

## March 31<sup>st</sup> Q&A

**Jessie Paahana, USACE:** This comment is from Kēhaunani and Kēhaunani says I am a paddler and I am at Mauiola at least 3 times a week. We're planning on building a Hawaii cultural center in the area. Would you mind providing a little bit more information on exactly where Mauiola is?

**Kēhaunani Llanos :** Mauiola is a small boat harbor area where Hokela'a is docked. The Hawaiian named the traditional name for Sand Island is Mauiola.

**Rhiannon Kucharski, UACE:** Okay, wonderful. Thank you. Is there a particular location on Sand island that you are looking into doing that on. So that we could note that for our team.

**Kēhaunani Llanos :** We're working with the people on the board at Mokauea Island but also trying to see if just not so much on the island of Mokauea. Where we paddle to try and build something for our culture. We have the center you have the Okinawa Center, Polynesian cultural center, but we didn't have a Hawaiian culture center anywhere here on Oahu.

**Jessie Paahana, USACE:** I think that's a great idea. Would you be able to I'd like to meet with you separately. I and some of our team would like to meet with you separately to just get a better understanding. of who we would like to continue to have a relationship with moving forward. So we can make sure that you know, those types of plans that are concurrent to the study are really taken into consideration. My name is Jesse Paahana, I am the environmental coordinator in our office. If you could please send an email or chat or email to me privately if you'd like, I can reach out to you separately.

**Kēhaunani Llanos :** You know, another thing if I may. Sand Island is a place for a lot of padding and the regatta races are currently held at Kihei. Kihei is not the greatest water to pedal in. Sand Island is not the greatest, but it is better than Kihei. We were our club. I say we were thinking of trying to have the regatta races there at Sand Island instead of Kihei. In working with UH Manoa where they have an area of land that's undeveloped to be our overflow parking and we've cleaned up part of that area. This is right across the beach and across from where MMETC, the mid marine education trainer training center is, we're looking at building up this area. Yeah, let's see. Good enough. This area to have. Paddling there instead of the Kihei side.

**Jessie Paahana, USACE:** We definitely want some more information on where those where those areas are so that, like, I mentioned, we can make sure we give full consideration to the recreational and cultural use of this area.

**Jessie Paahana, USACE:** Nick did you want a comment at all about. What you folks were planning in terms of providing some of that landside infrastructure and the nature of that resiliency. I'm not sure how much we can. How much of an alternative, or of a thought we've really taken it to but.

**Nick Emelio, USACE:** Yeah, I can yeah, so this was something that had been loaded on the basis of trying to get some resiliency options in the event that a bridge modification that would allow vessels to transit the Kalihi channel would be in feasible is very, very conceptual at this point. And we haven't really done a full evaluation of it. This wasn't one of our alternatives that was brought up in the charrette. This is something that's kind of a more recent development. So, it is very, very conceptual at this point and we don't have any definitive plans yet. We were just looking at this, this area off of Sand Island. It would probably be a few cranes in the in the area if this could go forward. I don't know what the exact footprint would be. So we definitely want to take into consideration any recreational or cultural uses. But before we move forward with figuring out a footprint or figuring out what kind of land site infrastructure we need to be provided by DOT harbors to pursue this.

**Jessie Paahana, USACE:** And so use of that new channel would that be all the time or just an emergency situation?

**Nick Emelio, USACE:** Yes, so this would be just an emergency situation. Ideally, this would be to allow only the most critical goods to go in and out of harbors. While the heart of the main entrance channel was being repaired. To really get the full use out of it for. Radio, excuse me a lot more infrastructure that the more expensive to build and and probably not feasible for that area. Given the kind of awkward nature the ships would have to go in there. So it would be very limited use. But again, we are willing to consider an existing plan used by the community in that area before we move forward with, you know, figuring out a footprint and. What infrastructure do we need it? So. Any information that you can provide for us would be very helpful in the screening process of this.

**Rhiannon Kucharski, USACE:** Nick, I think it might be a good idea to back up, just for a second to make sure everyone kind of understands why the state is so concerned and honestly, not just the state, but also our territory, and the commonwealth of the Northern Mariana island, just to emphasize what the team said earlier. The Honolulu harbor is the hub of a hub and spokes system because of the Jones act. All of the goods that come to Hawaii, and then go out to the neighboring islands to the territories and to the commonwealth has to come through the Honolulu Harbor. It is the only harbor right now that can handle the kind of traffic by, which our critical goods come in. So, food, medicine, fuel, right the essentials of life over 80% of our absolute essential goods must come from off the island out of the state. And so, if Honolulu harbor were to be closed and nonoperational, we would be in very big trouble in a very fast amount of time. Not just in the buggy, but also out in the territories. And so that is why HI EMA, FEMA, us (USACE), Department of Transportation and the DOT's in the other respective islands, the counties, and the territories are very concerned. So if you now go back to that map of the harbor I just want to emphasize with today's size of ships. And the ships that are that are bigger than we can

even handle right now. That channel there on the right the Ford Armstrong channel can only take 1 vessel 1 way traffic. At a time, so think of it, like 1 car can come into and out of the Pacific. At a time, so it was a road, it's a 1 way coned off road with only 1 car allowed through at a time and every single good basically 80%+ of our food, medicine, fuel and supplies. Come in through here. And so that is the challenge, right? Is that 1 way traffic constriction and so we do not have a 2<sup>nd</sup> entrance or outlet, and if heaven forbid. Something were to happen in that channel. Let's say we have a hurricane. And debris gets in that channel and ships cannot pass then we cannot get that food or medicine or water into the state, or then out into the Pacific. We currently don't have any large crane operations that can happen. Not within the harbor. So, when Nick was talking about, we are looking at resilience and what can we do. Some of the things we could do right? We could widen Armstrong channel to try to allow for 2 way traffic, right and then maybe something if something's in there, maybe we could still fit in another ship by it. Maybe not, but it would be more resilient than it is. Now we're looking at. Can we reopen the Kalihi channel by removing that bridge constriction. That bridge is very low. So a fishing vessel cannot even pass under that bridge. So, we would need to either raise. If it was a very high bridge, right? Where saying things could go under. Or it would need to become a movable bridge that could either move to the side laterally, or could move up and down. Like, a drawbridge and the other type of resilience the suggestion that came up as a potential out of the charrette if we could have emergency crane operations outside of that bridge. So that in an emergency, we can at least get the most essential goods. Off it would be sub optimal, and it would only be 1 or 2 cranes but somewhere over there on the left side of that bridge and looking at this figure. To have some kind of emergency crane operations in case, something were to happen. So that's a little bit of background on. What Nick was describing just to make sure that you have a sense of what the team's looking at and why.

**Suzan Danforth** : I am a paddler with New Hope Canoe Club. There are hundreds of paddlers who practiced in the waters off Maui Ola. Can you insure we will continue to have access. And there's a follow up question as well. Is the Jones act economically hurting the people of Hawaii? Should it be repealed?

**Nick Emelio, USACE**: That is a determination that we are unable to make. We are tasked with evaluating the performance of the Harbor under the current set of laws and procedures that operations are bound by, including the Jones Act.

**Jessie Paahana, USACE**: Your question regarding ensuring access. We would also like to meet with you separately and maybe perhaps as a collective canoe paddling group together. So we can understand the collective concerns coming from the paddling community. We are required to consider the impacts we would be having on cultural access, on recreation, and in any situation, you know, if those impacts outweighed the benefits of this project. I just want to assure you that. We're definitely, you know. Taking notes and making sure that we include that as Nick said in our evaluation in the screening process for alternatives. I also wanted to reiterate kind of where we are at this process. We're very early on. We're years maybe even close to a decade from any sort of actually in the ground construction so this is the perfect time to really raise these issues about access, recreation, and cultural practices. So absolutely yes right now we are ensuring that we your comments are being heard.

**Kēhaunani Llanos** : Would this access affect Hokulea and Hikianalia's (traditional Hawaiian Canoes) home? Makai of the bridge is the home of Hokulea and Hikianalia's and that's the UH Marine Education Training Center. So having the bridge open and boats coming in and out. Hokulea is parked right there and I'm just wondering if it will effect that. You know Hokulea has been doing a lot of things and going on another trip soon. Hikianalia is currently dry docked, but they are usually parked right there. So having boats come in and out of there and having the boats go up and down will definitely affect Hokulea and Hikianalia.

**Rhiannon Kucharski, USACE**: Okay, got that. Thank you for your wonderful comment. Please keep them coming.

**Kēhaunani Llanos** : We have been operating with the Fort Armstrong channel all these years, the one entry and exit channel. So, I do not think we need to open up the Kalihi channel for that.

**Jessie Paahana, USACE**: I am also interested in meeting with you. As well as anyone else that you would like to include in that meeting, but maybe you and I can kind of plan that out.

**Kēhaunani Llanos** : How will this affect the 2050 master plan for DOT harbors?

**Nick Emelio, USACE**: Our feasibility studies actually called it out as part of the master plan. So, DOT Harbors included a feasibility study from the U. S. Army Corps of Engineers to look at harbor modifications including deepening, widening, and the opening of a second entrance channel as part of their 2050 master plan. DOT Harbors is our non-federal sponsor and our partner on this project so we be taking into consideration their plan and improvements to include for the 2050 master plan.

**Jessie Paahana, USACE**: In order for us to determine whether or not or how we can beneficially reuse or dispose of that material. In the next few months we are going to be conducting geotechnical testing throughout the harbor to collect samples of the material that is there. We're going to run physical, chemical, biological analysis on that material to determine how it can be beneficially re-used. And as a follow up regarding your question on testing yielded toxicity in the Kalihi channel. The most current info we have has been on maintenance dredging itself.

**Rhiannon Kucharski, (USACE)**: Okay, I would think it's worth emphasizing since our partners with DOT couldn't be her this evening. They were here yesterday and if you watch the recording, there was a lot of back and forth and they added a lot to the meeting. But one thing I'll point out is that and this was mentioned early, but I think it's worth repeating. The federal project is only that shaded blue Polygon, because we only have jurisdiction and authority in the water. Everything land side and so that master plan talks a lot, right? About improvements land side and to the peers, for example, and things like that, that is all the responsibility of the state and will be separate from this Federal and DOT joint partnership. We will just be looking at the federal areas in the water. In terms of this project, but of course, that goes hand in hand. Right with all of their plans and the master plan for landside improvements. Yeah, so the federal in case, you didn't know that when you partner with the Corps. Any recommendation that we can get support from Congress would be cosdt-shared and implementing.

So when we construct together, if we do something in the water that will be cost shared between us, and the Department of Transportation. Things, land side are paid just by the state. But all of us as taxpayers, right? We are residents and we're federal tax payers. Right? So this is our tax dollars hard at work. Kind of no matter how you look at it from, from Makai from Mauka or in the water itself.

**Suzan Danforth :** Does your planning includes a full environmental study of land as water?

**Jessie Paahana, USACE:** Yes, this blue Polygon is the federal boundaries under, which we are looking at various alternatives or modifications to the harbor. However we are responsible for looking at what resources occur not only within that polygon but well beyond that. Both Mauka and Makai and so we are, as I had mentioned working with the US Fish and Wildlife Service, the National Marine Fisheries Service, and DNLR aquatic resources, they will be conducting and underwater survey within and beyond this polygon area to take a look at what types of marine habitats and resources are there that could possibly be affected by any of these alternatives. And then on the land side, we are also considering whether or not there are any other Fish and Wildlife resources as well as historic and cultural resources. We also are looking at things like public access that and cultural access and practices that use this in this area. As well, as recreation, water quality, air quality, so everything under this side, we'll be looking at, in compliance with the National Environmental Policy Act. Right now we have not yet identified any significant impact, and so we have not determined whether or not an environmental impact statement is necessary. But we are definitely moving in that direction if significant impact are determined.

**Suzan Danforth:** What is considered federal versus state waters as it relates to this specific study.

**Jessie Paahana, USACE:** When we talk about federal, the federal project, it's that in water blue polygon founded area. State waters, extend out the 3 nautical mile up to 3 nautical miles and federal waters extend beyond that to 200 nautical miles.

**Suzan Danforth:** Do you intend to dredge the Kalihi channel. If so what becomes the material removed?

**Jessie Paahana, USACE:** Dredging the Kalihi channel channel is something that we are looking at, in terms of a second entrance for operational resiliency of this harbor. We will look at 3 different options for the material that is removed. We are first going to look and see if it can be beneficially reused. In the Fort Armstrong current entrance, exit channel. It is just about 90% each quality stands. So, we're expecting something similar in the Kalihih channels to be quality status if there are opportunities for beneficial reuse, we would absolutely look into that further. We'll also be looking at if it is suitable for ocean disposal. The U. S Environmental Protection Agency, EPA does manage and maintain an offshore dredge material disposal site that's located approximately 4 to 6 miles south of this project area off shore and in waters that are about 1000 to 3000 feet deep. And then the last option would be if there are any contaminated materials, either from inner harbor and what we don't expect to be in the channels. But if there are those would be disposed of appropriately in an approved upland area.

In order for us to determine whether or not, or how we can beneficially reused or dispose of that material. In the next few months, we are going to be conducting a geo technical bore pull throughout the harbor to get samples of the material that is there. We're going to be running physical, chemical and biological analysis on that materials to determine how it can be beneficially reused if any.

And as a follow up to your question regarding testing, whether or not any testing yielded toxicity in the Kalihi channel. The most current information that we have has been on maintenance dredging within the harbor itself, so in the inner harbor, and in the entrance channel. We have not had to do any maintenance dredging within the Kalihi channel. And so because of that, we have not done any recent toxicity testing we haven't taken any samples. With the exception of. But if you consider this area back here to be part of the Kalihi channel. We did do some sampling back here, correct? Jessica in our most recent surveys back to 2015/2016 timeframe and all of this material was considered suitable for ocean disposal. Which means that it passed all physical, chemical and biological toxicity tests to be disposed of offshore. To clarify, we did not take any samples in this area, extending beyond the bridge. what are you.

**Kēhaunani Llanos** : What happens to the original drawbridge when they open the Fort Armstrong and close the Kalihi channel drawbridge.

**Cindy Acpal, USACE**: Our understanding of the original Kalihi channel drawbridge. The Kalihi Channel is authorized back in the 1960. I believe it was 1962 it was constructed and at the time the Army Corps of engineers went in put in what we call a basco bridge and immovable bridge and so it was open for traffic. I believe the judge says the time is minus 35. In the 1980' s or so from what we're hearing that drawbridge continuously was failing and due to the high maintenance requirements. Congress actually went ahead as we authorized to. First of all, bring that Kalihi channel steps back up to -23 instead of -25 and also at the same time to authorize the state of Hawaii to install or construct a fixed bridge. And so I believe there was 1988 that the fixed concrete bridge alongside that movable bridge. The moveable bridge was no longer moveable and the Kalihi channel was then closed to any vessel traffic moving forward.

One point of clarification there is Congress reauthorized the Kalihi channel to the depth of -23. The Kalihi channel is not at -23. It's closer to probably -35 but it's just what we are authorized that are required to go in and dredge out is that -23. The existing conditions is a lot deeper than -23.

**Kēhaunani Llanos** : Will the Kalihi channel be for everyday use for during emergencies only?

**Cindy Acpal, USACE**: As a resiliency alternative we are from the Army Corps perspective, we are looking at it as for an emergency use. However, the state also has their 2050 masterplan in mind and I believe part of that does include opening up that second channel for more regular use and so really part of the opening that second Kalihi channel would include dredging so that vessel traffic could occur there once again. And whether that mean, a movable bridge or a higher bridge, I think I believe there's also a ton of study that was done to allow for vessel traffic to go through that area. Or, whether that means building some sort of resiliency outside of that bridge. So that bridge is not possible then, perhaps we can build some sort of the state would actually go in and build some sort of infrastructure. And what we would need to do is look at perhaps deepening seaplane runway so that they could build or have emergency coming operations out on that side. It's going to be safe dependent on how they want to use it if it is opened up and I believe that's part of the 2050 masterplan.

**Suzan Danforth:** If completed will the Kalihi channel be active, will very large ships be traveling past Mokauea island?

**Cindy Acpal, USACE:** Once again, I believe that would be up to the state and how they determine operations in the area. What we would be looking at would be specific to resiliency.

**Nick Emelio, USACE:** To expand on what Cindy was saying about the Kalihi channel and on the size of ships that we go through that channel. It's really going to depend on our design steps and with for that area. The master plan has a couple of different options, which includes: In depth and width to be sufficient for cargo ships. So, you're looking at a 45 to 50 foot depth there. So you would be able to see would see ships going in and out of their larger cargo ships. There's also an option for a less and less wide channel that would allow for tug and barge operations. So, instead of having cargo ships go in now, in that channel. You would have, you would have goods off loaded on barge side ships that would be brought into the harbor. So now you would see less of an impact in terms of the size ships going in that part of the channel. The way that we're going to evaluate this is based on projections of traffic and input from both the users group and the hardware pilots on what could be going in and out of Kalihi channel. Our designs are not final yet, and we're going to be continuing to refine them. And taking into consideration concerns about traffic and now that area. So we will, I guess to answer your question, which isn't a very satisfying answer, it depends. We're still working on designs remember that we are in the very conceptual stages of this project.

**Rhiannon Kucharski, USACE:** I just want to point out that planning phase or as Cindy called it the feasibility phase. We only get to about a 10% levels of design by the end of study phase. We do detail design in preconstruction engineering and design phase. So we will actually end this entire phase still at a conceptual level. But I just wanted to set that expectation now where we only ended about a 10% for this phase and we'll be analyzing a full range of alternatives and also scales of those alternatives in this process going from the smallest scale possible that would help right to the largest scale and looking at the benefits and the impacts and the trade offs of all of those along the way. And again in terms of resilience I think the greatest fear is that the main channel goes down because a ship breaks down in it because of what happened recently. A pleasure craft sailboat that was in poor maintenance and poorly tied up drifted it into the entrance channel and sunk. And close down operations at the harbor, just a small pleasure craft sailboat was able to do that. And no traffic could go in or out. Thankfully, Department of Transportation harbors was able to by emergency contracts access the contractor that was already active in the harbor at the time. And they were able to get in quickly and move the sailboat aside because there were ships with food waiting to come to the island, and we were being told shelves would start going empty with food starting within 24 hours if the ships weren't able to come in. So, again we're trying to save off any kind of a humanitarian crisis that could happen. If that main channel were to be obstructed and so having that second entrance or exit channel would allow for that resilience. Or, if there were emergency operations able to happen somehow outside of that bridge, so the team will look at all of those options. And it was mentioned yesterday by it was brought up in the master plan to look at locks and dams for the harbor and kind of looking at climate change and sea level change. And we do have canals, like the Panama canal, right? Or the Suez canal. That do have locks and dams, but we did entertain that that during the charrette and initial scoping and due to the cost,

maintenance issues, we are not bringing that forward into the alternatives that we do plan to look at, in depth.

**Sużan Danforth:** This is the channel where hundreds of children's from local schools paddle as well as recreational users and competitive canoe races are held.

I do want to recognize that we are going to take that note and we continue to be taking community feedback as we develop alternatives.

**Rhiannon Kucharski, USACE:** Yeah. Those are really important information and facts being shared and that is exactly why we're having these scoping meetings is to learn of all the important uses and issues and concerns.

**Vera Koskelo, USACE:** I'm curious how everybody heard about this meeting what the best way is to reach out to folks in the future, as we continue forward with the project.

**Individual from the room:** HPR

**Individual from the room:** The 2050 master plan mailing list.

**Rhiannon Kucharski, USACE:** Recording of yesterday's and today's meeting is also going to be online. If you're willing to share with us, it just helps us know which methods that we use for outreach are working. And maybe it's a little bit of everything. It sounds like at least from here in the room. Anything else from online. Okay. Well, I guess at this time, if we sort of run the course of general discussion, I'd like to just call out for any closing comments or thoughts. That anybody would like to share, you can come off mute. You can raise your hand. You can chat them in whatever way you prefer. Okay, hearing none I will just say on behalf of all of us and Department of Transportation harbors. Mahalo nui loa for spending your Friday evening with us. I know we're not as cool as like, a happy hour or spending time with your family so we really appreciate you coming and spending this time with us, both virtually and in person. Please stay tuned for more opportunities like this. Please be in touch with us through our E-mail through the website, reach out, we especially really want to follow up and have deeper discussions with our paddling community and our fishing communities, so we're going to be doing that. Jesse has taken those actions to follow up and we just again, thank you very much and have a wonderful weekend. Thank you so much for all of the active participation and knowledge in the comments and questions you shared this evening. We really appreciate and grow and learn from it and your feedback is really important. So again, mahalo nui loa.

List of Attendees:

Benjamin Reder	USACE	online
Cindy Acpal	USACE	present
Jessica Podoski	USACE	present



Jessie Paahana	USACE	present
Kimberly Otto	USACE	online
Marian Dean	USACE	present
Nick Emilio	USACE	present
Olivia Abbott	USACE	present
Rhiannon Kucharski	USACE	present
Vera Koskello	USACE	present
Kyle Ogata	HDR Engineering Inc.	Online
Justin	HFD	Online
8083****16		Online
Gail Haraguchi		Online
James Lynch	Architect	present
Nami Ohtomo	WSP USA	present
Kēhaunani Llanos		Online
Sużan Danforth		Online