
Honolulu Rail Transit Project

Environmental Re-evaluation for Project Modifications

August 2023



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Appendix A: Section 106 Correspondence

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Abbreviations and Acronyms

ADA	Americans with Disabilities Act
APE	Area of Potential Effect
CFR	Code of Federal Regulations
City	City and County of Honolulu
DTS	City and County of Honolulu Department of Transportation Services
FEIS	Final Environmental Impact Statement. In this case, the <i>Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation</i> , dated June 2010
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
HART	Honolulu Authority for Rapid Transportation, City and County of Honolulu
HCC	Honolulu Community College
HDOT	State of Hawaii Department of Transportation
HECO	Hawaiian Electrical Company
HEPA	Hawaii Environmental Policy Act
HVPP	High Voltage Power Poles (HVPP)
KHG	Kamehameha Highway Guideway
kV	kilovolt
LOS	level of service
MSF	Maintenance and Storage Facility
makai	seaward
mauka	mountainward
NEPA	National Environmental Policy Act
NRHP	National Register of Historic Places
OahuMPO	Oahu Metropolitan Planning Organization
PA	<i>Programmatic Agreement among the U.S. Department of Transportation Federal Transit Administration, the Hawaii State Historic Preservation Officer, the United States Navy, and the Advisory Council on Historic Preservation Regarding the Honolulu High-Capacity Transit Corridor Project in the City and County of Honolulu, HI</i> , dated January 2011
Project	Honolulu Rail Transit Project
ROC	Rail Operations Center
ROD	Record of Decision
SFEIS	Supplemental Final Environmental Impact Statement. In this case, the <i>Honolulu High-Capacity Transit Corridor Project Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation and Amended Record of Decision</i> , dated September 2013
SHPD	Hawai'i State Historic Preservation Division
SHPO	State Historic Preservation Officer
TL	test load
UHOW	University of Hawaii-West Oahu
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act
VIA	visual impact assessment

Introduction

The Federal Transit Administration (FTA), the Honolulu Authority for Rapid Transportation (HART), and the City and County of Honolulu (City) are the National Environmental Policy Act (NEPA) lead agencies undertaking the Honolulu Rail Transit Project (Project). HART is the semi-autonomous public transit authority responsible for the planning, development and construction of the Project, a 20-mile, automated fixed-guideway rail system with 21 stations extending from East Kapolei to Ala Moana Transit Center.

The purpose of the Project is to provide high-capacity rapid transit in the highly congested east-west transportation corridor between East Kapolei and University of Hawaii at Manoa to provide faster, more reliable public transportation service, to provide reliable mobility to people of limited income and to the aging population, and to serve the rapidly developing corridor. Supporting facilities of the Project include: a vehicle maintenance and storage facility ([MSF] also referred to as a rail operations center [ROC]), transit centers, park-and-ride lots, traction power stations approximately every mile, a parking structure, and an access ramp from the H-2 Freeway to the Pearl Highlands Park-and-Ride.

FTA issued the *Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation*, dated June 2010 (Final Environmental Impact Statement [FEIS]; DTS, 2010), with a Record of Decision (ROD) in January 2011. Subsequent to that original ROD, FTA issued the *Honolulu High-Capacity Transit Corridor Project Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation and Amended Record of Decision* (SFEIS; FTA, 2013) in September 2013.

As of 2023, HART has constructed 15.95 miles of the guideway structure, approximately 84 percent of the entire route, from East Kapolei to Middle Street. The initial operating phase consisting of 10.75 miles of rail guideway and nine rail stations from East Kapolei to Aloha Stadium has been completed and entered revenue service on June 30, 2023.

The Project, excluding park-and-ride facilities, is currently separated into three phases, as follows:

- Phase 1 – West Side Stations and Guideway: East Kapolei Station to Aloha Stadium Station. Phase 1 has been constructed and the revenue service has commenced. The responsibility of operations and maintenance for this 10.75-miles of rail guideway and nine stations was transferred to the City and County of Honolulu Department of Transportation Services (DTS) in June 2023.
- Phase 2 – Airport Guideway and Stations: Aloha Stadium Station to Middle Street Transit Center. The 5.2-mile guideway has been constructed and installation activities for the core systems, which include electrical, communications, train control, and signaling, have begun. The planned transfer of this Phase to DTS is mid-2025.
- Phase 3 – City Center Guideway and Stations: Middle Street Transit Center to Ala Moana Transit Center. The utility relocation is underway along Dillingham Boulevard and through the Downtown area. Procurement to design and build Phase 3 is expected to begin in 2023. The planned opening of this Phase is 2031 depending on funding availability.

The current estimated Project costs exceed the funding available to complete the Project. Certain project modifications have been proposed by HART (Project Modifications) to reduce Project costs through design changes and impacts to deliver a functional rail system. HART's 2022 Recovery Plan (HART, 2022a; 2022b) as accepted by FTA in September 2022 would temporarily reduce the length of the Project from what was described in the federal Full Funding Grant Agreement (FFGA). HART has proposed to temporarily reduce Phase 3 of the Project to stop at the Civic Center Station, two stations short of the Ala Moana Transit Center, as an 18.9-mile-long fixed guideway rail system including nineteen stations. HART and the City are committed to completing the entire 20-mile fixed guideway transit system using future local and/or other funding outside of FTA Capital Investment Grants program funds.

The purpose of this re-evaluation is to identify whether the Project Modifications proposed by HART, including the temporary shortening of the Project, would result in new, significant, or adverse impacts to

the resources analyzed when compared to the findings described in the FEIS and SFEIS. This document describes the Project Modifications and documents additional analysis and impacts resulting from the Project Modifications. Separate from this re-evaluation under NEPA, HART previously took steps to comply with the Hawaii Environmental Policy Act (HEPA), a state law that applies to the Project, including a release of information about the Project to the public. HEPA does not apply to FTA's involvement in this Project. This NEPA re-evaluation is based on the most recent information about the Project Modifications provided by HART.

Project Modifications

Project Modifications are summarized in the following sections and shown on Figure 1. All Project Modifications are located within the 2010 FEIS Study Area and Section 106 Area of Potential Effect.

Relocation of East Kapolei Station Park-and-Ride

The East Kapolei Station 900-stall park-and-ride facility proposed in the FEIS will be relocated from an existing detention basin to undeveloped land within the University of Hawaii-West Oahu (UHWO) master plan area (Figure 2). This Project Modification also includes the extension of the Keahumoa Parkway to provide access to the park-and-ride facility. The detention basin site described in the FEIS was considered as a possible park-and-ride location as it would not be needed with completion of new regional flood control improvements. Due to delays in completing these improvements and the impracticability and expense of co-locating a park-and-ride facility within a detention basin, a more feasible location for the park-and-ride facility was identified. In addition, relocating the park-and-ride facility closer to the station would allow more convenient access to the station.

Defer Construction of Pearl Highlands Station Parking Garage

The construction of a 1,600-stall parking garage proposed in the FEIS will be deferred until a future date. Under this modification, the Project would proceed with the construction of the bus transit center and a freeway connection ramp to support robust bus service for Central Oahu communities and integration with rail service. The Project would also continue with improvements to the Waihona Street intersection. The purpose of this modification is to reduce Project costs so that the Project can be completed within the amount of funding that is forecast to be available.

Kamehameha Highway Utilities Relocation

The existing 138 kilovolt (kV) electrical lines from the Hawaiian Electric Company (HECO) Waiau Plant to Aloha Stadium will be undergrounded or modified to provide a safety clearance from the Kamehameha Highway Guideway (KHG). Figure 3 shows the 138 kV High Voltage Power Poles (HVPP) and the utility line. The utility lines running from HVPP Numbers 3 through 5 will be undergrounded on Kamehameha Highway. HVPP Numbers 6 through 28 will remain in place and its features modified to observe minimum setback distance from the constructed KHG.

Kamehameha Highway Bridges Guardrail Retrofit

Safety barriers will be installed in the median (sidewalk part) of three bridges on Kamehameha Highway (crossing Waimalu Stream, Kalauao Springs, and Kalauao Stream). The State of Hawaii Department of Transportation (HDOT) is now requiring HART to upgrade the bridges to current safety standards. Kamehameha Highway's functional classification and its listing on the National Highway System require bridge railings to meet the safety performance criteria of Test Load 3 (TL-3). As such, the safety upgrades proposed as part of this Project Modification must be completed as a condition of HDOT's resumption of jurisdiction over this right-of-way.

Figure 1. Location of Project Modifications

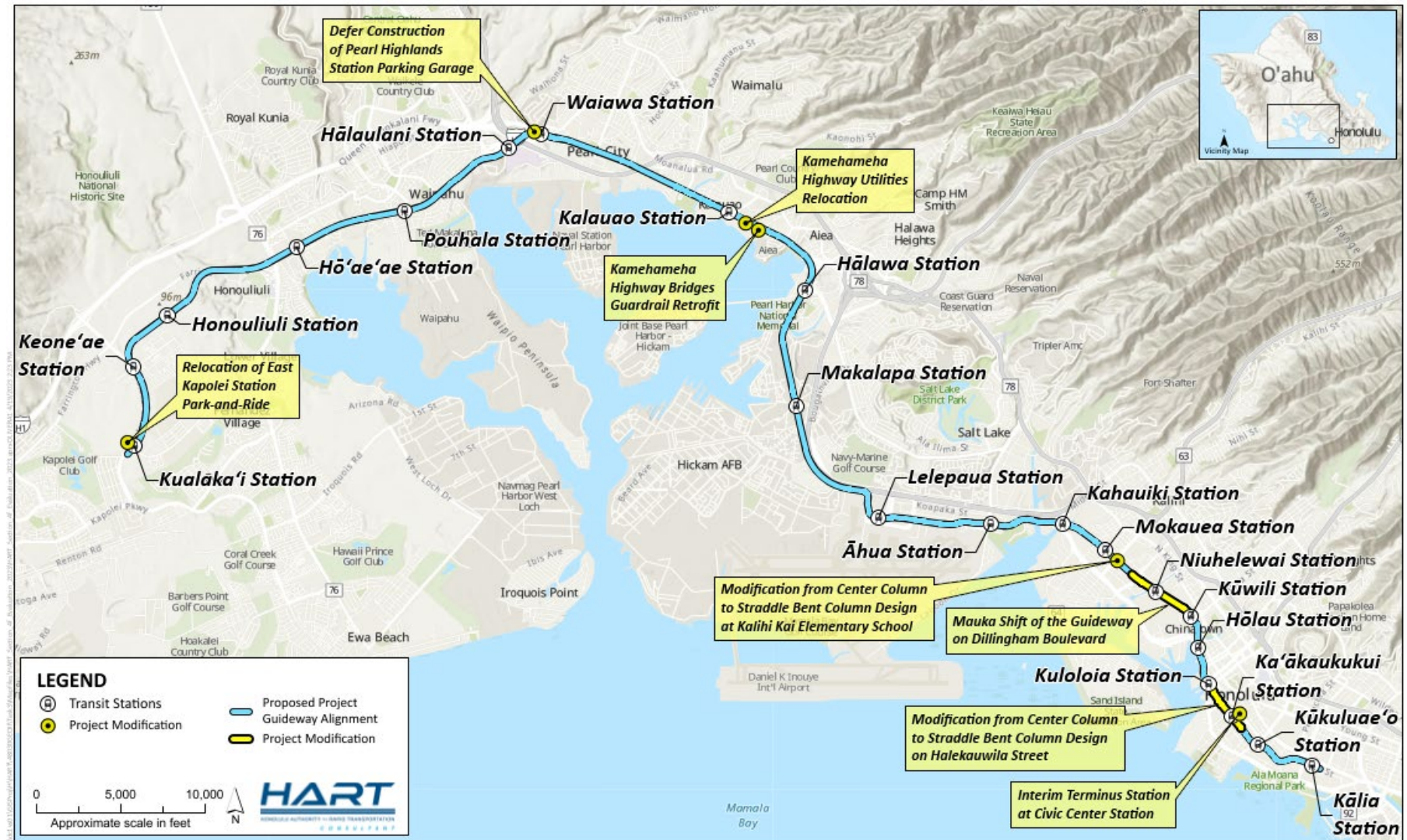


Figure 2. East Kapolei Park-and-Ride Relocation

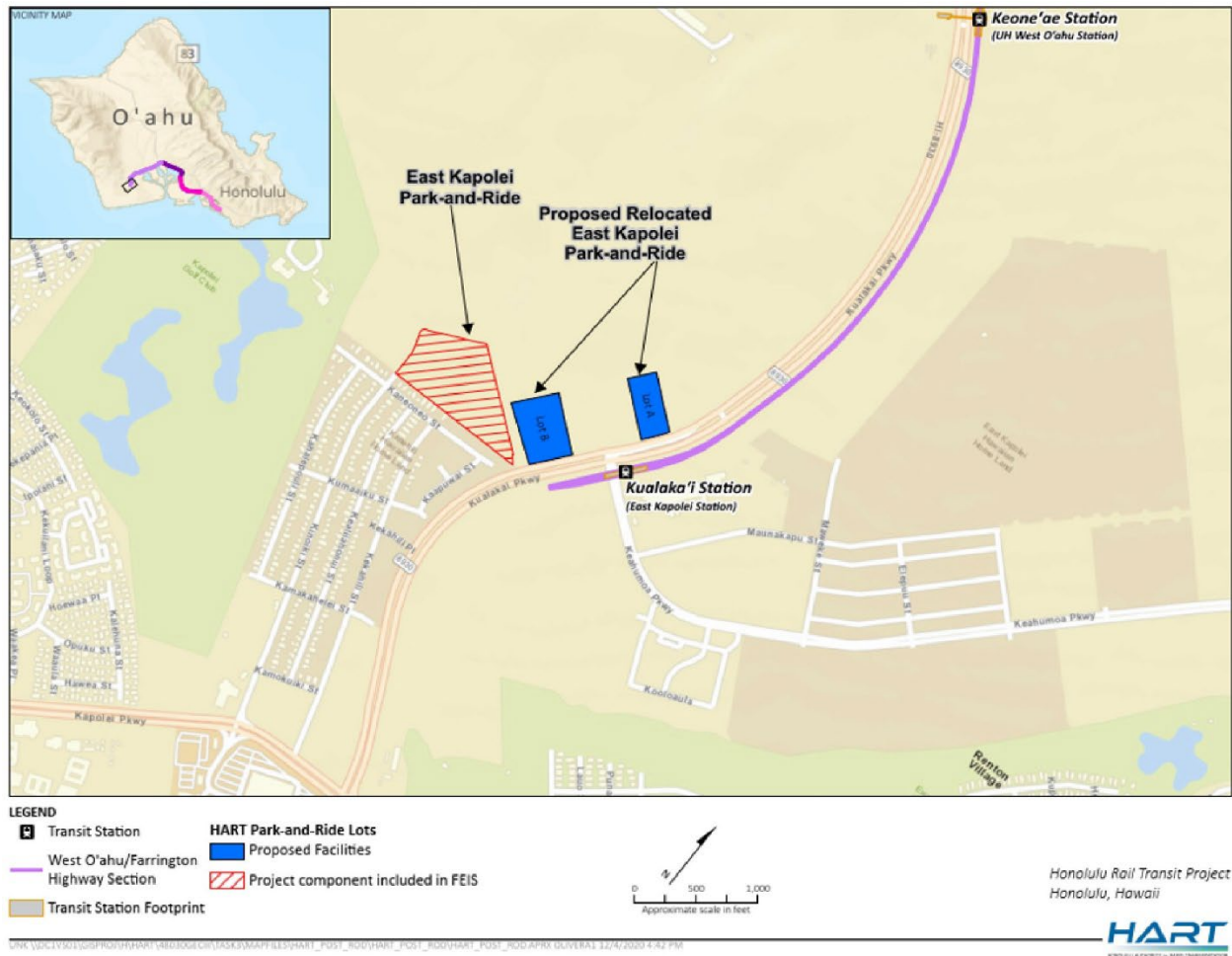


Figure 3. Kamehameha Highway Utilities Relocation

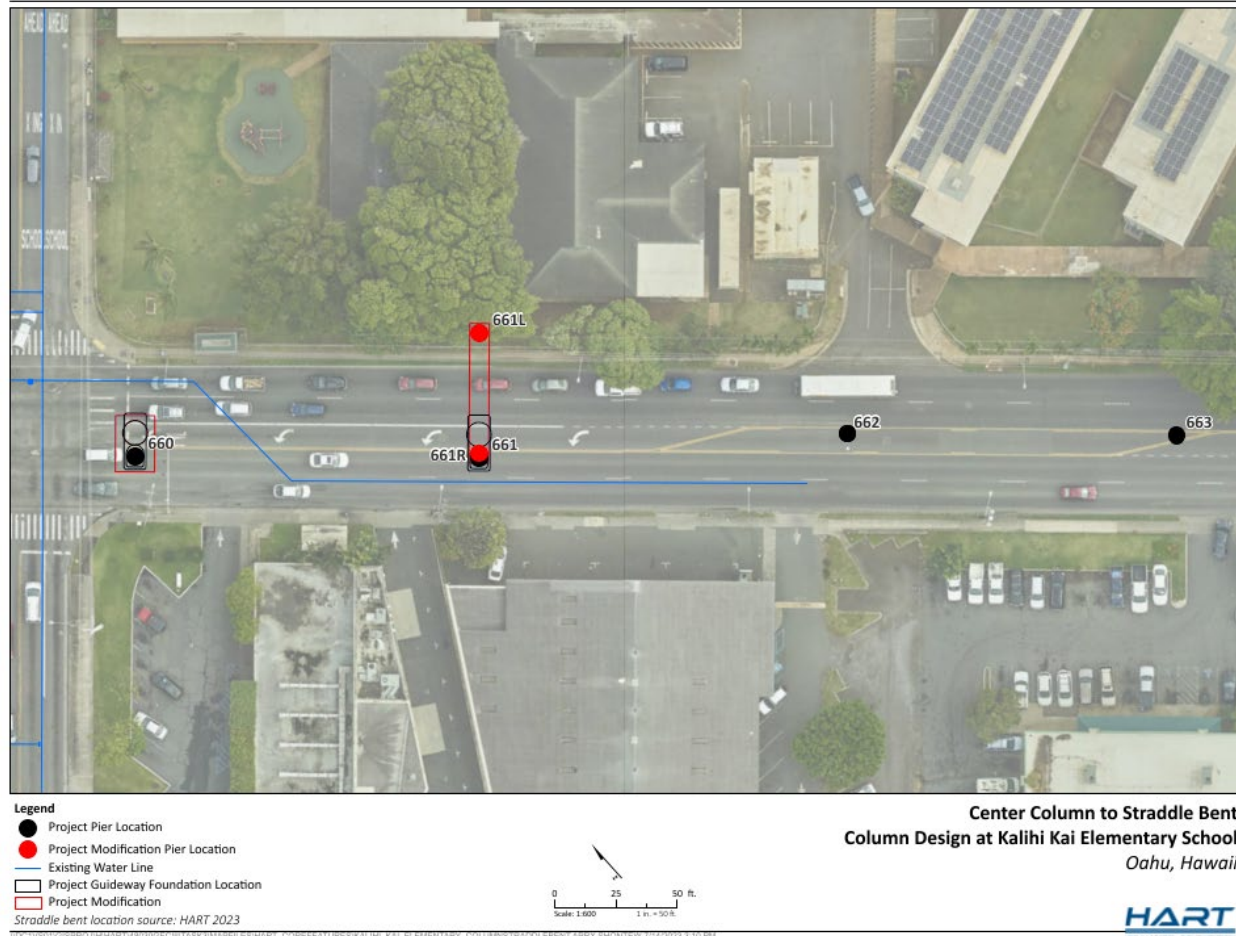


Modification from Center Column to Straddle Bent Column Design at Kalihi Kai Elementary School

Project design on the segment of Dillingham Boulevard in front of Kalihi Kai Elementary School will be revised from a center pier support design within the median of Dillingham Boulevard, as described in the FEIS, to a straddle bent support design to avoid impacts to a 42-inch water line.

A proposed mauka (mountainward) column associated with the straddle bent support modification is located just inside the Kalihi Kai Elementary School campus. The supporting piers will measure approximately six feet in diameter. On the mauka side of Dillingham Boulevard, the straddle bent pier and surrounding area for access and maintenance will require acquisition of 538 square feet just inside the campus of Kalihi Kai Elementary School. Figure 4 shows the proposed pier locations on both sides of Dillingham Boulevard, a departure from the center pier support design evaluated in the FEIS.

Figure 4. Straddle Bent Column Design at Kalihi Kai Elementary School

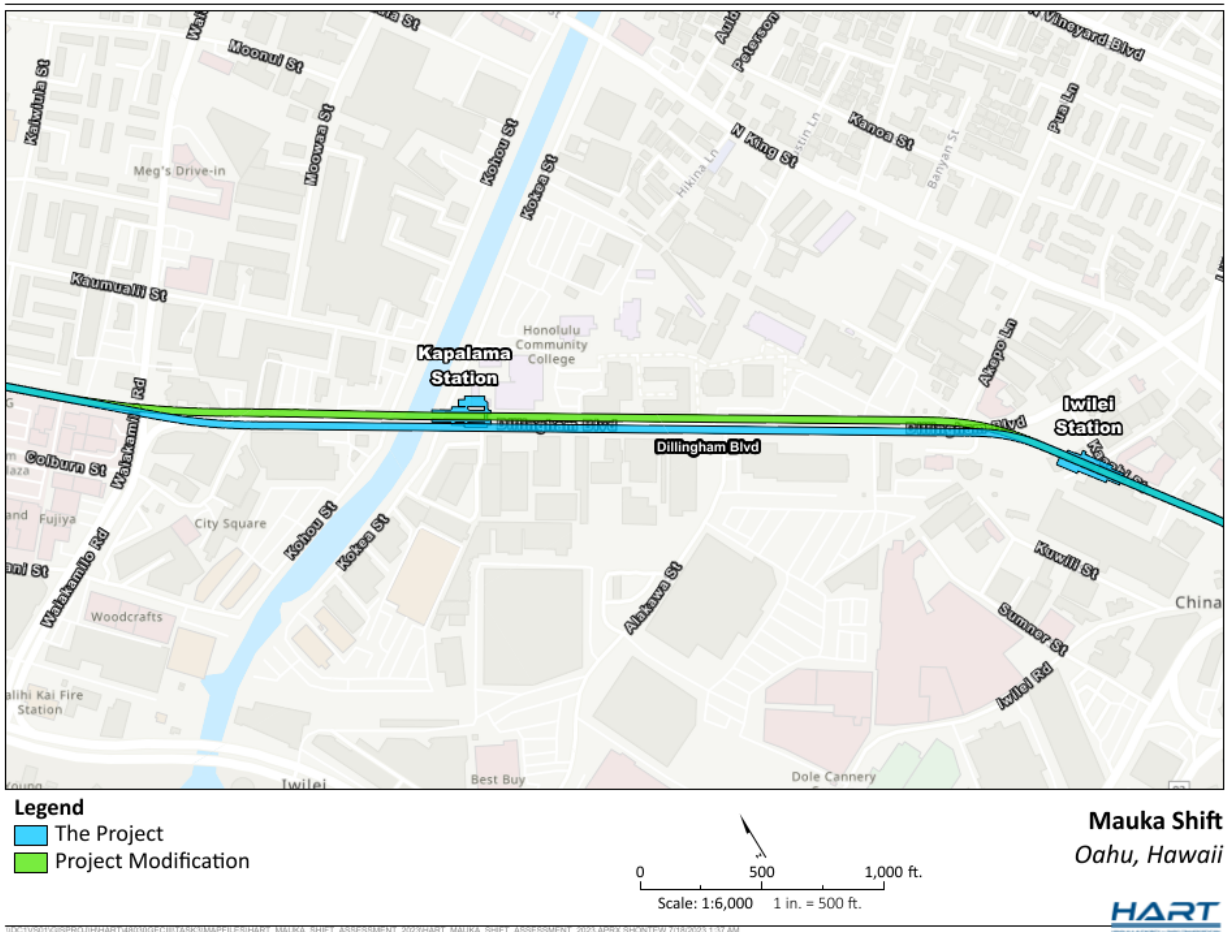


Mauka Shift of the Guideway on Dillingham Boulevard from west of Waiakamilo Road to Kaaahi Street

Approximately 4,000 linear feet (0.8 mile) of the Project guideway on Dillingham Boulevard will be shifted approximately 45 feet mauka from the centerline, just west of Waiakamilo Road to Kaaahi Street. The proposed piers will be located inside the mauka edge of the right-of-way; however, the elevated guideway would extend over the adjoining property (Figure 5).

This Project Modification will reduce utility relocation requirements in the Dillingham Boulevard corridor where both underground and overhead utilities present design and construction challenges, which include the undergrounding of high-voltage 138kV electrical circuits, cross over points for the 138kV circuits, and a major 42-inch waterline, as well as obtaining variances from third parties related to required clearances around existing utility lines for operations and maintenance. The alignment shift avoids the large diameter waterline and eliminates the need to underground one of the two 138kV circuits. The circuit on the makai (seaward) side of Dillingham would remain in its existing overhead location. Additionally, construction disruptions to traffic flow and circulation and business access would be minimized by shifting guideway construction to one side of the road and eliminating both the center median and makai-side road widening. The reduced scope of work on Dillingham would shorten the construction schedule by approximately six and one-half months and result in an estimated \$166 million in Project cost savings.

Figure 5. Mauka Shift



Modification from Center Column to Straddle Bent Column Design on Halekauwila Street

Project design on the segment of Halekauwila Street between Richards Street and Cooke Street will be revised from a center pier support design, as described in the FEIS, to a straddle bent support design (Figure 6).

The FEIS design required relocation of the HECO's 46 kV electrical line, which is located along Halekauwila between Richards Street and Cooke Street. Relocation would involve moving three circuits from Halekauwila into two underground duct banks that run from Richards Street to Punchbowl Street, then along Pohukaina Street before terminating at the intersection of Halekauwila and Cooke Streets. By shifting to bents that straddle the roadway, this Project Modification would reduce a substantial amount of utility relocation work, reduce disruptions to traffic, minimize impacts to human remains and cultural artifacts, reduce construction schedule, and reduce construction costs.

Figure 6. Modification from Center Column to Straddle Bent Column Design on Halekauwila Street



Interim Terminus Station at Civic Center Station

The Project terminus as described in the FEIS is Ala Moana Center. This Project Modification defers the construction of the guideway between the existing Civic Center Station, which is part of the Project as a rail station, and the Ala Moana Station to a future phase. As such, the Civic Center Station is the proposed interim eastern Project terminus as part of the current phase. The interim terminus at the Civic Center Station, supported by an enhanced City bus network, will provide a functional rail system. HART and the City and County Honolulu are committed to completing the remaining 1.25 miles to the current FFGA terminus at the Ala Moana Transit Center as a separate phase of the Project as local revenue sources are identified.

Environmental Considerations

Resources evaluated in the FEIS and SFEIS were re-evaluated to determine whether the Project Modifications would result in impacts different from those previously presented in the FEIS and SFEIS and corresponding RODs.

The following resources and topics are not discussed further in this re-evaluation because the impacts and mitigation measures, if applicable, have not changed since the FEIS/ROD and SFEIS/Amended ROD: Land Use; Economic Activity; Community Services and Facilities; Neighborhoods; Air Quality; Energy and Electric and Magnetic Fields; Hazardous Waste and Materials; Ecosystems; and Water. All mitigation measures described in previous environmental documents and the resulting RODs for the Project are still applicable and will be implemented accordingly. Additional Project commitments resulting from the Project Modifications, as described in the following sections, will be implemented by HART.

The following resource areas requiring additional analysis or updated information are discussed in the following sections and include: Acquisition, Displacement, and Relocation (real estate); Transportation; Environmental Justice; Visual and Aesthetic Conditions; Noise and Vibration; Street Trees; Archaeological, Cultural, and Historic Resources; Section 4(f); and Cumulative Effects.

Acquisition, Displacement, and Relocation

In total, the Project will require approximately 156 acres of new right-of-way and easements from private and public properties. Table 1 summarizes the number of public and private acquisitions required for the Project Modifications. A partial acquisition typically is either a narrow strip of land or a more substantial portion of a larger parcel. Full parcel acquisitions are not proposed for the Project Modifications. For the properties that will be partially acquired, existing land uses will not change. There will be no displacements resulting from the Project Modifications.

Additional details regarding all property impacts resulting from Project Modifications is provided in *Acquisitions, Displacement, and Relocation Assessment for Project Modifications* (Jacobs, 2023a).

Table 1. Comparison of Right-of-Way Acquisitions in Areas of Project Modifications

Project Modification Areas	New Private Land Acquisition (acres)	New Permanent Easements on Public Properties (acres)	New Permanent Easements on Private Properties (acres)
East Kapolei Park-and-Ride	0	7.5	0
Kamehameha Highway Utilities Relocation	0	0.504	0.267
Kalihi Kai	0	0.255	0
Mauka Shift	0.053	1.931	1.893
Halekauwila Columns	0.021	0.433	0.120
Civic Center	0.431	0	0
Total	0.50	10.62	2.28

The Project Modifications will require six partial acquisitions (total of 0.5 acre) from private properties and approximately 12.9 acres of new easements from public and private properties (Table 1). As stated in the FEIS and SFEIS, HART will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) and its implementing regulations (49 CFR [Code of Federal Regulations] part 24) for all acquisitions of real property for the Project. Therefore, there are no potential significant impacts due to the Project Modifications.

Transportation

This section summarizes the results of the transportation assessment prepared for this re-evaluation. For details, refer to the *Transportation Assessment for Project Modifications* (Jacobs, 2023e). The methodology used to evaluate potential transportation impacts resulting from Project Modifications is similar to that used for the FEIS and SFEIS. Although the Civic Center Station was evaluated in the FEIS and SFEIS, the Project Modifications include enhanced bus service, additional pedestrian movement, as well as drop off/pick up activities near the interim terminus. While HART intends to complete the guideway to the Ala Moana Center Station in the future, enhancements to existing surface street bus service at and near the Civic Center Station are necessary in the interim to provide improved bus-rail transit connections and to allow rail riders to complete trips destined to areas east of the Civic Center Station.

The Civic Center Station would be located along Halekauwila Street between South Street and Keawe Street. Station access would be on the makai side of Halekauwila Street. Bus bays are planned in each direction to provide rail riders connections to bus service on both sides of the street. To optimize transit service and simplify bus-rail ridership transfers with this Project Modification, Halekauwila Street between South Street and Keawe Street is proposed to support 'bus-only' operations – meaning buses would be allowed to travel on Halekauwila Street fronting the station, but all general purpose vehicular traffic would be prohibited. Lane channelization on Halekauwila Street between Punchbowl Street and South Street is the same as existing conditions, except only buses are allowed to continue through the intersection – all general purpose vehicles must use the left-turn only lane from Halekauwila Street to eastbound South Street. The protected bike lane, pedestrian features, and Americans with Disabilities Act (ADA) features

may be temporarily impacted. HART would restore these facilities to existing conditions or better after the construction is done as part of the Project.

Traffic volumes and pedestrian activity in the Kakaako neighborhood surrounding the Civic Center Station are expected to increase as development occurs and land uses change in the future to accommodate and support rail service.

Under the Project, which involves rail extension east to Ala Moana Center Station as planned and described in the *Honolulu High-Capacity Transit Corridor Project Environmental Impact Statement* (DTS, 2010), traffic operations at nearly all study area intersections would likely operate similar to existing conditions, even with increased pedestrian activity and background traffic growth surrounding the Civic Center Station.

With the Project Modifications, the future Build condition assumes the Civic Center Station is the interim east terminus of rail service. This scenario includes greater pedestrian activity and more surface street bus service than the No Build condition. During the peak hours (7:00 AM to 8:30 AM; 4:00 PM to 5:30 PM), more than 500 people could be expected to walk to or from the rail station. New or extended route bus service will operate on Halekauwila Street between South Street and Keawe Street immediately in front of the station to increase transit connectivity for rail passengers. General purpose vehicles would be prohibited from this segment of Halekauwila Street to facilitate up to 30 new buses per peak hour in the eastbound direction, and up to 20 buses per hour in the westbound direction. Kiss and ride passengers could be dropped off or picked up on the surrounding streets near the Civic Center Station but a designated location will be determined during the final design phase.

During the AM and PM peak hours, nearly all study intersections for the Project Modifications would operate with slightly more average vehicle delay, but with the same level of service (LOS) values, compared to the No Build condition. This suggests that the increased pedestrian and vehicular traffic with the Project Modification would not worsen operations beyond that already expected with the No Build scenario except at Intersection #142 (Ala Moana Boulevard/South Street) in the AM due to higher traffic volumes at this intersection.

The construction-related procedures from the FEIS will remain in place because the number of temporary lane closures, peak/off peak construction activities, deactivation of left turn lanes, and use of ancillary roads as detours are expected to be similar with the Project Modifications. Mitigation measures contained in the FEIS and SFEIS and resulting ROD will remain in place for the impacts associated with the Project Modifications, including the Interim Terminus at the Civic Center Station. Additional mitigation measures are not proposed.

Environmental Justice

Table 2 compares Project effects on Environmental Justice populations as reported in the FEIS and SFEIS to those assessed for the Project Modifications. Table 2 summarizes impacts to those resources that were identified through previous outreach as being of particular concern to Environmental Justice populations. There are no new impacts identified for other resources due to Project Modifications. Additional details are provided in the *Environmental Justice Assessment for Project Modifications* (Jacobs, 2023b).

Table 2. Comparison of Effects to Environmental Justice Populations in Areas of Project Modifications

Resource	Project	Project Modifications
Right-of-Way Acquisition	<p>A total of 40 full acquisitions and 159 partial acquisitions would occur for the entire Project.</p> <p>A total of 88 displacements would occur: 20 residential units, 67 businesses, and one church for the entire Project.</p>	<p>The Project Modifications require six partial fee simple acquisitions, 0.5 acre total, of private property. There would be no additional displacements from the Project Modifications. Therefore, there is no potential for significant impacts from acquisition and displacement in the Environmental Justice areas.</p>
Visual	<p>The Project would contribute moderate to significant visual impacts throughout most of the study area.</p>	<p>Three additional True Kamani trees would be removed to accommodate the Project Modifications. An additional 11 True Kamani trees are anticipated to remain through directional, crown, and root pruning techniques.</p> <p>Along Halekauwila Street, the series of two-column straddle-bent piers would result in the removal of nine additional trees (not True Kamani Trees) that could otherwise soften contrasts in form, massing, and scale.</p> <p>Consistent with the FEIS, visual impacts would remain moderate to significant at the Project Modification areas where there are Environmental Justice populations.</p>

Resource	Project	Project Modifications
Section 4(f)	The Project would result in the direct use of 11 Section 4(f) historic properties and five <i>de minimis</i> impacts (two historic properties and three park and recreational properties).	<p>The Project Modifications would result in a <i>de minimis</i> use of one additional park/recreation property (Mother Waldron Neighborhood Park) and direct use from three additional Section 4(f) properties: Honolulu Community College Historic District, Expanded Capital Historic District, and Halekauwila Plaza.</p> <p>These Section 4(f) uses would not interfere with the intended function of the properties (for example, there would only be temporary effects to street and sidewalk access to the park) and therefore would not have an adverse effect on Environmental Justice populations.</p> <p>Although not specifically discussed in the Section 4(f) Evaluation for the Project Modifications, those Project Modifications would result in the use of three additional True Kamani trees. The use of additional trees does not, however, affect the Section 4(f) Evaluation originally concluded for the Project, which already evaluated the use of True Kamani trees. There is no feasible and prudent alternative to the Project Modifications, and the Project includes all possible planning to minimize harm.</p>
Noise	The Project will have moderate noise impacts at eight locations. There are no noise impacts in Oahu Metropolitan Planning Organization (OahuMPO) Environmental Justice Areas. A three-foot-high parapet wall is included in the Project design to eliminate moderate noise impacts. Wheel skirts will reduce noise exposure levels below impact criteria at five of the eight locations.	There would be two new moderate noise impacts to two buildings on the Honolulu Community College (HCC) campus (which is located within an Environmental Justice Area) due to the Project Modifications. During final design, HART will coordinate with HCC to develop measures to mitigate these impacts.
Historical Resources	Although there would be adverse effects to 33 historic properties, none of these occur in OahuMPO Environmental Justice Areas.	<p>The Project Modifications would result in new impacts to the Mother Waldron Playground, Honolulu Community College Historic District, Expanded Capital Historic District, and Halekauwila Plaza.</p> <p>Although Project Modifications would result in adverse effects to these properties under Section 106, these impacts would not interfere with the intended function of the public resources and therefore would not adversely impact Environmental Justice populations that may frequent the properties.</p>

Resource	Project	Project Modifications
Benefits	Benefits include increased transit options, improved mobility, proximity to transit links, and access to expanding employment opportunities. People living in OahuMPO Environmental Justice Areas will have the same opportunity to access the transit and mobility improvements.	<p>Benefits of the Project Modifications are similar to those described in the FEIS, however the transit and mobility improvements would only extend to the Civic Center Station (an Environmental Justice population area). The improvements would no longer extend to the Kukuluaeo (Kakaako) or Kalia (Ala Moana Center) stations at this time. Both of these stations are located in Environmental Justice population areas.</p> <p>Under the 2022 HART Recovery Plan, HART would ensure implementation of an enhanced City bus network improving bus-rail integration to minimize ridership loss associated with the Project Modifications, specifically the deferment of the park-and-ride and shortened terminus by two stations temporarily. The enhanced City bus network will ensure transit access continues for the Environmental Justice population areas in the Kukuluaeo (Kakaako) or Kalia (Ala Moana Center) station areas.</p>

In general, the corresponding benefits of the Project to regional air quality, mobility, and transportation access offset disproportionate adverse human health and environmental effects to Environmental Justice populations located in the vicinity of the shortened alignment. Increased transit capacity, and faster and more reliable service would especially benefit mobility and transportation access for low-income and vulnerable populations like people over 65 and under 16 years of age as well as people physically disabled or prohibited from passing drivers' exam due to limited English proficiency. Therefore, the impacts borne by Environmental Justice populations are similar to the impacts experienced by non-Environmental Justice populations and the overall effects of the Project Modifications are similar to those discussed in the FEIS and SFEIS.

The Environmental Justice assessment for the Project Modifications would not result in disproportionate adverse human health and environmental effects to Environmental Justice populations.

Visual and Aesthetic Conditions

This section summarizes results of the visual impact assessment (VIA) prepared for this re-evaluation. For details, refer to the *Visual and Aesthetic Conditions Assessment for Project Modifications* (Jacobs, 2023g). Visual impacts from the Mauka Shift and Halekauwila Street column modifications were assessed for Viewpoints 10, 18, and 19, all viewpoints which were previously identified and evaluated in the FEIS and SFEIS. Notable non-Project changes to the visual setting for Viewpoints 10, 18, and 19 include redevelopment of two large parking lots on Halekauwila Street into two mixed-use high-rises.

With regard to Project changes, the Mauka Shift along Dillingham Boulevard would move the 2010 alignment about 45 feet mauka (northward) from a new center median to the mauka edge of HART's right-of-way. This design change would require the removal of three additional True Kamani trees on mauka side of this segment of Dillingham Boulevard as well as removal of most of the other remaining trees and vegetation in HART's right-of-way. The trees that can be protected are clustered toward the eastern end of the shift.

In addition, modifications to the design of the piers along Halekauwila Street between Richards and Cooke Streets include adjusting column locations to widen the two-column, straddle-bent piers, adding a new two-column, straddle-bent pier, and replacing 10 single-column center piers with two-column, straddle-bent piers. For Ewa (Ewa Town-bound, westward) and Koko Head (Koko Head-bound, eastward) of Punchbowl Street, nine additional trees would be removed, including monkeypods (five), loulu palm (one), false olive (one), Manila palm (one), and kou (one).

Table 3 compares the FEIS and FEIS and Project Modifications visual and aesthetic impacts for the three viewpoints evaluated. No additional mitigation beyond that presented in the FEIS and SFEIS and resulting RODs is required. Implementation of previously identified visual mitigation measures will apply to the Project Modifications include, but are not limited to, mitigation measures V01Q, V02, V03, V07, V08, V09, and T01 ([ROD Mitigation Monitoring Program](#)).

Table 3. Comparison of Visual and Aesthetic Impacts in Areas of Project Modifications

Viewpoint	Impacts in FEIS and SFEIS	Impacts under Project Modifications
10	Moderate	Moderate
18	Significant	Significant
19	Significant	Significant

Noise and Vibration

The FEIS/FSEIS stated that, without mitigation, the Project would have moderate noise impacts at eight locations. Identified mitigation measures include a parapet wall on both sides of the guideway that extends three feet above the top of the rail (mitigation measure NV04). The design specification for the rail vehicles will require wheel skirts that block noise coming from the undercarriage (mitigation measure NV01). The Project is anticipated to have no vibration impacts.

Additional noise and vibration assessment was conducted for the Project Modification locations in accordance with FTA's Transit Noise and Vibration Impact Assessment guidance manual. Refer to the *Noise Assessment for Project Modifications* (Jacobs, 2023d) and the *Vibration Assessment for Project Modifications* (Jacobs, 2023f) for additional details. Two noise receivers for the Mauka Shift Project Modification would experience moderate noise impacts due to the Project Modifications: Buildings 8804 and 8805 on the HCC campus. The impacts are a result of the tracks moving closer to the campus of the HCC. Per FTA guidance, mitigation is not required for moderate noise impacts, but should be considered. Because the Project already includes three-foot-high parapet barriers as a part of the design and the vehicle noise levels at the HCC campus were measured with the three-foot-high parapet wall in place, further mitigation would be required to eliminate the moderate impacts. Additional mitigation measures could include increasing the height of the parapet wall at the HCC, including highly resilient fasteners to reduce structure-borne noise, and/or including noise absorbing material on the track structure and parapet wall in the vicinity of the HCC. HART will evaluate specific mitigation options during final design to eliminate the new moderate noise impacts from the Project Modifications.

No locations were identified where the vibration levels would exceed the FTA impact thresholds, and therefore the Project Modifications are not anticipated to result in operational vibration impacts.

Street Trees

Street trees would be impacted by two of the Project Modifications: the Mauka Shift and the Halekauwila Column Modification. Tree surveys were conducted for these Project Modifications to identify impacts and preservation/removal recommendations for trees located within these Project Modification areas. For additional details, refer to the *Dillingham Blvd Trees 2022 Survey* (Jacobs, 2022a) and *HART Halekauwila St. Trees* (Jacobs, 2022b).

The FEIS evaluated the widening of the Dillingham Boulevard by ten feet on the makai side to accommodate the Project, resulting in the removal of 28 True Kamani trees out of a total of 43 True Kamani trees in the Project's area. Due to the Project Modifications, an additional three trees will need to be removed to accommodate the Mauka Shift. This would result in a new total of 31 trees removed out of the original 43 identified in the FEIS. Mitigation measures include tree replacement and development of the landscape plan in coordination with the Hawai'i State Historic Preservation Division (SHPD) and consulting parties in accordance with Stipulation VIII.C of the Section 106 PA. Table 4. Comparison of Street Tree Impacts in Areas of Project Modifications compares the overall impacts to street trees documented in the FEIS and SFEIS with those impacted as a result of the Project Modifications.

Table 4. Comparison of Street Tree Impacts in Areas of Project Modifications

Project Modification	Impacts Reported in FEIS and SFEIS	New or Changed Impacts under Project Modifications
Mauka Shift of the Guideway on Dillingham Boulevard from west of Waiakamilo Road to Kaaahi Street	The FEIS identified 28 True Kamani trees on the makai side of Dillingham Boulevard. The True Kamani trees along Dillingham Boulevard are identified as Notable Trees.	Three additional True Kamani trees would be removed to accommodate the Project Modification. Additional 11 True Kamani trees are anticipated to remain through directional, crown, and root pruning techniques. Previously identified mitigation measures, including replanting, planting new ones, will be implemented to mitigate effects on street trees.
Modifications from Center Column to Straddle Bent Column Design on Halekauwila Street	Seven trees were identified for removal in the FEIS.	Nine additional trees—monkeypods (five), loulu palm (one), false olive (one), Manila palm (one), and kou (one), are recommended for removal. While the monkeypod trees create a shaded streetscape, they are common street tree in Honolulu. The remaining trees impacted could be preserved through directional, crown, and root pruning techniques.

Mitigation measures contained in the FEIS and SFEIS and resulting ROD remain in place for the impacts associated with the Project Modifications on the street trees, and no additional mitigation measures are required.

Archaeological, Cultural, and Historic Resources

The areas of Project Modifications fall entirely within the Project's Area of Potential Effect (APE) as defined in the FEIS and SFEIS. The FEIS and SFEIS evaluated resources for potential National Register of Historic Places (NRHP) eligibility that were built in or before 1969 based on a 2019 Project completion date. However, the completion date for the Project is currently estimated for 2031, which necessitates the evaluation of resources built through the year 1981 (Table 5).

Due to the expanded 50-year timeframe and proposed Project Modifications, and in consultation with the Hawai'i State Historic Preservation Officer (SHPO), FTA has determined six additional properties within the Project Modification areas as eligible for listing in the NRHP based on the new age consideration: the Associated Builders & Contractors Trade School; Honolulu Community College District; Tani Building; 606 Coral Street; Halekauwila Plaza; and the Expanded Capital Historic District. The Project Modifications will directly alter or physically impact these newly identified historic properties but will not diminish the setting,

the feeling, and/or the view of the historic properties. FTA, in consultation with SHPO and consulting parties, has determined that the Project Modifications would result in an “adverse effect” on all six additional historic properties. Refer to *Appendix A: Section 106 SHPO/SHPD Correspondence* for additional details.

Additionally, the following historic properties identified in the FEIS were reassessed for additional impacts resulting from the Project Modifications: Kapālama Canal Bridge, True Kamani Trees, Six Quonset Huts, Mother Waldron Park, Waimalu Stream Bridge, Kalauao Springs Bridge, and Kalauao Stream Bridge. The Six Quonset Huts would be avoided, and no additional mitigation is required. The Kapālama Canal Bridge would have no additional adverse effects, and no further mitigation is recommended. Additional impacts were identified for the five remaining properties: Waimalu Stream Bridge, Kalauao Springs Bridge, Kalauao Stream Bridge due to the addition of guardrails; further removal of True Kamani Trees; and additional impacts to Mother Waldron Park. However, no additional mitigation is recommended for the adverse effects to the historic bridges as the Project Modifications work is reversible and does not touch the bridges and mitigation measures in place for the True Kamani Trees and Mother Waldron Park are adequate to offset the adverse impacts to those already evaluated resources.

A Supplemental Mitigation Plan (*Appendix A: Section 106 SHPO/SHPD Correspondence*) was prepared to mitigate the adverse effects on the additional historic properties due to the Project Modifications in accordance with Stipulation XIV(B) of the Programmatic Agreement (PA) among FTA, the Hawaii SHPO, the United States Navy, and the Advisory Council on Historic Preservation regarding the Honolulu High-Capacity Transit Corridor Project in the City and County of Honolulu, Hawaii (PA). SHPO concurred with this supplemental plan on June 1, 2023. The supplemental plan will be documented as an update in the future PA amendment.

Regarding archeological resources within the Project Modification locations, an Archaeological Inventory Survey Plan for the City Center portion was prepared to fulfill PA Stipulation III. Archeological monitoring of ground disturbance locations, including the new column locations, will proceed in accordance with the Archeological Monitoring Plan for the City Center and Stipulation III.

FTA and HART will continue to resolve the remaining Project’s adverse effects through the implementation of stipulations as set forth in the PA.

Table 5. NRHP Eligibility and Effects for Historic Properties within Areas of Project Modifications

Historic Property Name	Section 106 Determination under FEIS and SFEIS	Section 106 Determination 2023
Kapalama Canal Bridge	Eligible and Adverse Effect	Eligible and Adverse Effect
True Kamani Trees	Eligible and Adverse Effect	Eligible and Adverse Effect
Waimalu Stream Bridge	Eligible and Adverse Effect	Eligible and Adverse Effect
Kalauao Springs Bridge	Eligible and Adverse Effect	Eligible and Adverse Effect
Kalauao Stream Bridge	Eligible and Adverse Effect	Eligible and Adverse Effect
Mother Waldron Playground	Eligible and Adverse Effect	Eligible and Adverse Effect
Six Quonset Huts	Eligible/Adverse Effect	Eligible and No Adverse Effect
Associated Builders and Contractors Trade School	Not Eligible	Eligible and Adverse Effect

Historic Property Name	Section 106 Determination under FEIS and SFEIS	Section 106 Determination 2023
Tani Building	Not Eligible	Eligible and Adverse Effect
606 Coral Street	Not Eligible	Eligible and Adverse Effect
Honolulu Community College District	Not Eligible	Eligible and Adverse Effect
Halekauwila Plaza	Not Eligible	Eligible and Adverse Effect
Expanded Capital Historic District	Not Applicable	Eligible/Adverse Effect

Note that the Capital Historic District was listed on the NRHP in 1978, but it was outside the APE when the FEIS and SFEIS were published. Through Hawai'i State Historic Preservation Division (SHPD) consultation in 2023, the Capital Historic District boundary was expanded and includes three additional contributing properties that fall within the APE.

As stated in the FEIS/FSEIS, the Project will have adverse effects to 33 historic properties. Although the Project Modifications will result in an adverse effect on additional six newly identified historic properties, the finding of adverse effect for the Project remains the same under Section 106.

Section 4(f)

Prior Section 4(f) approval for the Project occurred in tandem with the FEIS and SFEIS. Six additional historic properties were identified within the areas of Project Modifications because of new information and expansion of the evaluation period to include buildings constructed in or before 1981 (under the FEIS and SFEIS, properties built in or before 1969 were evaluated for NRHP eligibility). A Section 4(f) Evaluation was prepared to evaluate additional use of Section 4(f) park/recreational resources and historic properties in the areas of Project Modifications, including the newly identified historic properties.

Project Modifications will require the placement of two supporting columns at two separate locations, approximately 100 square feet total, along the eastern edge of Mother Waldron Neighborhood Park (the Park). FTA, with concurrence from the City and County of Honolulu Department of Parks and Recreation and the Hawaii Community Development Authority, has determined that the placement of two columns within the Park boundary will not adversely affect the features, activities and attributes that qualify the Park for protection under Section 4(f), and therefore will have a new *de minimis* impact. Refer to *Appendix B: Mother Waldron Park and Playground – Section 4(f) De Minimis Correspondence* for additional information.

FTA has determined that there is no prudent and feasible alternative to the permanent incorporation of land from three of the newly identified Section 4(f) properties: Honolulu Community College Historic District, Expanded Capital Historic District, and Halekauwila Plaza. All possible planning has been undertaken to minimize harm to these Section 4(f) properties. Four historic properties— True Kamani Trees, Waimalu Stream Bridge, Kalauao Springs Bridge, and Kalauao Stream Bridge—would incur additional impacts from Project Modifications but would not change the determination of Section 4(f) use from those described in the FEIS and SFEIS. The Kapalama Canal Bridge would not experience additional impacts from Project Modifications, but would still result in a direct use. The Six Quonset Huts will no longer experience a Section 4(f) use as a result of Project Modifications. This information is reflected in Table 6, which compares Section 4(f) uses associated with the Project design in the FEIS and SFEIS with only the Section 4(f) uses in areas of Project Modifications. Additional details are provided in *Honolulu Rail Transit Project 4(f) Evaluation of Project Modifications* (Jacobs, 2023c)

Table 6. Comparison of Section 4(f) Use in Areas of Project Modifications

Resource Name	Section 4(f) Use Determination in the FEIS and SFEIS	Section 4(f) Use Determination 2023
Mother Waldron Neighborhood Park	No use	Direct use (<i>de minimis</i>)
Kapālama Canal Bridge	Direct use	Direct use
True Kamani Trees	Direct use	Direct use
Six Quonset Huts	Direct use	No use
Waimalu Stream Bridge	No use	No use
Kalauao Springs Bridge	No use	No use
Kalauao Stream Bridge	No use	No use
Mother Waldron Playground	No use	No use
Assoc. Builders & Contractors Trade School	N/A	No use
Tani Building	N/A	No use
606 Coral St.	N/A	No use
Honolulu Community College District	N/A	Direct use
Expanded Capital Historic District	N/A	Direct use
Halekauwila Plaza	N/A	Direct use

Mitigation to resolve adverse effects to the Section 4(f) historic properties is accomplished through the implementation of the PA, Section 106 Supplemental Mitigation Plan, and outlined in the Mitigation Monitoring Program in the ROD. The Section 4(f) Evaluation was submitted to the U.S. Department of Interior pursuant to FTA's regulatory requirements and no comments were received by the regulatory deadline.

Cumulative Effects

This section summarizes the cumulative effects of Project Modifications with the effects of other past, present, and reasonably foreseeable future projects in the areas affected by the Project Modifications. Table 7 compares the cumulative impacts on resources analyzed in the FEIS and SFEIS with those resources that are adversely affected by Project Modifications and have the potential to contribute to cumulative effects.

Present and foreseeable projects within the areas of Project Modifications continue the growth momentum that was underway when the Project was evaluated in the FEIS and SFEIS. Many of these projects are outcomes of community planning and are independent of the Project's progress. The approximate 27 residential development projects include a mix of single-family and multi-family residential with some mixed-use commercial space. The six capital improvement projects, including electrification of transportation infrastructure, would enhance the public facilities and assets in the vicinity of the Project corridor. The approximate 26 transit-oriented development projects would result in extensive development along the Project corridor and would transform the landscape to denser and integrated land uses. These projects include mixed-use commercial and housing developments (including mixed-income housing), schools, office space, hotels, state services, and bus transfer stations.

Table 7. Comparison of Cumulative Effects in Areas of Project Modifications

Resource	Impacts Reported in FEIS and SFEIS	New or Changed Impacts under Project Modifications
Acquisition, Displacement, and Relocation	<p>The Project will have 40 full and 159 partial acquisitions. The displacements include 20 residences, 67 businesses, and 1 church. Compensation will be provided to affected property owners, businesses or residents in compliance with all applicable Federal and State laws, including the Uniform Act.</p> <p>Planned projects, including other transportation projects, would result in some level of displacement of a variety of land uses (e.g., residences, businesses). The planned extensions to the fixed guideway system are also anticipated to require additional acquisitions and displacements of residential units and businesses.</p> <p>Many of the planned and foreseeable actions will have a larger direct effect than the Project. Therefore, the Project will not cumulatively affect land use resources beyond what will occur due to these planned developments.</p>	<p>Project Modifications will require six additional partial acquisitions (total of 0.5 acre) from private properties and approximately 12.9 acres of new easements from public and private properties from what was discussed in the FEIS and SFEIS. However, these additional acquisitions are minor and do not require additional displacements.</p> <p>HART will comply with all applicable Federal and State laws, including the Uniform Act, when acquiring such properties. Therefore, there is no substantial change from the cumulative analysis of property acquisition, displacements, or relocations from what was presented in the FEIS and SFEIS and corresponding RODs.</p>
Environmental Justice	<p>Environmental Justice communities and communities of concern are expected to benefit from the Project, planned extensions, and related development. The planned extensions will expand the extent of the fixed guideway transit system, which will improve travel options for transit-dependent groups and improve mobility in the corridor by providing an alternative to the automobile.</p>	<p>The Project with Project Modifications will continue to provide an affordable and reliable means of transportation and opportunity for low-income and transit-dependent groups to live and work, other than for Environmental Justice populations located at Kakaako or Ala Moana Center, whose benefits would be reduced from that discussed in the FEIS and SFEIS due to the temporary shortening of the intended guideway extension and the use of additional buses to transport riders to and from the temporary eastern terminus at the Civic Center Station. There is no potential for significant cumulative impacts from the Project Modifications on the Environmental Justice populations.</p>

Resource	Impacts Reported in FEIS and SFEIS	New or Changed Impacts under Project Modifications
Visual and Aesthetic Conditions	<p>The fixed guideway and stations will be elevated structures. They will change views where Project elements are near existing views, or in the foreground of these views. This change will also occur for motorists traveling on roadways along or under the guideway. Stations will be dominate visual elements in their settings and will noticeably change views. The Project will introduce a new linear visual element to the corridor, and changes to the views will be low to significant and unavoidable.</p> <p>Landscaping and streetscaping improvements will mitigate potential visual impacts, especially at street level.</p> <p>Over time, the visual environment has been transformed from rural to urban. It should be noted that the visual environmental has also been transformed from rural to urban. The visual environment has been affected by past changes in land use and by the increasing height of buildings.</p>	<p>Effects similar to those described in the FEIS and SFEIS are expected to continue throughout the areas affected by the Project Modifications. Changes include the removal of additional trees, shifting the guideway structure and going from a center column to straddle-bent column design in certain areas.</p> <p>However, the overall Project and Project Modifications visual effect will not change from the FEIS and SFEIS. In addition, the visual environment will continue to change based on changes in land use and increasing density and height of buildings.</p>
Noise	<p>Without mitigation, the Project will have moderate noise impacts at eight locations. Mitigation measures are proposed in the FEIS and SFEIS and resulting ROD to eliminate these effects.</p> <p>Noise has been steadily increasing in the region as it has become more urban and suburban as traffic has increased. As the study corridor becomes more densely developed, ambient noise levels will continue to increase.</p> <p>The planned extensions to the Project and other future development in the Project study corridor will create additional noise impacts in the vicinity of the alignment. With existing land uses, no noise impacts will occur at ground level, but users of outdoor lanais located above the height of the guideway and facing the planned extensions would experience moderate noise impacts.</p>	<p>The Project Modifications would result in two new moderate noise impacts due to shifting of the guideway closer to the campus of HCC. HART has committed to developing additional mitigation for those two additional moderate impacts during final design.</p> <p>Therefore, cumulative noise impacts resulting from Project Modifications would be similar to those described in the FEIS and SFEIS.</p>

Resource	Impacts Reported in FEIS and SFEIS	New or Changed Impacts under Project Modifications
Street Trees	<p>Tree removal will be minimized to the greatest extent possible, but pruning is likely needed next to the guideway. Twenty-eight True Kamani trees along Dillingham Boulevard will be removed. Approximately 100 trees will be pruned, 550 will be removed, and 300 will be transplanted.</p> <p>Mitigation measures will consist of transplanting existing trees or planting new ones. Pruning will be in compliance with City and County ordinances and will require supervision of a certified arborist. The City will coordinate with the State Department of Transportation landscape architect.</p> <p>The guideway extension assessed in the FEIS would affect street trees. Some of the monkeypod trees would require removal, while the mahogany trees could be preserved with pruning.</p>	<p>Similar to the analyses in the FEIS and SFEIS, all street trees are protected by existing regulations, and future development, including the Project and the Project Modifications, are subject to these regulations to protect street trees. Therefore, the minor changes associated with the Project Modifications will not result in substantial increase or change from the cumulative impacts assessed in the FEIS and SFEIS.</p>
Archaeological, Cultural, and Historic Resources	<p>Archaeological, cultural, and historic resources have previously been affected by prior development. Future development could also affect historic resources, churches, cemeteries, schools, parks, recreational facilities, and other urban cultural entities.</p> <p>Any future development or future extensions to the Project will be required to comply with appropriate Federal and State laws to protect archaeological, cultural, and historic resources.</p>	<p>Similar to the FEIS and SFEIS, other present and future development in the areas of Project Modifications will also affect historic properties. However, these other projects would continue to be subject to review in accordance with Federal, State, or Local regulations and approval processes applicable to archaeological, cultural, and historic resources.</p> <p>Project Modifications will result in impacts to six additional historic properties from what was disclosed in the FEIS and SFEIS. Adverse effects to these historic properties will be mitigated through the implementation of the Project Section 106 PA and the Supplemental Mitigation Plan such that no substantial increase or change from the cumulative analysis in the FEIS and SFEIS would result from Project Modifications.</p>

The incremental impact of Project Modifications on the resources noted in Table 7, when taking into consideration the impacts of other past, present, and reasonably foreseeable projects, are not anticipated to result in significant effects to any resource. Based on this updated analysis, the cumulative effects associated with Project Modifications are similar to those assessed for the Project in the FEIS and FEIS, and no mitigation specific to cumulative impacts is required. Mitigation to address direct and indirect effects on these resources are found in their respective discussions and are captured in the [Mitigation and Monitoring Program](#) of the ROD.

Summary/Conclusion

The updated analysis presented in this re-evaluation indicates that the Project Modifications would not result in any new and substantially more severe impacts to any of the environmental resources evaluated in the FEIS or SFEIS that would require supplemental NEPA review. There are no substantial changes in circumstances, information, or mitigation measures, and impacts associated with Project Modifications are not individually or cumulatively significant or significantly different than those described in the *Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation* (DTS, 2010), the *Honolulu High-Capacity Transit Corridor Project Record of Decision* (FTA, 2011), and the *Honolulu High-Capacity Transit Corridor Project Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation and Amended Record of Decision* (FTA, 2013).

Project Modifications Mitigation

HART has committed to develop mitigation for the two new moderate noise impacts at HCC that result from the Project Modifications during final design. In addition, FTA and HART have agreed to additional mitigation for the six newly affected historic resources through the Supplemental Mitigation Plan developed through Section 106 consultation. All other mitigation identified in the ROD remains in effect.

Conclusion

In accordance with 23 CFR 771.129(c), HART consulted with FTA to establish whether the approved FEIS/ROD and SFEIS/Amended ROD remain valid for FTA continued funding of the Project. These consultations are documented in this re-evaluation as determined necessary by FTA.

This re-evaluation provides documentation concerning the environmental effects of Project Modifications and changes in circumstances per 23 CFR 771.129(c). Based on the information presented in this re-evaluation, there would be no new significant impacts associated with Project Modifications that would necessitate supplemental NEPA review. A Supplemental EIS is not warranted because the Project Modifications would not result in significant environmental impacts that were not evaluated in the FEIS and SFEIS, and no new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the FEIS and SFEIS (23 CFR 771.130).

Therefore, the *Honolulu High-Capacity Transit Corridor Project Final Environmental Impact Statement/Section 4(f) Evaluation* (DTS, 2010), the *Honolulu High-Capacity Transit Corridor Project Record of Decision* (FTA, 2011), and the *Honolulu High-Capacity Transit Corridor Project Final Supplemental Environmental Impact Statement/Section 4(f) Evaluation and Amended Record of Decision* (FTA, 2013) remain valid for the Honolulu Rail Transit Project.

Submitted by: _____



Lori M. K. Kahikina, P.E.
Executive Director and CEO
Honolulu Authority for Rapid Transportation

Date: _____

8/24/23

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Approved: _____



Ray Tellis
Regional Administrator, FTA Region IX

Date: _____

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