



STATE DEPARTMENT OF TRANSPORTATION
HARBORS DIVISION

79 South Nimitz Highway • Honolulu, HI 96813



KALAELOA BARBERS POINT HARBOR
FUEL PIER AND HARBOR IMPROVEMENTS
DRAFT EIS

Notes from Public Meeting #3

March 1, 2017

The meeting was opened by Mr. Darrell Young, Deputy Director of the Department of Transportation, Harbors Division (DOT-H). Mr. Carter Luke, Engineering Program Manager of DOT-H, introduced the project team and described the importance of Kalaeloa Barbers Point Harbor (KBPH) and the collaborative process undertaken for the *KBPH 2040 Master Plan*, *KBPH Fuel Pier Development Plan*, and *KBPH Fuel Pier and Harbor Improvements Environmental Impact Statement* (EIS) efforts. Mr. Jeff Overton, Principal of G70, and Mrs. Barbara Natale, Senior Planner, co-presented the power point presentation on the Draft EIS. The presentation is posted at: <http://kalaeloaharbor2040.com>. Meeting participants were then given the opportunity to provide input and ask questions.

Below is a summary of the various topics and the discussions. DOT-H and G70 responses, where included, are *italicized*.

Neighboring Concerns

- During the original construction of the harbor basin by the US Army Corps of Engineers (USACE), the vibration caused by the use of explosive charges to create the basin was so intense that it caused cracks in the foundations of neighboring homes. Today's conditions are more sensitive because there are more facilities and homes such as Ko 'Olina and Honokai Hale. There has not been much discussion about how this will affect the community.

At the time of the original harbor construction and expansion during the 1980s, USACE used blasting to help its excavation activities to create the harbor basin. Explosive charges will not be used during this project as dredging will be limited to maintenance dredging (i.e., suctioning of loose sediment materials) and a small amount of new dredging.

In addition, other activities that may have vibrational impacts include pile or sheetpile driving activities to support the pier deck. Vibrational impacts will be limited.

- Is the USACE involved in this project? During original construction of the harbor basin, 13 homes suffered cracked foundations all at the same time. The USACE denied association of the damage to its project.

No, but they do have a separate harbor deepening study underway for which DOT-H is the sponsor. It is unlikely that blasting will be used for that project.

- Will construction occur at night? For other projects that have gone past the completion date, you can hear beeping sounds 24 hours a day as far as Honokai Hale and Ko 'Olina.

No. Construction activity will be limited to daylight hours and this condition can be stipulated per the construction contract.

- DOT-H needs to talk with neighbors at Honokai Hale, Makakilo and Neighborhood Board about the project.
- Will construction impacts, such as increased water turbidity, affect Ko 'Olina Marina?

It shouldn't. Dredging will occur at specific locations within the harbor, having minimal impact on water quality as required by the Section 401 permit. It will be up to DOT-H to work with Ko 'Olina Marina and keep them informed of construction activities.

KBPH Tenants

- Why wasn't the Maritime Licensing Center (MLC) addressed in the 2040 Plan? The MLC is Hawai'i's only full-time State-approved maritime licensing school, offering a range of US Coast Guard-approved maritime study programs, including firefighting and life boat training. Their facilities have been relocated from Honolulu Harbor to KBPH. They have a location for firefighting courses, but do not have a location for holding life boat classes (for which there is a demand). They would like help in relocating so that students can fulfill their requirements here in Hawai'i instead of having to travel to the mainland.

The KBPH planning effort was initiated several years ago; MLC's relocation to KBPH was unknown at the time. To address its space/facility requirements, MLC needs to meet separately with DOT-H to determine an appropriate location. A possible location may be Pier 8 where the Small Vessel Layberth will be located as a replacement for the Finger Pier.

- Businesses at KBPH, including the Maritime License Center and Marisco are very important to the harbor and the surrounding community. They are important to facilitating the needs of the maritime industry, as well as providing jobs to half the Waianae coast. Locating the Fuel Pier at Pier 3 will free up Piers 5, 6 and 7 for other cargo activities. The Pier 7 extension will also help rotate vessels in and out. The commenter was happy to see movement on this project.

KBPH Improvements and Operations

- Can you elaborate on how many jobs and what kind will be created as a result of the harbor improvements?

During the 25-year development period, construction employment is expected to average about 52 jobs per year. These jobs will include supervisors, heavy-equipment operators, cement workers, plumbers, electricians, etc. Other jobs related to construction will include planners, architects, government inspectors, etc. These jobs will range over a variety of skill levels, including entry-level, semi-skilled, skilled, management and professional positions. Secondary employment related to the improvement project's development is expected to average approximately 73 jobs. Page 4-99 of the EIS gives additional detail.

- Traffic surrounding the harbor is congested. Starting at 3:30 pm, it took a user 35 minutes to drive to from Marisco to Costco. If law enforcement tried to access KBPH at 6:30-7:00 am, they wouldn't make it in a timely manner because of the traffic congestion. At least one more exit is needed, two would be better. Suggest egress connectivity to Geiger, connect to Target.

Current plans outlined in the EIS will move the current harbor entrance near Marisco to a northern entrance located near GLP Asphalt. The timing for the construction of this roadway is uncertain, but is related to the development of the Kapolei Harborside project and the Kapolei Interchange Complex Phase 3. The Malakole Street entrance will remain as a secondary egress. Additional roadway improvements in the area are already taking place or are scheduled to begin within the next two years.

- Marisco has changed the schedule of its work force from five 8-hour days to four 10-hour days to reduce traffic volume during the peak hours. The new dry dock, with its ability to increase work opportunities, may create even more employment and traffic.
- Are there arrangements to construct a Pilot station at KBPH or will they continue to transit from Honolulu Harbor? The reason is because of two large vessel groundings in the last 10 years right outside KBPH's entrance channel. Suggest that a space be provided at the harbor for a pilot boat.

While the EIS does not discuss a pilot station as one of the improvements at KBPH, a station could be located within the Harbors Operations area and a small vessel could be berthed at Pier 8, pending availability of space. Until this happens, a closed circuit television system will be provided at the Maritime Support Service area at Pier 3. This will allow monitoring of the entrance channel by Marine Traffic Controllers at Aloha Tower, as well as by DOT-H's Central Control Center at Honolulu Harbor.

Previous plans for KBPH have included a control tower/pilot house at Pier 3 (Development Plan for Barbers Point Harbor, 1983), and provisions for measuring real-time current conditions for pilot use (2010 Master Plan for Barbers Point Harbor, 1991). However, KBPH does not/will not have sufficient harbor traffic to justify the placement of a Marine Traffic Control Tower at this time. The Marine Traffic Controller at Honolulu Harbor is manned 24/7,

and also serves KBPH. They have other collateral responsibilities and functions, one of which includes serving as the dispatcher for the Harbor Police.

The Kalaeloa Barbers Point Harbor 2040 Master Plan (2015) lists priority improvements for mitigating the existing daylight navigational risks at KBPH, including:

- 1. Relocation of buoys and lighted day markers to correctly mark the entrance channel.*
- 2. Installation of a Vessel Traffic Service to monitor ocean traffic movements.*
- 3. Availability of real-time oceanographic data.*
- 4. Increasing the sensitivity of the entrance range lights.*
- 5. Widening and deepening of the entrance channel.*

- Is there a plan in case of a fuel spill?

Yes, there are fuel spill responders with Clean Islands Council/PENCO currently in place. The placement of the Fuel Pier also took this concern into consideration. In the event of a spill at Piers 7 and 8, the spill could travel across the harbor under normal tradewind conditions. The Fuel Pier located at Piers 3 and 4 is best for containment of any spill; the surge that starts in the back of the harbor and moves towards Pier 3 will keep the spill along the Pier without much dispersal.

- Will there be shore power for vessels to power down and reduce emissions?

Yes, supporting infrastructure will be provided if there is user interest. Shoreside power (also called cold iron) with universal connections will allow vessels at berth to power down diesel generators and minimize air emissions.

- How will the different fuels affect the capacity for cargo movement in the harbor?

There may still be a demand for transportation and jet fuels, but the demand for low-sulfur fuel oil (LSFO) and other energy fuels will decrease. The Fuel Pier will have the capacity to accept various fuels and flexibility to meet unforeseen future conditions.

- Are there plans to offload crude oil?

No, not within the harbor. The crude oil tankers are too large to fit in the harbor and will continue to offload offshore. If anything, more refined fuels will be imported.

- Will fuel pipelines at Piers 5 and 6 still be used?

Yes, existing fuel hatches, pipelines and risers at Piers 5 and 6 will be retained to provide redundancy to KBPH's fuel system should demand warrant fuel transfer in this area; however, priority will be given to dry-bulk cargo operations.

- Will KBPH have additional customers such as cruise lines, containers, foreign trade zone? It seems that you could reduce truck traffic by moving containers from Honolulu Harbor to KBPH.

Not at this time – KBPH doesn't have the infrastructure to support these uses. In addition the economics don't pencil out. Honolulu Harbor is currently a seven-day operation, hub & spoke system to the neighbor islands. There would not be enough volume at KBPH to make it worth it. KBPH is also unable to accommodate large container ships due to the unpredictable cross current conditions at the harbor entrance. Pilots would not attempt to bring large container ships.

- Will the Pier 7 Yard be standalone? Hawaiian Cement was forced to move from the Maui Harbor due to the demand for cargo space (expressed in TEUs, i.e., Twenty-foot Equivalent Unit, or number of containers).

Yes, the 2040 Master Plan does not recommend the removal of any structures between Piers 6 and 7. Pier 7 Yard is currently an independent yard.

- Regarding Pier design options, for the Fuel Pier my preference is for Option C (i.e., Continuous Sheet Pile Bulkhead), as catwalks (Option A, Segmented Partial Pier) make it difficult for linesmen to handle ships during winter months when waters are stirred up. When these conditions occur, we may need to bring in 8 or 9 linesmen vs. 3 or 4. It is extremely difficult for linesmen to get out to the dolphin to handle the situation. Also, because it's a fuel pier, the sheet pile might be better for spill response.

DOT-H typically looks at a project based on the impact to users, costs by users, and ultimately the public (finance-based). The Option C: Sheet Pile Bulkhead may increase surge in the harbor. We will take into more consideration the usability and safety as well.

- There is no real mechanism for anyone that falls in to the water to get out. Especially at nighttime, when you can't see anything.

Plans for the Fuel Pier include safety features such as bull rails, safety ring stations and portable ladders.

- How much of the property line is going to be secure? Technically, the crew from a foreign vessel can't leave the pier to go shopping. So it is a security question – we need to be able to tell people on the ship what those boundaries are.

To address port security and safety concerns in the terminals, sensitive operations within KBPH will be secured by security fencing and controlled access, and monitored by security cameras and personnel. Standard security fences are constructed of two-inch mesh chain link topped by three strands of barbed wire on outriggers totaling eight feet in height. The emergency evacuation connection to Kekai Place will be gated, with passage allowed during emergencies only.

The Fuel Terminal will be a secure facility equipped with a security guard shack, perimeter security fencing and video monitoring system (subject to Facility Security Plan requirements). Restricted access to the facility will be controlled by a security gate. It will be fenced separately from the Pier 5A Cargo Yard. Access to the Fuel Pier and Terminal from Malakole Street will be restricted through a controlled access (i.e., secured gate) with security personnel verifying Transportation Worker Identification Credential (TWIC) clearances and Maritime Security (MARSEC) certifications as well as a specific reason for accessing the facility.

Perimeter fencing will be installed around the Pier 7 Cargo Yard. Security will be maintained through access controls to Pier 7 adjacent to Hawaiian Cement. Access to layberth at the new Pier 8 area will require credentials through a gate to the pier facilities. Installation of infrastructure such as common area amenities including lighting systems, security fencing and access controls will be developed incrementally as needed. Tenants will be responsible for the installation of fencing to secure their facilities.

- There was a study done on Panama lighting for the harbor 25 years ago. Have not heard about it since then. Panama lighting does not obstruct the vision of the pilot because it is not a direct light, and will light up the shoreline perimeter.

Perimeter lighting along the mole breakwater located at the western edge of KBPH is not working due to vandalism and the harsh environment. DOT-H maintenance crews have been repairing the lighting system to the extent possible. Replacement of the lighting system has been identified as a priority maintenance project; however, the lighting also needs to be upgraded to marine quality. Current lighting is commercial grade, but not effective for marine operations. Design of the lighting system will determine optimal height and orientation of lights, as well as light output and shielding to provide the best visibility for vessel operators while providing protection to migratory and endangered birds. Lighting similar to that used in the Panama Canal to facilitate 24-hour access would be ideal.

- There are new light fixture technologies available to address the migratory bird issue.

The light fixtures at KBPH will be shielded and downward-oriented to minimize light pollution, in compliance with state and federal acts protecting endangered and migratory birds. Of particular concern will be the migrating shearwater and fledglings.

- What are the timelines for improvements at Piers 9 and 10?

DOT-H is currently working on removing the coral stockpiles and re-grading the area for drainage. DOT-H is working on a conceptual grading plan, so that before exhausting the stockpiles, enough will be available to re-grade the area to the proper elevation.

DOT-H will start the design process in 2018 to install the necessary support infrastructure. A new electrical substation will be needed to provide additional electrical power capacity to the mauka development. Individual users could require their own transformers. DOT-H is coordinating with HECO.

Funding

- Does DOT-H have the funds to finance?

Yes, DOT-H is now changing the way they finance projects. Traditionally, they would sell bonds to finance CIP projects. DOT-H is now using cash flow financing, which comes from operating, financing, and investing activities. For example, \$70 million was used to get the Kapalama Container Terminal project going. Upcoming port expansions and maintenance requirements will be prioritized and undertaken as funds become available, and through adoption of policy management that will maintain a cash balance reflecting 1,000 days of operating expenses.

- What is the cost of the project?

Approximately \$75 million for the Fuel Terminal and about \$25 million for infrastructure improvements.

- Will Federal funding be available?

Not typically, as KBPH is a small harbor compared to New York, for instance. However, DOT-H is looking at Federal funding to be classified as a water highway between neighbor islands. This will provide funding for a feasibility study to investigate issues surrounding re-implementation of the inter-island ferry system.

Those Present:

State of Hawaii, DOT-H, Harbors Division – D. Young, C. Luke, D. Watase, S. Dale, C. Shen, D. Vo
Aloha Petroleum – D. Belknap, J. Finch, J. Metrose
City and County of Honolulu (CCH), Department of Emergency Management – R. Harter
CCH Department of Transportation Services – C. Clark
Grace Pacific – J. Shacat
Hawaiian Cement – J. Gomes
HawaiiGas – J. Grimmer, P. Nguyen, T. Young
HDR, Inc. – S. Uyeoka
Healy Tibbitts – D. Masumoto, V. Szabo
Honokai Hale/Nanakai Gardens – K. Jolonino
Honolulu Fire Department – D. Evangelista, B. Uehara
Honolulu Police Department – J. Trinidad
HSI – R. Grune
ILWU – T. Tahara, D. Takamnie
Island Energy – T. Parker
Ko Olina Community Association – M. Timson
Ko Olina Marina – P. Ahn, L. Kauahi
Marisco – F. Anawati, M. Anawati
Maritime License Center – C. Howard
McCabe, Hamilton & Renny – J. Zane
National Cargo Bureau – J. Knauss
Neighborhood Board #34 – D. Capelouto
NOAA Fisheries – K. Jacobson, I. Lundgren
Oahu Economic Development Board – P. Shim
P&R – S. Morita
Par Hawaii – L. Tanaka, E. Wright
Resident – M. Freitas, R. Loudermilk, D. Pomaikai
Sause Bros. – K. Pomaikai
State of Hawaii, Dept. of Land and Natural Resources, Div. of Aquatic Resources – D. Gulko
State of Hawaii, DOT – N. Kato
U.S. Coast Guard – U. Mullins