be minor.

Hawaiian Hoary Bat

Short-Term Effects. Short-term, negligible adverse effects would be expected. The Hawaiian hoary bat has the potential to forage or roost in the Project Area. The Proposed Action would remove several suitable roosting trees; however, no direct impacts would occur to roosting bats or their young because no tree trimming or disturbance would occur during the birthing and pupping season (June 1 through September 15). While noise during construction could temporarily displace roosting bats from the Project Area, non-reproductive bats generally use multiple roosts within an area and are expected to relocate if disturbed (Montoya-Aiona et al. 2023). Disruptions to foraging bats are not likely to occur as construction activities would occur during daylight hours. Therefore, short-term effects would be negligible.

Long-Term Effects. Long-term, minor adverse effects would be expected. The Project would permanently remove some foraging and roosting habitat, and mature trees are not likely to be replaced as part of the Proposed Action; however, similar suitable roosting and foraging habitat is available in the vicinity so the long-term effects on the bat would be minor.

Hawaiian Stilt

Short-Term Effects. Short-term, negligible adverse effects would be expected. The endangered Hawaiian stilt has the potential to fly over the Project Area while traveling between suitable habitat found nearby, and they may occasionally loaf in grassy areas in the Project Area. The Project could temporarily disturb Hawaiian stilts in the area due to localized noise associated with construction. This potential impact would be intermittent and short term and is determined to be insignificant because the habitat is suboptimal. Hawaiian stilts are expected to readily move to nearby areas with similar or better habitat. The following measures would be implemented to avoid direct effects to Hawaiian stilt:

- If a Hawaiian stilt is found in the Project Area during active construction, all activities will cease within 100 feet of the bird and the bird would not be approached.
- Care would be taken during construction and operation to avoid the creation of standing water or open water in natural areas (e.g., grass lawn) that could attract Hawaiian stilt to the Project Area.

With the implementation of these measures, direct effects would be negligible.

Long-Term Effects. Long-term, negligible adverse effects would be expected. In the long term, the Proposed Action would result in removal of potential habitat for the Hawaiian stilt by clearing grassy areas; however, because this habitat is suboptimal, Hawaiian stilts are expected to readily move to nearby areas with similar or better habitat. Long-term adverse effects on the Hawaiian stilt would be negligible.

Green Sea Turtle

Short-Term Effects. Short-term, negligible adverse effects would be expected. There is no habitat for the green sea turtle within the Project Area. Green sea turtles have the potential to haul out on Nimitz Beach, which is roughly 550 feet south of the Project Area. Given the noise level produced by the Air Station during normal operation and the distance of the beach from the base, the effects of noise on basking sea turtles are expected to be negligible. Nearshore artificial lighting visible from beaches can adversely impact green sea turtles by disorienting nesting females and post-hatchlings (USFWS 2023). No nighttime construction would occur, however, so there would be no lighting impacts on turtles in the short term.

Long-Term Effects. No long-term effects would be expected. The Proposed Action would not result in long-term changes in the noise environment; thus, there would be no long-term noise impacts on basking turtles. Because operational lighting would be designed to minimize impacts on listed seabirds (e.g., fully shielded and motion-activated), no long-term impacts on green sea turtles due to lighting would occur.

Hawaiian Monk Seal

Short-Term Effects. Short-term, negligible adverse effects would be expected. Monk seals have the potential to haul out on Nimitz Beach, which is 550 feet south of the Project Area. Given the distance from the beach and the noise level produced by the Air Station during normal operation, the effects of construction noise on monk seals would be negligible.

Long-Term Effects. No long-term effects would be expected. The Proposed Action would not result in long-term changes in the noise environment; thus, there would be no long-term noise impacts on monk seals hauled out in the vicinity of the Project Area.

Other Protected Species

Hawaiian Short-Eared Owl/ Pueo

Short-Term Effects. Short-term, negligible adverse effects would be expected. Although pueo have not been observed in the Project Area, some suitable nesting habitat is present and pueo could potentially forage in and around the area. In the unlikely event that pueo occur within the Project Area during construction, the Proposed Action could impact the species through temporary noise disturbance or nest disturbance. The following measures would be implemented to avoid direct, short-term impacts on pueo:

- Prior to clearing vegetation and ground-disturbing activities with heavy machinery, a qualified biologist shall conduct preconstruction pueo nest surveys in areas of suitable nesting habitat immediately prior to ground disturbance to confirm pueo are not nesting in the area.
- If a pueo is observed in the Project Area at any time, all activities in the immediate vicinity should stop immediately. The location of the bird should be reported to a designated representative, and a qualified biologist should check the area for the presence of a pueo nest.
- Should a pueo nest be discovered, the State of Hawai‘i Division of Forestry and Wildlife (DOFAW) should be notified, and an appropriate buffer zone should be established in which no clearing should occur until nesting ceases and chicks have fledged. For this Project, DOFAW has recommended a minimum buffer distance of 328 feet from the nest until chicks are capable of flight (Neitmann 2024, personal communication).

With the implementation of these measures, impacts on pueo would be negligible.

Long-Term Effects. Long-term, negligible adverse effects would be expected. In the long term, the Proposed Action would remove some habitat that may be used by pueo; however, the Project would result in loss of a small area of low-quality habitat and, therefore, the long-time effect is considered negligible.

White Tern

Short-Term Effects. Short-term, negligible adverse effects would be expected. Although white terns have not been recorded as nesting in the Project Area, suitable white tern nesting trees occur within Parcel B. Direct impacts on white terns could occur if trees with a nest were disturbed or removed. The following avoidance and minimization measures would be implemented to avoid impacts on white terns:

- All trees slated to be cut shall be examined to determine if there are white terns nesting in them.
- If a white tern pair or a chick is detected, the breeding tree shall be flagged and an appropriate buffer should be established (e.g., at least 10 feet).
- The breeding tree shall not be disturbed until the chicks are absent. Chicks fledge about 45 days after hatching; however, a fledged chick and its parents will continue to return to the breeding site for 2 months or more after the chick is flighted. Therefore, it is recommended that the branch

where the breeding site is located be retained until the fledged chick and its parents are no longer returning to that location (Lui et al. 2019).

Long-Term Effects. Long-term, negligible adverse effects would be expected. In the long term, the Proposed Action would remove suitable nesting trees from the area; however, considering the small number of trees being removed and that nesting has not been recorded to date, the long-term effect on white terns is considered negligible.

Other MBTA-Protected Species

Short-Term Effects. Short-term, negligible adverse effects would be expected. Several other MBTA-protected bird species may forage or nest within the Project Area. Direct impacts could occur if trees with nests were disturbed or removed; however, prior to construction, surveys would be conducted to identify any nests of MBTA-protected birds. If nests are found, they would not be disturbed until young birds have fledged. In addition, no nighttime construction would occur, so lighting impacts would be avoided. Therefore, effects on MBTA-protected birds would be negligible.

Long-Term Effects. Long-term, negligible adverse effects would be expected. Tree removal could reduce the amount of available nesting habitat for some MBTA-protected birds; however, trees are limited in the Project Area and birds are expected to occupy similar habitat nearby. For the wedge-tailed shearwater, implementation of the avoidance and minimization measures identified above for Listed Hawaiian Seabirds would minimize long-term lighting impacts. Therefore, the long-term effect is considered negligible.

4.5 Water Resources

Effects on water resources from construction and operations would occur if an alternative resulted in any of the following:

- Watershed-scale alterations to hydrology and the floodplain/flood zone.
- Effects beyond short-term water quality effects that affected the ability of nearby Pacific Ocean shoreline to support beneficial uses.
- Contamination of groundwater.
- Accidental contaminant spills from construction equipment.

4.5.1 Alternative 1. No Action Alternative

The No Action Alternative would involve no construction activities and has no potential to adversely affect the watershed or alter regional hydrology. It also would not affect the nearby Pacific Ocean, contaminate groundwater, or increase the susceptibility of the area to contaminant spills.

4.5.2 Alternative 2. Preferred Alternative

Short-term effects on water resources would result from construction of the Proposed Action, and long-term effects would result from operation of the Proposed Action.

Short-Term Effects. Short-term, negligible adverse effects to water resources would be expected. In the short term, the Preferred Alternative would cause no adverse effects on the area's watershed or alter regional hydrology and would have no effects, such as dredging or filling, on the nearby Pacific Ocean or any other WOTUS, including wetland, streams, or other water resources. Construction would disturb more than 1 acre of land and accidental contaminant spills from construction equipment are possible. These activities would have the potential to affect area water resources and are discussed in greater detail below.

Ground disturbance associated with project construction would temporarily increase the potential for erosion and sediment discharge, which, if unmanaged, could adversely affect stormwater quality. Prior to the start of construction, a NPDES permit would be obtained from the DOH CWB. During construction, BMPs would be installed and maintained to minimize the potential erosion and water quality effects, including the potential for effects associated with spills from construction equipment. Typical BMPs, to be implemented throughout the construction period and as appropriate, include the following:

- Conducting construction activities such that they comply with (1) Honolulu's Rules Relating to Water Quality; (2) ROH Chapter 14 regarding Public Works Infrastructure Requirements; (3) HAR § 11-54, Water Quality Standards; and (4) HAR § 11-55, Water Pollution Controls. Typical physical BMP measures would include establishing and maintaining appropriate temporary BMPs, such as perimeter silt fences and/or silt socks and stabilized construction access, until the site has been stabilized. The USCG's plans submitted to obtain building permits would detail the erosion and sediment control BMPs.
- Minimizing grubbing and soil disturbance by limiting vegetation removal and grading activities to only those necessary to support construction.
- Designating areas for the storage of any hazardous materials required during construction, store those materials in accordance with labels, and have spill response materials present in the area.
- Fueling all off-road equipment in a designated location with sufficient spill response equipment and materials on hand.
- Designating areas and equipment for concrete washout and not allowing concrete washout water to be discharged to the ground.
- Maintaining all construction equipment in proper condition to reduce the potential for accidental spills.
- Having a spill response plan in place that includes the maintenance of spill response materials to respond to accidental spills from construction equipment, such as fuel and hydraulic fluid.

Preferred Alternative construction would involve the closure of an existing dry well and the installation of a new dry well. To minimize the potential for adverse effects, the well would be closed and a new well would be constructed per DOH UIC program guidelines and permit conditions.

Long-Term Effects. Long-term, negligible beneficial effects on water resources would be expected. The Proposed Action is anticipated to be found consistent with Hawai'i CZM Program because it does not change the use of the ASBP, is consistent with applicable zoning and regional plans, and would not result in significant adverse effects. The complete CZM Federal Consistency Review application is provided in Appendix D.

The Proposed Action would not increase ASBP's demand for potable water nor would it increase the volume of wastewater generated. The Proposed Action would increase the impervious surface at ASBP and, thereby, increase the volume of stormwater runoff. Over the long term, soil cover (e.g., vegetation) would be maintained in unimproved areas within ASBP to minimize the potential for erosion and associated water quality effects. No aspect of the Project would be likely to degrade the quality of stormwater runoff; in fact, with the planes stored in hangars, stormwater quality might benefit.

To address the increase in impervious area and the resulting increase in stormwater runoff volume, the Proposed Action includes the installation of at least one dry well. The well would be operated and maintained in compliance with a UIC permit obtained from the DOH CWB. The size of the new dry well would account for the increase in stormwater volume and ensure that the shallow groundwater aquifer is recharged in a manner equivalent to existing conditions. In this manner, stormwater would continue to be

appropriately managed on-site and not affect off-site uses or flow to any off-site surface waterbody, including the Pacific Ocean.

4.6 Geology and Soils

An alternative would be considered to have a significant effect on geology, topography, or soils if it resulted in any of the following:

- Substantial erosion, sedimentation, or alteration of the shoreline.
- Increased risk from geologic hazards, such as earthquakes, landslides, or liquefaction.

4.6.1 Alternative 1. No Action Alternative

No effects on geology, topography, or soils would result under the No Action Alternative. Structures on Parcel B would remain as they are and no hangars would be constructed.

4.6.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, negligible adverse effects on soils would be expected from implementing the Preferred Alternative. Ground-disturbing activities associated with the Preferred Alternative would alter the soil on Parcel B but would not be expected to alter site geology or topography or seismic risk in the area. The new hangars would be constructed using concrete slab foundations, so no disturbance of the underlying bedrock would be expected. The site would be graded and would lose any topographic variation, but the site is relatively flat to begin with. The soil on the proposed project site does not exhibit typical characteristics of the Coral outcrop soil type (flooding, depth to bedrock, and slope). The soil, therefore, is not likely to limit use of the site for the proposed purpose. Land clearing, site grading, and structure removal and construction, however, would involve considerable use of heavy equipment and ground disturbance.

The construction contractor would obtain coverage under the Hawai‘i NPDES General Permit Authorizing Discharges of Storm Water Associated with Construction Activity (effective January 29, 2024, through January 28, 2029). The BMPs to be incorporated into the permit would be determined during final site design in accordance with the NPDES General Permit, the City and County of Honolulu’s Rules Relating to Water Quality (Administrative Rules Section 20-3-63), and other applicable regulatory requirements. No ground-disturbing activities would occur until BMPs had been properly implemented.

Long-Term Effects. No long-term adverse effects on soils would be expected from implementing the Preferred Alternative. Following construction, disturbed areas would be revegetated using a suitable mix of non-invasive grass species and/or species found on the site to stabilize the soil and control erosion. Soil on Parcel B has been previously disturbed, so further disturbance caused by implementing the Preferred Alternative would not constitute a long-term adverse effect on the site's soil. The Project would implement BMPs to protect and limit effects on surface waters, including the following:

- Minimizing grubbing and soil disturbance by limiting vegetation removal and grading activities to only those necessary to support construction.
- Revegetating the site following construction for soil stabilization.
- Maintaining natural stormwater drainage patterns using LID techniques.
- Controlling erosion by managing stormwater runoff volume and rate.
- Preparing an Erosion Sediment Control Plan, which would include BMPs specific to the project and site.
- Obtaining an NPDES Construction Stormwater Permit.

4.7 Cultural Resources

Effects associated with cultural resources could occur if an alternative resulted in any of the following:

- Obstruction to implementation of an historic properties management plan.
- Violation of any state or federal regulation protecting cultural resources.
- Alteration of the characteristics of a property eligible for listing in the NRHP that reduces the integrity of the setting, design, materials, or association.

4.7.1 Alternative 1. No Action Alternative

No adverse effects on archaeological, historical, or Tribal resources would result under the No Action Alternative, as no demolition would happen and no hangars would be constructed.

4.7.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, moderate adverse effects would be expected. Dust, noise, construction materials, and equipment would mark the area around the Project Area. Construction would likely temporarily affect the character of the area around eligible historic structures during the construction period until construction is completed.

Long-Term Effects. No long-term adverse effects are expected on archaeological resources. Ground-disturbing activities would be limited, and no known archaeological resources are within the Project Area. One archaeological site is located on ASBP; however, it is located west of where construction is proposed.

No long-term adverse effects on historic structures would occur and impacts on the viewshed of other historic structures recommended as contributing structures for a historic district would be temporary and negligible (Fung 2021). The USCG is currently consulting with the Hawai‘i SHPD on NRHP eligibility for architectural resources that would be affected by the Proposed Action. If consultation results in a determination of eligibility, future environmental review would tier from this EA to ensure compliance with NHPA Section 106 and to ensure less-than-significant impacts on cultural resources.

4.8 Recreational Resources

An alternative would affect recreational resources if it resulted in either of the following:

- Permanently reduced the acreage or quality of recreation available.
- Permanently prevented access to recreational areas.

4.8.1 Alternative 1. No Action Alternative

No effects would be expected on recreational resources. Under the No Action Alternative, the proposed hangars would not be constructed.

4.8.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, moderate adverse effects would be expected. Construction of the hangars would require removal of the picnic facility on Parcel B. The facility would be relocated on ASBP. The basketball and tennis courts might need to be temporarily closed during hangar construction. These short-term effects on ASBP recreational resources would be moderate.

The USCG’s construction of the hangars on ASBP would not affect daily operations of or access to Kalaeloa Heritage Park, Nimitz Beach, the Pearl Harbor National Wildlife Refuge Kalaeloa Unit, or other off-base recreational areas near ASBP.

Long-Term Effects. No long-term effects would be expected. In the long term, operation of the hangars would not affect ASBP recreational resources. The picnic facility on Parcel B would be relocated and available for long-term use. The basketball and tennis courts would be available for long-term use. The operation of the hangars would not affect the operation of or access to nearby beaches, parks, the wildlife refuge, or other off-base recreational resources near ASBP.

4.9 Utilities and Infrastructure

Effects associated with utilities and infrastructure could occur if an alternative resulted in any of the following:

- A substantial increase in the consumption of resources.
- Long-term disruption in the use of utilities and/or infrastructure.
- Generation of outputs that compromise the provision of adequate utilities services, including electricity, natural gas, solid waste, water, or wastewater, to the surrounding area.

4.9.1 Alternative 1. No Action Alternative

No effects on utilities and infrastructure would be expected. Under the No Action Alternative, the proposed hangars would not be constructed and all utilities and infrastructure would remain in their current locations and conditions.

4.9.2 Alternative 2. Preferred Alternative

All required utility connections for the proposed hangars and related facilities would be made to nearby lines with ASBP. This would be accomplished through a combination of demolishing and relocating existing lines and constructing new lines.

Short-Term Effects. Short-term, minor adverse effects on utilities would be expected by implementing the Proposed Action. Temporary use of utilities during construction activities would create a negligible additional demand on most utility systems. Short utility service interruptions would be expected while existing lines are removed or relocated and new lines and connections are being installed.

No adverse effects on solid waste would be expected from implementing the Preferred Alternative. Generation of construction and demolition debris would end as soon as construction is completed, and the debris would be taken to an appropriate landfill, reused, or recycled, as practicable.

Long-Term Effects. Long-term, negligible beneficial effects on utility systems would be expected from implementing the Proposed Action. New energy and plumbing fixtures would be expected to be energy efficient, creating a minor additional demand on utilities. New systems would comply with the Energy Policy Act of 2005, in compliance with which agencies increase their use of renewable energy sources, use energy-efficient equipment and building systems, reduce waste, and minimize stormwater runoff.

4.10 Hazardous Materials and Wastes and Public Safety

Effects associated with hazardous materials would occur if an alternative would result in either of the following:

- A substantial increase in the generation of hazardous materials, exposure of people to hazardous materials, or release of hazardous materials into the environment.
- Restrictions placed on property use in or adjacent to the Project Area due to hazardous materials.

Effects associated with public safety would occur if an alternative would result in the need for new or physically altered facilities to be constructed to maintain response time or other performance objectives for public safety services.

4.10.1 Alternative 1. No Action Alternative

No effects on hazardous materials would be expected because the proposed hangars would not be constructed; however, long-term, minor adverse effects would be realized from a public safety standpoint. The HC-130J aircraft, when not operational, would be exposed to the corrosive environment and the current hangar configuration would continue to negatively affect the work environment by not having the appropriate separation of workspaces to control congestion, noise, and weather and would result in most of the maintenance on HC-130s being performed outside, all of which could have a detrimental effect on personnel safety and mission readiness.

4.10.2 Alternative 2. Preferred Alternative

Short-Term Effects. Short-term, minor adverse effects would be expected by implementing the Proposed Action. Hazardous materials and waste associated with site preparation and construction would be handled and disposed of in accordance with federal, state, and local regulations and with established USCG procedures and permits. Some hazardous fuels (e.g., gasoline and diesel fuel) and lubricants would be used; however, only limited amounts of these materials would be on-site. The implementation of a spill prevention plan that describes proper storage and handling procedures, inspections, and vehicle fueling requirements would ensure proper management of those materials. Construction workers and equipment operators would be exposed to risks associated with construction activities; however, those risks would be minimized from the preparation and implementation of project-specific health and safety plans. Contractors would be required to prepare health and safety plans to address worker safety prior to commencing work. Health and safety plans would also consider existing site soil conditions as defined in the CFS to determine the appropriate level of personal protective equipment (PPE) that site workers would be required wear. The health and safety plan would also define PPE requirements for construction areas requiring excavation or trenching greater than 2 feet. The plans would be protective of workers, the public, and the environment and would be prepared in accordance with USCG regulations and would comply with OSHA standards. Excavated soil, including potentially contaminated soil, would be managed in accordance with an approved project work plan.

Long-Term Effects. Long-term, minor beneficial effects would be expected by implementing the Proposed Action. Once the facilities are operational, no substantial increase in the storage, use, or generation of hazardous materials or waste would be expected. Those materials and waste are already used or generated through ongoing aircraft operations and maintenance of the HC-130J aircraft stationed at ASBP. Mission readiness for all aircraft would be realized and Station personnel would have indoor, climate-controlled facilities where maintenance functions and other mission functions would be conducted in a more efficient and safe manner and during any weather conditions.

4.11 Cumulative Effects

CEQ regulations define a cumulative effect as:

> …effects on the environment that result from the incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time (40 CFR § 1508.1).

The cumulative analysis considers recently completed, in-progress, and reasonably foreseeable future projects and plans that would affect ASBP. If an action is within close proximity to, overlaps, or coincides temporally with an alternative, then that action would have greater potential for cumulative effects on the Project Area. Known actions occurring in proximity to ASBP are listed in Table 4-3.

Table 4-3. Cumulative Projects and Plans

Location	Project	Project Dates	Description
Kalaeloa Barbers Point Harbor, West of ASBP	- Fuel Terminal Construction - Harbor Access Road - Piers 3 and 4 Fuel Pier Construction Phase I - Pier 7 Cargo Yard Expansion - Pier 7 extension	2020 – 2025	Grading, construction, and installing associated utilities. Harbor access road is a 4,300-foot road connecting H-1 Freeway to harbor.
Kalaeloa Barbers Point Harbor, West of ASBP	- Pier 4B Finger Pier Removal and Fuel Pier Construction Phase II - Pier 8 Layberth and Multi-purpose Yard	2025 – 2030	Construction, demolition, and installing associated utilities.
Parkway Village at Kapolei, north of ASBP	Parkway Village at Kapolei	2023 – 2025	Mixed-use development with 405 affordable rental units and two preschools.
U.S. Navy leased parcel, on east side of ASBP	U.S. Navy building construction	2018 – 2021	Administrative building used by the U.S. Navy.

Sources: City and County of Honolulu 2023; HIDOT 2015; Masaki 2024.

4.11.1 Alternative 1. No Action Alternative

Under the No Action Alternative, the Proposed Action would not occur; therefore, there would be no contribution to cumulative effects.

4.11.2 Alternative 2. Preferred Alternative

Cumulative effects expected under the Preferred Alternative are listed in Table 4-4.

Table 4-4. Cumulative Effects for Alternative 2: Preferred Alternative

Resource Area	Cumulative Effect
Land use	None.
Air quality	Ongoing construction and industrial activities on and around ASBP would be expected to have short-term, minor cumulative effects on air quality.
Climate change	None.
Biological resources	Ongoing construction and industrial activities on and around ASBP would be expected to have short- and long-term, minor cumulative effects on biological resources.
Water resources	Ongoing construction and industrial activities on and around ASBP would be expected to have short-term, negligible cumulative effects on water quality.
Noise	None.
Aesthetics and visual resources	None.
Geology and soils	None.
Cultural resources	Ongoing construction would have short-term, moderate cumulative effects on the character of the area around eligible historic structures.
Recreational resources	None.
Socioeconomics, environmental justice, and protection of children	Ongoing construction and industrial activities on and around ASBP would be expected to have beneficial economic effects.
Transportation and navigation	None.

Resource Area	Cumulative Effect
Utilities and infrastructure	None.
Hazardous materials and public safety	None.

4.12 Mitigation Measures and Best Management Practices

Mitigation measures are used to reduce, avoid, or compensate for significant adverse effects. BMPs are measures implemented as a matter of normal project execution, per existing USCG or other federal, state, and local directions, guidance, permit requirements, or regulations.

4.12.1 Alternative 1. No Action Alternative

No BMPs or mitigation measures are proposed or would be required under the No Action Alternative.

4.12.2 Alternative 2. Preferred Alternative

BMPs would be required for several resource areas, including air quality, climate change, biological resources, water resources, geology and soils, cultural resources, recreational resources, utilities, and hazardous materials and public safety (Table 4-5). The EA analysis assumes that these BMPs included as standard provisions of USCG contracts would be employed as required. No mitigation measures would be required as no significant adverse effects would be expected.

Table 4-5. Summary of BMPs for Alternative 2: Preferred Alternative

Resource Area	BMP
Land use	None.
Air quality	• Ensure all construction equipment is properly maintained and meets emission standards. • Minimize fugitive dust through watering or dust suppressants or vegetative cover.
Climate change	• Design structures to withstand maximum sustained winds of 74 miles per hour or higher. • Elevate stationary equipment. • Locate hangar facility outside sea level rise exposure area. • Minimize impervious surfaces to allow infiltration of rainwater. • Provide cooling and ventilation systems for personnel using the hangar. • Provide backup power generators for hangar operations. • Use heat reflective material when available to reduce heat absorption onto dark surfaces.
Biological resources	• No nighttime construction, particularly during the seabird fledging period (September 15 through December 15). • Fully shield outdoor lights so the bulb can be seen only from below bulb height and used only when necessary. • Install automatic motion sensor switches and controls on all outdoor lights, as allowable by security requirements. • Implement an Invasive Species Plan to avoid the introduction and spread of non-native species. • Do not use barbed wire for fencing. • 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). • If a Hawaiian stilt is found in the Project Area during active construction, cease all activities within 100 feet of the bird and do not approach the bird.

Resource Area	BMP
	• Take care during construction and operation to avoid the creation of standing water or open water in natural areas (e.g., grass lawn) that could attract Hawaiian stilt to the Project Area. • Prior to clearing vegetation or ground-disturbing activities with heavy machinery, have a qualified biologist conduct preconstruction pueo nest surveys in areas of suitable nesting habitat immediately prior to ground disturbance to confirm pueo are not nesting in the area. • If a pueo is observed in the Project Area at any time, stop all activities in the immediate vicinity immediately. Report the location of the bird to a designated representative and have a qualified biologist check the area for the presence of a pueo nest. • Should a pueo nest be discovered, notify DOFAW and establish an appropriate buffer zone in which no clearing should occur until nesting ceases and chicks have fledged. • Examine all trees slated to be cut to determine if there are white terns nesting in them. • If a white tern pair or a chick is detected, flag the breeding tree, establish an appropriate buffer (e.g., at least 10 feet), and do not disturb the breeding tree until the chicks are absent. • Conduct a survey of grassy areas and trees slated for removal to identify any nests of MBTA-protected species. If nests are found, do not disturb them until young birds have fledged.
Water resources	• Maintain natural stormwater drainage patterns and manage stormwater runoff volume and rate using LID techniques, including the use of dry well(s). • Minimize grubbing and soil disturbance by limiting vegetation removal and grading activities to only those necessary to support construction. • Obtain an NPDES Construction Stormwater Permit. • Obtain UIC permits for the closure, installation, and operation of dry well(s). • Prepare and implement an Erosion Sediment Control Plan, which would include BMPs specific to the Project and site and addresses the fueling of machinery, concrete washout, hazardous materials storage, and spill response, among other topics. • Revegetate the site following construction for soil stabilization.
Noise	None.
Aesthetics and visual resources	None.
Geology and soils	• Control erosion by managing stormwater runoff volume and rate. • Maintain natural stormwater drainage patterns using LID techniques. • Minimize grubbing and soil disturbance by limiting vegetation removal and grading activities to only those necessary to support construction. • Obtain an NPDES Construction Stormwater Permit. • Prepare an Erosion and Sediment Control Plan, which would include BMPs specific to the Project and site. • Revegetate the site following construction for soil stabilization.
Cultural resources	Consult with the Hawai‘i SHPD on NRHP eligibility for architectural resources and implement any recommendations or further actions, as necessary.
Recreational resources	Temporarily close the basketball and tennis courts during hangar construction, if needed.
Socioeconomics, environmental justice, and protection of children	None.

Resource Area	BMP
Transportation and navigation	None.
Utilities and infrastructure	Comply with the Energy Policy Act of 2005, including use of renewable energy sources, use of energy-efficient equipment and building systems, waste reduction, and stormwater runoff minimization.
Hazardous materials and public safety	• Prepare and implement project-specific health and safety plans. • Prepare and implement project work plans that cover the construction phase of the project. The work plan would cover the handling and management excavated soil, including potentially contaminated soil that could be encountered. • Prepare and implement spill prevention plans that describe handling, use, and storage of hazardous materials.

5 LIST OF PREPARERS

Names of individuals who prepared the EA, their companies, and their project roles are listed in Table 5-1.

Table 5-1. List of Preparers

Name	Company	Project Role
Tiffany Agostini	Tetra Tech	Biology
Joshua Bauer	Tetra Tech	Cultural
Michelle Cannella	Tetra Tech	Assistant Project Manager, aesthetics and visual, land use, noise, recreation, socioeconomics, environmental justice, protection of children, and traffic and navigation
Jamie Childers	Tetra Tech	Air quality and climate
Dewey Cooper	Tetra Tech	Air quality, climate, and hazardous materials and public safety
Kitty Courtney	Tetra Tech	Climate and peer review
Ben Fowler	Tetra Tech	Cultural
Penny Garver	Tetra Tech	Technical Editor
Jim Hayes	Planning Solutions, Inc.	Water
Greg Hippert	Tetra Tech	Project Manager, hazardous materials and public safety, and utilities and infrastructure
Jennifer Jarvis	Tetra Tech	GIS
Sam Pett	Tetra Tech	Geology and soils, and utilities and infrastructure
Lara Reynolds	Tetra Tech	Biology
Joel Rudewicz	Tetra Tech	Cultural
Zach Wells	Tetra Tech	Program Manager

6 CONSULTATION AND COORDINATION

6.1 Federal Compliance Requirements

Table 6-1 summarizes federal laws and EOs that pertain to the EA and provides compliance actions for each one.

Table 6-1. Compliance with Applicable Environmental and Cultural Resources Laws and Regulations

Relevant Law/Executive Order	Requirements	Compliance Status
Archaeological Resources Protection Act of 1979, 16 USC § 470aa *et seq.*	Requires federal agencies to protect archaeological resources and sites that are on public lands and Native American lands.	The USCG coordinated with SHPD and NHOs throughout the Project as necessary to ensure protection of archaeological resources. The USCG conducted an archaeological survey of ASBP. No archaeological sites were identified in or close to Parcel B.
CAA, as amended, 42 USC § 7401	Requires federal agencies to control and abate air pollution.	The USCG completed a CAA analysis for the EA. All of Hawai‘i, including ASBP, is in an attainment area. No aspect of the Proposed Action would be considered a major pollution source. Potential emissions from the construction phase would be negligible. The operation phase would not result in any new emissions.
CEQ NEPA implementing regulations, 40 CFR parts 1500–1508	Provides federal agencies with the direction and procedures for compliance with NEPA, ensuring that agencies responsible for preparing NEPA documentation do so consistently and thoroughly.	The EA was prepared per CEQ NEPA implementing regulations to identify environmental effects, inform the public, and make a determination of the need for preparation of an environmental impact statement or a finding of no significant impact.
CERCLA of 1980, 42 USC § 9601 *et seq.*	Establishes requirements for hazardous waste management.	The USCG prepared a Site Investigation Study and a CFS for the Proposed Action, which found that surface soil in Parcel B does not pose direct exposure hazards to human health and would be suitable for construction, and that containment of excavated soil to prevent surface water runoff/leaching to groundwater would be recommended.
CWA, as amended, 33 USC § 1251	Section 402 requires federal agencies to comply with state water quality standards. Section 404 requires federal agencies to protect WOTUS and regulates the discharge of dredged or fill material into waters (and excavation) unless it can be demonstrated there are no reasonable alternatives.	The USCG completed a CWA analysis for the EA. The construction contractor would obtain an NPDES permit from CWB per Section 402 and implement controls and BMPs to ensure the Project complies with NDPES conditions. No WOTUS per Section 404 are found within the boundaries of ASBP.
CZMA, 6 USC § 1451 *et seq.*	Requires federal agencies to comply with all local and state regulations	The USCG prepared a CZMA analysis, the state CZM checklist and form, and a

Relevant Law/Executive Order	Requirements	Compliance Status
	within the Hawai‘i coastal zone and to complete a consistency determination report that would be submitted to the Hawai‘i CZM Program.	CZMA consistency determination. The USCG will submit these to the state CZM Program to complete the coastal consistency determination prior to implementing any actions that might affect the coastal zone.
ESA, as amended, 16 USC §§ 1531–1544	Requires federal agencies to protect listed species and consult with USFWS and/or NOAA Fisheries regarding the Proposed Action. Section 7 requires federal agencies to consult the USFWS regarding proposed actions.	A biological survey was conducted and the USCG is drafting a BA of the Proposed Action APE. The USCG is conducting Section 7 consultation with USFWS. The USCG has determined that the Proposed Action may affect, but is not likely to adversely affect, several ESA-listed species that have the potential to occur in the action area.
MBTA, as amended, 16 USC §§ 703–712	Prohibits the take, possession, or disturbance of any migratory bird, eggs, or nests without a federal permit.	The USCG is consulting with USFWS. The USCG would conduct preconstruction surveys to avoid effects on MBTA species that have the potential to occur in the action area.
MMPA of 1972, 16 USC §§1361–1421h	Prohibits the take of any marine mammals without a permit.	The USCG is drafting a BA of the Proposed Action APE. The USCG is conducting Section 7 consultation with USFWS. The Proposed Action would not result in take of marine mammals.
Native American Graves Protection and Repatriation Act, 25 USC § 3001 *et seq.*	Protects Native American and Native Hawaiian cultural items.	The USCG archaeological survey of ASBP found no Native Hawaiian cultural items in the Parcel B APE. Should any heretofore unknown Native Hawaiian remains or cultural items be discovered in the course of the Proposed Action, the SHPD and appropriate NHO would be consulted to address the law’s requirements.
NEPA of 1969, 42 USC §§ 4321–4347	Requires federal agencies to consider the environmental effects of their actions and to seek to minimize negative effects.	The EA was prepared per NEPA to identify environmental effects, inform the public, and make a determination of the need for preparation of an environmental impact statement or a finding of no significant impact.
NHPA, as amended, 16 USC § 470 *et seq.*	Requires federal agencies to identify and protect cultural and historic resources. Section 106 requires federal agencies to consult with the ACHP and/or State Historic Preservation Offices and consult with federally recognized Tribes and NHOs regarding proposed actions.	The USCG conducted archaeological and architectural surveys of ASBP and prepared a Section 106 Technical Report. The archaeological survey found no archaeological sites in or near Parcel B. The USCG is coordinating with the SHPD and NHOs. The USCG will continue the coordination to meet NHPA Section 106 requirements prior to implementing any measures that may affect cultural resources. The compliance process will continue until SHPD and NHO concurrence has been achieved.

Relevant Law/Executive Order	Requirements	Compliance Status
RCRA, 42 USC § 6901	Gives the EPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of nonhazardous solid wastes. The 1986 amendments to RCRA enable the EPA to address environmental problems that could result from underground storage tanks storing petroleum and other hazardous substances.	The USCG or its construction contractor would implement Spill Prevention, Control, and Countermeasure and Strategic Preparedness and Response plans that meet RCRA requirements to prevent the accidental spill or release of such materials.
Rivers and Harbors Act of 1899, 33 USC § 403	Section 10 requires Congressional approval for the creation of any obstruction to the navigation of any WOTUS. Section 408 requires permission from USACE to alter a USACE civil works project.	The Proposed Action includes no measures that would effect WOTUS or alter a USACE civil works project.
EO 11514, Protection and Enhancement of Environmental Quality	Assigns responsibility to federal agencies to protect and enhance the quality of the nation's environment.	The USCG prepared the EA to ensure environmental resources are protected.
EO 11593, Protection and Enhancement of the Cultural Environment	Requires federal agencies to maintain, preserve, and restore the historic and cultural environment of the United States.	The USCG conducted archaeological and architectural surveys of ASBP and prepared a Section 106 Technical Report. The archaeological survey found no archaeological sites in or near Parcel B. The USCG is coordinating with the SHPD and NHOs. The USCG will continue the coordination to meet NHPA Section 106 requirements prior to implementing any measures that may affect cultural resources. The compliance process will continue until SHPD and NHO concurrence has been achieved.
EO 11988, Floodplain Management	Directs federal agencies to avoid siting projects in floodplains and to avoid inducing further development of flood-prone areas.	The USCG prepared a climate, sea level, and floodplain analysis of the Proposed Action APE. Parcel B is outside the sea level rise exposure area, modeled hurricane storm surge area with sea level rise, and special flood hazard areas.
EO 11990, Protection of Wetlands	Requires federal agencies to protect wetland habitats.	No jurisdictional wetlands or other WOTUS have been documented in the action area.
EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	Requires federal agencies to consider and minimize potential effects on low-income and minority communities.	The USCG evaluated in the EA the potential for disproportionate and adverse effects on environmental justice communities. No environmental justice communities would be affected by the Proposed Action.
EO 13045, Protection of Children from	Requires federal agencies to identify and assess environmental health risks	The USCG evaluated in the EA the potential for disproportionate

Relevant Law/Executive Order	Requirements	Compliance Status
Environmental Health Risks and Safety Risks	and safety risks that may disproportionately affect children and to ensure its policies, programs, activities, and standards address disproportionate risks to children that result from environmental health risks or safety risks.	environmental health and safety risks to children. No children would be affected by the Proposed Action.
EO 13112, Invasive Species	Requires federal agencies to identify actions that may affect the status of invasive species and use relevant programs and authorities to prevent the introduction of invasive species, detect and respond to control invasive species, monitor invasive species populations, provide for restoration of native species and habitat, conduct research on invasive species, and promote public education on invasive species.	The USCG conducted an invasive species survey of the Proposed Action APE. The USCG and its contractors would implement protocols and BMPs identified in the Invasive Species Plan and this EA to prevent and minimize the introduction and spread of invasive species during construction and operation of the Project.
EO 13287, Preserve America	Enhances practices required to protect the cultural heritage of the United States.	The USCG conducted archaeological and architectural surveys of ASBP and a Section 106 Technical Report. The archaeological survey found no archaeological sites in or near Parcel B. The USCG is coordinating with the SHPD and NHOs. The USCG will continue the coordination to meet NHPA Section 106 requirements prior to implementing any measures that may affect cultural resources. The compliance process will continue until SHPD and NHO concurrence has been achieved.
EO 13751, Safeguarding the Nation from the Impacts of Invasive Species	Requires federal agencies to take reasonable measures to prevent the spread and introduction of invasive species as a result of their management or construction actions.	The USCG conducted an invasive species survey of the Proposed Action APE. The USCG and its contractors would implement protocols and BMPs identified in the Invasive Species Plan and this EA to prevent and minimize the introduction and spread of invasive species during construction and operation of the Project.
EO 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis	Requires federal agencies to capture the full costs of GHG emissions as accurately as possible, including taking global damages into account.	The USCG examines GHGs in the EA. It also examines potential future climate scenarios to determine whether elements of the Proposed Action would be affected by climate change. The EA estimates and applies a monetary value to the social cost of the estimated carbon.
EO 14008, Tackling the Climate Crisis at Home and Abroad	Outlines federal policies to reduce GHG emissions and to bolster resilience to the effects of climate change. The CEQ guidance specifically requires DoD agencies to quantify GHG emissions in NEPA assessments and review federal	The USCG examines GHGs in the EA as a category of air emissions. It also examines potential future climate scenarios to determine whether elements of the Proposed Action would be affected by climate change. The EA

Relevant Law/Executive Order	Requirements	Compliance Status
	actions in the context of future climate scenarios and resiliency.	estimates and applies a monetary value to the social cost of the estimated carbon.
EO 14057, Catalyzing Clean Energy Industries and Jobs through Federal Sustainability	This order aims to reduce emissions across federal operations; invest in American clean energy industries; and create clean, healthy, and resilient communities.	The USCG proposes an energy-efficient design for the proposed hangars to minimize heating/cooling loads, enhance building envelope insulation, maximize use of natural illumination, and incorporate passive heating/cooling strategies (USCG 2019).
EO 14096, Revitalizing Our Nation's Commitment to Environmental Justice for All	Supplements EO 12898, tasking federal agencies to identify, analyze, and address disproportionate and adverse human health and environmental effects and hazards of their actions, including those related to climate change and cumulative effects, on communities with environmental justice concerns.	The USCG evaluated in the EA the potential for disproportionate and adverse effects on environmental justice communities. No environmental justice communities would be affected by the Proposed Action.

6.2 Individuals Consulted

Table 6-2 lists individuals consulted in the development of the EA.

Table 6-2. Agencies and Individuals Consulted

Name	Agency
Brandon Bashem	U.S. Coast Guard, Air Station Barbers Point
Matthew Casey	U.S. Coast Guard, Civil Engineering Unit Honolulu
Jessica Parks	U.S. Coast Guard, Facilities Design and Construction Center
Noah Rogers	Hawai‘i Department of Agriculture

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APPENDIX A. PUBLIC INVOLVEMENT

Public Scoping, January 2024

In conjunction with the EA, the USCG sent a public scoping letter for consultation with the agencies and organizations listed in Table A-1. The letter was sent on January 4, 2024, and responses were received in January and February 2024. The public scoping letter sent and responses received follow Table A-1.

Table A-1. Agency and Organization Public Scoping Stakeholders.

Agency or Organization Contacted	Response Received
Federal Agencies	
National Park Service	
NOAA Fisheries	
United States Army Corps of Engineers	X
United States Department of Agriculture Natural Resources Conservation Service	
United States Department of Transportation	
United States Environmental Protection Agency	
United States Fish and Wildlife Service	X
United States Geological Survey	
U.S. Naval Facilities Engineering Systems Command	
State Agencies	
Department of Business, Economic Development & Tourism	
Department of Defense, Hawai‘i National Guard	X
Department of Hawaiian Home Lands	
Department of Health, Environmental Health Services Branch	
Department of Land and Natural Resources, Division of Forestry and Wildlife	X
Department of Transportation	
Hawai‘i Community Development Authority	
Office of Hawaiian Affairs	
Office of Planning and Sustainable Development	
Local Agencies	
Honolulu Department of Planning and Permitting	X
Honolulu Office of Climate Change, Sustainability, and Resilience	
Honolulu Department of Parks and Recreation	
Honolulu Department of Transportation Services	
Honolulu Department of Emergency Management	
Native Hawaiian Organizations	
Aha Moku	
‘Ahahui o Ka’uluokaha‘i	
‘Ahahui Siwila Hawai‘i o Kapolei (Kapolei Hawaiian Civic Club)	
Hoakalei Cultural Foundation	
Kalaeloa Heritage and Legacy Foundation	
Kapolei Community Development Corporation	
Ka‘uikiokapō	
Malu‘ohai Residents’ Association	
Prince Kūhiō Hawaiian Civic Club	

Industry and Private Organizations	
John Bond, Marine Corps Air Station ‘Ewa Field Historian	
‘Ewa Beach Community Based Development Organization	
‘Ewa Neighborhood Board No. 23	
Hawaii Aviation Preservation Society	
Hawaiian Electric Company	X
Hawaiian Telcom	X
Historic Hawai‘i Foundation	
Kalaeloa Water Company	
Kanehili Cultural Hui (Save ‘Ewa Field)	
Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34	
Sierra Club O‘ahu Group	
Villages of Kapolei Community Association	

U.S. Department of Homeland Security

United States Coast Guard

Commanding Officer
United States Coast Guard
Facilities Design & Construction Center

5505 Robin Hood Road, Suite K
Norfolk, VA 23513-2431
Phone: 757-852-3404
Fax: 757-852-3495

5090
December 12, 2023

Subj: REQUEST FOR PUBLIC COMMENT ON U.S. COAST GUARD AIR STATION BARBERS POINT PROPOSED HC-130J TEMPORARY HANGAR CONSTRUCTION PROJECT – KAPOLEI, OAHU, HAWAII

Dear Interested Party:

The purpose of this letter is to solicit comments regarding the United States Coast Guard's (USCG) intent to provide new, temporary hangars for HC-130J fixed wing aircraft at the USCG Air Station Barbers Point (ASBP), Kapolei, Oahu (Proposed Action).

The USCG is preparing an Environmental Assessment (EA) to evaluate the potential impacts associated with the Proposed Action pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code §4321 et seq.), the Council on Environmental Quality Regulations (40 Code of Federal Regulations [CFR] Parts 1500- 1508), and USCG Commandment Instruction (COMDTINST) M16475.1D, *Implementing Procedures and Policy for Considering Environmental Impacts*. The EA will also be prepared pursuant to Hawaii Revised Statutes (HRS) Chapter 343 *Environmental Impact Statements* and Hawaii Administrative Rules (HAR) Chapter 11-200.1 (HEPA).

ASBP is in the southwestern portion of Oahu (Figure 1, Project Vicinity Map) on Tax Map Key (TMK) 9-1-013:063 and 031. It supports the Fourteenth Coast Guard District, the largest and most culturally diverse of all Coast Guard operating areas. With a commission to protect 12.2 million square miles of open ocean, atolls, and island nations, ASBP enhances the readiness of the Fourteenth District with long range patrol and logistical support capabilities, as well as quick and versatile search and rescue response. Currently, 200 officers and enlisted personnel maintain daily aviation mission support for the Fourteenth District in the areas of Search and Rescue, Marine Environmental Protection, Maritime Law Enforcement, and Aids to Navigation.

To accomplish its assigned missions, the air station uses aircraft that include short-range recovery helicopters and HC-130J fixed wing aircraft. The HC-130J has many capabilities and participates in a wide variety of missions. The USCG's purpose is to shelter HC-130J fixed wing aircraft, which are more sensitive to corrosion than the HC-130H models they replaced, to maximize their mission readiness and prolong their service life. Providing shelter is critical to protecting the fleet from Hawaii's highly corrosive environment, maintaining its optimal operating conditions, and would protect more than $420M in modern assets.

The USCG has identified and is considering alternatives to include in the EA. An overview of each alternative is provided below:

- Hangar Alternatives:
  - *Four Hangars*. USCG would construct four new temporary hangars to provide shelter for 100% of the fixed wing aircraft.
  - *Two Hangars*. USCG would construct two new temporary hangars so that 50% of the aircraft could be sheltered.
- Site Alternatives (Figure 2, Project Area Map):
  - *Primary/western*. USCG would construct new temporary hangars in a currently unutilized area on TMK 9-1-013:031 to the west of its existing operations center.
  - *Alternative/central*. USCG would construct new temporary hangars in a primarily landscaped portion of TMK 9-1-013:063, their existing operations center.

The EA will document potential environmental impacts associated with alternative(s) selected for detailed consideration. The no action alternative will be included as a baseline comparison. We are seeking your input on the following topics:

- The range and content of the alternatives that should be considered.
- The nature and scope of the analyses to be included in the Draft EA.
- Information regarding resources, uses, or activities present in the region and information regarding other projects in the region.
- Potential environmental impacts associated with the Proposed Action, and measures to avoid, minimize, or mitigate those potential impacts.

The USCG respectfully requests that you review the proposed project and provide comments and any available information that may be useful or relevant to the analysis of resources in the project area. At this time, we are seeking input to help identify regulatory concerns, approvals, and any other relevant information. All responses will be considered for incorporation in the EA. The USCG has contracted Tetra Tech, Inc. to facilitate the NEPA/HEPA public scoping process.

The USCG will initiate the 21-day public scoping period starting on January 8, 2024. Please provide any comments during the scoping period via email to Tetra Tech, Inc. via jim@psi-hi.com and copy the USCG's representative, Mike West, at Mike.West@uscg.mil by 5:00 PM Hawaii Standard Time on January 28, 2024.

Tetra Tech, Inc. has developed the following website, which contains relevant information for public review and provides another avenue for comment submission during this scoping period: https://isg.applications.tetratech.com/Barbers_Point_EA.

Lastly, you may also send written comments via mail with a postmarked date no later than January 28, 2024 to:

Mr. James T. Hayes
c/o Planning Solutions, Inc.
Pacific Park Plaza, Suite 950
711 Kapi'olani Boulevard
Honolulu, Hawaii 96813-5213

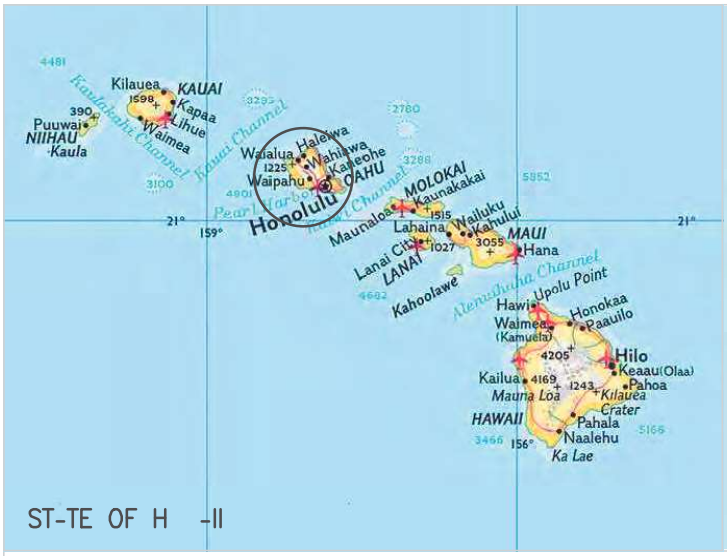
Thank you for your consideration of this project. We look forward to collaborating with all interested parties during the development of the EA.

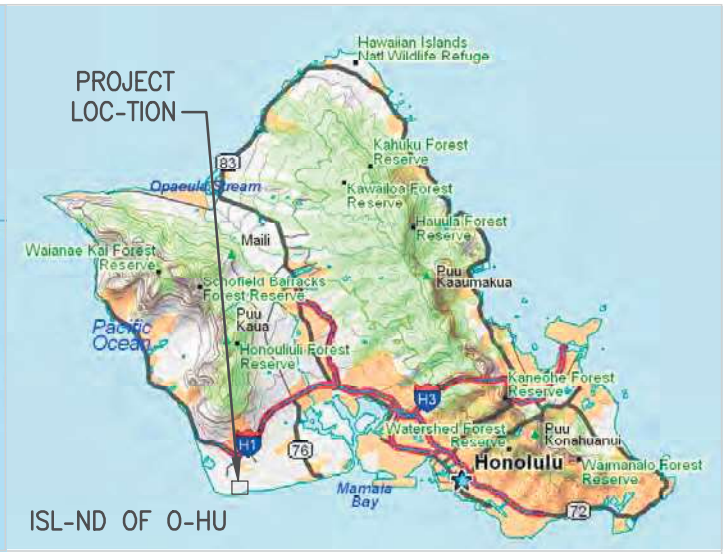
Sincerely,

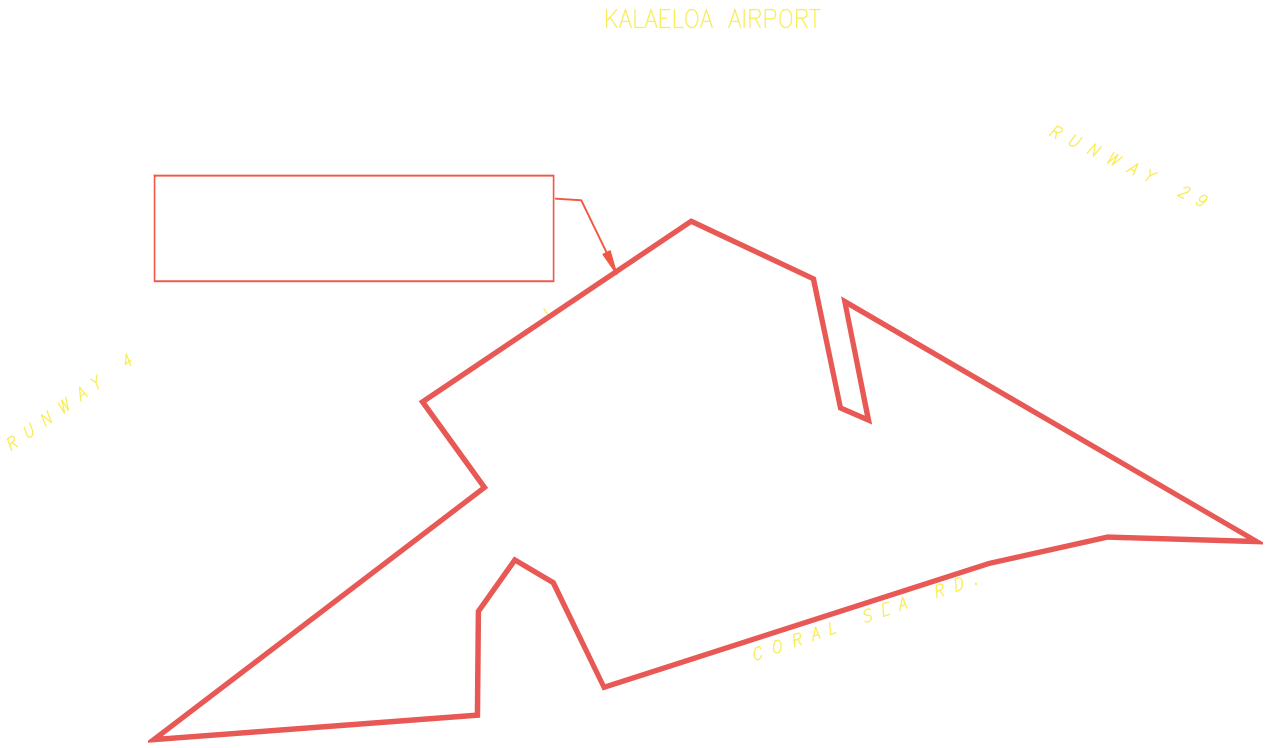
Digitally signed by
ARMSTRONG.NEAL.E.1019861780
Date: 2023.12.12 16:06:45 -05'00'

NEAL E. ARMSTRONG, P.E.
Captain, U. S. Coast Guard
Commanding Officer

Enclosures: (1) Figure 1. USCG Air Station Barbers Point Project Vicinity Map
(2) Figure 2. USCG Air Station Barbers Point Project Area Map







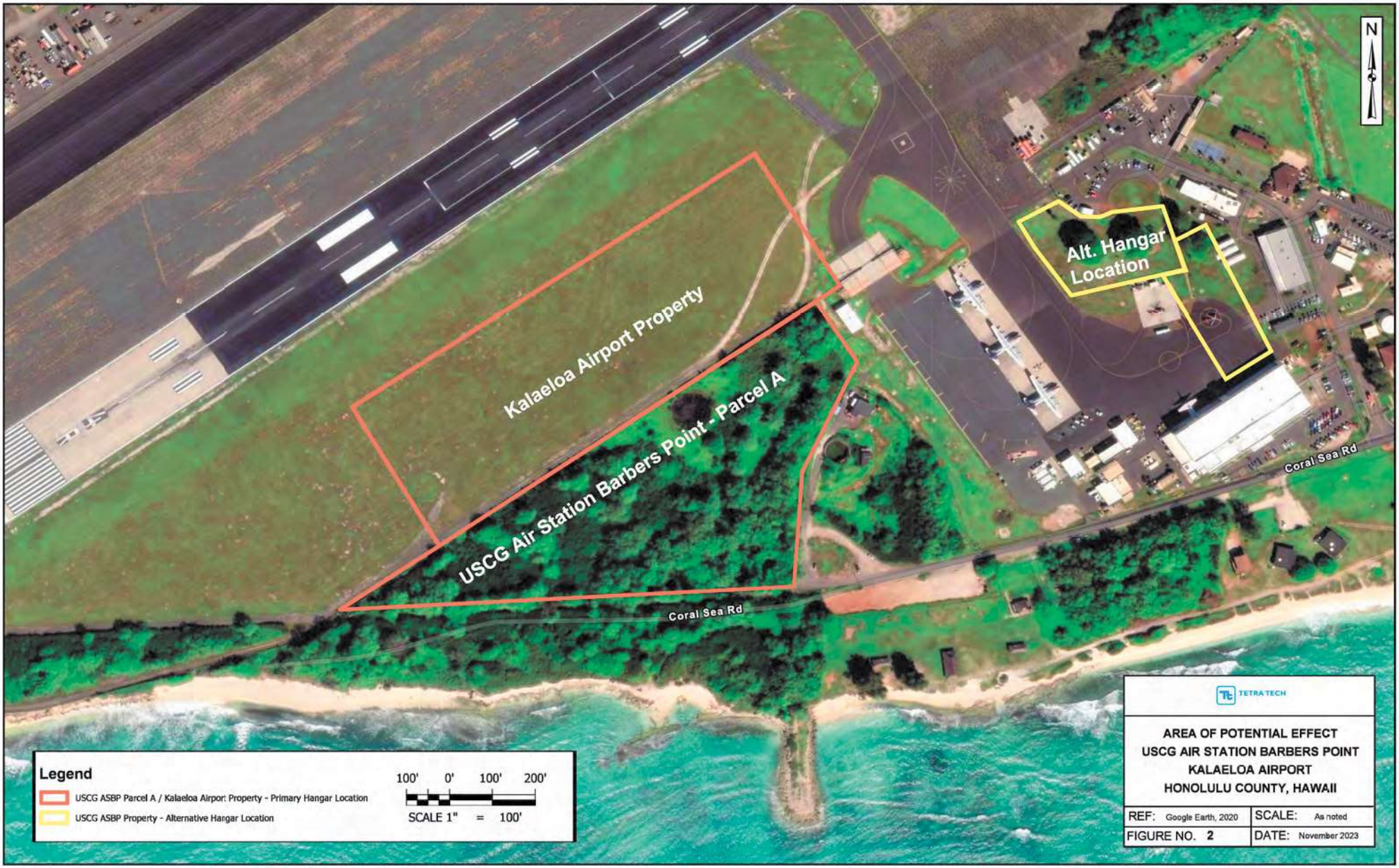
350' 0 350' 700'

SCALE: 1" = 350'

TETRA TECH

PROJECT SITE LOCATION MAP
USCG AIR STATION BARBERS POINT
KALAELOA AIRPORT
HONOLULU COUNTY, HAWAII

REF: Google Earth, 2020	SCALE: As noted
FIGURE NO. 1	DATE: November 2023


N
Alt. Hangar Location
Kalaeloa Airport Property
USCG Air Station Barbers Point - Parcel A
Coral Sea Rd
Coral Sea Rd
Legend
USCG ASBP Parcel A / Kalaeloa Airport Property - Primary Hangar Location
USCG ASBP Property - Alternative Hangar Location
100' 0' 100' 200'
SCALE 1" = 100'
TETRA TECH
AREA OF POTENTIAL EFFECT
USCG AIR STATION BARBERS POINT
KALAELOA AIRPORT
HONOLULU COUNTY, HAWAII
REF: Google Earth, 2020
SCALE: As noted
FIGURE NO. 2
DATE: November 2023

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

In Reply Refer To:
2024-0035588-NEPA

January 11, 2024

Neal E. Armstrong, P.E.
Captain, U.S. Coast Guard
Commanding Officer
United States Coast Guard Facilities & Construction Center
5505 Robin Hood Road, Suite K
Norfolk, Virginia 23513-2431

Subject: Comments on the U.S. Coast Guard Air Station Barbers Point Proposed HC-130J Temporary Hangar Construction Project – Kapolei, O‘ahu, Hawai‘i

Dear Captain Neal E. Armstrong:

The U.S. Fish and Wildlife Service (Service) received your January 2, 2024, email with attached letter requesting comments regarding the U.S. Coast Guard’s (USCG) intent to provide new, temporary hangars for HC-130J fixed wing aircraft at the USCG Air Station Barbers Point, Kapolei, O‘ahu. The USCG is preparing an Environmental Assessment (EA) to evaluate the potential impacts associated with this proposed action. Your letter provided information on the alternatives to include in the EA. An overview of each alternative is restated below:

- Hangar Alternatives:
  - *Four Hangars.* USCG would construct four new temporary hangars to provide shelter for 100% of the fixed wing aircraft.
  - *Two Hangars*. USCG would construct two new temporary hangars so that 50% of the aircraft could be sheltered.
- Site Alternatives:
  - *Primary/western*. USCG would construct new temporary hangars in a currently unutilized area on TMK 9-1-013:031 to the west of its existing operations center.
  - *Alternative/central*. USCG would construct new temporary hangars in a primarily landscaped portion of TMK 9-1-013:063, their existing operations center.

The comments provided below are related to the following topic you are seeking input on:

- Potential environmental impacts associated with the proposed action, and measures to avoid, minimize, or mitigate those potential impacts.

Comments

Based on the information you provided, several protected species, either federally listed under the Endangered Species Act of 1973 or protected under the Migratory Bird Treaty Act, may occur or transit through the proposed action area (both site alternatives identified). The federally listed species that may occur or transit through the proposed action area include the endangered Hawaiian petrel (*Pterodroma sandwichensis*), threatened Newell's shearwater (*Puffinus newelli*), endangered Hawai'i distinct population segment of the band-rumped storm-petrel (*Hydrobates castro*) (collectively referred to hereafter as Hawaiian seabirds); and the endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*). Protected species under the Migratory Bird Treaty Act that may occur or transit through the proposed action area include the wedge-tailed shearwater (*Ardenna pacificus*). We recommend the project incorporate the information and measures below to avoid or minimize potential impacts to these species:

<u>Hawaiian Seabirds</u>

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 light attraction.

To minimize potential impacts to seabirds from any lighting associated with the project, 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.
- 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.

Seabirds have also been known to collide with fences, powerlines, and other structures near nesting colonies. To avoid or minimize the likelihood of collision with any potential fencing associated with the project, we recommend you incorporate the following applicable measures into your project description:

- Where fences extend above vegetation, integrate three strands of polytape into the fence to increase visibility.

Hawaiian Hoary Bat

The Hawaiian hoary bat roosts in woody vegetation and will leave their young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, June 1 through September 15, there is a risk that young bats could inadvertently be harmed or killed, since they are too young to fly or move away from disturbance. Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid or minimize impacts to the endangered Hawaiian hoary bat from any potential tree trimming or fencing associated with the project, we recommend you incorporate the following applicable measures 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.

Wedge-tailed Shearwater

Unlike other Hawaiian seabird species, wedge-tailed shearwaters nest in littoral vegetation along coastlines. Nesting adults, eggs, and chicks are particularly susceptible to impacts from human disturbance and predators.

To avoid or minimize potential project impacts to wedge-tailed shearwaters, we recommend you incorporate the following applicable measures into your project description:

- Conduct surveys throughout the project area during the species' breeding season (March through November) to determine the presence and location of nesting areas.
- If wedge-tailed shearwaters nest within a proposed project area and the project would cause ground disturbance, time project construction outside of the breeding season.
- If outdoor lighting is needed, use light shields that are completely opaque, appropriately sized, and positioned so that the bulb is only visible from below and that light from the shielded source cannot be seen from the beach.
- 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.

We appreciate the opportunity to provide comments on this proposed project. If you have any questions, please contact Fish and Wildlife Biologist, Ryan Pe‘a at ryan_pea@fws.gov or 808-792-9400, and refer to project code 2024-0035588-NEPA.

Sincerely,

Dawn Bruns
Acting Planning and Consultation Team Manager

Jim Hayes

From: Vipperman, Abigail C (Abbey) CIV USARMY CELRP (USA) <Abigail.C.Vipperman@usace.army.mil>
Sent: Thursday, January 11, 2024 2:36 PM
To: Jim Hayes
Cc: mike.west@usgs.mil; Morgan, Jeremy K CIV USARMY CEPOH (USA)
Subject: POH-2024-00024 (USCG, HC-130J Temporary Hangar Construction Project, Air Station Barbers Point, Kapolei, Oahu, HI)

Aloha,

The US Army Corps of Engineers (Corps) received your request for comments on the proposed HC-130J Temporary Hangar Construction Project at Air Station Barbers Point in Kapolei, Oahu, HI.

The Corps' regulatory authorities are based on Section 10 of the Rivers and Harbors Act (RHA) of 1899 and Section 404 of the Clean Water Act. Section 10 of the RHA of 1899 prohibits the obstruction or alteration of any navigable water of the U.S. (WOTUS) without a Department of the Army (DA) permit. Section 404 of the Clean Water Act prohibits the discharge of dredged or fill material into WOTUS without a DA permit. For projects that are being developed, we ask that you identify areas that may fall within the Corps jurisdiction as WOTUS such as streams, rivers, and wetlands.

If you determine that your project would need a permit from the Corps, then we would require an application to be provided. We must also evaluate the project for any impacts to resources such as threatened or endangered species, historic properties, and/or essential fish habitat, and consult if necessary. If applying for a permit, include detailed plans/drawings of the proposed project where streams or wetlands are present. Include a clear line indicating the ordinary high water mark (OHWM) in your plans and also include the amount and type of fill that would be placed below the OHWM. To comply with Section 10 of the Rivers and Harbors Act, all work in, over, or under tidally influenced waters requires a Corps permit. Please include a description and plans of structures or work below the mean higher-high water mark (MHHWM)/high tide line of tidally influenced waters.

A permit is not required form the Corps if all work being done is located in uplands.

Please visit https://www.poh.usace.army.mil/Missions/Regulatory/Permits/Nationwide-Permits/ to find more information about our program. Email permit applications to CEPOH-RO@usace.army.mil, as we have gone paperless.

Feel free to contact me with any further questions.

Abbey Vipperman
Regulatory Division
US Army Corps of Engineers – Pittsburgh District
Phone: (412) 525-9469

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

February 7, 2024

LD 0014

Mr. James T. Hayes
c/o Planning Solutions, Inc.
Pacific Park Plaza, Suite 950
711 Kapiolani Boulevard
Honolulu, HI 96813-5213

Via email: jim@psi-hi.com

SUBJECT: **Request for Public Comment on U.S. Coast Guard Air Station Barbers Point Proposed HC-130J Temporary Hangar Construction Project, Kapolei, Island of Oahu, Hawaii, TMK: (1) 9-1-013:063 and 031**

Thank you for the opportunity to review and comment on the subject project. In addition to previous comments sent to you from the Department of Land and Natural Resources (DLNR), enclosed are also comments received from the Division of Forestry and Wildlife.

Should you have any questions, please feel free to contact Timothy Chee at timothy.chee@hawaii.gov. Thank you.

Sincerely,

Russell Tsuji

Russell Y. Tsuji
Land Administrator

Attachments
cc: Central Files

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

January 8, 2024

LD 0014

MEMORANDUM

FROM: **DLNR Agencies:**
X Div. of Aquatic Resources *(via email: kendall.l.tucker@hawaii.gov)*
X Div. of Boating & Ocean Recreation (richard.t.howard@hawaii.gov)
X Engineering Division *(via email: DLNR.Engr@hawaii.gov)*
X Div. of Forestry & Wildlife *(via email: Rubyrosa.T.Terrago@hawaii.gov)*
X Div. of State Parks *(via email: curt.a.cottrell@hawaii.gov)*
X Commission on Water Resource Management *(via email: DLNR.CWRM@hawaii.gov)*
X Office of Conservation & Coastal Lands *(via email: sharleen.k.kuba@hawaii.gov)*
X Land Division – Oahu District *(via email: barry.w.cheung@hawaii.gov)*
X Aha Moku *(via email: leimana.k.damate@hawaii.gov)*

TO: Russell Y. Tsuji, Land Administrator Russell Tsuji
SUBJECT: **Request for Public Comment on U.S. Coast Guard Air Station Barbers Point Proposed HC-130J Temporary Hangar Construction Project**
LOCATION: **Kapolei, Island of Oahu, Hawaii**
TMK: (1) 9-1-013:063 and 031
APPLICANT: **Planning Solutions, Inc.**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to *timothy.chee@hawaii.gov* at the Land Division by the internal deadline of **January 26, 2024**. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee 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: Lindsey Nietmann
Print Name: Lindsey Nietmann, Acting Wildlife Prog. Mgr.
Division: Forestry and Wildlife
Date: Feb 6, 2024

Attachments
Cc: Central Files

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA

DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

February 6, 2024

Log no. 4393

MEMORANDUM

TO: RUSSELL Y. Tsuji, Administrator
Land Division

FROM: LINDSEY NIETMANN, Acting Wildlife Program Manager
Division of Forestry and Wildlife

SUBJECT: Division of Forestry and Wildlife Comments for the U.S. Coast Guard Air Station Barbers Point Proposed HC-130J Temporary Hanger Construction Project, O'ahu

The Department of Land and Natural Resources, Division of Forestry and Wildlife (DOFAW) has received the pre-consultation request for new/temporary hangers for HC-130J fixed wing aircraft at the U.S Coast Guard's (USCG) Air Station Barbers Point (ASBP), located in Kapolei on the island of O'ahu; TMK: (1) 9-1-013:063 and 031. The proposed action will require an environmental assessment, where the USCG will provide alternative actions in the plan to be considered. Between two and four hangers will be constructed to accomplish the needs of the Fourteenth District to provide shelter for aircraft used in the areas of Search and Rescue, Marine Environmental Protection, Maritime Law Enforcement, and Aids to Navigation.

DOFAW provides the following comments regarding the potential for the proposed work to affect listed species in the vicinity of the project area.

The State listed ʻōpeʻapeʻa or Hawaiian Hoary Bat (*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 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, when young seabirds make their maiden voyage to sea.

If nighttime construction is required during the seabird fledgling season (September 15 to December 15), we recommend that a qualified biologist be present at the project site to monitor and assess the risk of seabirds being attracted or grounded due to the lighting. If seabirds are seen circling around the area, lights should then be turned off. If a downed seabird is detected, please follow DOFAW's recommended response protocol by visiting https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/

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 endangered ‘īlio holo i ka uaua or Hawaiian Monk Seal (*Monachus schauinslandi*) and threatened honu or Green Sea Turtle (*Chelonia mydas*) could potentially occur or haul out onshore within the vicinity of the proposed project site. Nesting season for the honu is April through December and ‘īlio holo i ka uaua can give birth to pups all year round.
If either species is detected within 100 feet (30 meters) of the project area all nearby construction operations should cease and not continue until the focal animal has departed the area on its own accord.

The State endangered pueo or Hawaiian Short-eared owl (*Asio flammeus sandwichensis*) could potentially occur in the project vicinity. Pueo are most active during dawn and dusk twilights. Remove and exclude non-native mammals such as mongoose, cats, dogs, and ungulates from the nesting area. Minimize habitat alterations and disturbance during pueo breeding season. Pueo nest on the ground and active nests have been found year-round. Before any potentially disturbing activity like clearing vegetation, especially ground-based disturbance, DOFAW recommends a qualified biologist conduct surveys during crepuscular hours and walk line transects through the area to detect any active pueo nests. If a pueo nest is discovered, notify DOFAW staff, minimize time spent at the nest, and establish a minimum buffer distance of 100 meters from the nest until chicks are capable of flight.

DOFAW recommends using native plant species for landscaping that are appropriate for the area; i.e., plants for which climate conditions are suitable for them to thrive, plants that historically occurred there, etc. Please do not plant invasive species. DOFAW also recommends referring to www.plantpono.org for guidance on the selection and evaluation of landscaping plants and to determine the potential invasiveness of plants proposed for use in the project.

DOFAW recommends minimizing the movement of plant or soil material between worksites. Soil and plant material may contain detrimental fungal pathogens (e.g., Rapid ‘Ōhi‘a Death), vertebrate and invertebrate pests (e.g., Little Fire Ants, Coconut Rhinoceros Beetles, etc.), or invasive plant parts (e.g., Miconia, Pampas Grass, etc.) that could harm our native species and

ecosystems. We recommend consulting the O‘ahu Invasive Species Committee (OISC) at (808) 266-7994 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.

The invasive Coconut Rhinoceros Beetle (CRB) or *Oryctes rhinoceros* is found on the islands of O’ahu, Hawai’i Island, Maui and Kaua’i. On July 1, 2022, the Hawai‘i Department of Agriculture (HDOA) approved Plant Quarantine Interim Rule 22-1. This rule restricts the movement of CRB-host material within or to and from the island of O‘ahu, which is defined as the Quarantine Area. Regulated material (host material or host plants) is considered a risk for potential CRB infestation. Host material for the beetle specifically includes a) entire dead trees, b) mulch, compost, trimmings, fruit and vegetative scraps, and c) decaying stumps. CRB host plants include the live palm plants in the following genera: *Washingtonia*, *Livistona*, and *Pritchardia* (all commonly known as fan palms), *Cocos* (coconut palms), *Phoenix* (date palms), and *Roystonea* (royal palms). When such material or these specific plants are moved there is a risk of spreading CRB because they may contain CRB in any life stage. For more information regarding CRB, please visit https://dlnr.hawaii.gov/hisc/info/invasive-species-profiles/coconut-rhinoceros-beetle/.

We recommend that Best Management Practices are employed during and after construction to contain any soils and sediment with the purpose of preventing damage to near-shore waters and marine ecosystems.

Due to the arid climate and risks of wildfire to listed species, we recommend coordinating with the Hawai‘i Wildfire Management Organization at (808) 850-0900 or admin@hawaiiwildfire.org, on how wildfire prevention can be addressed in the project area. When engaging in activities that have a high risk of starting a wildfire (i.e. welding in grass), it is recommended that you:

- Wet down the area before starting your task,
- Continuously wet down the area as needed,
- Have a fire extinguisher on hand, and
- In the event that your vision is impaired, (i.e. welding goggles) have a spotter to watch for fire starts.

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 Kathrine Cullison, Programmatic Habitat Conservation Planning Coordinator, at kathrine.cullison@hawaii.gov.

Sincerely,

Lindsey Nietmann

LINDSEY NIETMANN
Acting Wildlife Program Manager

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

KENNETH S. HARA
MAJOR GENERAL
ADJUTANT GENERAL
KA 'AKUKANA KENELALA

STEPHEN F. LOGAN
BRIGADIER GENERAL
DEPUTY ADJUTANT GENERAL
KA HOPE 'AKUKANA KENELALA

STATE OF HAWAI'I
KA MOKU'ĀINA O HAWAI'I
DEPARTMENT OF DEFENSE
KA 'OIHANA PILI KAUA
OFFICE OF THE ADJUTANT GENERAL
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAI'I 96816-4495

January 26, 2024

Mr. James T. Hayes
c/o Planning Solutions, Inc.
Pacific Park Plaza, Suite 950
711 Kapiolani Boulevard
Honolulu, Hawaii 96813-5213

SUBJECT: Public Comment Request for Environmental Assessment – USCG Proposed Temporary Hanger
Kapolei, Oahu, Hawaii
TMK: To be determined

Dear Mr. Hayes:

Thank you for the opportunity to comment on the above project. The State of Hawaii Department of Defense has comments to offer relative to the project. Please see attached.

Please address all future communications to our office.

Should there be any questions, please contact Mr. Tad T. Nakayama at 808-369-3490 or tad.t.nakayama@hawaii.gov.

Sincerely,

Shao Yu L. Lee, R.A.
Major, Hawaii National Guard
Chief Engineering Officer

c: HIARNG Environmental Office

Attachment: USCG Proposed Temporary Hanger

1. Although maybe assumed, but the No Action Alternative needs to be considered.
2. Losing Tarmac square footage; how will that be addressed.
3. How is the Kalaeloa Water Company using the parcel between the 2 ASBP parcels?
4. The surrounding karst topography and possibility of sinkholes in the area has the potential to increase construction costs or to change to alternatives.
5. The possibility of burials within any sinkholes, as unlikely as that may be due to all the existing buildings in the area.
6. Would like to see a comparison of what features were present in the area surrounding the ASBP prior to BPNAS being BRAC'd.

DEPARTMENT OF PLANNING AND PERMITTING
KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAI'I 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041 • WEBSITE: honolulu.gov/dpp

RICK BLANGIARDI
MAYOR
MEIA

DAWN TAKEUCHI APUNA
DIRECTOR
PO'O

JIRO A. SUMADA
DEPUTY DIRECTOR
HOPE PO'O

January 16, 2024

2024/ELOG-67(MM)

Ms. Julia Ham Tashima
Planning Solutions, Inc.
711 Kapiolani Boulevard
Pacific Park Plaza, Suite 950
Honolulu, Hawaii 96813

Dear Ms. Tashima:

SUBJECT: Request for Public Comment
Tax Map Keys 9-1-013: 031 and 099

This is in response to your letter, received January 12, 2024, requesting commentary regarding the above properties. The properties are zoned F-1 Military and Federal Preservation District, owned by the United States of America, and located in the Kalaeloa Community Development District (KCDD). Small portions of the parcels along the shoreline are in the Special Management Area (SMA).

The Department of Planning and Permitting does not have land use or zoning jurisdiction within the F-1 Military and Federal Preservation District. Moreover, the KCDD is regulated by the Hawaii Community Development Authority (HCDA) under Hawaii Administrative Rules 15-215, adopted September 11, 2012, and the State Office of Planning and Sustainable Development (OPSD) has administrative jurisdiction on SMA matters within the Community Development Districts. Therefore, we recommend you contact the HCDA and OPSD directly.

This letter is not a disclosure statement nor is it intended to substitute for mandatory disclosures in real estate transactions regarding the subject parcel. The City is under no obligation to investigate, research, or participate in the preparation of disclosure statements other than providing available public records. This letter does not create liability on the part of the City, or any officer or employee thereof, if used in or as a disclosure statement. The seller, buyer, lender, or their agent, not the City, is solely responsible for the use of any public record information in the preparation of a disclosure statement.

Should you have any questions, please contact Molly Murai, of our Land Use Approval Branch, at (808) 768-8016 or via email at molly.murai@honolulu.gov.

Very truly yours,

for Dawn Takeuchi Apuna
Director

Jim Hayes

From: Liu, Rouen <rouen.liu@hawaiianelectric.com>
Sent: Wednesday, January 24, 2024 9:58 AM
To: Jim Hayes
Cc: Mike.West@uscg.mil; Kuwaye, Kristen; Nagata, Sarah
Subject: Chapter 343 Draft EA - US Coast Guard Air Station Barbers Point HC-13OJ Temp Hangar construction project

Dear Mr. Hayes,

Thank you for the opportunity to comment on the subject project. Hawaiian Electric Company has no objection to the project. Should Hawaiian Electric have existing easements and facilities on the subject property, we will need continued access for maintenance of our facilities. We appreciate your efforts to keep us apprised of the subject project in the planning process. As the proposed US Coast Guard project comes to fruition, please continue to keep us informed.

Please contact me at 808-772-2135 should there be any questions.

Rouen Liu (WA3 – PTA)
Permits Engineer
Hawaiian Electric Company
PO Box 2750
Honolulu Hawaii 96840-0001

From: Justin Medeiros <justin.medeiros@hawaiiantel.com>
Sent: Wednesday, January 10, 2024 4:13 PM
To: HT-Plan Reviews <HT-PlanReviews@hawaiiantel.com>; Julia Ham Tashima <julia@psi-hi.com>
Cc: Sean Cross <Sean.Cross@hawaiiantel.com>
Subject: RE: Pre-Assessment Consultation for USCG Air Station Barbers Point Proposed HC-130J Temporary Hangar Construction Project

Hi Julia,

I took a look at the proposal and have a few comments. I don't see any existing Hawaiian Telcom Cables in the project area, but there are plans to serve the existing buildings in late 2024. I was informed that the base may have joint use communications and electrical infrastructure, but we do not usually allow co-locating with power service. I would request that future plans for the new hangars include separate routes or pathways for HT communication services. Please submit the plans for review as they become available, and let me know if you have any questions.

Thank you,

Justin Medeiros
OSP Engineer I
Hawaiian Telcom
C: 808.888.1509
Email: justin.medeiros@hawaiiantel.com

APPENDIX B. AIR CONFORMITY ANALYSIS, GREENHOUSE GAS EMISSIONS, CLIMATE, AND SUSTAINABILITY

B.1. AIR CONFORMITY APPLICABILITY MODEL REPORT AND RECORD OF AIR ANALYSIS

The United States Coast Guard (USCG) used the Air Force's Air Conformity Applicability Model (ACAM) to perform a net change in emissions analysis to assess the potential air quality impacts associated with the Proposed Action. The analysis was performed in accordance with Air Force Manual 32-7002, *Environmental Compliance and Pollution Prevention*; the Air Force Environmental Impact Analysis Process (Title 32 of the Code of Federal Regulations [CFR] Part 989); and the General Conformity rule (GCR) (40 CFR §§ 93.150–93.165). This report provides a summary of the ACAM analysis.

Action Location

Base: Air Station Barbers Point
State: Hawai‘i
County: Honolulu
Regulatory Area(s): NOT IN A REGULATORY AREA
Action Title: Hangar Construction

Action Description

The USCG proposes to construct new, temporary hangars for HC-130J fixed-wing aircraft at the USCG Air Station Barbers Point (ASBP) near Kapolei, O‘ahu, Hawai‘i (the Proposed Action). As an interim hangaring measure pending construction of a long-term permanent structure, the USCG proposes to construct up to three hangars to protect the HC-130Js from the tropical environmental conditions. The USCG's Preferred Alternative would be to implement the Proposed Action.

Assumptions

For ease of analysis, all construction was compressed into a single calendar year. This represents a reasonable upper bound of annual emissions. Regardless of the time required to construct the hangars or the construction schedule, the annual emissions would be less than those shown herein.

Demolition. Assumed up to 4,000 square feet of buildings and infrastructure would be demolished. Emissions were estimated for site demolition of four minor structures and assumed one-for-one on debris to be hauled off-site (estimated at about 4,000 cubic yards).

Construction. Assumed construction of three humidity-controlled tension membrane or relocatable fabric structure hangars at ASBP. Construction emissions were estimated for fugitive dust, on- and off-road diesel equipment and vehicles, worker trips, architectural coatings, and paving off-gases. Emissions also were estimated for new construction of about 75,000 square feet (three hangars at about 23,500 square feet per hangar with the existing parking ramp); a support building that would be an approximately 18,000 square foot, one-story, pre-engineered metal building adjacent to one of the new hangars; and associated infrastructure.

Site Grading. Assumed the full 4.6 acres—the approximately 4-acre Parcel B on ASBP where the hangars would be constructed, plus about a three-tenths-of-an-acre new hot-refueling pad on ASBP and about a three-tenths-of-an-acre new parking lot on ASBP—would be graded. Emissions were estimated for site clearing and grading of the full 4.6 acres with roughly 1,310 cubic yards of debris estimated to be hauled off-site. Assumed grading would occur over 4 months. Debris includes tree removal, pavement, old utilities, and other material that might be discovered during site work.

Trenching. Assumed trenching for utilities, drainage, and building structures (i.e., footings, maintenance, and elevators), and assumed trenching would take place for the full footprint of the hangars;

approximately 23,500 square feet per hangar for total of about 75,000 square feet. No material will be hauled on- or off-site. Assumed trenching would occur over 3 months.

Architectural Coatings. 75,000-square-foot non-residential facility. Assumed coating would occur over 3 months.

Operations. Assumed two diesel backup generators.

Air Impact Analysis

Based on the attainment status at the Proposed Action location, the requirements of the GCR are not applicable.

Total reasonably foreseeable net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving "steady state" emissions (no net gain/loss in emission stabilized and the action is fully implemented). The ACAM analysis uses the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in *Air Emissions Guide for Air Force Stationary Sources*, the *Air Emissions Guide for Air Force Mobile Sources*, and *Air Emissions Guide for Air Force Transitory Sources* (AFCEC 2023a, 2023b, 2023c).

"Insignificance indicators" were used in the analysis to provide an indication of the significance of the Proposed Action's potential impacts on local air quality. The insignificance indicators are trivial (*de minimis*) rate thresholds that have been demonstrated to have little-to-no impact on air quality. These insignificance indicators are the 250 tons per year (tpy) Prevention of Significant Deterioration major source threshold and 25 tpy for lead (Pb) for actions occurring in areas that are in attainment (not exceeding any of the National Ambient Air Quality Standards [NAAQS]). These indicators do not define a significant impact; however, they do provide a threshold to use to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutants is considered so insignificant, that the action will not cause or contribute to an exceedance of any NAAQS.

The Proposed Action's estimated net emissions for every year through achieving steady state were compared against the insignificance indicators and are summarized in Tables B-1 and B-2.

Table B-1: Construction Emissions

Pollutant	Action Emissions (tpy)	Insignificant Indicator (tpy)	Exceedance (Yes or No)
CO	2.791	250	No
NH_3	0.004	250	No
NO_x	2.180	250	No
Pb	0.000	25	No
$PM_{2.5}$	0.083	250	No
PM_{10}	10.249	250	No
SO_x	0.004	250	No
VOC	0.260	250	No

Notes: CO = carbon monoxide; NH_3 = ammonia; NO_x = nitrogen oxides; $PM_{2.5}$ = fine inhalable particles, with diameters generally 2.5 micrometers and smaller; PM_{10} = inhalable particles, with diameters generally 10 micrometers and smaller; SO_x = sulfur oxides; tpy = tons per year; VOC = volatile organic compound.

Table B-2: Operations Emissions–Direct

Pollutant	Action Emissions (tpy)	Insignificant Indicator (tpy)	Exceedance (Yes or No)
CO	0.031	250	No
NH_3	0.000	250	No
NOx	0.047	250	No
Pb	0.000	25	No
$PM_{2.5}$	0.010	250	No
PM_{10}	0.010	250	No
SO_x	0.010	250	No
VOC	0.011	250	No

Notes: CO = carbon monoxide; NH_3 = ammonia; NO_x = nitrogen oxides; $PM_{2.5}$ = fine inhalable particles, with diameters generally 2.5 micrometers and smaller; PM_{10} = inhalable particles, with diameters generally 10 micrometers and smaller; SOx= sulfur oxides; tpy = tons per year; VOC = volatile organic compound.
Indirect emissions would be from other sources of power generation contributing to new infrastructure.

None of the estimated annual net emissions associated with the Proposed Action are above the insignificance indicators; therefore, the action would not cause or contribute to an exceedance of one or more of the NAAQS and would have an insignificant impact on air quality. No further air assessment is needed.

B.2. CLIMATE/METEOROLOGY

Weather in the Hawaiian Islands is very consistent, with only minor changes in temperature throughout the year. There are really only two seasons in Hawai‘i: summer from May to October and winter from November to April. The average daytime summer temperature at Barbers Point is 89 degrees Fahrenheit (°F) (31.6 degrees Celsius [°C]), while the average daytime winter temperature is 81 °F (27.2 °C). Temperatures at night are approximately 10 °F to 15 °F lower than the daytime (U.S. Climate Data 2024). The islands are an incredible collection of diverse micro-environments, each with its own unique weather, plants, and animals. As a result of the shielding effect of volcanic mountains and the differences in weather at various elevations, you can find tropical rainforests, cool alpine regions, arid deserts and sunny beaches—all within the span of just a few miles. Throughout the year, Hawaiian weather patterns are affected primarily by high-pressure zones in the north Pacific Ocean that pump cool, moist trade winds down onto the islands' northeastern slopes. These winds are forced upslope by the mountain heights, where their moisture condenses into clouds that produce rain. Most of the rain falls in the mountains and valleys on the windward (northeastern) side of the islands. It is this weather phenomenon that creates Hawai‘i's rich, green, tropical environment. The wettest months are from November to March; however, the weather is very localized. There is almost always a sunny spot to be found around the coast. The Hawaiian Islands' trade winds mean there is almost always a cooling breeze. Several times during the year, the trade winds will stop completely and the wind will switch around to come out of the south or west, bringing stormy or hot, sticky weather (Price 1983).

The risks of climate change have long-term effects on the USCG's operations, missions, and infrastructure. Climate change is affecting O‘ahu, Hawai‘i, with rising temperatures, damage to coral reefs, and rising sea levels that are threatening coastal communities (The Climate Reality Project 2020). The Hawaiian islands are particularly vulnerable due to their location in the middle of the Pacific Ocean, facing more frequent and intense storms than in the past, wildfires, and biodiversity loss (DOH 2024c). Honolulu could experience sea level rise between 1.3 feet and 5.8 feet by the end of the century, making it one of the most vulnerable urban areas in the United States (State of Hawai‘i 2024). The USCG is leveraging partnerships to plan for and respond to the effects of changing climate (USCG 2023b).

B.3. GREENHOUSE GAS EMISSIONS

Affected Environment

Greenhouse gases (GHGs) not removed from the atmosphere by natural sinks affect the Earth's atmospheric temperature through physical processes. These change physical processes from heat absorption and re-emittance of heat back to the Earth have altered weather patterns resulting in climate change. Natural processes such as evaporation, decomposition of organic matter, wildfires, and volcanic activity contribute GHGs to the atmosphere; however, human activities that involve the removal of GHGs from natural sinks and the combustion of fossil fuels (e.g., coal, diesel, gasoline, natural gas, and oil) have added substantial amounts of GHGs to the atmosphere that are not being returned to natural sinks. It is these additional GHGs that have changed the overall makeup of the atmosphere, leading to what is known as the "greenhouse effect" and climate change.

The three main GHGs are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These gases can be addressed in terms of "carbon dioxide equivalent" (CO_2e). The global warming potentials (GWPs) for CH_4 and N_2O, respectively, are 25 times and 298 times higher than CO_2. GHGs presented as CO_2e equate to CO_2 emissions plus 25 times CH_4 emissions plus 298 times N_2O emissions (40 CFR 98).

Executive orders (EOs) relevant to the National Environmental Policy Act (NEPA) clearly indicate that GHG emissions and climate change are issues that need to be considered.

- EO 13990, *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*
- EO 14008, *Tackling the Climate Crisis at Home and Abroad*
- EO 14030, *Climate-Related Financial Risk*

On January 9, 2023, the Council on Environmental Quality (CEQ) issued interim guidance to assist federal agencies in analyzing the GHG and climate change effects of their proposed actions under NEPA (88 *Federal Register* 1196). The CEQ guidance recommends that agencies quantify the reasonably foreseeable direct and indirect gross GHG emissions increases and reductions for the proposed action, no action alternative, and any reasonable alternatives over the action's projected lifetime, using reasonably available information and data. These gross emissions should be calculated individually by GHG and aggregated in terms of total CO_2e by factoring each pollutant's GWP. The CEQ guidance proposes to advise federal agencies to consider, in scoping their NEPA analysis, whether analysis of the direct and indirect GHG emissions from their proposed actions might provide meaningful information to decision-makers and the public. The guidance goes on to state that "they [agencies] should apply the best available estimates of SC-GHG to the incremental metric ton of each individual GHG emission," referring to the *Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990* released by the Interagency Working Group on Social Cost of Greenhouse Gases (IWG-SCGHG 2021).

Analysis

GHG emissions from implementing the Preferred Alternative would be generated from direct sources. Short-term direct emissions would be expected to be generated from construction. Long-term direct emissions would be expected from backup generators.

ACAM was applied to the Preferred Alternative to estimate construction-related GHG emissions in this environmental assessment (EA). ACAM also was used to quantify emissions of NAAQS criteria pollutants. ACAM is a robust computer model developed and used primarily by Air Force planners in analyzing environmental impacts. The ACAM model accommodates all these activities, provides a consistent method for evaluating potential emissions, and meets the requirements of the CEQ interim guidance on analyzing GHG and climate change effects of agencies' proposed actions under NEPA.

Table B-3 summarizes the Proposed Action-related GHG emissions for a year, the worst case projected construction timeline of the action. All construction activities were assumed to be compressed into a 12-month period to ensure that the actual annual emissions would be less than the estimates specified in this EA. Small changes in facilities' site and final design and moderate changes in quantity and types of equipment used would not substantially change the emission estimates.

Long-term insignificant effects would be expected from the operations of the facility. Annual operational GHG emissions would be expected to be much less than the insignificant threshold of 75,000 tpy; they would be roughly 594 tpy.

These GHG emissions were compared with large facilities in the Honolulu County. In 2022, 14 facilities in the county reported nearly 5.2 million metric tons (USEPA 2022). GHG emissions associated with the Preferred Alternative's operation would be less than 0.0001 percent of the 2022 GHG emissions for Honolulu County.

The social cost of carbon (SCC) is an estimate of the monetized damages associated with incremental increases in GHG emissions, such as reduced agricultural productivity, human health effects, property damage from increased flood risk, and the value of ecosystem services. GHG emissions of the Proposed Action were applied to a 3 percent annual discount rate of the SCC. Annual rates of the CO_2, CH_4, and N_2O from the *Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990* were applied to the emissions in Table B-3. Appling direct emissions from construction, the SCC for the Preferred Alternative would be roughly $22,820. Applying these per-metric ton costs to the Preferred Alternative's projected GHG emissions over a 25-year life cycle yields $29,950 in the SCC.

Table B-3. Preferred Alternative-Related Annual GHG Emissions (metric ton/year)

Year	CO_2	CH_4	N_2O	CO_2e
Construction	405	0.02	0.01	407
Operations	4	0.0002	0.00003	5

B.4. SUSTAINABILITY AND GREENING

Federal regulations and EOs require federal agencies to incorporate sustainability and greening practices into construction projects. The USCG operates under the Department of Homeland Security (DHS), whose 2022 Sustainability Plan is guided by EO 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, is intended to catalyze private sector investment and expand the economy and American industry. As such, DHS defines its responsibility in two parts: (1) enhance resilience and adaption to climate-related disruptions; and (2) increase environmental stewardship to mitigate and reduce the impact of climate change (DHS 2022). DHS policies require all new construction to comply with 2020 Guiding Principles for Sustainable Federal Buildings. These include optimizing energy performance and assessing and considering building resilience.

Analysis

Short-term generation of waste to landfills would occur during construction and demolition. The USCG would incorporate sustainability and greening practices by identifying opportunities to reduce waste to landfills from demolition to be consistent with federal regulations and EOs. Opportunities to minimize waste include reusing, recycling, or composting materials or purchasing items produced from recycled materials.

The Preferred Alternative would be implemented using sustainable design concepts. The USCG would incorporate products and procurement practices into sustainability and greening practices consistent with EO 14057. The USCG proposes an energy-efficient design for the hangars to minimize heating/cooling loads, enhance building envelope insulation, maximize use of natural illumination, and incorporate

passive heating/cooling strategies (USCG 2019). Long-term negligible effects would be expected from hangar operations.

Sustainability and greening would have no appreciable effects under the No Action Alternative. The area would remain unchanged compared to existing conditions.

APPENDIX C. INVASIVE SPECIES PLAN

U.S. COAST GUARD
AIR STATION BARBERS POINT
KAPOLEI, O'AHU, HI

FINAL INVASIVE SPECIES PLAN
FOR
HC-130J TEMPORARY HANGARS

Project No.: 14-501282
Contract No.: 70Z05019DTETRAT07
Task Order No.: 70Z05023F43000011

Revised August 2024

Submitted to:

United States Coast Guard
Facilities Design & Construction Center (Det. Seattle)
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United States Coast Guard
U.S. Department of Homeland Security

TETRA TECH

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Appendix A. OISC Decontamination Protocols for Prevention of Invasive Species

LIST OF ACRONYMS AND ABBREVIATIONS

ASBP	Air Station Barbers Point
APE	Area of Potential Effects
BMP	Best management practices
CRB	Coconut rhinoceros beetle
HAR	Hawaii Administrative Rules
HDOA	Hawai‘i Department of Agriculture
HISC	Hawai‘i Invasive Species Council
HRS	Hawaii Revised Statutes
LAN	Local Area Network
NISC	National Invasive Species Council
OISC	O‘ahu Invasive Species Committee
Plan	Invasive Species Plan
Project	HC-130J Temporary Hangar Construction Project
RFS	relocatable fabric structure
Tetra Tech	Tetra Tech, Inc.
TM	tension membrane
USCG	U.S. Coast Guard

1.0 INTRODUCTION

The United States Coast Guard (USCG) is proposing the HC-130J Temporary Hangar Construction Project (Project) at Air Station Barbers Point (ASBP) in Kapolei on the island of O'ahu (Figure 1). The Project involves constructing three humidity-controlled hangars within ASBP to protect the newly acquired HC-130J aircraft from the tropical environmental conditions.

Department of Homeland Security facilities, such as ASBP, are subject to various policies and laws that require management of invasive species. An invasive species is defined as "an alien [non-native] species whose introduction does or is likely to cause economic or environmental harm or harm to human health" (Executive Order 13112). Many species introduced to the Hawaiian Islands have become invasive, threatening the state's economy, natural environment, and lifestyle (HISC and CGAPS 2020). USCG contracted Tetra Tech, Inc. (Tetra Tech) to prepare an Invasive Species Plan (Plan) for the Project, and to identify invasive species within the Project's Area of Potential Effects (APE), as well as invasive species that may be introduced through construction activities. The purpose of this Plan is to provide measures and best management practices (BMP) that should be implemented to prevent or minimize the introduction or spread of invasive species during construction and operation of the Project, as well as outline potential monitoring and control or eradication methods for known or potential invasive species. USCG and its contractors will be responsible for implementing the measures described in this Plan.

2.0 BACKGROUND AND PROPOSED ACTION

In Fiscal Year 2022, ASBP received four modernized HC-130J aircraft, which is a major upgrade from the baseline legacy HC-130H previously used. The USCG's ability to hangar the HC-130J aircraft at ASBP is critical to protect the fleet from the highly corrosive environment at Barbers Point. However, ASBP facilities historically and currently do not meet USCG hangar standards and cannot house their HC-130J aircraft. The USCG needs fully enclosed weather protected shelters at ASBP for servicing, repairing, and sheltering aircraft.

The USCG's Proposed Action is to construct three humidity-controlled hangars for HC-130J fixed wing aircraft within ASBP to serve as temporary aircraft hangars. The hangars would be constructed within an approximately 4.3-acre Project Area in the central portion of ASBP (Figure 1). Prior to hangar construction, the Project Area would be cleared of structures and vegetation and graded. Structures to be demolished as part of the Project include a motorcycle shelter, parking stalls, picnic facility, and wash rack and hot-refueling pad (Figure 2).

The hangars would be comprised of a steel frame supported tension membrane (TM)/relocatable fabric structure (RFS) on a concrete slab foundation (Figure 3). The hangars would be completely enclosed with hangar doors, and each would be of sufficient size to house one HC-130J aircraft, allow for station personnel to safely conduct maintenance around the aircraft, and have administrative office space, restrooms, and storage space. The hangars would include the full range of all required services and utilities including controlled humidity protection. Construction

includes an aircraft parking apron/taxiway of reinforced concrete. Paving and site improvements may include paved roadways, sidewalks, site excavation/rock removal, grading, landscaping, and stormwater management. Utility work would include trenching and conduit runs for upgrades to electrical distribution, fire protection, wastewater, potable water, storm water management, telephone, and Local Area Network (LAN). While trenching would be necessary for utilities, no blasting would be necessary for construction.

Construction staging would occur on an unused and paved location within ASBP, most likely just north of the Project Area (Figure 2). All Proposed Action activities would be confined within ASBP's boundaries and inside secure fenced areas of ASBP. No activities would be conducted on the ocean side of Coral Sea Road.

USCG expects labor and materials for the Project would be sourced on the island unless unavailable. The TM structure for the hangar is unique and would be sourced from the U.S. mainland. The pre-engineered metal building may also be sourced from the mainland. Concrete and conduit/pipes and equipment for construction are anticipated to be available on O'ahu.

Construction is anticipated to begin in June 2025 once all permits and approvals have been obtained. Once started, construction would be completed in approximately two years. No additional aircraft or personnel would be stationed at ASBP as part of the Proposed Action, and it would not result in changes in ASBP duties or aircraft operating hours. The temporary TM/RFS hangars would eventually be decommissioned. Decommissioning and construction of permanent hangars would be assessed under a future analysis.

Figure 1. Project Area and Area of Potential Effects within Air Station Barbers Point.

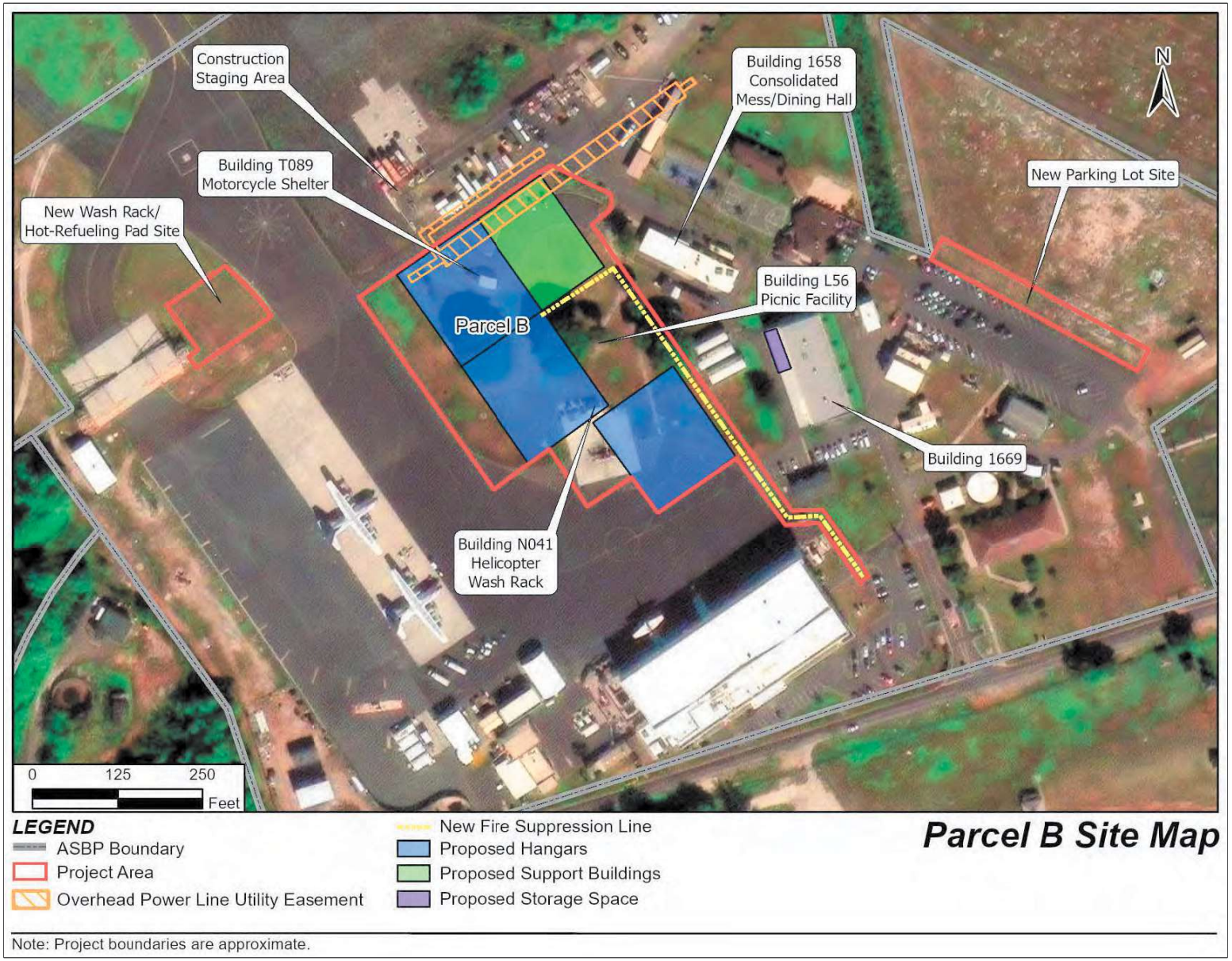

Figure 2. Existing conditions and structures within the Project Area.

Figure 3. Example of tension membrane (TM)/relocatable fabric structure (RFS) hangar.

3.0 DESCRIPTION OF THE PROJECT AREA AND AREA OF POTENTIAL EFEFCTS

The Project Area is located within ASBP which is on the ʻEwa Plain on the southwestern coast of Oʻahu (Figure 1). ASBP is bordered on the north by Kalaeloa Airport (John Rodgers Field), a former Naval Air Station now owned by the State of Hawaiʻi, and on the south by Coral Sea Road. The approximately 4.3-acre Project Area is centrally located within ASBP. The Project Area includes: Parcel B where the hangars would be located; the new rotary- and fixed-wing wash rack and hot-refueling pad to the west of Parcel B; a new parking lot to the east of Parcel B; the power line easement; a new fire suppression utility line installed from Parcel B south to the existing water storage tank; and a small storage space within Building 1669 (Figure 2). The Project Area encompasses the area of direct effects and includes areas where clearing, grading, and ground disturbance would occur during construction, and includes the hangar footprint during operation. The larger APE encompasses areas immediately surrounding the Project Area within ASBP that may be affected indirectly by the Proposed Action as a result of the movement of equipment and personnel in the Project Area during construction (Figure 1).

The Project Area is located on land that has been previously disturbed by decades of human disturbance including clearing, bulldozing, paving, building, war-time activities, and landscaping for military installation/airfield use. These activities have extensively altered the biological resources from its natural state.

The Project Area is mostly composed of grassy lawns, ornamental plantings, and vegetated buffer areas along the tarmac and parking lot. The Project Area also contains parking spaces and a motorcycle shelter on the northern end; a helicopter wash rack and hot-refueling pad, and part of the tarmac on the southern end (Figure 2). Vegetation within the Project Area is composed of non-native grass and herbaceous species such as feather fingergrass (*Chloris virgata*), Guinea grass (*Megathrysus maximus*), wedelia (*Sphagneticola trilobata*), Australian saltbush (*Atriplex semibaccata*), coat buttons (*Tridax procumbens*), and khaki weed (*Alternanthera pungens*). Additionally, several non-native tree species are planted within the Project Area and include monkeypod (*Samanea saman*), ironwood (*Casuarina equisetifolia*), plumeria (*Plumeria* sp.), shower tree (*Cassia* sp.), and kamani (*Calophyllum inophyllum*). No native plant species were recorded within Parcel B during the 2023 biological survey (Tetra Tech unpublished).

Vegetation within the larger APE is similar to that of the Project Area. Ornamental shrubs, such as croton (*Croton* sp.), tī (*Cordyline fruticosa*), as well as the native naupaka (*Scaevola taccada*), are planted along buildings and fencelines within ASBP. Ornamental tree species in the APE include monkeypod, ironwood, and plumeria. One juvenile tree of the endemic koa (*Acacia koa*) was observed planted in the northern portion of the APE (Tetra Tech 2021). A small area of forested scrub occurs in the northern portion of the APE. This forested area is primarily comprised of non-native kiawe (*Neltuma pallida*), opiuma (*Pithecelobium dulce*), Christmas berry (*Schinus terebinthifolius*), and koa haole (*Leuceaena leucocephala* subsp. *leucocephala*) trees, with buffel grass (*Cenchrus ciliaris*) dominating the ground cover. The native hoary abutilon (*Abutilon incanum*) and ʻuhaloa (*Waltheria indica*) are also present in the APE (Tetra Tech 2021).

4.0 RELEVANT LAWS AND REGULATIONS

The primary laws, regulations, and policies related to invasive species on ASBP are briefly discussed below.

4.1 EXECUTIVE ORDER 13112

Executive Order 13112 – Invasive Species (1999) was established to "prevent the introduction of invasive species and provide for their control and to minimize the economic, ecological, and human health impacts that invasive species cause."[1] This EO requires that federal agencies whose actions may affect the status of invasive species identify such actions, prevent the introduction of invasive species, as well as detect, respond, and monitor invasive species populations. Further, it states Federal agencies "should not authorize, fund, or carry out actions that it believes are likely to cause or promote the introduction or spread of invasive species." It also established the National Invasive Species Council (NISC) to provide guidance regarding federal invasive species programs, including developing a National Invasive Species Plan (NISC 2016).

4.2 EXECUTIVE ORDER 13571

Executive Order 13751 – Safeguarding the Nation From the Impacts of Invasive Species (2016), amends Executive Order 13112 (see Section 4.1) and "directs actions to continue coordinated Federal prevention and control efforts related to invasive species."[2]

4.3 FEDERAL NOXIOUS WEED ACT (AMENDED)

The Federal Noxious Weed Act (amended by the Noxious Weed Control and Eradication Act of 2004) established a program to control or eradicate noxious weeds on public and private land. This act defines a noxious weed as "any plant or plant product that can directly or indirectly injure or cause damage to crops (including nursery stock or plant products), livestock, poultry, or other interests of agriculture, irrigation, navigation, the natural resources of the United States, the public health, or the environment."[3] The U.S. Department of Agriculture maintains a Federal Noxious Weed List (USDA 2010, USDA 2012).

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[1] Exec. Order No. 13112, 64 Fed. Reg. 6183 (Feb. 3, 1999). https://www.federalregister.gov/documents/1999/02/08/99-3184/invasive-species

[2] Exec. Order No. 13751, 81 Fed. Reg. 88609 (Dec 5, 2016). https://www.federalregister.gov/documents/2016/12/08/2016-29519/safeguarding-the-nation-from-the-impacts-of-invasive-species

[3] Noxious Weed Control and Eradication Act of 2004, 70 Fed. Reg. 55705 (Sept. 23, 2005). https://www.federalregister.gov/documents/2005/09/23/05-19044/noxious-weed-control-and-eradication-act-delegation-of-authority

4.4 NONINDIGENOUS AQUATIC NUISANCE PREVENTION AND CONTROL ACT

The purpose of the Nonindigenous Aquatic Nuisance Prevention and Control Act is to prevent and control infestations of the coastal inland waters of the United States by the zebra mussel and other nonindigenous aquatic nuisance species.

4.5 NATIONAL INVASIVE SPECIES ACT

The National Invasive Species Act of 1996 amends the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 and, in part, established regulations and guidelines for a ballast water management program for USCG.

4.6 FEDERAL INJURIOUS WILDLIFE (LACEY ACT)

Federal injurious wildlife listings are authorized under Title 18 of the Lacey Act. This act prohibits the importation and some transport of wildlife designated as injurious.

4.7 HAWAII NOXIOUS WEED LIST (HAWAII ADMINSTRATIVE RULES, CHAPTER 68)

The State of Hawai‘i Department of Agriculture (HDOA) maintains the Hawaii Noxious Weed List under Hawaii Administrative Rules (HAR), Section 4, Chapter 68. This list was created in 1992 and includes 75 species and 4 genera (HDOA 1992). Designation as a noxious weed gives HDOA authority to engage in control projects and gain entry to private property, and places the species on a restricted plant list.

4.8 HAWAI‘I INVASIVE SPECIES COUNCIL (HAWAII REVISED STATUTES, CHAPTER 194)

Hawaii Revised Statutes (HRS), Chapter 194 authorized the Hawai‘i Invasive Species Council (HISC), which is a state inter-departmental body created to provide direction, coordination, and planning among state departments, federal agencies, and international and local initiatives to control and eradicate invasive species and prevent the introduction of other invasive species (§194-2). HISC does not currently have administrative rules, or maintain a regulatory list of invasive species; however, HISC has directed funding toward certain invasive species (HISC 2024a).

4.9 HAWAII INJURIOUS WILDLIFE (HAWAII ADMINSTRATIVE RULES, CHAPTER 124)

HAR, Chapter 124 provides a list of Hawaii’s injurious wildlife, and defines injurious wildlife as “any species or subspecies of animal except game birds and game mammals which is known to be harmful to agriculture, aquaculture, indigenous wildlife or plants, or constitute a nuisance or health hazard.” Under HAR, Chapter 124, it is prohibited to release injurious wildlife into the wild, transport them to islands or locations within the state where they are not already established and living in a wild state, and export the species from the state.

4.10 HAWAII PLANT QUARANTINE INTERIM RULES (HAWAII REVISED STATUTES, CHAPTER 150)

In October 2023, the HDOA approved Plant Quarantine Interim Rule 23-1 under HRS 150A-9.5. This rule imposes a quarantine on the movement of host material for the invasive coconut rhinoceros beetle (CRB; *Oryctes rhinoceros*) from areas designated as infested with CRB (O‘ahu) to non-infested areas of the state. The entire island of O‘ahu is designated as CRB infested. Host material for CRB includes palm plants, decomposing plant material such as mulch, compost, plant propagation media, and wood chips.

4.11 HAWAI‘I TROPICAL FOREST RECOVERY ACT

The Hawai‘i Tropical Forest Recovery Act of 1992 grants authorities to the Secretary of Agriculture to treat invasive plants on federal and non-federal ownerships in Hawai‘i and in tropical forests on federal lands in other states.

5.0 INVASIVE SPECIES WITHIN THE PROJECT AREA AND AREA OF POTENTIAL EFFECTS

In 2023, Tetra Tech conducted a biological survey within ASBP including a portion of the Project Area and the forested area west of the APE (Tetra Tech unpublished). Tetra Tech also conducted biological surveys within ASBP in February and March 2020 (Tetra Tech 2021).

Three plant species on the Federal Noxious Weed List were recorded within the APE during the surveys: kiawe, western field dodder (*Cuscuta campestris*), and coat buttons (*Tridax procumbens*). Several other plants considered invasive in Hawai‘i were documented in the APE, including Guinea grass, buffel grass, and koa haole (SPREP 2000). One state noxious weed, long-thorn kiawe (*Neltuma juliflora* var. *juliflora*), was recorded immediately west of the APE within the forested portion of ASBP. Rubbervine (*Cryptostegia madagascariensis*), another notable invasive plant (Plant Pono 2024), was also recorded in the western forested portion and at the fenceline along Coral Sea Road in the southeast corner of ASBP.

Various invasive animals have been observed in the APE and vicinity. Ten animal species classified as injurious wildlife by state (DLNR 2014) or federal (USFWS 2024) regulations have been detected in the APE: mongoose (*Herpestes javanicus*), marine toad (*Rhinella marina*), red-vented bulbul (*Pycnonotus cafer*), red-whiskered bulbul (*Pycnonotus jocosus*), spotted dove (*Spilopelia chinensis*), warbling white-eye (*Zosterops japonicus*), Java sparrow (*Padda oryzivora*), cattle egret (*Bubulcus ibis*), zebra dove (*Geopelia striata*), and CRB (Tetra Tech 2021, Tetra Tech unpublished). Although there are currently no signs of CRB damage on coconut palms within the APE (Brandon Bashem/USCG, pers. comm. May 2024), a single CRB was detected by HDOA in November 2023 in a CRB trap located within the APE adjacent to Parcel B (N. Rogers/CRB Response Team, pers. comm. May 2024). Feral cats (*Felis catus*) and dogs (*Canis lupus familiaris*) have also been observed in the vicinity of the APE (Tetra Tech 2021).

5.1 CURRENT MANAGEMENT AT ASBP

ASBP does not currently have a Pest Management Program in place; rather, pest management is conducted at ASBP on an as-needed basis. Pest management activities include controlling terrestrial weeds, fungus, wasps, and rodents. Invasive plant removal may be followed by planting with appropriate ornamental or native vegetation. Equipment used for pest management activities includes hand tools, backpack sprayers, boom trucks, baited traps, pesticides, and herbicides (Tetra Tech 2021).

6.0 INVASIVE SPECIES OF CONCERN

Invasive species of concern for this Project are summarized in Table 1. Invasive species of concern include O‘ahu Invasive Species Committee (OISC) target pests (OISC 2024), select species from the Hawaii Noxious Weed List (HDOA 1992; HAR, Chapter 68), and Hawaii Injurious Wildlife (HAR, Chapter 124) with the potential to be introduced to the APE during Project activities. These species are based on recent surveys within ASBP and information from HISC and OISC. This list does not include all invasive species present in the APE or in Hawai‘i because many invasive species are already widespread on O‘ahu and therefore not well-suited for management. Although Table 1 specifically identifies invasive species of concern, the protocols are also expected to minimize and avoid the introduction of other potential invasive species.

Table 1. Invasive Species of Concern.

Scientific Name	Common Name	Category	Occurrence and Potential for Introduction
Plants			
Cenchrus setaceus	Fountain grass	Hawaii Noxious Weed List	Not documented at ASBP, but known to occur in portions of O‘ahu (HISC 2024b). Seeds are numerous and dispersed by wind or as hitchhikers in various types of materials and construction equipment (CABI 2023), with the potential for establishing in the APE.
Chromolaena odorata	Devil weed	Hawaii Noxious Weed List, OISC Target Species	Not documented at ASBP, but known to occur in portions of O‘ahu (HISC 2024b, OISC 2024). Seeds are numerous and dispersed by wind or by burrowing into clothing or gear (HISC 2024b), with the potential for establishing in the APE.
Cortaderia spp.	Pampas grass	Hawaii Noxious Weed List, OISC Target Species	Not documented at ASBP, but known from ornamental plantings in some areas on O‘ahu (OISC 2024). Seeds can be spread long distances by wind (OISC 2024), with the potential for establishing in the APE.
Delairea odorata	Cape ivy	OISC Target Species	Not documented at ASBP, but known from two locations on O‘ahu (OISC 2024). Seeds are numerous and dispersed by wind or water (OISC 2024), with suitable habitat present in the APE for establishment.
Neltuma juliflora var. *juliflora*	Long-thorn kiawe	Hawaii Noxious Weed List	Documented 1,100 feet west of the APE (within ASBP). Also known to occur at sites along O‘ahu leeward coast (HISC 2024b). This drought tolerant species is prolific in seed production and can be spread by birds (CABI 2017), with the potential for establishing in the APE.
Senecio madagascariensis	Fireweed	Hawaii Noxious Weed List, OISC Target Species	Not documented at ASBP, but several populations are known historically from Kunia to Mānoa, and widespread on Maui, Lāna‘i, and Hawai‘i Island (HISC 2024b, OISC 2024). Seeds are easily dispersed by wind, water, and by equipment and materials contaminated with seeds (OISC 2024), with the potential for being introduced in the APE.

Scientific Name	Common Name	Category	Occurrence and Potential for Introduction
Animals			
Boiga irregularis	Brown tree snake	Federal Injurious Wildlife, Hawaii Injurious Wildlife	Not known to be currently present in Hawai‘i, but the species has been intercepted at various airports in Hawai‘i in the past, and it has the potential to be accidentally transported from infested areas such as Guam (HISC 2024b).
Eleutherodactylus coqui	Coqui	Hawaii Injurious Wildlife, OISC Target Species	Not documented at ASBP, but populations are known from the east side of O‘ahu, Maui, and Hawai‘i Island. Coqui easily spread in a variety of materials, from landscaping products to construction equipment (HISC 2024b).
Oryctes rhinoceros	Coconut rhinoceros beetle (CRB)	Hawaii Injurious Wildlife, OISC Target Species	At least one individual CRB was detected in 2023 at a CRB trap located within the APE (N. Rogers/CRB Response Team, pers. comm. April 2024). CRB has also been found elsewhere in the vicinity of ASBP (CRBR 2024; Maile Greenhill/RCUH, pers. comm., April 2024). There are currently no signs of CRB damage on coconut palms within the APE (Brandon Bashem/USCG, pers. comm, April 2024).
Solenopsis invicta	Red imported fire ant	Hawaii Injurious Wildlife	Not known to be currently present in Hawai‘i, but has been intercepted in shipments to the Hawaiian Islands (HISC 2024b), and has the potential to be accidentally transported from infested areas outside the state. These ants could arrive hidden in cargo from infested areas in the southern U.S. (LFA-Hawaii.org 2024a).
Wasmannia auropunctata	Little fire ant	Hawaii Injurious Wildlife, OISC Target Species	Not known to occur at ASBP, but active little fire ant sites are present on O‘ahu (LFA-Hawaii.org 2024b). This species is cryptic and can hitchhike on various types of materials during construction.

7.0 INVASIVE SPECIES PROTOCOLS AND BMPS

This section of this Plan describes the protocols and BMPs that should be implemented during Project construction and operation to prevent and minimize the introduction and spread of invasive species. It categorizes actions into three main strategies for invasive species management: prevention, monitoring, and treatment. Decontamination protocols provided by OISC for prevention of invasive species are included in Appendix A.

7.1 PREVENTION

Prevention is the first key to protect Hawai‘i from invasive species. Although non-native weedy species are common in the Project Area and APE, the following measures are recommended to avoid the unintentional introduction or transport of new invasive species to the Project Area and APE:

7.1.1 General

- Prior to any construction work, all on-site Project contractors and USCG staff working on this Project should be trained in these BMPs and protocols.
- Prior to selecting a contractor, USCG should ask if the contractor follows BMPs for invasive species, and include invasive species measures within the contract specifications.
- Food trash should be contained and removed at the end of each work day to avoid attracting ants and other invasive animals to the Project Area and APE.

7.1.2 Decontamination

- All inspection and cleaning for decontamination should occur prior to accessing the APE, such as at contractor base yards/offices.
- All equipment, vehicles, and construction materials should be sourced from the Island of O‘ahu to the extent possible. This includes utilizing on-site gravel, rock, and soil when practicable, and purchasing raw materials (e.g., gravel, rock, soil) from a local supplier when practicable. However, if it is necessary to use equipment or construction materials arriving from outside O‘ahu, they should be washed and/or visually inspected (as appropriate) for excessive debris, plant materials, and invasive or harmful non-native species prior to transportation to the Project Area or APE (see details below).
- Immediately prior to Project initiation, all large equipment and vehicles should be inspected and cleaned to remove soils, plant material, and insects prior to entering the Project Area or APE. A high-pressure hose should be used to wash from top to bottom. This should include all exterior portions such as wheels, tire cavity, bumper cavities, truck bed/tailgate, and undercarriage, body and grill, and engine block. The interior of all vehicles and equipment should be vacuumed clean of any soil, plant material, seeds, or insects (see Attachment A).

- All personal gear (e.g., clothes, boots, hats, backpacks) should be inspected and cleaned to remove soils, plant material, and insects prior to entering the Project Area. Clothing and gear should be laundered with detergent if possible. If washing is not possible, brushes and other cleaning tools, and water (if possible) should be used (see Attachment A).
- Smaller equipment and hand tools should be inspected and cleaned to remove soils, plant material, and insects prior to entering the Project Area. Dirt should be removed with brushes or scrapers. After cleaning to remove dirt, all equipment should be sprayed with 70 percent isopropyl alcohol (see Attachment A).
- Special attention should be paid to all personal gear and equipment previously used on Hawai‘i Island. Any equipment and materials sourced from Hawai‘i Island should be specifically inspected for Little Fire Ant and Coqui frogs using recommended survey methods (see below). Gear should be cleaned with 70 percent isopropyl alcohol. No soil should be sourced from Hawai‘i Island.

7.1.3 Landscaping

- If landscaping is installed as part of the Project, use non-invasive plants and incorporate native plant species to the maximum extent practicable. Source plants and materials from vendors that implement invasive species BMPs (such as screening for Coqui and Little Fire Ant) and only use certified, weed-free seed mixes.
- Because any palms, mulch, and compost being transported to or from the APE could transport CRB, HISC (HISC 2023) recommends the following for CRB:
    1. CRB may lay their eggs and their grubs (larvae) develop in compost, mulch, and greenwaste. If these materials are needed for the Project, specify in contracting documents that the materials receive proper treatment (e.g., chipping, grinding, heat treatment, or fumigation), and comply with all applicable laws and rules.
    2. Inspect greenwaste, mulch, compost, or similar materials for CRB upon receipt.
    3. Train landscapers on how to watch for and report CRB damage in coconut and other palms.
    4. Clean the debris from the upper crown of palms near the spear to reduce the chance of breeding in trees.

7.1.4 Little Fire Ants

- Plants, planting material, and building material should be checked for Little Fire Ants using the following survey instructions from Stop the Little Fire Ant (LFA-Hawaii.org. 2024c).
    1. Place coffee stirrers or popsicle sticks with a thin coat of peanut butter in and around new materials.
    2. Collect sticks after 1 hour, and place any sticks with ants in a plastic bag with your contact information.

3. Mail or drop off any samples with ants to OISC at: 743 Ulukahiki Street (Kailua).

7.2 MONITORING

Monitoring is crucial to detecting an invasive species early before it establishes and becomes widespread while eradication is still feasible. Independent from HDOA's CRB monitoring trap, the following monitoring is recommended to manage the Project's invasive species of concern, as well as other potential invasive species.

7.2.1 Coconut Rhinoceros Beetles

CRB preferentially feed on and damage coconut palms. Because coconut palms within the APE are vulnerable to CRB, they should be periodically inspected for the following: V-shaped cuts along the length of the palm frond; bore holes evident along the base of the palm frond (CRBR 2024). If CRB are found, contact the CRB Response at (808) 679-5244 or info@crbhawaii.org. This work should be independent of HDOA's CRB monitoring trap. If the Project components will impact HDOA's CRB trap within the APE, it is recommended that the trap be moved to another suitable location within ASBP.

7.2.2 Plants

Six months after construction has concluded, a post-construction plant survey should be conducted within the Project Area (Figure 1) by a qualified biologist to confirm the Project did not introduce new invasive plant species as part of construction activities. The recent biological surveys (Tetra Tech unpublished, Tetra Tech 2021) can function as the baseline for the post-construction plant survey.

7.2.3 Reporting

If an invasive species of concern (or other new invasive species) is detected in the APE during construction or during the post-construction survey, information about the location and species should be collected, and the sighting should be reported to 643 PEST via their online reporting system (https://www.643pest.org/) or telephone 643-PEST (643-7378) as soon as possible. If needed, OISC can also be contacted at 808-286-4616 or oisc@hawaii.edu.

7.3 TREATMENT

When prevention has not been successful and an invasive species is detected, treatment will be needed as soon as possible to mitigate adverse impacts. When possible, new invasive species should be eradicated (completely removed). The type of treatment will depend on various factors including the species found, location, and size of infestation. For example, control of invasive plants may be appropriate through chemical applications (herbicide) or mechanical means (removal by hand or with tools). Although no treatment is completely protective against CRB, pesticides should be applied to all palms in an area where CRB has been detected. Pesticides can be applied as a foliar spray, systemic injections, or systemic root drench (CRBR 2024). USCG will be responsible for hiring a qualified contractor to assess and implement treatment of invasive species introduced by the Project.

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Appendix A. OISC Decontamination Protocols for Prevention of Invasive Species

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

Invasive plants, animals, and pathogens are a concern to public health, the economy, our watersheds, and the services they provide. Preventing the introduction of invasive species to new areas is important to eradication or containment efforts. Ensuring that gear and equipment are clean is a key component to stopping the spread and mitigating the impacts of invasive pests. Reporting newly arrived pests early in the infestation is crucial to eradication and significantly reduces resource spending and negative impacts.

WHAT to inspect & clean

- Gear, equipment, & tools

WHERE to inspect & clean

- Baseyard, site inspections

REPORTING invasive species

- What & how to report

Email: oisc@hawaii.edu

OISC
O'AHU INVASIVE SPECIES COMMITTEE
www.oahuisc.org

Call/Text: 808-286-4616

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

WHAT TO INSPECT & CLEAN

Look for seeds, plant material, soil, mud, insects, and other invertebrates.

LARGE EQUIPMENT & VEHICLES **PERSONAL GEAR** **SMALL EQUIPMENT & HAND TOOLS**

Large Equipment & Vehicles

(including but not limited to: hydraulic or wheel bulldozers, excavators, dump trucks, backhoes, chippers, bucket trucks, brush cutters, etc.)

Cleaning - Exterior

Manually remove clods of dirt with scraper, stiff brushes, or pry bar. Use compressed air to clean radiators and grills prior to using water. Use high pressure hose to wash from top to bottom.

Cleaning - Interior

Use brushes and/or vacuum to sweep out loose material (special attention to under mats, around seats and gear shifts).

Inspect & Clean Exterior

- Tires, tracks, rims, fender wells
- Spare tire mounting area
- Undercarriage & exhaust system
- Body (plates and panels)
- Light casings and mirrors
- Grills, bumpers and beds
- Chassis and engine bays
- Front and rear axles, brakes and shocks
- Boom, buckets, blade, and other attachments

Inspect & Clean Interior

- Beneath seats
- Beneath floor mats
- Upholstery
- Beneath foot pedals
- Inside folds of gear shift cover

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

WHAT TO INSPECT & CLEAN

Look for seeds, plant material, soil, mud, insects, and other invertebrates.

LARGE EQUIPMENT & VEHICLES **PERSONAL GEAR**

SMALL EQUIPMENT & HAND TOOLS

Personal Gear

- Clothing
- Hats/Helmets
- Jackets
- Gloves
- Socks
- Boots/shoes
- PPE (chaps, helmets, safety vests, etc.)

Cleaning:
Pockets should be thoroughly inspected for the above-listed materials. Pockets should be turned inside out to remove debris. Shoelaces and shoe tongues should be checked. Upon inspection, pre-clean personal gear by physical removal of dirt and mud with a stiff brush, lint remover, compressed air, or pressurized hot water. Clothing and gear that can be laundered, use soap and water. To kill fungal pathogens such as Rapid ʻŌhiʻa Death, spray footwear with 70% isopropyl alcohol and let sit for 15 seconds, AFTER mud and dirt are removed.

Areas of Concern:
Particular attention must be given to places where foreign material could become accidentally trapped, such as in the cuffs and folds of clothing, treads of boots or waders, or closures such as zippers or ties. Closures include: Zippers, belts, laces or ties, buckles, straps, Velcro grips, buttons and fasteners, and rivets. Attention to fabrics such as: canvas, nylon, cotton, poly blend, wool, fleece, netting, and suede. Other clothing items and accessories that should be checked include: socks and ankle grips, treads of footwear, cuffs and folds, seams, flaps, pockets, collars and hoods, and ventilation openings.

WHAT TO INSPECT & CLEAN

Look for seeds, plant material, soil, mud, insects, and other invertebrates.

LARGE EQUIPMENT & VEHICLES **PERSONAL GEAR**

SMALL EQUIPMENT & HAND TOOLS

Small Equipment & Hand Tools

(including but not limited to: riding mowers, zero-turn mowers, hedge-trimmers, chainsaws, leaf blowers, edgers, backpack sprayers, hand saws, loppers, shovels, machetes, rakes, etc.)

Inspect & Clean

- Mower decks
- Blades
- Undercarriages
- Wheels
- Seats
- Grills
- Safety guards
- Mufflers
- Air vents
- Housing covers
- Handles
- Moving parts
- Grooves
- Joints
- Cracks/Bends

Cleaning:
Manually remove clods of dirt with a scraper, stiff brush, or pry bar. Use compressed air to remove debris from radiators, grills, decks, and covers prior to using water. Wash with high-pressure hose or with water and brush. To kill fungal pathogens such as Rapid ʻŌhiʻa Death, spray footwear with 70% isopropyl alcohol and let sit for 15 seconds, AFTER mud and dirt are removed.

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

Where and when to inspect?

BASEYARD:
Before heading out for the day inspect all equipment, vehicles, hand tools, and clothing to ensure it is clean and free of debris. If it is not clean, note it on the daily inspection log (if available), then clean equipment before leaving for the site.

ARRIVAL AT WORK SITE:
Upon arrival, do a quick site assessment for any suspect invasive species of concern. If you find any, take a photo and report it to the O'ahu Invasive Species Committee (OISC) either by email: oisc@hawaii.edu or text: 808-286-4616.

DEPARTURE FROM WORK SITE:
Manually remove mud, dirt, and debris from personal gear and equipment before moving off the work site. Inspect all personal gear, tools, vehicles, and equipment.

RETURNING TO BASEYARD:
All vehicles, equipment, tools and personal gear should be completely free of all mud, dirt and debris. Inspections of equipment are logged daily to make sure it is clean (if available).

Reporting invasive species...

REPORT INVASIVE SPECIES
643-PEST
643pest.org
CALL OR CLICK TO PROTECT HAWAII

Not *every* invasive species in Hawai'i is managed because we simply have too many to tackle. However, some are managed statewide and some are managed island-wide. But not to worry! You don't have to know which species are managed or where. Just remember, **if it's weird report it** to the statewide pest hotline. They will take it from there and, if it is an actionable pest, they will forward the report to the appropriate agency.

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

OISC Target Species

OISC concentrates on species that pose the highest threat to the island's ecosystem, economy, and health of residents. We also consider those that have the greatest feasibility of eradication or containment. The following threats are priority species and are actively controlled by OISC. Sightings of these pests should be reported with a photo (if possible) immediately to OISC or www.643pest.org.

Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/


Cane Tibouchina (Cane Ti)


Coqui Frog

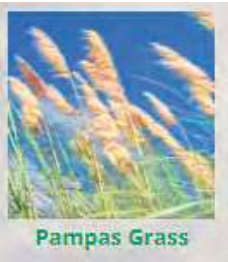

Glory Bush


Miconia


Cape Ivy


Devil Weed

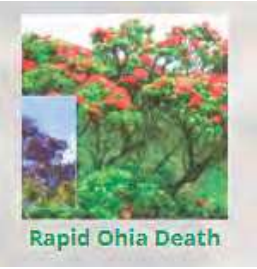

Himalayan Blackberry


Pampas Grass


Coconut Rhinoceros Beetle


Fireweed

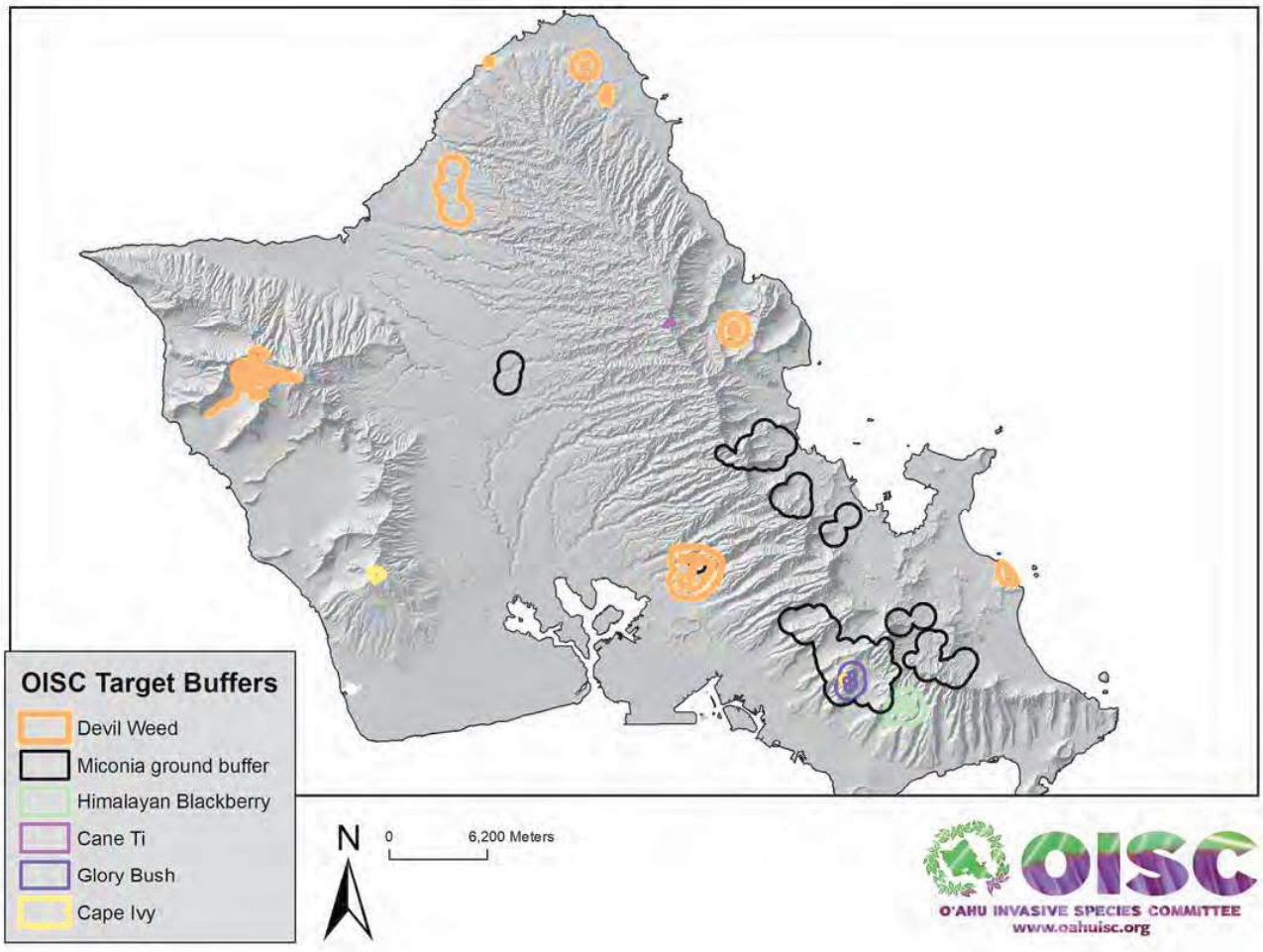

Little Fire Ant


Rapid Ohia Death

OISC Target Species Locations

The maps below represent KNOWN locations under management. Please take extra care to decontaminate gear equipment and tools when working in these areas. These species could be present anywhere on O'ahu. Report ALL suspect targets to OISC or the pest hotline, no matter where you see them.

Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616



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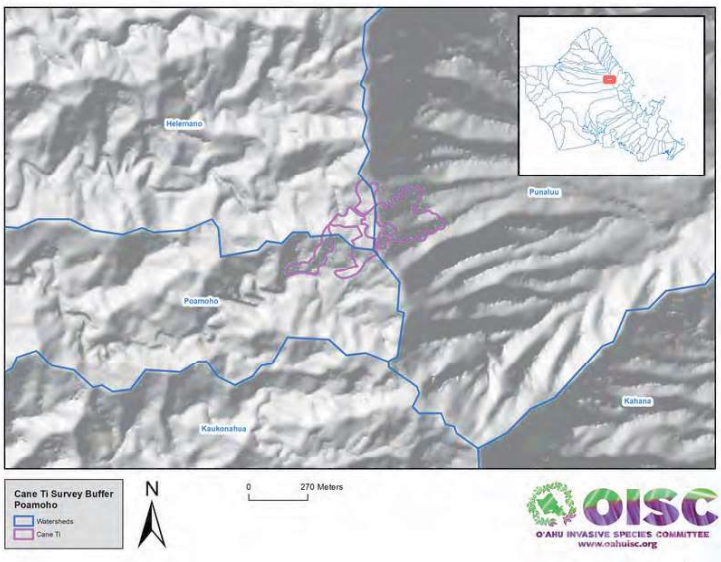
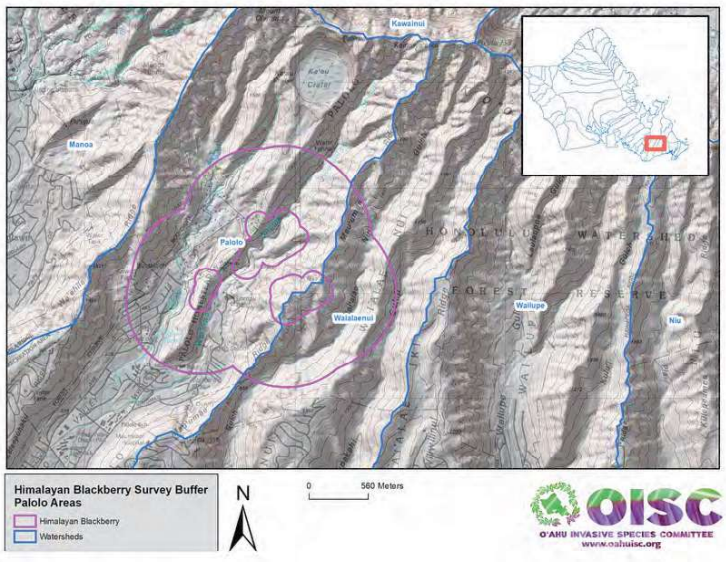
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/





DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

OISC Target Species Locations

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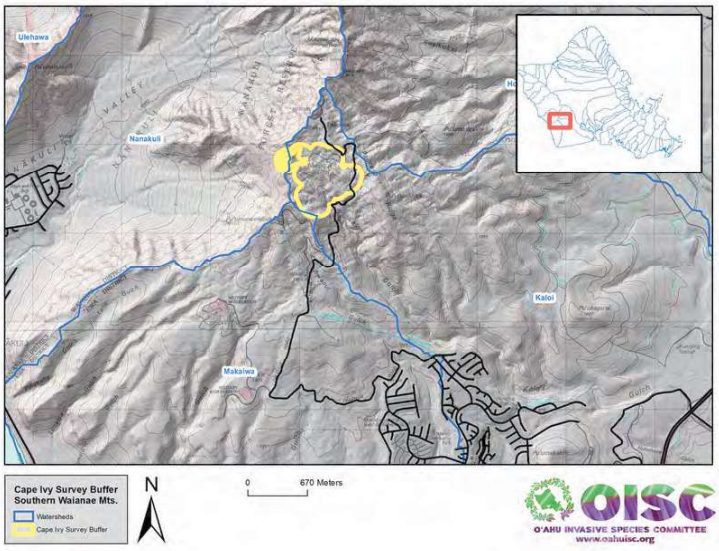
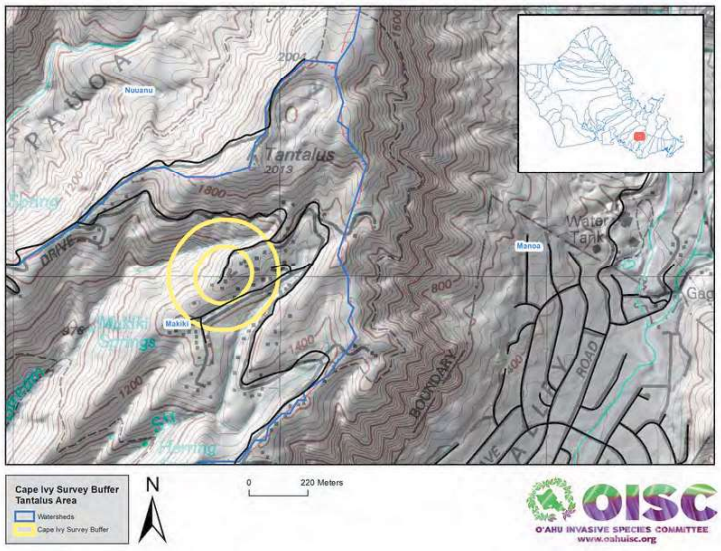
Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/

There are only two KNOWN locations on O'ahu that are being managed for Cape Ivy.





DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

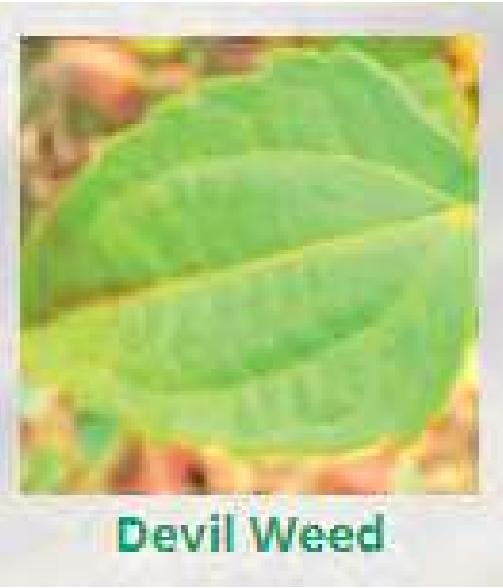
OISC Target Species Locations

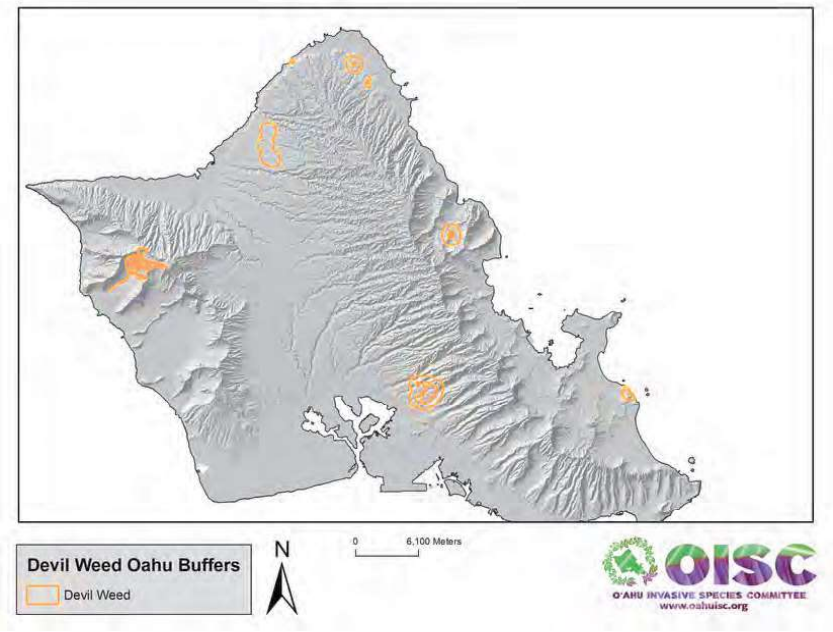
The maps below represent KNOWN locations under management. Please take extra care to decontaminate gear equipment and tools when working in these areas. These species could be present anywhere on O'ahu. Report ALL suspect targets to OISC or the pest hotline, no matter where you see them.

Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/

Devil Weed has become too widespread for island-wide eradication. It has only been detected on O'ahu and Hawai'i Island. Select locations are being managed by OISC to suppress its spread. OISC is recording all detections and cooperatively managed by private landowners and public volunteers.





DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

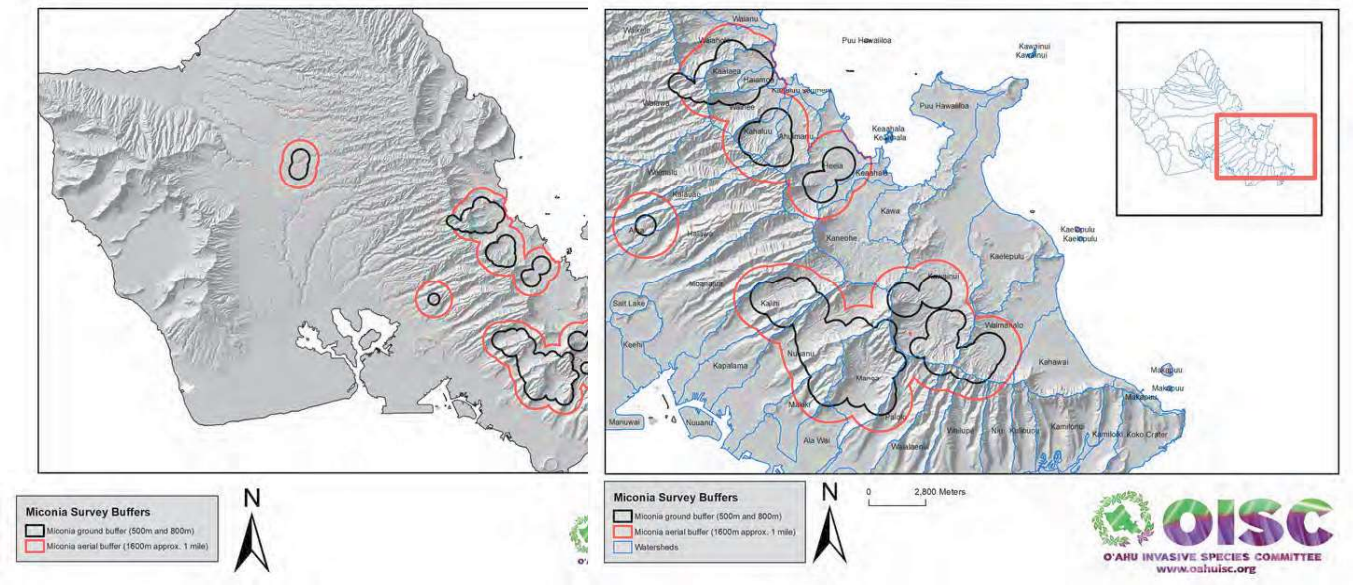
OISC Target Species Locations

The maps below represent KNOWN locations under management. Please take extra care to decontaminate gear equipment and tools when working in these areas. These species could be present anywhere on O‘ahu. Report ALL suspect targets to OISC or the pest hotline, no matter where you see them.

Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/

Miconia is an OISC eradication target. The majority of the infested areas are concentrated in the southern Ko‘olau Mountain Range.



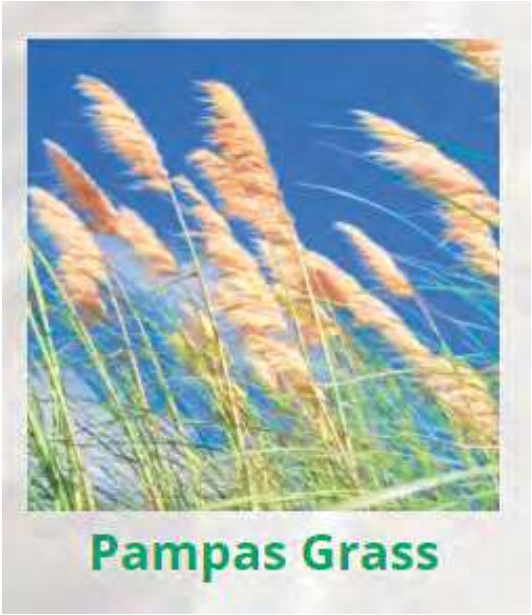
OISC Target Species Locations

The maps below represent KNOWN locations under management. Please take extra care to decontaminate gear equipment and tools when working in these areas. These species could be present anywhere on O'ahu. Report ALL suspect targets to OISC or the pest hotline, no matter where you see them.

Report directly to OISC with location and photo via:
Email: oisc@hawaii.edu or Text: 808-286-4616

Click photo for link to species info or visit: www.oahuisc.org/target-pests/

All wild populations of fireweed and pampas grass have been eradicated from O'ahu. Re-introduction is possible anytime/anywhere, as these species are established on other islands. Report ***any*** suspect sighting to OISC.



DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

OISC Target Species Locations

Each of the four species below has been detected in various locations on O'ahu. Little Fire Ants (LFA), Rapid 'Ōhi'a Death (ROD), and Coqui Frogs are being managed at all known locations by either OISC or in partnership with other organizations.

Coconut Rhinoceros Beetles are now established in numerous locations across O'ahu island. Management of CRB on O'ahu has shifted from eradication to containment. The CRB Response can provide guidance for green waste management and Best Management Practices (BMPs) for infested areas: www.crbhawaii.org

You can contact OSIC with any questions. E: oisc@hawaii.ed or call: (808) 286-4616.

Click photo for link to species info or visit: www.oahuisc.org/target-pests/

These four species occur or could occur ***anywhere*** on O'ahu.


Little Fire Ant


Rapid Ohia Death


Coqui Frog


Coconut Rhinoceros Beetle

If restorative planting efforts are taking place, be sure you are not using plants that can become invasive. Not all invasive plants are restricted from sale in Hawai'i. To ensure you are using only native or non-invasive plants, visit www.plantpono.org.

PLANT PONO
plantpono.org

DECONTAMINATION PROTOCOLS FOR PREVENTION OF INVASIVE SPECIES

QUICK TIPS

REPORT ANY SUSPECT INVASIVE SPECIES TO 643PEST.ORG OR YOUR LOCAL INVASIVE SPECIES COMMITTEE.

REPORT INVASIVE SPECIES
643-PEST
643pest.org
CALL OR CLICK TO PROTECT HAWAII

STINGING INSECTS: Most people notice little fire ants (LFA), not because they see them, but because they're getting stung. LFA can nest on the ground and in the trees. Report stinging ants and if possible collect ants for identification by your local Invasive Species Committee.

Check new materials for ants. Plants, planting materials, and building materials should be checked for LFA BEFORE use. Simply place coffee stirrers with a thin smear of peanut butter in and around new materials. Collect them after 1 hour, place any sticks with ants in a ziptop bag and freeze overnight. Mail or drop off ants for identification to your local Invasive Species Committee. For more details on where to submit your ants, visit: ww.stoptheant.org.

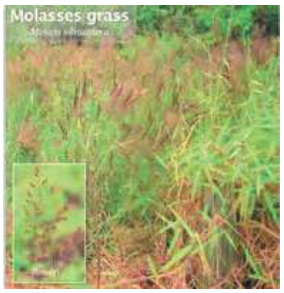
PALM DAMAGE & GRUBS: Coconut Rhinoceros Beetles (CRB) are most noticed by the damage to palm leaves and grubs in mulch and compost piles. For the latest information on Best Management Practices for CRB, and images of CRB damage to palm trees and beetle grubs, visit: www.crbhawaii.org

RAPID ʻŌHIʻA DEATH: Rapid ʻŌhiʻa Death (ROD) is a fungal disease that enters wounds of 'ōhiʻa trees. DO NOT INJURE ʻŌHIʻA. If you see an 'ōhiʻa tree with dead leaves attached, report it to your local Invasive Species Committee before pruning/removing. The tree will need to be tested for ROD and if it is infected, special protocols are required to reduce the risk of spreading the fungus. The ROD fungus can be present in the soil. Ensuring mud and debris are removed and spraying gear and tools with 70% alcohol will kill fungal spores.

Click here for a downloadable **ROD Sanitation Checklist**.

Hawai'i's Most Invasive Non-Native Grasses

A selection of introduced grass species in the Hawaiian Islands has spread widely and become highly invasive. Many areas that were once covered with native shrublands and forests are now dominated by a small number of non-native grasses. These grasses grow rapidly, outcompeting other plants and creating extreme fire risks during dry seasons or prolonged droughts.



Here are ten of the most invasive grass species in the Hawaiian Islands, known for altering habitats and potentially increasing fire risks:

- Fountain Grass (Cenchrus setaceus)
- Guinea Grass (Megathyrsus maximus)
- Buffel Grass (Cenchrus ciliaris)
- Molasses Grass (Melinis minutiflora)
- Beardgrass (Schizachyrium microstachyum)
- Broomsedge (Andropogon virginicus)
- Pampas Grass (Cortaderia jubata & C. selloana)
- California Grass (Urochloa mutica)
- Cane Grass (Cenchrus purpureus)
- Kikuyu Grass (Cenchrus clandestinus)

Note:

- These grasses have been identified as invasive and habitat-modifying based on HPWRA scores and scientific literature.
- For specific management instructions for grass species, visit: Weed Fire Risk Assessment Scores.

APPENDIX D. COASTAL ZONE MANAGEMENT FEDERAL CONSISTENCY REVIEW APPLICATION

Hawaii CZM Program
Coastal Zone Management

www.hawaii.gov/dbedt/czm

APPLICATION FOR CZM FEDERAL CONSISTENCY REVIEW

Project/Activity Title or Description: United States Coast Guard Construction of HC-130J Temporary Hangars Air Station Barbers Point

Location: Kapolei

Island: Oahu

Tax Map Key: (1) 9-1-013:063

Applicant or Agency

U.S. Coast Guard FDCC
Name of Applicant or Agency

915 2nd Avenue, Room 2664
Mailing Address

Seattle, WA 98174-1011
City / State / Zip Code

757-537-3568
Phone

Jessica.E.Parks@uscg.mil
E-mail Address

Agent or Representative for Applicant

Planning Solutions, Inc., Jim Hayes
Agent or Representative for Applicant

711 Kapiolani Boulevard, Suite 950
Mailing Address

Honolulu, HI 96813
City / State / Zip Code

808-550-4559
Phone

jim@psi-hi.com
E-mail Address

CZM Consistency Determination or Certification

✓ Check the applicable type of federal action below and sign.

☑ Federal Agency Activity

CZM Consistency Determination: "The proposed activity will be undertaken in a manner consistent to the maximum extent practicable with the enforceable policies of the Hawaii Coastal Zone Management Program."

Signature _____ Digitally signed by ARMSTRONG.NEAL.E.1019861780 Date: 2024.09.30 10:01:15 -04'00' Date _____

☐ Federal Permit or License

CZM Consistency Certification: "The proposed activity complies with the enforceable policies of Hawaii's approved management program and will be conducted in a manner consistent with such program."

Signature _____ Date _____

☐ Federal Grants and Assistance

CZM Consistency Certification: "The proposed activity complies with the enforceable policies of Hawaii's approved management program and will be conducted in a manner consistent with such program."

Signature _____ Date _____

Submit Application By: Email - Debra.L.Mendes@hawaii.gov
USPS Mail - Office of Planning & Sustainable Development, P.O. Box 2359, Honolulu, Hawaii 96804

For Questions or Help Contact: Debra Mendes | Email: Debra.L.Mendes@hawaii.gov | Phone: (808) 587-2840

HAWAII CZM PROGRAM
FEDERAL CONSISTENCY ASSESSMENT FORM

Federal regulations (15 CFR Part 930) require that an evaluation of consistency with the relevant enforceable policies of the Hawaii CZM Program be provided. This assessment form is organized according to the Hawaii CZM objectives and their supporting policies (Hawaii Revised Statutes § 205A-2) to help the Hawaii CZM Program evaluate the consistency of the proposed action. An independent evaluation would need to be submitted in lieu of using this form for a consistency review.

For Help Contact: Debra Mendes | Email: Debra.L.Mendes@hawaii.gov | Phone: (808) 587-2840

RECREATIONAL RESOURCES

Objective: Provide coastal recreational opportunities accessible to the public. Policies:

1) Improve coordination and funding of coastal recreational planning and management.
2) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:
   a) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas.
   b) Requiring restoration of coastal resources that have significant recreational and ecosystem value, including but not limited to coral reefs, surfing sites, fishponds, sand 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.
   d) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation.
   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.
   f) Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters.
   g) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing.
   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 that dedication against the requirements of Hawaii Revised Statutes, section 46-6.

RECREATIONAL RESOURCES (continued)

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Will the proposed action occur in or adjacent to a dedicated public right-of-way? E.g., public beach access, inland or coastal hiking trail, shared-use path	☐	☑
2. Will the proposed action affect public access to or along the shoreline?	☐	☑
3. Is the project parcel adjacent to the shoreline?	☑	☐
4. Is the project site on or adjacent to a sandy beach?	☑	☐
5. Is the project site in or adjacent to a state or county park?	☐	☑
6. Is the project site in or adjacent to a water body such as a stream, river, pond, lake, or ocean?	☑	☐
7. Will the proposed action occur in or affect an ocean or coastal recreation area, swimming area, surf site, fishing or gathering area, or boating area?	☐	☑

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

3. The Proposed Action will occur within the existing U.S. Coast Guard Air Station Barbers Point (ASBP) which is not on a shoreline parcel. Barbers Point Beach Cottages, a recreational area owned by the United States, is on a shoreline parcel across Coral Sea Road and south of ASBP; the shoreline in this area is known as Nimitz Beach. All proposed project activities and development will occur over 550 feet from the shoreline. The proposed project will occur entirely within the existing ASBP secure area where no public recreational facilities exist or public recreational activities occur. The proposed project will not change the public's access to nearby recreational areas, including parks, beaches, shoreline, or ocean.

4. Nimitz Beach, which is managed by the Department of Defense but open to the public, is a sandy beach located due south of ASBP along the Pacific Ocean coastline. The beach is over 550 feet south of the Proposed Action, across Coral Sea Road.

6. The project site at ASBP is adjacent to (across Coral Sea Road from) Barbers Point Beach Cottages and the Pacific Ocean. The project site is located roughly 630 feet north of the Pacific Ocean. Due to topography and subsurface conditions, storm water runoff from ASBP does not flow overland to the ocean.

HISTORIC RESOURCES

Objective: 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.

Policies:

1) Identify and analyze significant archaeological resources.
2) Maximize information retention through preservation of remains and artifacts or salvage operations.
3) Support state goals for protection, restoration, interpretation, and display of historic resources.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Is the project site within a designated historic or cultural district?	☐	☑
2. Is the project site listed on or nominated to the Hawaii or National Register of Historic Places?	☐	☑
3. Has the project site been surveyed for historic or archaeological resources?	☑	☐
4. Has the State Historic Preservation Division been consulted?	☑	☐
5. Does the project parcel include undeveloped land which has not been surveyed by an archaeologist?	☐	☑
6. Is the project site within or adjacent to a Hawaiian fishpond or historic settlement area?	☐	☑

HISTORIC RESOURCES (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

3. At least six cultural resource surveys have been completed in the proposed project area within ASBP. Most recently, in 2021, Pacific Legacy, Inc. conducted an archaeological inventory survey (AIS) of the entire 58 acres of ASBP, including the proposed project's Area of Potential Effect (APE), and a 100 percent pedestrian survey of an approximate 15-acre area located in the southwest corner of the ASBP that appears to have been less impacted by modern development. The survey was undertaken to re-identify sites previously recorded and to complete a systematic grid across the property as not all previous surveys used similar methods and GPS technology. The majority of the APE is disturbed, and no archaeological resources have been recorded within the APE.

4. Pacific Legacy, Inc. prepared an AIS report and it has been submitted to the State Historic Preservation Division (SHPD) as part of the Proposed Action's efforts to comply with National Historic Preservation Act, Section 106. Outreach to Native Hawaiian Organizations (NHOs) has also occurred as part of the Section 106 process. The United States Coast Guard anticipates rendering a No Historic Properties Affected determination.

SCENIC AND OPEN SPACE RESOURCES

Objective: Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies:

1) Identify valued scenic resources in the coastal zone management area.
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.
3) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources.
4) Encourage those developments that are not coastal dependent to locate in inland areas.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Will the proposed action alter any natural landforms or existing public views to and along the shoreline?	☐	☑
2. Does the proposed action involve the construction of a multi-story structure?	☑	☐
3. Is the project site located on or adjacent to an undeveloped parcel, including a beach or oceanfront land?	☑	☐
4. Does the proposed action involve the construction of a structure visible between the nearest coastal roadway and the shoreline?	☐	☑
5. Will the proposed action involve constructing or placing a structure in waters seaward of the shoreline?	☐	☑

SCENIC AND OPEN SPACE RESOURCES (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

2. Although not technically a multi-story structure, the proposed hangar will be approximately 61 feet high, making it appear similar to a multi-story structure. Structures of a similar height already existing on ASBP, most prominently the main building and hangar (Building 1669) along Coral Sea Road. The existing hangar is closer to the shoreline than the proposed hangars. Because the proposed hangars are setback further from any publicly accessible location than the existing hangar, the proposed project will not substantially alter existing public views. The proposed hangars will not appear in any public views to or along the shoreline.

3. The Proposed Action is located inland of, and adjacent to (across Coral Sea Road from), Nimitz Beach. The beach is located over 550 feet south of the Proposed Action.

COASTAL ECOSYSTEMS

Objective: Protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes, from disruption and minimize adverse impacts on all coastal ecosystems.

Policies:

1) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources.
2) Improve the technical basis for natural resource management.
3) Preserve valuable coastal ecosystems of significant biological or economic importance, including reefs, beaches, and dunes.
4) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land water uses, recognizing competing water needs.
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.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Does the proposed action involve dredge or fill activities?	☐	☑
2. Is the project site within the Special Management Area (SMA) or the Shoreline Setback Area?	☑	☐
3. Is the project site within the State Conservation District?	☐	☑
4. Will the proposed action involve some form of discharge or placement of material into a body of water or wetland?	☐	☑
5. Will the proposed action require earthwork, grading, clearing, grubbing, or stockpiling?	☑	☐
6. Will the proposed action include the construction of waste treatment facilities, such as injection wells, discharge pipes, or septic systems?	☐	☑
7. Will the proposed action involve the construction or installation of a stormwater discharge or conveyance system?	☐	☑
8. Is an intermittent or perennial stream located on or adjacent to the project parcel?	☐	☑

COASTAL ECOSYSTEMS (continued)

	Yes	No
9. Does the project site provide habitat for endangered species of plants, birds, or mammals?	☐	☑
10. Is any such habitat located near the project site?	☐	☑
11. Is a wetland located on the project site or parcel?	☐	☑
12. Is the project site situated in or abutting a Natural Area Reserve, Marine Life Conservation District, Marine Fisheries Management Area, or an estuary?	☐	☑
13. Will the proposed action occur on or near a coral reef or coral colonies?	☑	☐

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

2. A small, southern portion of the project parcel is located in the Special Management Area (SMA). However, all elements of the Proposed Action will occur outside of the SMA.

5. The Proposed Action will disturb ground in three areas within ASBP: (a) a roughly 3 acre area in the central portion of the base, where the proposed hangars would be developed; (b) a roughly 0.25 acre area in the western portion of the base for the wash rack; and (c) an approximately 0.25 acre area in the eastern portion of the base to expand a parking lot. The ground will be disturbed and excavation occur in these area. The grade of the site will not change and the areas to be disturbed were disturbed in the past and are regularly maintained today. The work will result in more hardscape and less vegetation within ASBP (the installation of dry wells will address an anticipated increase in stormw water runoff associated with the added hardscape). These areas do not provide habitat for any protected species. No impact to protected species will occur.

13. As noted previously, the Proposed Action is located inland of, and adjacent to, Nimitz Beach. According to the Atlas of Natural Hazards in the Hawaiian Coastal Zone (2002), this portion of the shoreline is protected by a barrier reef. No adverse effects are anticipated because measures are being employed to address storm water runoff.

ECONOMIC USES

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies:

1) Concentrate coastal development in appropriate areas.
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.
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:
   a) Use of designated locations is not feasible;
   b) Adverse environmental effects and risks from coastal hazards are minimized; and
   c) The development is important to the State's economy.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Does the proposed action involve a harbor or port?	☐	☑
2. Is the proposed action a visitor industry facility or a visitor industry related activity?	☐	☑
3. Does the project site include agricultural lands or lands designated for such use?	☐	☑
4. Does the proposed action relate to commercial fishing or seafood production?	☐	☑
5. Is the proposed action related to energy production or transmission?	☐	☑

ECONOMIC USES (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

COASTAL HAZARDS

Objective: Reduce hazard to life and property from coastal hazards.

Policies:

1) Develop and communicate adequate information about the risks of coastal hazards.
2) Control development, including planning and zoning control, in areas subject to coastal hazards.
3) Ensure that developments comply with requirements of the National Flood Insurance Program.
4) Prevent coastal flooding from inland projects.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Is the project site on or adjacent to a sandy beach?	☑	☐
2. If "Yes" to question no. 1, has the project parcel or adjoining shoreline areas experienced erosion?	☑	☐
3. Is the project site within a potential tsunami inundation area? Refer to tsunami evacuation maps at: https://dod.hawaii.gov/hiema/public-resources/tsunami-evacuation-zone/	☑	☐
4. Is the project site within a flood hazard area according to a FEMA Flood Insurance Rate Map? Refer to FEMA maps at: https://msc.fema.gov/portal/home	☐	☑
5. Is the project site susceptible to or has it experienced ocean related impacts? E.g., sea water inundation, high tides, wave runup, sea level rise, storm surge, ground water intrusion, or subsidence.	☐	☑
6. Is the project site susceptible to or has it experienced either stormwater or groundwater impacts?	☐	☑

COASTAL HAZARDS (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

1. As noted previously, the Proposed Action is located inland of, and adjacent to (across Coral Sea Road from), Nimitz Beach. The beach is located over 550 feet south of the Proposed Action.

2. According to the Coastal Geology Group of the School of Ocean and Earth Science and Technology at the University of Hawai'i's Shoreline Study web map, the shoreline adjacent to the project area is experiencing erosion at an approximate rate of -0.6 ft/yr or -0.18 m/yr. Given the distance from the shoreline and the geology of the area, it not anticipated that the project site will be impacted by shoreline erosion.

3. The Proposed Action is located in the Tsunami Evacuation Zone and Extreme Tsunami Evacuation Zone.

MANAGING DEVELOPMENT

Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies:

1) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development.
2) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements.
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.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. List the permits or approvals required for the proposed action and provide the status of each in the Discussion section below.	☑	☐
2. Does the proposed action conform with state and county land use designations for the site?	☑	☐
3. Has an environmental impact statement or environmental assessment been prepared for the proposed action?	☑	☐
4. Has the public, applicable neighborhood board, or community groups been notified of the proposed action?	☑	☐

MANAGING DEVELOPMENT (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

1. The required permits for approvals for the Proposed Action are (a) National Environmental Policy Act (NEPA) compliance; (b) a National Pollutant Discharge Elimination System, Notice of Intent - Construction Permit; and (c) Underground Injection Control (UIC) permits for the closure, installation, and operation of dry wells.

2. The project site has been designated as being in the State Urban Land Use District. Land uses in the Urban Land Use District are governed by County ordinance. The project site is in the County's F-1 military and federal preservation district. Per the Revised Ordinances of Honolulu, Chapter 21-3.40(c), the purpose of creating the F-1 military and federal preservation district is to identify areas in military or federal government use and to permit the full range of military or federal government activities. Thus, continued use of the site by the U.S. Coast Guard as ASBP conforms fully with state and county land use designations for the site.

3. The Proposed Action is an action of the federal government and will trigger the requirement for an Environmental Assessment prepared pursuant to, and meeting the content requirements of, the National Environmental Policy Act (NEPA).

4. The public has been notified of the project via a publication of a notice of availability for the NEPA EA in the State Office of Planning and Sustainable Development, Environmental Review Program's bi-monthly bulletin, The Environmental Notice, and in the Star Advertiser. In addition, the EA has been provided to the agencies, organizations, and individuals identified in the EA, including the chair of the Kapolei Neighborhood Board.

PUBLIC PARTICIPATION

Objective: Stimulate public awareness, education, and participation in coastal management.

Policies:

1) Promote public involvement in coastal zone management processes.
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.
3) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Has information about the proposed action been disseminated to the public, applicable neighborhood board, or community groups?	☑	☐
2. Has the public been provided an opportunity to comment on the proposed action?	☑	☐
3. Has or will a public hearing or public informational meeting be held?	☐	☑

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

1. The public has been notified of the project via a publication of a notice of availability for the NEPA EA in the State Office of Planning and Sustainable Development, Environmental Review Program's bi-monthly bulletin, The Environmental Notice, and notices placed in the Star Advertiser. In addition, the EA has been provided to the agencies, organizations, and individuals identified in the EA, including the chair of the Kapolei Neighborhood Board.

2. The public is afforded the opportunity to review and provide comment on the NEPA EA for the Proposed Action.

BEACH AND COASTAL DUNE PROTECTION

Objective:

(A) Protect beaches and coastal dunes for:
  (i) Public use and recreation;
  (ii) The benefit of coastal ecosystems; and
  (iii) Use as natural buffers against coastal hazards; and

(B) Coordinate and fund beach management and protection.

Policies:

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.

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.

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.

4) Minimize grading of and damage to coastal dunes.

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.

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.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Will the proposed action occur on a shoreline parcel?	☐	☑
2. Will the proposed action occur in an area or parcel that is adjacent to a shoreline parcel?	☑	☐
3. Is the proposed action located within the shoreline setback area?	☐	☑
4. Will the proposed action affect natural shoreline processes?	☐	☑
5. Will the proposed action affect recreational activities?	☐	☑
6. Will the proposed action affect public access to or along the shoreline?	☐	☑

BEACH AND COASTAL DUNE PROTECTION (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.

2. As noted previously, the Proposed Action is located inland of, and adjacent to (across Coral Sea Road from), Nimitz Beach (a shoreline parcel). The proposed action will not alter public access to or the habitat in the shoreline and beach area.

MARINE AND COASTAL RESOURCES

Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies:

1) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial.
2) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency.
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.
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.
5) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Check either Yes or No for each of the following questions, and provide an explanation or information for Yes responses in the Discussion section that follows:

	Yes	No
1. Will the proposed action involve the use or development of marine or coastal resources?	☐	☑
2. Will the proposed action affect the use or development of marine or coastal resources?	☐	☑
3. Does the proposed action involve research of ocean processes or resources?	☐	☑
4. Will the proposed action occur in or abutting a Natural Area Reserve, Marine Life Conservation District, Marine Fisheries Management Area, or an estuary?	☐	☑

MARINE AND COASTAL RESOURCES (continued)

Discussion: Explain "Yes" responses to the questions above. If more space is needed, attach a separate sheet, or append additional information.