



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

MAR 20 2012

Kenneth Toru Hamayasu, P.E.
Interim Executive Director
Honolulu Authority for Rapid Transportation
Alii Place, Suite 1700
1099 Alakea Street
Honolulu, Hawaii 96813

Re: Environmental Review – Proposed site for
precast yard, Honolulu High Capacity Transit
Corridor Project

Dear Mr. Hamayasu. *Toru*

The Federal Transit Administration (FTA) has completed its review of the materials submitted by the Honolulu Authority for Rapid Transportation regarding the proposed site for the precast yard for the Honolulu High Capacity Transit Corridor Project. The proposed site is a 34-acre property within the West Kalaheo Business Park. The site is located in an industrial area, is zoned for industrial activities, has adequate highway access, and was previously graded to accommodate development.

Under 23 CFR Part 771.130(c), FTA has reviewed supplemental environmental studies to assess the impacts of the use of the proposed site. Based on this review, FTA has determined that the proposed site for the precast yard does not include new significant environmental impacts to planned growth or land use for the area; does not cause the relocation of significant numbers of people; does not have a significant impact on natural, cultural, recreational, historical or other resources; does not have significant impacts on traffic or travel patterns; and does not otherwise, either individually or cumulatively, have any other significant environmental impacts. FTA has determined that no additional environmental review is required at this time.

FTA further finds the proposed site is consistent with the Final Environmental Impact Statement (FEIS) for the project, and that the mitigation proposed for impacts created by the use of the site as planned is adequate and consistent with the mitigation measures identified in the FEIS. Specifically, these mitigation measures identified in the FEIS relate to noise, dust, vehicle exhaust, storm water drainage, and traffic control.

If you have questions about our review, please contact Ted Matley, Community Planner, at (415) 744-2590.

Sincerely,


for Leslie T. Rogers
Regional Administrator



IN REPLY REFER TO:
CMS-ENV00065

HONOLULU AUTHORITY for RAPID TRANSPORTATION

Kenneth Toru Hamayasu, P.E.
INTERIM EXECUTIVE DIRECTOR AND CEO

March 8, 2012

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Mr. Leslie T. Rogers, Regional Administrator
Federal Transit Administration, Region IX
U.S. Department of Transportation
201 Mission Street, Suite 1650
San Francisco, California 94105-1839

Dear Mr. Rogers:

Subject: Honolulu Rail Transit Project Environmental Review Documentation for
KIWC Precast Yard in West Kalaeloa Business Park

This is to request Federal Transit Administration (FTA) concurrence that a Supplemental Environmental Impact Statement will not be required for the new location of the Kiewit Infrastructure West Company (KIWC) precast yard.

In June 2010, the Final Environmental Impact Statement (EIS) and Section 4(f) Evaluation for the Honolulu High-Capacity Transit Corridor Project (the project) was completed and approved. The Record of Decision (ROD) for the project was issued in January 2011 by the FTA.

Since the issuance of the ROD, a new location has been proposed for the project precast yard. The ROD-identified precast yard has been eliminated from consideration due to the lack of capacity to fabricate and/or store the precast guideway elements on site while maintaining its current operations. The currently proposed KIWC precast yard is an approximately 34-acre property within the industrial-zoned West Kalaeloa Business Park (100-acre site), also within the larger Campbell Industrial Park.

Federal NEPA Documentation

The documentation provided herein, provides environmental review materials in compliance with 23 CFR 771.130 (c) regarding supplemental environmental impact statements:

Where the Administration is uncertain of the significance of the new impacts, the applicant will develop appropriate environmental studies or, if the Administration deems appropriate, an EA to assess the impacts of the changes, new information, or new circumstances. If, based upon the studies, the Administration determines that a supplemental EIS is not necessary, the Administration shall so indicate in the project file.

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The EIS identified four specific goals, to which all changes will be compared: 1) Improve corridor mobility, 2) Improve corridor travel reliability, 3) Improve access to planned development to support City policy to develop a second urban center, and 4) Improve transportation equity.

Through this environmental review, HART has determined that the precast yard has no direct or indirect effect on the ability of the Preferred Alternative described in the Final EIS to meet the project's stated purpose. Additionally, HART has determined that the location of the currently proposed KIWC precast yard does not result in any impacts individually or cumulatively significant or significantly different from those described in the Final EIS and ROD. For these reasons, HART has determined that the currently proposed precast yard would have no effect on the ultimate decision documented in the ROD. HART is requesting FTA concurrence that the new precast yard facility will not require the preparation of a supplemental EIS.

State HRS 343 and HAR 11-200 Documentation

HART also considered the potential impacts of the above described precast yard under Chapter 343, Hawaii Revised Statutes (HRS) and Chapter 11-200, Hawaii Administrative Rules (HAR). Under Subchapter 10 Supplemental Statements, HAR 11-200-26 General Provisions, the proposed change in the location of the precast yard noted above has not substantively modified the project in size, scope, location, intensity, use or timing; and there is no change to the proposed action as identified in the FEIS submitted pursuant to HRS 343 on June 10, 2010, resulting in individual or cumulative impacts not originally disclosed.

Final Design and Permitting Requirements Summary.

KIWC, the design-builder for the West Oahu Farrington Highway and Kamehameha Highway guideway sections of the Honolulu Rail Transit Project, has contractual responsibility for site improvements to the precast yard and obtaining required permits. A summary of these requirements follows.

Two driveway access related improvements are identified in the Environmental Review Documentation Traffic Impact Analysis Report: 1) construction of a right turn deceleration lane along Kalaeloa Boulevard at the precast yard entrance, and 2) installation of a temporary vehicle actuated traffic signal at the yard entrance. KIWC will be responsible for design and implementation of these improvements contingent on fulfillment of associated City and/or State permitting requirements.

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The following is a list of anticipated permits required for the project's precast yard construction and operation:

1. NPDES Construction Stormwater Discharge Permit (NOI-C) – State Department of Health
2. Grading Permit – City and County Department of Planning & Permitting
3. Building Permit – City and County Department of Planning & Permitting
4. Air Pollution Control Permit (on site concrete batch plant) – State Department of Health
5. Noise Permit – State Department of Health
6. Street Usage Permit – City and County Department of Transportation Services
7. Use & Occupancy Permit (U & O Permit) – Driveway installation and Utility connections - State Department of Transportation
8. Oversize Load Permit – Segment hauling as required – State Department of Transportation

Note that the driveway/access is covered under Form DPP 25 of the Building permit and the HDOT U&O permit (right to perform construction on State ROW).

If you have any questions regarding this matter, please do not hesitate to contact Ms. Joanna Morsicato, Deputy Chief, Planning and Environment, at (808)768-6120 or jmorsicato@honolulu.gov.

Sincerely,



Kenneth Toru Hamayasu
Interim Executive Director and CEO

Attachments

cc: Mr. Ray Sukys
Mr. Ted Matley
Ms. Faith Miyamoto
Mr. Lorenzo Garrido
Ms. Joanna Morsicato