

## CATEGORICAL EXCLUSION

PROJECT TITLE: Honolulu High-Capacity Transit Corridor Project (HHCTCP)

LOCATION:

The project corridor for the HHCTCP extends from Kapolei in the west to the University of Hawaii at Manoa and Waikiki in the east. It is confined by the Waianae and Koolau Mountain ranges in the mauka direction and the Pacific Ocean in the makai direction. Its east-west length is approximately 23 miles, and between Pearl City and Aiea, its width is less than 1 mile between Pearl Harbor and the base of the Koolau Mountain Range.

The project is estimated to cost 5.1 billion dollars (June 2010 EIS) and travel through a corridor that includes the majority of residential and employment areas on Oahu. A map of the project may be found in the Federal Transit Administration and City and County of Honolulu Final EIS for the HHCTCP .

**PROJECT DESCRIPTION:** The purpose of the proposed project is the alleviate congestion in the E-W transportation corridor between Kapolei and the University of Hawaii Manoa. The HHCTCP project is proposed to improve mobility, providing a fast and reliable transportation alternative.

Alternatives were considered following the FTA's process for alternative analysis. Public involvement was sought by the City and FTA during the alternative analysis stage, Draft EIS stage and Final EIS stage. The Alternative Analysis Report included the No-Build, Transportation System Management, Managed Lane Alternative, and Fixed Guideway Alternative. The draft EIS included four alternatives: No Build, Fixed Guideway Transit via Salt Lake, Fixed Guideway Transit via Airport, Fixed Guideway Transit via Airport and Salt Lake. The Airport alternative was identified by the City as the Preferred Alternative and is described throughout the City's Final EIS as the project.

Throughout the FTA and City EIS process, FHWA has participated as a cooperating agency. FHWA's nexus with the HHCTCP occurs where the transit project crosses into Interstate airspace. FHWA must render a decision regarding this airspace. This airspace use occurs in three areas--near the Pearl Highlands Station where the fixed guideway project crosses H-1 and H-2, near the Honolulu International Airport where the project crosses over Nimitz Highway Viaduct (H-1) and near the eastern end of the Nimitz Highway Viaduct (H-1). **This categorical exclusion serves as environmental documentation for an FHWA decision regarding Interstate airspace at the three locations cited above.** The supporting documentation, coordination and analysis for these sites are found in the FTA and City's FEIS for the HHCTCP.

**ISSUES and IMPACTS:**

	YES	NO
<b>SOCIAL-ECONOMIC FACTORS</b>		
<b>A. General Economics</b> -Adverse effects on the general economics of the community.		X
<b>B. Community &amp; Residential</b> -Changes in the access controls along the length of the project.		X
<b>C. Industrial &amp; Commercial</b> -Changes in the access controls along the length of the project.		X
<b>D. Prime, Unique, Statewide, Local Important Farmland</b> -Land on the Agricultural Lands of Importance for Hawaii Classification (ALISH) will be acquired.		X
<b>E. Land Use/Urban Policy</b> - <i>Consistent</i> with the local transportation improvement plans, land use plans and urban policy.	X	
<b>F. Right-of-Way</b> -Right of way that may be acquired by fee simple purchase, permanent or temporary easement, right of entry, gift, or other device are <i>within</i> the following limits: 1. <u>Resurfacing, Reconditioning, Restoration, Rehabilitation Projects.</u> a. Permanent - Less than one acre for any one mile (0.25 ha for any 1 km) b. Temporary - Less than 2 acres for any one mile (0.5 ha for any 1 km) 2. <u>Bridge Rehabilitation (including full deck replacement) or Minor Replacement</u> Less than one half acre (0.2 ha) per bridge	X	

	YES	NO
<p><u>-Displacements</u> Residential, commercial, or industrial displacements. Vacant buildings which are not significant cultural resources may be acquired.</p>		X
<p><b>G. Environmental Justice</b> -Neither minority nor low-income populations <i>will receive</i> disproportionately high or adverse impacts as a result of the proposed project.</p>	X	
<b>NATURAL &amp; PHYSICAL ENVIRONMENTAL FACTORS</b>		
<p><b>H. Wetlands</b> -A Section 404 permit is required.</p>		X
<p><b>I. Flood Plains</b> -Encroachment into a floodplain.</p>		X
<p><b>J. Streams, Rivers, Shoreline Encroachments</b> -A Section 404 permit is required. -<i>Contradictory</i> with the goals of the Coastal Zone Management Plan. -Use of lands, waters, or rivers designated as Wild/Scenic Rivers by the U.S. Government (<i>DOI National Park Service and/or US Fish &amp; Wildlife Service</i>) -Permit required from the United States Coast Guard &amp; Department of Accounting and General Services (DAGS).</p>		X
<p><b>K. Rare, Threatened &amp; Endangered Species</b> -Adverse effects on rare, threatened, and endangered species or their habitat.</p>		X
<p><b>L. Section 106, Historical &amp; Cultural</b> -Adverse effects to a significant cultural and/or historical resource. (<i>Cultural and historical resources are significant only if they are on or eligible for the National Register of Historic Places.</i>)</p>		X

	YES	NO
<p><b>M. Section 4(f) or 6(f) Properties</b>            -Acquisition of lands under the protection of Section 6(f) of the Land And Water Conservation Act of 1965.            -Use of lands or other properties under the purview of Section 4(f) unless a Programmatic Section 4(f) approval has been made by the FHWA.</p>		X
<p><b>N. Air Quality</b>            -Anticipate Carbon Monoxide levels that exceed 90% of the Federal standards of 9 ppm in 8 hours.</p> <p>-Mobile Source Air Toxics (MSATs). Projects on 23 CFR 771.117 (c) list or exempt under Clean Air Act conformity rule 40 CFR 93.126, need only to document this fact.</p> <p>If project is not listed in the 23 CFR 771.117 (c) or 40 CFR 93.126, does the project result in increase in traffic volumes, changes in vehicle mix, modifies the location of the existing facility, or any other factor that would cause an meaningful increase in emissions impacts relative to the no-build alternative? If no, this effort is exempt from analysis for MSATs. Complete and attach MSAT FORM 1 as documentation.</p>		X
<p><b>O. Noise Quality</b>            -A noise analysis is required per 23 CFR §772.5.</p>		X
<p><b>P. Hazardous Waste</b>            -Properties with hazardous waste will be acquired.</p>		X
<p><b>Q. Visual and Aesthetic</b>            -Adverse effect to viewshed.</p>		X

**Recommendations: This categorical exclusion serves as environmental documentation for an FHWA decision regarding Interstate airspace at three locations identified in the Project Description.**

DETERMINATION

X Categorical Exclusion

It is determined, after review of the document, and coordination with other agencies, that this project was demonstrated that no significant environmental effects will result.

       Environmental Assessment (EA) / Environmental Impact Statement (EIS)

It is determined, after review of this document, and coordination with other agencies, that further study is required to determine if there will be significant environmental consequences. An Environmental Assessment is required.

8) SIGNATURES

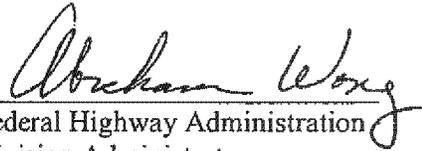
*Prepared By:*

8-18-2011  
Date

  
Federal Highway Administration

*Approved By:*

8-18-11  
Date

  
Federal Highway Administration  
Division Administrator

## **MSAT FORM 1**

The purpose of this project is to alleviate congestion in the east-west transportation corridor between Kapolei and the University of Hawaii at Manoa by constructing a high capacity rapid transit facility. This project will not result in any increases in traffic volumes, vehicle mix, or any other factor that would increase emissions relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal to no air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.