



**WEST MAUI**  
GREENWAY



February 2024    Final

# West Maui Greenway Work Plan

Prepared for  
County of Maui Department of Parks and Recreation



**SSFM**  
International

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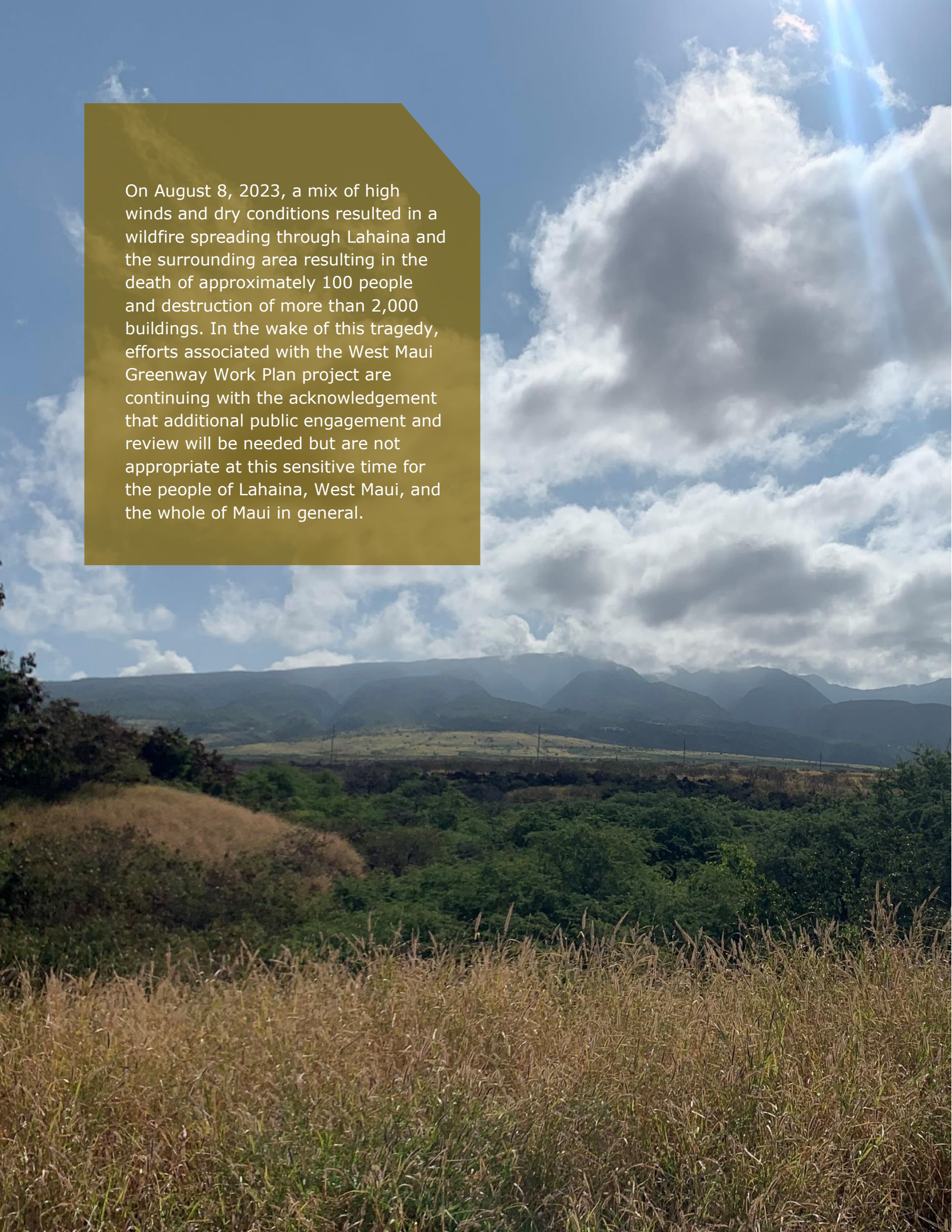
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On August 8, 2023, a mix of high winds and dry conditions resulted in a wildfire spreading through Lahaina and the surrounding area resulting in the death of approximately 100 people and destruction of more than 2,000 buildings. In the wake of this tragedy, efforts associated with the West Maui Greenway Work Plan project are continuing with the acknowledgement that additional public engagement and review will be needed but are not appropriate at this sensitive time for the people of Lahaina, West Maui, and the whole of Maui in general.

## Acronym Definition

<b>AMI</b>	Area Median Income	<b>NHPA</b>	National Historic Preservation Act
<b>BCA</b>	Benefit Cost Analysis	<b>NOFO</b>	Notice of Funding Opportunity
<b>BIL</b>	Bipartisan Infrastructure Law	<b>NPDES</b>	National Pollutant Discharge Elimination System
<b>CEJST</b>	Climate and Economic Justice Screening Tool	<b>O+M</b>	Operations and Maintenance
<b>CIZ</b>	Change in Zoning	<b>PCAP</b>	Priority Climate Action Plan
<b>COM</b>	County of Maui	<b>RCP</b>	Reconnecting Communities Pilot
<b>CWB</b>	Clean Water Branch	<b>ROW</b>	Right of Way
<b>CWPP</b>	Community Wildfire Protection Plans	<b>RRFB</b>	Rectangular Rapid Flashing Beacon
<b>CZM</b>	Coastal Zone Management	<b>RTC</b>	Rails to Trails Conservancy
<b>DLNR</b>	Department of Land and Natural Resources	<b>RTP</b>	Recreational Trails Program
<b>DOFAW</b>	Division of Forestry and Wildlife	<b>SHPD</b>	State Historic Preservation District
<b>DOH</b>	Department of Health	<b>SLR</b>	Sea Level Rise
<b>DPR</b>	Department of Parks and Recreation	<b>SLR-XA</b>	Sea Level Rise Exposure Area
<b>DPW</b>	Department of Public Works	<b>SMA</b>	Special Management Area
<b>EA</b>	Environmental Assessment	<b>SS4A</b>	Safe Streets and Roads for All
<b>EIS</b>	Environmental Impact Statement	<b>STBG</b>	Surface Transportation Block Grant
<b>EPA</b>	Environmental Protection Agency	<b>STIP</b>	Statewide Transportation Improvement Program
<b>ETC</b>	Equitable Transportation Community Explorer	<b>TAC</b>	Trail Advisory Committee
<b>HCF</b>	Hawai'i Community Foundation	<b>USACE</b>	United States Army Corps of Engineers
<b>HDOT</b>	Hawai'i Department of Transportation	<b>USDOT</b>	United States Department of Transportation
<b>HRS</b>	Hawai'i Revised Statutes	<b>USFS</b>	United States Forest Service
<b>L RTP</b>	Long Range Transportation Plan	<b>USFWS</b>	United States Fish and Wildlife Service
<b>MPO</b>	Maui Metropolitan Plan Organization	<b>WMCP</b>	West Maui Community Plan
<b>NAE</b>	Neighborhood Access and Equity	<b>WMG</b>	West Maui Greenway
<b>NEPA</b>	National Environmental Protection Act	<b>WMGP</b>	West Maui Greenway Plan
<b>NFWF</b>	National Fish and Wildlife Foundation	<b>WQC</b>	Water Quality Certification

# WHAT ARE GREENWAYS?

Greenways are outdoor spaces that can serve a variety of purposes and individual benefits, while also reflecting the community and destinations it serves.

Greenways provide access to **safe and equitable transportation** alternatives for non-motorized users.

Greenways increase community resiliency by providing **transportation redundancy** which can be used for **emergency response or evacuation**.

Greenways can use drought-tolerant native planting and **green infrastructure** to treat stormwater runoff.

Greenways can serve as **fuelbreaks** in areas prone to wildfire, providing increased access for emergency responders.

Greenways can be designed as **utility corridors** allowing utility agencies to underground their facilities along the corridor.

Greenways can provide **trail-oriented development** by serving as a catalyst to the construction of future resilient communities.

Greenways support **community cohesion, public health, and encourage active recreation**. They have the ability to attract people of all ages and abilities.



## A. INTRODUCTION

The West Maui Greenway (WMG) is a proposed 25-mile, multi-use trail, traversing the western coast of Maui, connecting Ukumehame in the south to Līpoa Point in the north. It is envisioned to provide safe and alternative forms of transportation and recreation, separate from the heavy volumes of high speeds vehicles along Honoapiʻilani Highway, to connect communities throughout West Maui.

The West Maui Greenway has been proposed in various forms in prior planning efforts: Bike Plan Hawaiʻi Master Plan (Hawaiʻi Department of Transportation (HDOT), 2003), and the Pali to Puamana Parkway Master Plan (County of Maui (COM) Planning Department, February 2005). The Hele Mai Maui: Long Range Transportation Plan 2040 (LRTP) (Maui Metropolitan Plan Organization (MPO), December 2019) and the West Maui Community Plan (COM Planning Department, January 2022) both identified the completion of the WMG as a high priority project.

Most recently, the West Maui Greenway Plan (WMGP) was completed by Maui MPO in September 2022. The objective of the plan was to develop a preferred route alignment, propose trail types, and implementation strategies.

### **This work plan is divided into eight (8) chapters (A through H):**

- ▶ **Section A** provides an overview of the plan, the benefits of the WMG, and an introduction to the project.
- ▶ **Section B** reviews the challenges and opportunities to implementation of the full 25-mile project, as well as a specific focus on the challenges and opportunities presented by the proposed first WMG segments for construction which include

The purpose of this work plan is to build upon the previous planning efforts and provide the County of Maui with a clear roadmap to move the WMG project forward.

#### **The work plan includes:**

- ➔ Specific tasks
- ➔ Deliverables,
- ➔ Critical decision points,
- ➔ Funding opportunities and deadlines,
- ➔ Community engagement,
- ➔ Permitting,
- ➔ Other recommended studies and plans required to take the WMG forward to fruition.

This work plan supplements the *Data Collection and Site Selection Report*, which reassessed the priority WMG segment(s) to implement first, considering a variety of additional criteria including the impacts of the August 8, 2023 wildfires and their effect on West Maui.

Segments 3 through 5 (Lahaina Civic Center to Launiupoko Beach Park), coinciding with the areas directly impacted by the wildfires, providing a connection between these significant community resources.

- ▶ **Section C** provides an overview of potential funding sources for the implementation of the WMG.
- ▶ **Section D** includes a community engagement strategy for the project with a focus on the first phase of the project. The objective of the community engagement strategy is to build on the initial efforts of the WMGP to ensure the project involves a diverse cross section of potential stakeholders across West Maui.
- ▶ **Section E** details potential options for a management strategy for the West Maui Greenway, with options including housing the project under a single county department, the creation of a new county department, and various management partnerships between public and private entities in Maui County.

- ▶ **Section F** describes further studies or manuals that would develop formalized policies and guidance to direct the operations and management of the WMG. This chapter includes a proposed outline for what could be included in each document.
- ▶ **Section G** outlines the various Federal, State, and County permits and approvals that may be required to complete the project, including the permitting office and expected length to complete the permit process.
- ▶ **Section H** outlines an initial implementation schedule for the project.

### The Lahaina Wildfires

On August 8, 2023, a mix of high winds and dry conditions resulted in a wildfire spreading through Lahaina and the surrounding area resulting in the death of approximately 100 people and destruction of more than 2,000 buildings. The impact of the wildfire left the landscape of West Maui completely changed and reduced much of the urban fabric of Lahaina to ashes. The fires have not eroded the community fabric of West Maui, and Lahaina will rebuild. The rebuilding process for Lahaina will take years as soils need to be remediated and homes and lives need to be rebuilt. Projects, such as the West Maui Greenway, have the potential to support community rebuilding, leading to a more resilient Lahaina that centers the needs and desires of the community that lived there.

As originally envisioned in the 2022 WMGP, the WMG is proposed to travel through Lahaina, connecting Lahaina Civic Center and Launiupoko Beach as the trail traverses from Lipoa Point to Ukumehame (Figure 1). Portions of Segments 3 through 5 of the

proposed route travels through or adjacent to fire impacted areas in Lahaina (Figure 2). As Lahaina rebuilds, the WMG has the potential to be a catalytic community project that is a part of a more resilient Lahaina, expands transportation options, and provides a safe community gathering space. The following section will expand upon the benefits provided by the WMG.

**Figure 1: West Maui Greenway Proposed Route**

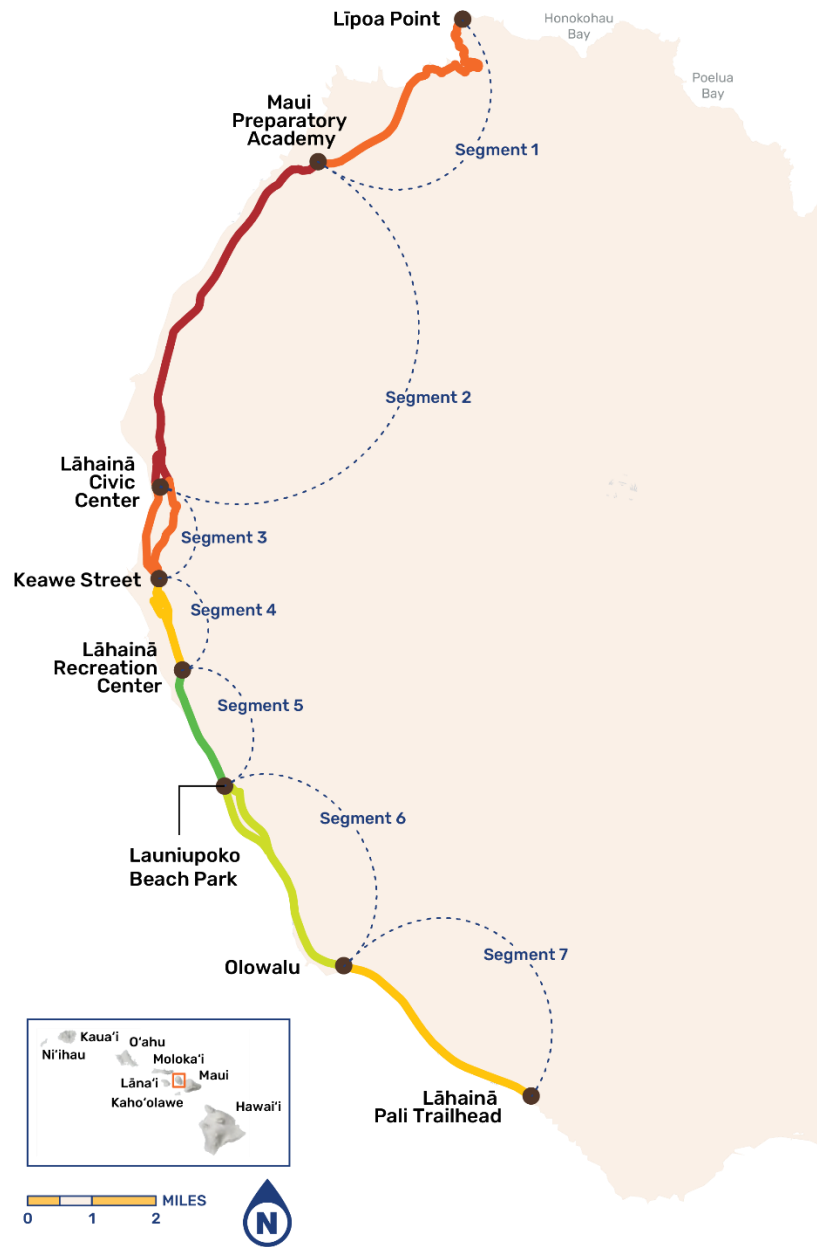
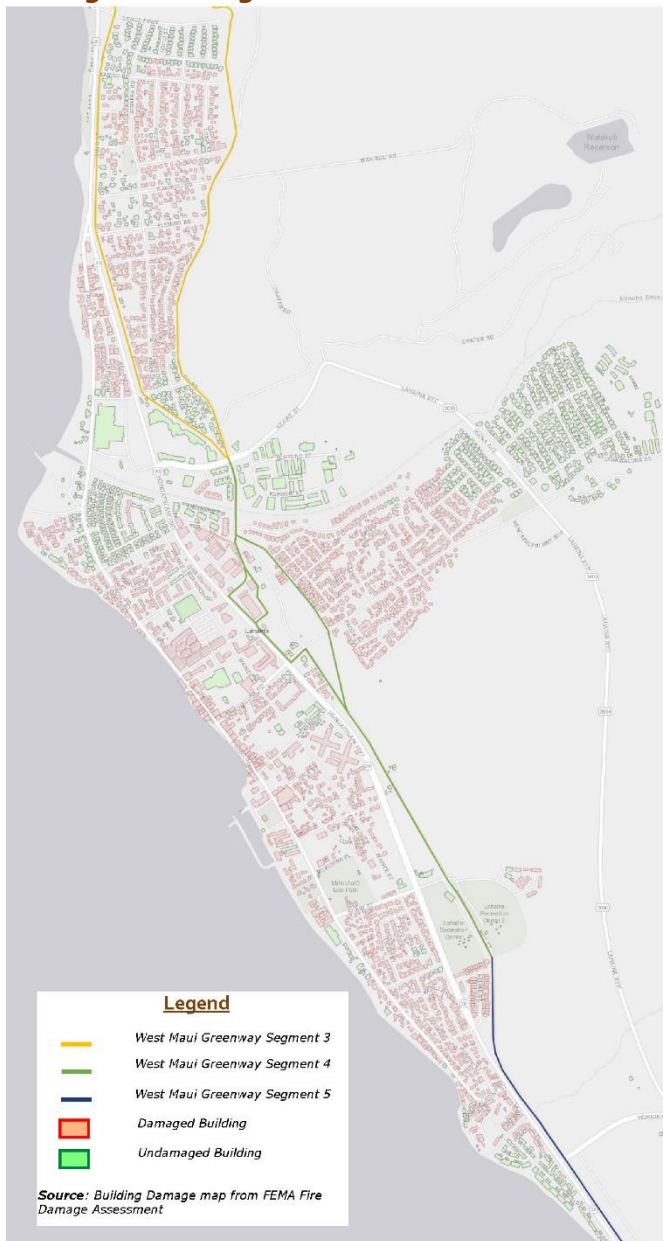


Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022



**Figure 2: Proposed WMG route through fire damaged buildings in Lahaina.**



### **Enhances the transportation network.**

The WMG will expand upon the West Maui transportation network, providing an alternate route for multimodal access and transportation that enhances regional connectivity. The WMG is recognized and included in the county’s Hele Mai Maui 2040 plan and HDOT’s Statewide Transportation Improvement Program (STIP), which shows a high level of awareness and commitment to the project from the County and community (see Figure 3).

### **Public health and recreational benefits.**

The project facilitates active, non-motorized transportation by providing a safe, separated facility for users to travel throughout the West Maui region. This will enable a greater number of people in the community to use non-motorized modes of transportation for commuting as well as recreation. This will reduce reliance on vehicles and could help reduce traffic on congested West Maui roadways.

**Emergency access and resilience.** The greenway can be designed to provide a viable alternate route for emergency access and vehicular evacuation during times of need such as natural disasters. The greenway could also serve as a fuelbreak in the event of wildfire, contributing to the resilience of West Maui.

## Benefits of the West Maui Greenway

The West Maui Greenway has the potential to be a transformative project for West Maui that benefits local residents and community resilience. This section will discuss some of these benefits.

Fuelbreaks are man-made areas with a reduced fuel load that act as barriers to stop or slow down fire spread. They are also designed to provide firefighters access and to act as a retreat for personnel and equipment to escape injury.

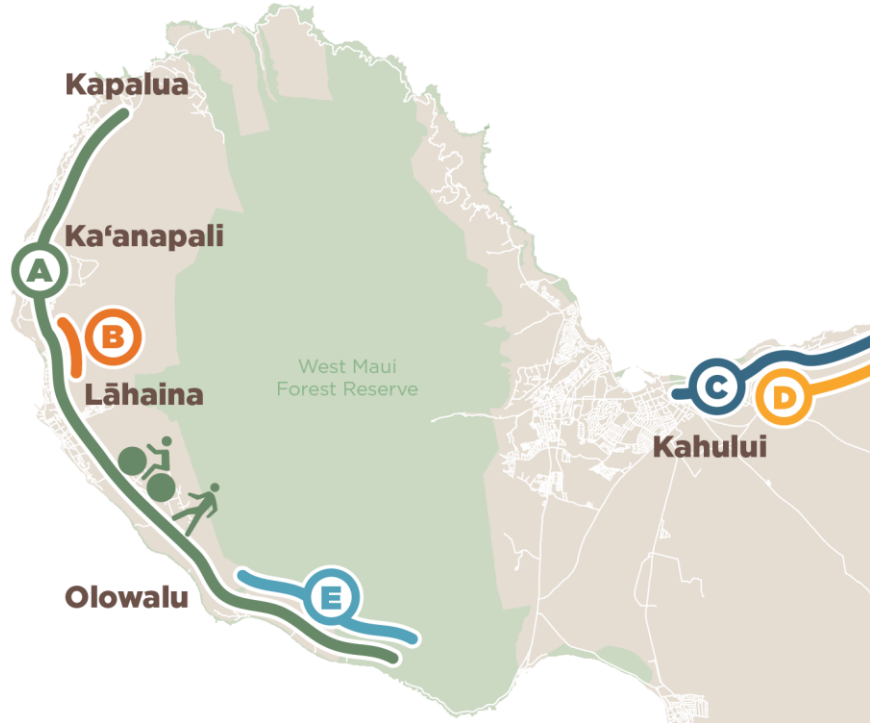
**Figure 3: Legacy Projects**

## The 6 Legacy Projects

Along with a strong history of planning on Maui, there are a number of transportation projects that have been identified as priorities over the years. While this long-range plan won't necessarily solve every one of these major transportation issues or identify funding to complete all the legacy projects, the work we do as part of Hele Mai Maui can help to build on the initial ideas that have emerged from many community discussions.

**A West Maui Greenway**

The West Maui Greenway is a proposed multi-use trail that would connect Olowalu and Lāhaina. The 25-mile trail would use abandoned cane haul roads and a railroad right-of-way to create a recreational trail connecting people to destinations between Ukumehame and Lipoa Point. The first phase will connect people from Ka'anapali to Lāhaina.



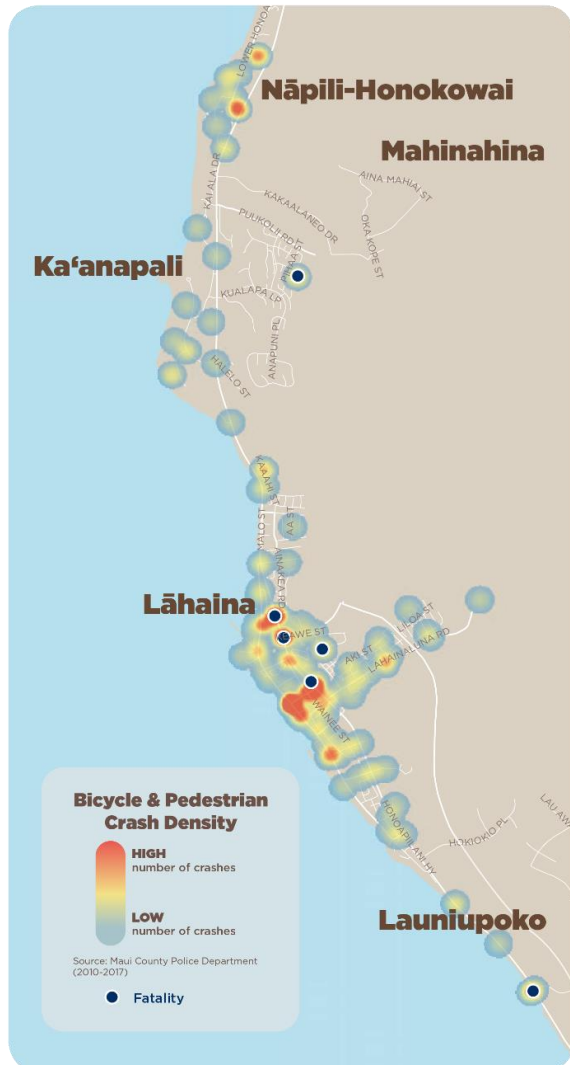
*Image Source: Hele Mai Maui 2040*

**An accelerator for future improvements and quality of life in West Maui.** The WMG can accelerate future investments in multimodal infrastructure and complete streets projects that improve community livability and connect West Maui destinations such as schools, workplaces, shops, parks, and beaches, with the greenway. The WMG can promote trail-oriented development by serving as a catalyst to the construction of future resilient communities.

**A safe facility.** The design and alignment of the WMG prioritizes greenway user safety. A shared-use path that is separated from the roadway and vehicular uses can aid in reducing roadway fatalities and serious injuries of people on foot and on bikes by reducing the number of potential vehicular

conflicts. The highest density of bicycle and pedestrian collisions in West Maui occurred along roads in Lahaina Town, while additional clusters occur up towards Kā'anapali adjacent to residential housing (see Figure 4). By providing a dedicated, safe route for the most vulnerable users, non-motorized bikes and pedestrians, the WMG can help reduce the number of traffic collisions with automobiles. Where the greenway proposes roadway crossings, enhanced crosswalk safety features are recommended to maintain user safety.

**Figure 4: West Maui Bicycle & Pedestrian Crash Density**



*Image Source: Hele Mai Maui 2040*

**An equitable facility.** The WMG will be designed to be safe and welcoming to users of all ages and abilities. Road separated facilities, such as the WMG, provide a safe way for people without an automobile to access jobs, goods, and services across their community. The facility will also provide a free resource for the community to use to gather and recreate that is an alternative to universally loved beaches and beach parks.

**Potential as historical resource.** The WMG may serve as a destination for users

from other parts of the State, and tourists from elsewhere. The design of the project could provide cultural and environmental education, sharing the historical significance of West Maui. The WMG will need to determine appropriate measures to regulate commercial and tourism-oriented uses to reduce conflict between users. Greenways and multiuse paths encourage non-vehicular travel by active visitors and the cultural and education along the greenway will be reflective of the local Hawaiian culture. Facilities such as the Stanley Park Seawall in Vancouver BC are used by locals and tourists alike for community building, commuting, recreation, and sightseeing.

The design of the project will anticipate the potential usage of the WMG by all users while focusing on the needs of West Maui residents in its design and planning by providing connections between community destinations as opposed to resorts or other tourist-focused places.

**Supportive of local, state, and federal climate goals.** The WMG supports County of Maui, State of Hawai'i, and Federal climate goals of reducing single occupancy vehicle trips and vehicle miles traveled. The design and route of WMG will encourage community members to use the greenway as an alternative transportation route to key destinations by ensuring it is safe, accessible, clearly signed, and integrated into the regional transportation network along with key destinations for users.

**A memorial.** Following the appropriate outreach and support from the community, the greenway could serve as a memorial to the tragic events of August 8, 2023. This could be reflected in ways that the community desires and could serve as a means to foster greater local support and care. This could also be reflected in the naming of the facility to the "West Maui Memorial Greenway" if the local community decides.

## B. CHALLENGES AND OPPORTUNITIES

The WMG is a 25-mile proposed greenway and shared-use path that travels through several diverse zones as it traverses West Maui from Līpoa Point in the north to Ukumehame in the south. The project was divided into seven (7) segments for ease of discussion and for potential phased implementation in the *WMGP*. The *WMGP* analyzed numerous route alternatives for each segment and evaluated each based on their alignment with project goals, ultimately proposing a preferred alignment for each segment. This chapter will discuss the high-level challenges and opportunities for the preferred alignment of each segment, starting with the priority Segments 3, 4 and 5 identified as the first phase proposed for implementation.

### 1. Priority Segments

#### a) Segment 3 – Lahaina Civic Center to Keawe Street

Segment 3 is the northernmost of the three segments proposed for Phase 1 construction of the WMG. Challenges and opportunities will be discussed in more detail later in this section.

Segment 3 is roughly two (2) miles in length beginning at the Lahaina Civic Center in the north. The preferred alignment for this segment has two parallel options which could be selected (see Figure 5). The mauka alternative runs mauka from the Civic Center to join the network of cane haul roads which the alignment follows to Keawe Street at a location mauka of the Lahaina Gateway shopping center. The makai alternative follows the Sugar Cane Train tracks adjacent to Malo Street and Wahikuli Terrace Park

Access Road to Keawe Street, at a similar location as the mauka alignment.

#### b) Segment 4 – Keawe Street to Lahaina Recreation Center

Segment 4 is the middle of the three segments proposed for Phase 1 construction of the WMG. Challenges and opportunities will be discussed in more detail later in this section.

Segment 4 is roughly two (2) miles in length beginning at Keawe Street in the north. There are two alternatives for the preferred alignment for this segment (see Figure 6). The segment begins following the Sugar Cane Train track to Kuhua Street (see Figure 7). At this point the mauka alternative follows Kuhua Street mauka of the Pioneer Mill site which has been identified as a potential location for the future Lahaina Transit Hub for West Maui in the West Maui Community Plan and the West Maui Community Corridor Project. At the terminus of Kuhua Street the alternative crosses the adjacent (formally) vacant parcel to meet Mill Street at Dickenson Street. The makai alternative follows the Sugar Cane Train track alignment to the station adjacent to Honoapiʻilani Highway before following Honoapiʻilani Highway for two blocks, turning mauka at Lahainaluna Road and then turning right at Mill Street. Both alternatives then follow Mill Street through to the Lahaina Recreation Center.

Figure 5: Segment 3, Preferred Alignment

**Greenway Alignments**

- Preferred
- End of Segment
- Parks (County, State, and Private)

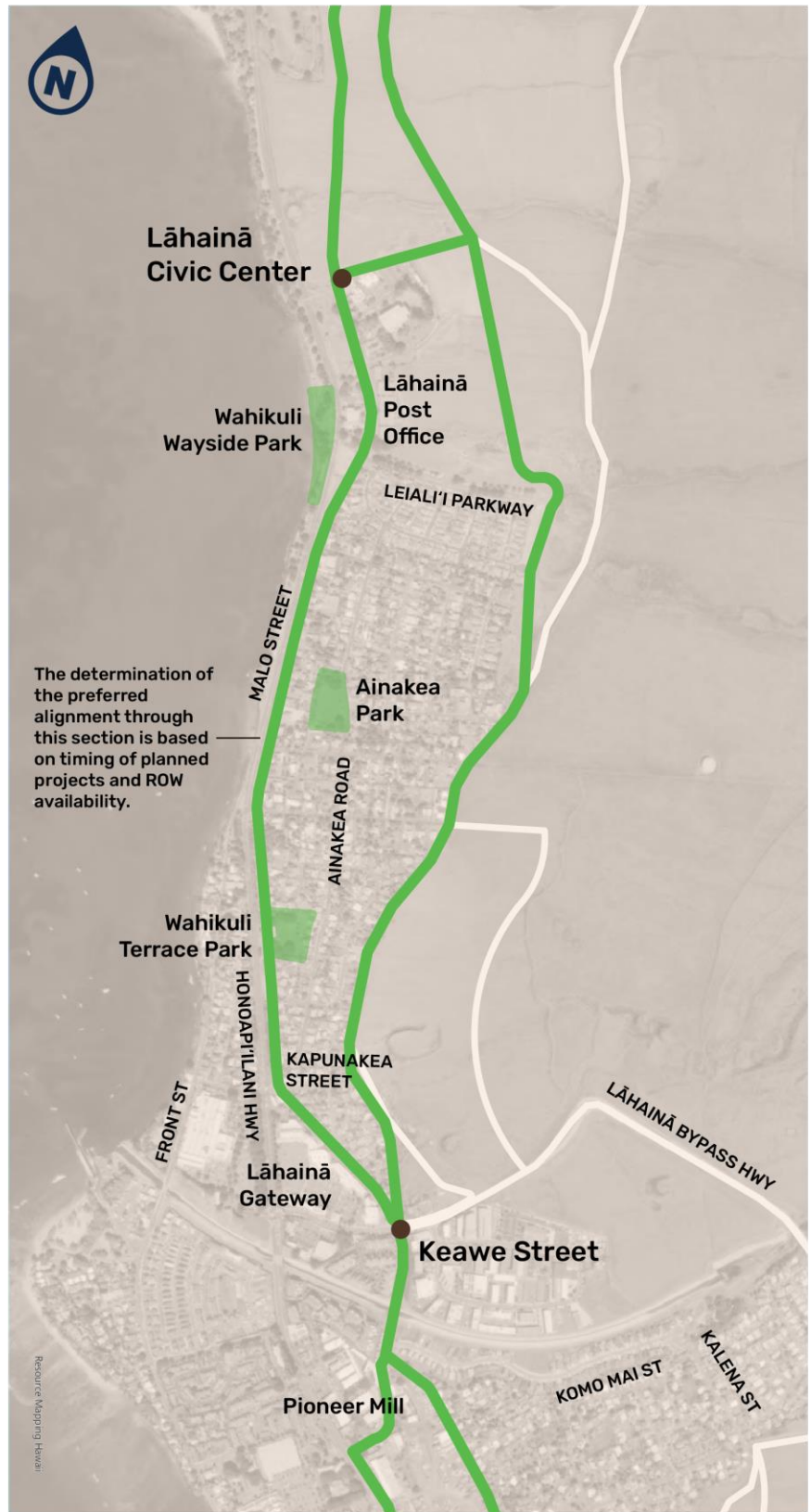


Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022

Figure 6: Segment 4, Preferred Alignment

**Greenway Alignments**




-  Preferred
-  End of Segment
-  Parks (County, State, and Private)



Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022



**Figure 7: Segment 4 Sugar Cane Train Bridge Crossing**

Similar to Segment 3, this segment traverses through the southern section of the fire-impacted areas from the August 8, 2023 wildfire. Rebuilding efforts in Lahaina have not begun at the time of writing this workplan and it is unknown what the future development pattern in this area will look like. Pre-wildfire, this would have provided an excellent multimodal transportation option for residents and visitors travelling into Lahaina by means other than automobile. Post-fire, the WMG has greater potential to provide increased mobility options and resiliency for the future of Lahaina.

### c) Segment 5 – Lahaina Recreation Center to Launiupoko Beach Park

Segment 5 is the southernmost of the three segments proposed for Phase 1 construction of the WMG. Challenges and opportunities will be discussed in more detail later in this section.

Segment 5 is roughly two (2) miles in length beginning at Lahaina Recreation Center in the north. The preferred alignment follows Mill Street to Honoapi'ilani Highway at Hokiokio Place (see Figure 9). From here, the WMG follows a flood control channel (see Figure 8) to mile marker 19 where the route transitions to be adjacent to Honoapi'ilani Highway on to Launiupoko Beach Park.




This segment links two popular county parks using a separated path located away from traffic on the highway.

Figure 8: Segment 5 Flood Control Channel Alignment



Figure 9: Segment 5, Preferred Alignment

**Greenway Alignments**

-  Preferred
-  End of Segment
-  Parks (County, State, and Private)

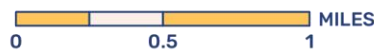
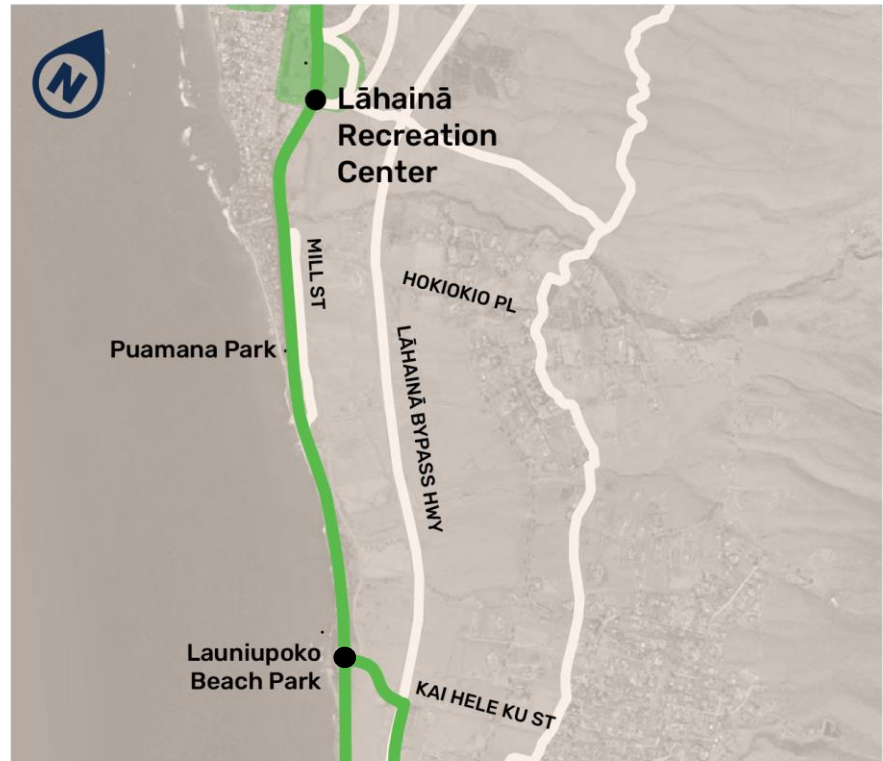


Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022



#### d) Proposed Phase 1: Lahaina Civic Center to Launiupoko Beach Park

The WMGP identified Segment 5 (Lahaina Recreation Center to Launiupoko Beach Park) as the proposed first segment to be implemented. This project reviewed the original ranking criteria and added additional evaluation criteria including resiliency planning, planned development, transportation safety and equity, and existing benefit/use. One intention behind these additional evaluation criteria was to better align with potential future grant applications. The full discussion and methodology for this re-assessment can be found in the Data Collection and Site Selection Report.

The result of the re-assessment of ranking criteria was the selection of three segments, Segment 3 (Lahaina Civic Center to Keawe Street), Segment 4 (Keawe Street to Lahaina Recreation Center), and Segment 5 (Lahaina Recreation Center to Launiupoko Beach Park) as the proposed segments to be implemented as a part of Phase 1. While multimodal connections to some of the intended community destinations originally desired by this pilot segment have been directly impacted by the August 8, 2023 wildfire, the WMG still has a great potential to provide increased mobility options and resiliency for the future of Lahaina.

#### e) Priority Segments Description

The proposed Phase 1 of the WMG is approximately 5.25 miles in length beginning at the Lahaina Civic Center. Phase 1 encompasses three (3) segments – Segment 3, Segment 4, and Segment 5, each of which is roughly two (2) miles in length. There are two alternatives for the preferred alignment of Phase 1, a mauka alternative and a makai alternative. Images from the WMGP Map

Book provide a visual overview of the proposed alignments in Figures 10-18.

##### i. Mauka Alternative

The mauka alternative runs mauka from the Civic Center to join the network of cane haul roads which the alignment follows to Keawe Street at a location mauka of the Lahaina Gateway shopping center. From the Lahaina Gateway shopping center, this alternative follows the Sugar Cane Train tracks to Kuhua Street. Here, the mauka alternative follows Kuhua Street mauka of the Pioneer Mill and potential future Lahaina Transit Hub site. At the terminus of Kuhua Street the alternative crosses the adjacent (formally) vacant parcel to meet Mill Street at Dickenson Street. From here, the mauka alignment continues along Mill Street to Lahaina Recreation Center. Continuing from the Lahaina Recreation Center, this alignment follows Mill Street to Honoapi'ilani Highway at Hokiokio Place. From here, the WMG follows a flood control channel to mile marker 19 where the route transitions to be adjacent to Honoapi'ilani Highway on to Launiupoko Beach Park.

##### ii. Makai Alternative

The makai alternative runs makai from the Civic Center along the Sugar Cane Train tracks adjacent to Malo Street and Wahikuli Terrace Park Access Road to Keawe Street adjacent to the Lahaina Gateway shopping center. From the Lahaina Gateway shopping center, this alternative follows the Sugar Cane Train tracks to Kuhua Street. Here, the makai alternative follows the Sugar Cane Train track alignment to the station adjacent to Honoapi'ilani Highway before following Honoapi'ilani Highway for two blocks, turning mauka at Lahainaluna Road and then turning right at Mill Street. From here, the makai alignment continues along Mill Street to the Lahaina Recreation Center. Continuing from

the Lahaina Recreation Center, this alignment follows Mill Street to Honoapi'ilani Highway at Hokiokio Place. From here, the WMG follows a flood control channel to mile marker 19 where the route transitions to be adjacent to Honoapi'ilani Highway on to Launiupoko Beach Park.

The proposed Phase 1 of the WMG runs through Lahaina and includes multiple community destinations within ¼ miles of the proposed alignment. These include beach parks, Wahikuli Terrace Park, the Lahaina

Civic Center, the Lahaina Gateway shopping center, Pioneer Mill, Front Street and the ocean, Lahaina Historic District, Malu Ulu O Lele Park, grocery stores, shops, schools, and the West Maui Skate Park. Prior to the 2023 wildfire, these segments would have provided a key connection for residents and visitors looking for a multimodal alternative to get around Lahaina.

**Figure 10: Segment 3, Sheet 1, WMG**

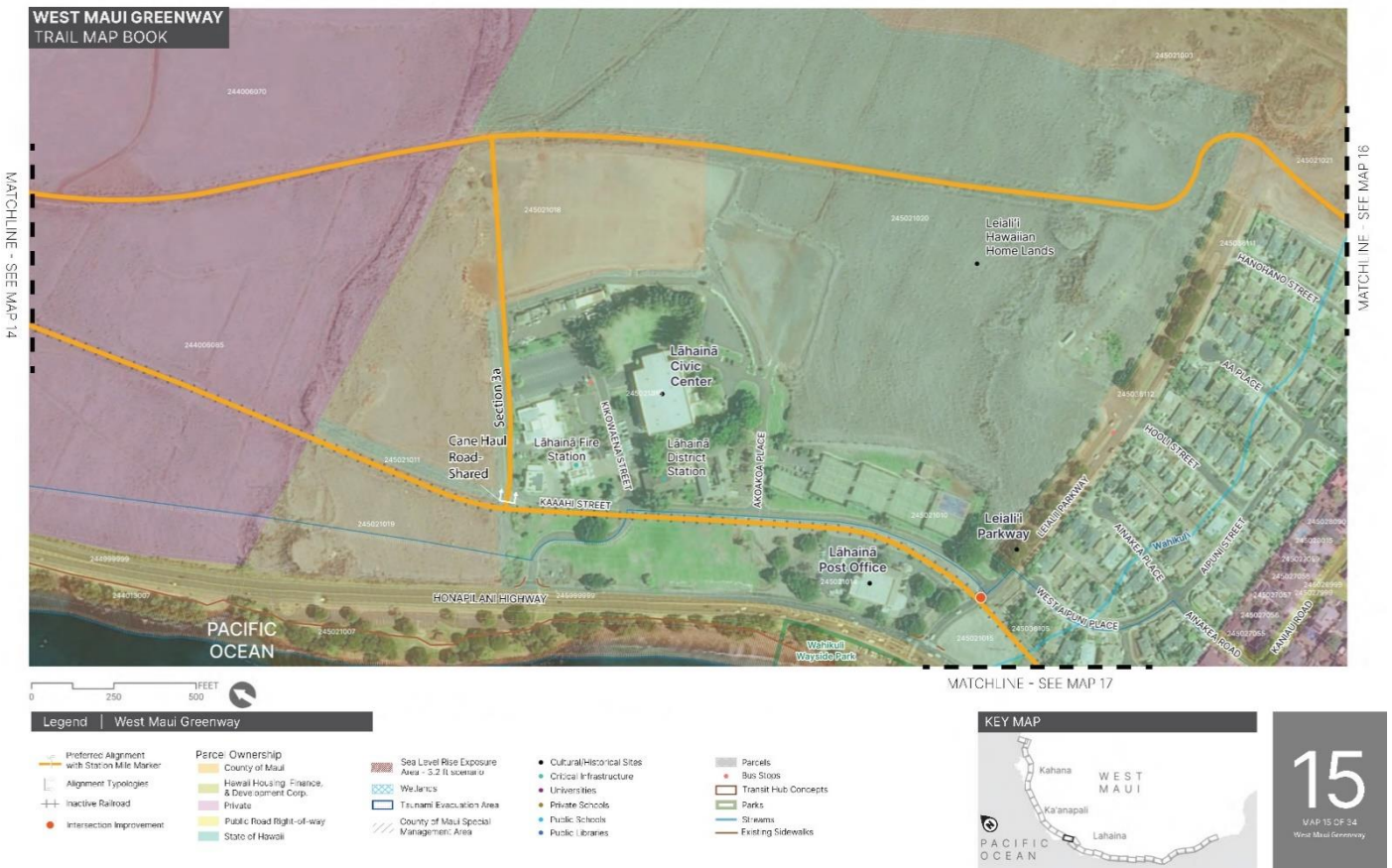


Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 11: Segment 3, Sheet 2, WMG

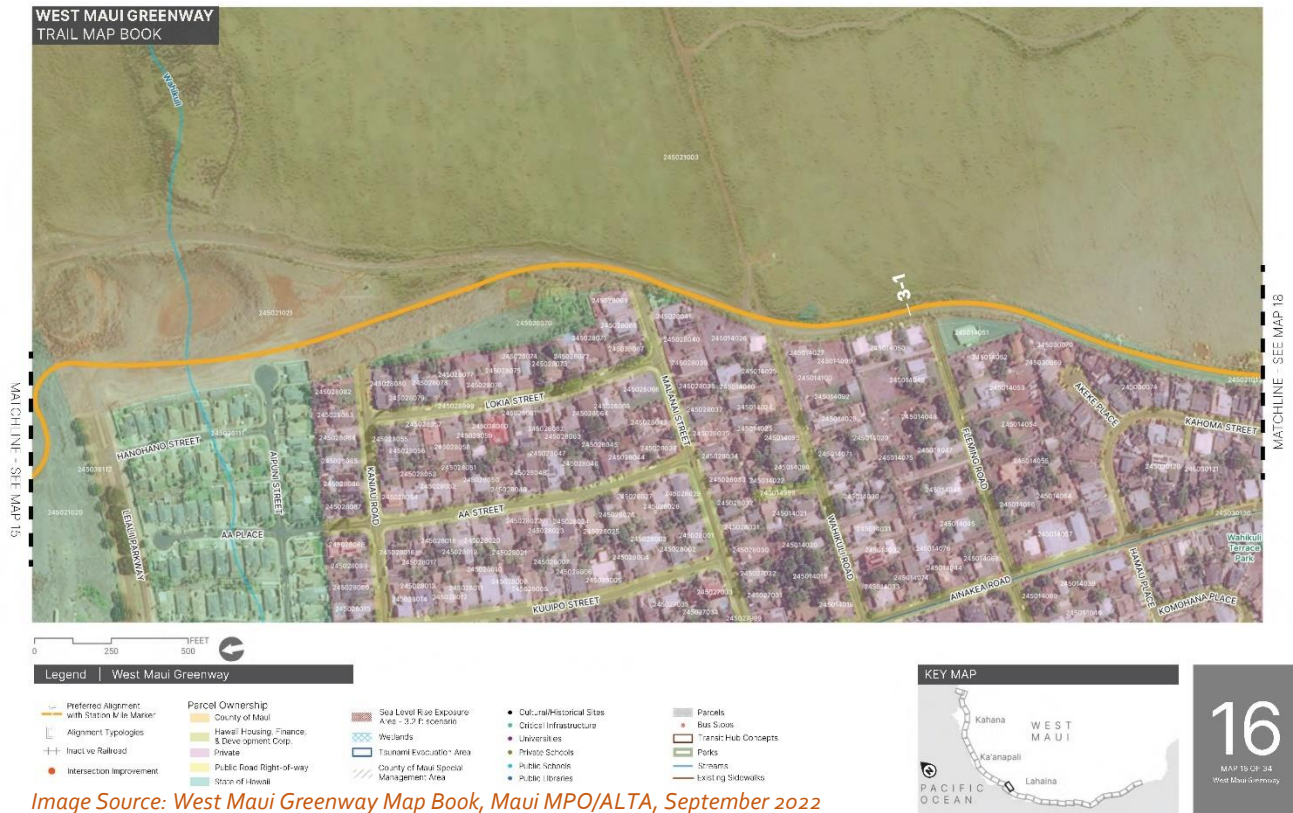


Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 12: Segment 3, Sheet 3, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 13: Segment 3, Sheet 6, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 14: Segment 4, Sheet 1, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 15: Segment 4, Sheet 2, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 16: Segment 5, Sheet 1, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 17: Segment 5, Sheet 2, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

Figure 18: Segment 5, Sheet 3, WMG



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

**f) Opportunities**

**i. Proximity to Future Development**

The mauka alternative of Segment 3 would run parallel to the proposed Villages of Leiali'i mixed-use development that proposes the construction of upwards of 4,100 residential units, two elementary schools, commercial, office, and industrial uses, parks, and open space. The development proposes to

construct more than 50% of the residential units to be affordable to households at 140% or below the Area Median Income (AMI). Construction of the WMG in this location would provide a separated shared-use path for residents to use to access destinations in Lahaina and across West Maui by means other than automobile.

**Figure 19: Vulnerable Road User Safety Assessment – West Maui**



Image Source: Vulnerable Road User Safety Assessment, HDOT/Bowers & Kubota, November 2023

## ii. Safe Alternative Travel

Segment 3 provides another excellent opportunity for a section separated from vehicles using Honoapiʻilani Highway. For the mauka alternative, there are no major road crossings at this time. The makai alternative has seven (7) road crossings including Leialiʻi Parkway, Wahikuli Road, Fleming Road, and Kapunakea Street. These road crossings would present more of a safety challenge for WMG users given the increased interaction with vehicles.

Additionally, Honoapiʻilani Highway between Wahikuli Road and Prison Street, of which portions of Segments 3 and 4 overlap, has been identified by HDOT as a high pedestrian/bicyclist crash corridor on its 2023 *Vulnerable Road User Safety Assessment*, opening up potential federal grant funding opportunities to address safety concerns (see Figure 19). If constructed, the WMG has the potential to heavily reduce pedestrian/bicyclist and vehicle interactions.

## iii. Connection with Future Transit Hub

In Segment 4 the Pioneer Mill site offers an opportunity. West Maui planning documents such as the *West Maui Community Plan* and the *West Maui Community Corridor Project* identified the Pioneer Mill site as a potential location for the future Lahaina Transit Hub for West Maui, relocating the current transit hub away from the Wharf Cinema. It is unclear what the next steps for the West Maui Community Corridor will be after the impact of the Lahaina fires. However, if the transit hub is moved to Pioneer Mill, this would provide an opportunity for direct connection to the WMG. It should be noted that Kāʻanapali Land Management Corporation, the owner of the Pioneer Mill

site, has requested that the greenway not bisect the Pioneer Mill parcel so as to not limit future development potential of the site.

## iv. Fire-Wise Community Feature

The opportunity for implementing this segment of the WMG as one of the initial segments in a post-fire Lahaina reconstruction is significant. Lahaina will rebuild, and providing a multimodal transportation corridor that is recognized as a key part of the transportation network could provide numerous community benefits. The WMG can provide a key multimodal option for local residents and also be designed to function as an emergency access route for first responders or alternative evacuation route for citizens. Additionally, the WMG could function in part as a fire break, allowing access for firefighting and providing a fuelbreak to reduce the spread of wildfires.

## v. ROW Availability

Another opportunity for this section is the availability of ROW. Per the County of Maui Parcel Viewer, the Honoapiʻilani Highway and Mill Street ROW is owned by HDOT and COM, respectively. However, the portion of Mill Street south of the Lahaina Recreation Center, in Segment 5, has multiple different owners. This could pose a challenge to continuity of the greenway to the south at the conclusion of the first phase of the project.



## g) Challenges

### i. Unknown Post-Fire Development

The major challenge for Phase 1 is that it overlaps with the majority of the fire-impacted areas from the August 8, 2023 wildfire tragedy. Rebuilding efforts in Lahaina have not begun at the time of writing this workplan and it is unknown what the future development pattern in this area will look like as rebuilding efforts get underway. Pre-wildfire, this segment would have provided an excellent multimodal transportation option for residents and visitors travelling into Lahaina by means other than automobile. Post-wildfire, the WMG has greater potential to provide increased mobility options and resiliency for the future of Lahaina.

The Lahaina Gateway shopping center and immediate surrounding commercial businesses were largely spared from the fires and will likely continue to serve as an important community resource in the future. Development of multimodal infrastructure such as the Keawe Street Improvements Project and the WMG would benefit the community and provide community members with multiple safe options for travel within Lahaina.

### ii. Safe Crossing at Keawe Street

A second challenge for this segment is the crossing at Keawe Street. Keawe Street is a major road that has heavy traffic flow, with 2022 average daily traffic volumes upwards of 25,000 vehicles per day. Additionally, Keawe Street has a wide 68ft curb-to-curb width (four to five travel lanes with a variable width median), and a 90ft ROW in the location where the trail is proposed to intersect (see Figure 20). Providing a safe crossing at this point will be key to the success of users of the WMG in Lahaina.

The COM was informed in December 2023 of the award of \$13.4 million in federal grant

funds for the Keawe Street Improvements Project as a part of a Safe Streets and Roads for All (SS4A) implementation grant from the USDOT. The Keawe Street Improvement Project proposes the construction of traffic signal modifications, roundabouts, median refuge islands, crosswalk markings and signage, enhanced bicycle facilities, and rectangular rapid flashing beacons (RRFB) along the 0.25-mile Keawe Street. This project will need to identify the location and include a safe crossing of the WMG while also providing an important future mauka-makai connector to/from the WMG and businesses/residences. This may be provided via an additional crossing at Komo Mai Street, as originally envisioned in the WMGP Map Book, or at an adjacent crosswalk along Keawe Street.

Other areas of Phase 1 needing intersection improvements to accommodate the WMG and improve safety for all users include at Kahua Street and Lahainaluna Road and Mill Street and Lahainaluna Road.

### iii. Access and Control of Preferred Alignment

A third challenge for Phase 1 will be gaining access and control of the WMG preferred alignment. The former cane roads are held under private ownership and obtaining access and or control would require easements, a land purchase, or the use of eminent domain, all of which could take considerable time to pursue. As discussed in Segment 2, the current owner of the Sugar Cane Train tracks is unknown, as are their future plans for the tracks, and therefore access and use of the Sugar Cane Train alignment could be challenging. Although the COM owns the Mill Street ROW between Lahainaluna Road and the Lahaina Recreation Center, the remainder of Mill Street is not owned by the county and is crossed by multiple TMKs of differing ownership. Understanding who owns the land

and obtaining easements or eminent domain could be a challenging process.

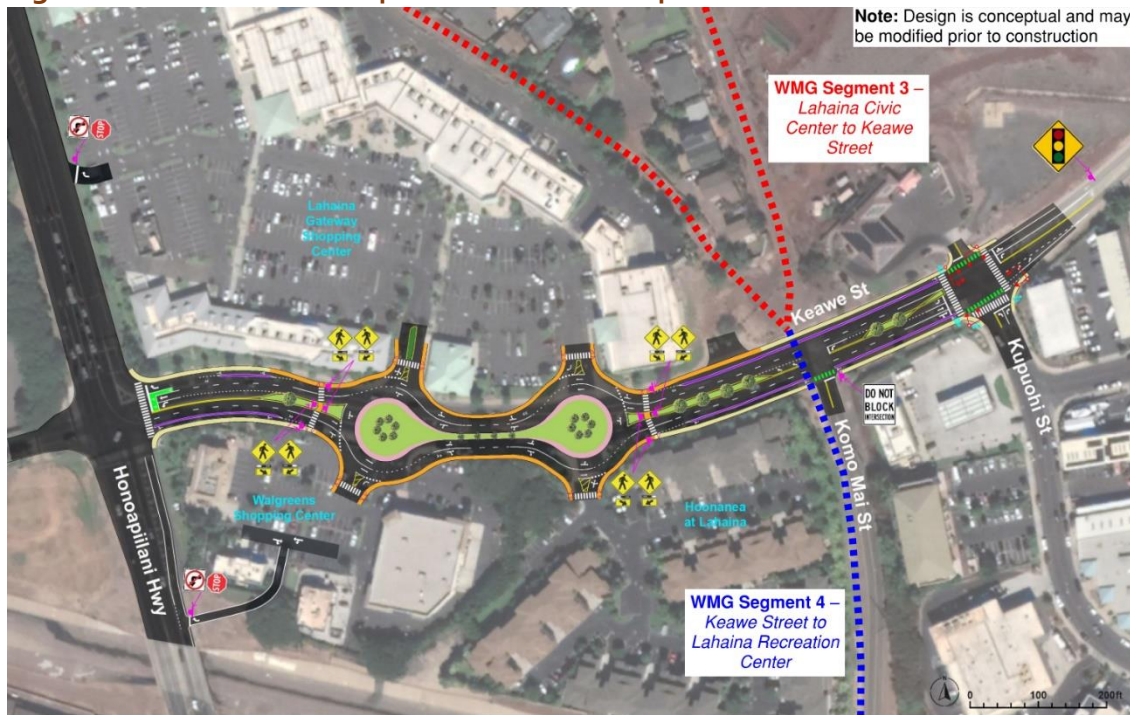
Additionally, for the mauka alternative, access to the north end of Kuhua Street in Segment 4 may be a challenge as Kuhua Street does not connect to Komo Mai Street and the connection between the two is privately owned. The *WMGP Map Book* also shows the mauka alignment traversing through a segment of the proposed Lahaina Transit Hub at the south end of Kahua Street, however, at this time those parcels are privately owned. Alternatively, the mauka alignment could run parallel to Lahainaluna Road and then connect to Mill Street at the existing intersection, removing the need to obtain access through the privately owned parcels. As discussed previously, intersection improvements would be required at Kahua Street and Mill Street.

For the makai alternative, the available ROW along Honoapi'ilani Highway is fairly constrained in Segment 4 with existing development on either side of the highway. Therefore, carving space for a separated shared-use path may require ROW modifications such as lane width reductions and realignment. This alternative turns mauka up Lahainaluna Road, which also has a fairly constrained ROW.

**iv. Safe Highway Crossings to Beach Parks**

Finally, at the southern end of Phase 1 the alignment passes several beach parks, however, the proposed WMG is mauka of the highway, meaning users would have to cross the highway to access the ocean. This could be a barrier given the high vehicle volumes and speeds traveling along Honoapi'ilani Highway with no existing separated or controlled crossing location.

**Figure 20: Keawe Street Improvements – Conceptual Plans**



Existing Sidewalk	New Sidewalk	New Curb Ramp	No Left Turn Sign	Stop Sign
Existing Grass/Landscaping	New Grass/Landscaping	Permanent Traffic Signal System	Signal Ahead Sign	Do Not Block Intersection Sign
New Mountable Concrete Island	New Concrete Bike Buffer	Countdown Pedestrian Signal Head	New RRFB	

## 2. Remaining Segments

### a) Segment 1 – Līpoa Point to Maui Preparatory Academy

Segment 1 is roughly four (4) miles in length and begins at Līpoa Point which is the northern terminus of the proposed WMG (see Figure 22). The segment follows the Honoapiʻilani Highway right-of-way (ROW), past Honolua, Mokuleia, and Honokahua Bays to DT Fleming Park. At this point, the preferred alignment follows Honoapiʻilani Highway mauka of Kapalua to the intersection with Napilihau Street. From there, the route turns mauka and follows a cane haul road on the mauka side of Maui Preparatory Academy which marks the end of Segment 1.

This segment provides an opportunity to provide a dedicated multimodal connection to the popular northern bays of West Maui in addition to residential and resort communities. The wide ROW of Honoapiʻilani

Highway south of DT Fleming Beach Park provides opportunities to develop amenities such as shading or seating, and the ROW is under State of Hawaiʻi the Department of Transportation (HDOT) control, reducing constraints associated with land ownership.

However, the beginning of the segment, from Līpoa Point to DT Fleming Beach Park, has a highly constrained ROW with portions adjacent to rock walls on the mauka side and ocean cliffs on the makai side (see Figure 21). These conditions may make it difficult to develop an adequately sized separated path in this segment. Due to these constraints, and the anticipated lower use along this section, the greenway could potentially terminate closer to Mokuleʻia Beach. South of DT Fleming Beach Park the ROW is much wider and has fewer constraints.

**Figure 21: Segment 1 Rock Walls and Ocean Cliffs**



*Image Source: Roadview Explorer*

Figure 22: Segment 1 Preferred Alignment

**Greenway Alignments**




-  Preferred
-  End of Segment
-  Parks (County, State, and Private)



Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022

## b) Segment 2 – Maui Preparatory Academy to Lahaina Civic Center

Segment 2 is roughly six (6) miles in length and begins at Maui Preparatory Academy in the north (see Figure 24). The alignment predominantly traverses through land separate from the Honoapi'ilani Highway ROW, following former cane haul roads (see Figure 23) parallel to the highway until it reaches the Sewage Treatment Plant at Kā'anapali. At this point, the route adjusts to the former Sugar Cane Train track alignment. Just after Wahikuli Gulch the segment proceeds with two diverging alternatives. The mauka section continues along a cane haul road, and the makai section continues to follow the Sugar Cane Train tracks. Both alignments run through to the Lahaina Civic Center.

This segment presents several opportunities. The segment is largely separated from the high-speed, high-volume vehicle traffic along Honoapi'ilani Highway, meaning that users of the WMG will retain direct access while traveling along a high-comfort facility. The segment also connects through existing and proposed parks and has relatively few roadway crossings. A new park, Pulelehua Park, is proposed in the northern portion of the proposed alignment, close to MPA.

The U.S. Army Corps of Engineers is currently overseeing the construction of modular building for a temporary elementary school near Kapalua Airport on land that is part of the Pulelehua mixed-use project. The temporary elementary school will assist in serving students impacted by the August 8, 2023 wildfire, which destroyed King Kamehameha III Elementary. The Pulelehua mixed-use project is a 304-acre residential and retail master-planned community designed for the local workforce and will offer affordable long-term rentals. When fully developed, Pulelehua will have up to 1,000 residential units comprised of affordable rentals, market-rate rentals, and single-family lots. The development is hoping to be

fast-tracked to be completed within 5-years, with initial units available in under 2-years to help assist in providing housing for those displaced by the August 8, 2023 wildfires.

The few road crossings that exist will require adequate signage and safety enhancements to ensure that WMG users can safely cross. Additionally, gaining access and control of the land under the former cane roads and the Sugar Cane Train tracks could pose a challenge. Obtaining access and or control of the land would require easements, a land purchase, or the use of eminent domain, all of which could take considerable time to pursue. There are also five (5) stream crossings (Ka'ōpala Gulch, Kahana Stream, Mahinahina Stream, Honokowai Stream, and Wahikuli Gulch) which may require additional improvements. The presence of stream crossings will require additional environmental review through the U.S. Army Corps of Engineers. This is further discussed in section G.1.

**Figure 23: Segment 2 Cane Haul Road**



Figure 24: Segment 2 Preferred Alignment. Source: WMGP

**Greenway Alignments**

- Preferred
- End of Segment
- Parks (County, State, and Private)

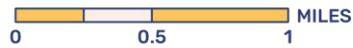


Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022

### c) Segment 6 – Launiupoko Beach Park to Olowalu

Segment 6 is roughly three (3) miles in length beginning at Launiupoko Beach Park in the north. There are two potential alternatives for this alignment (see Figure 25). The mauka alternative goes mauka on Kai Hele Kū Street from Launiupoko Beach Park and follows the Lahaina Bypass to Olowalu. The makai alternative leaves Launiupoko Beach Park on a cane haul road adjacent to Honoapiʻilani Highway until the highway reaches the Lahaina Bypass. The determination of where and how to cross to the mauka side of the highway was not identified in the WMGP Map Book. Due to the high-volume, high-speed nature of the highway, it was anticipated that either an underground tunnel or aboveground overpass would be needed to safely facilitate WMG crossings to the mauka side of Honoapiʻilani Highway, both of which would require significant and costly construction. Additionally, the Honoapiʻilani Highway Realignment project is proposing the mauka relocation of Honoapiʻilani Highway starting south of the intersection of Honoapiʻilani Highway and the Lahaina Bypass, with an Environmental Impact Statement (EIS) scheduled for publication in mid-late 2024. Once safely across the highway, the two alignments continue on the mauka side of Honoapiʻilani Highway to Olowalu.

One concern with this segment is that it crosses Honoapiʻilani Highway and then the Lahaina Bypass where those two alignments meet. This is a major barrier for users of WMG to

safely cross highway traffic. The future crossing will require thoughtful design to ensure that WMG users are provided appropriate enhancements to safely cross the highway. This could be mitigated through the selection of the mauka alternative as the preferred route for this section, taking the trail up Kai Hele Kū Street to the Lahaina Bypass. There is an existing marked and signalized pedestrian crossing at this intersection that could be used for WMG users to safely cross Lahaina Bypass.

The proposed realignment of Honoapiʻilani Highway could have an impact on the future alignment of the WMG. There could be an opportunity to use the existing Honoapiʻilani Highway ROW for the greenway if it is abandoned as part of the realignment. However, one concern with using the existing highway ROW as a permanent WMG alignment is sea level rise, which is projected to severely impact the current alignment of Honoapiʻilani Highway and therefore would also impact the WMG.

Figure 25: Segment 6, Preferred Alignment

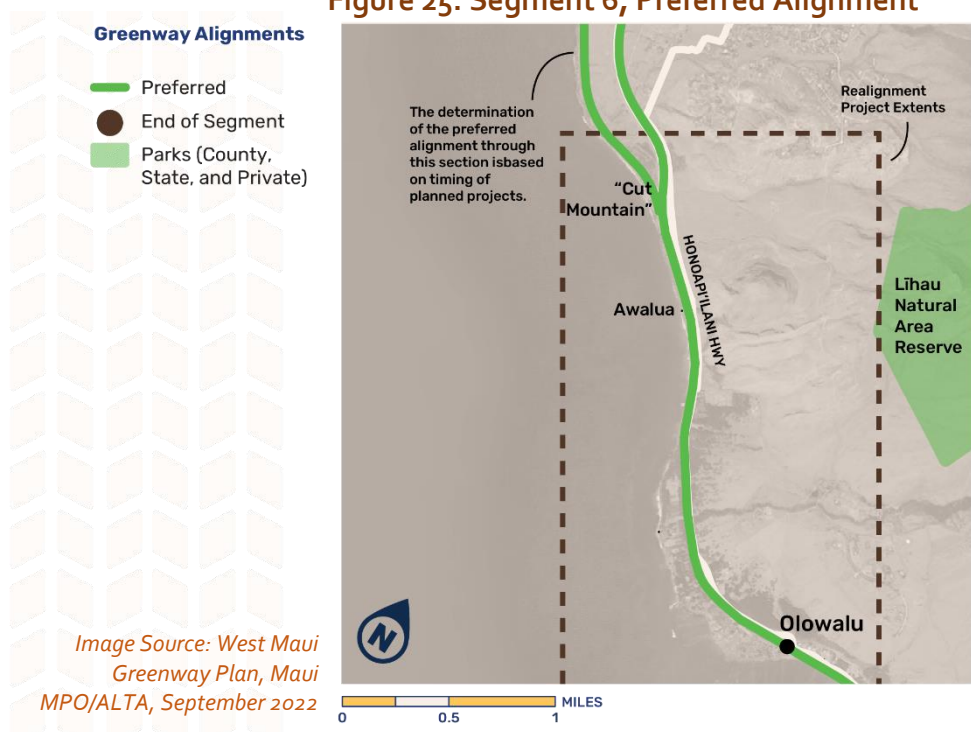


Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022

### d) Segment 7 – Olowalu to Lahaina Pali Trailhead

The southernmost segment of the WMG is roughly 3.5 miles in length beginning at Olowalu in the north. The preferred alignment for this segment runs along the shoulder of Honoapiʻilani Highway to the southern terminus of the WMG at Lahaina Pali Trailhead (see Figure 27).

In the short term, this segment is somewhat undesirable, as the high vehicle volumes and speed of Honoapiʻilani Highway would not provide a comfortable experience for most WMG users. The ROW for the segment between Lahaina Pali Trailhead and Ukumehame is fairly constrained by the ocean on the makai side and the Pali (cliffs) on the mauka side. Additionally, this segment falls within the limits of the ongoing HDOT Honoapiʻilani Highway realignment project, which may impact the preferred location of the WMG alignment within this section. The WMG Map Book identifies a number of adjacent cane haul roads that could be used between Pāpalaua Wayside Park, a COM owned park, and Olowalu. The

WMG Map Book also identifies bridge widening at Ukumehame bridge. This could pose a challenge due to the age of the bridge. The bridge was constructed in 1950 and therefore is listed in the State Historic Bridge Inventory. However, there are examples in Hawaiʻi of separate, dedicated, shared-use path bridges constructed parallel to an existing vehicular bridge (see Figure 26).

This segment could be a spectacular end or beginning to the WMG if Honoapiʻilani Highway is realigned. The existing ROW could be repurposed for the WMG, creating a wide space with excellent views and convenient beach access for WMG users. Similar to Segment 6, a major future barrier is that this segment is projected to be heavily impacted by sea level rise. As an alternative, the highway realignment plans could dedicate space for the WMG along the new alignment to support the connection of the facilities.

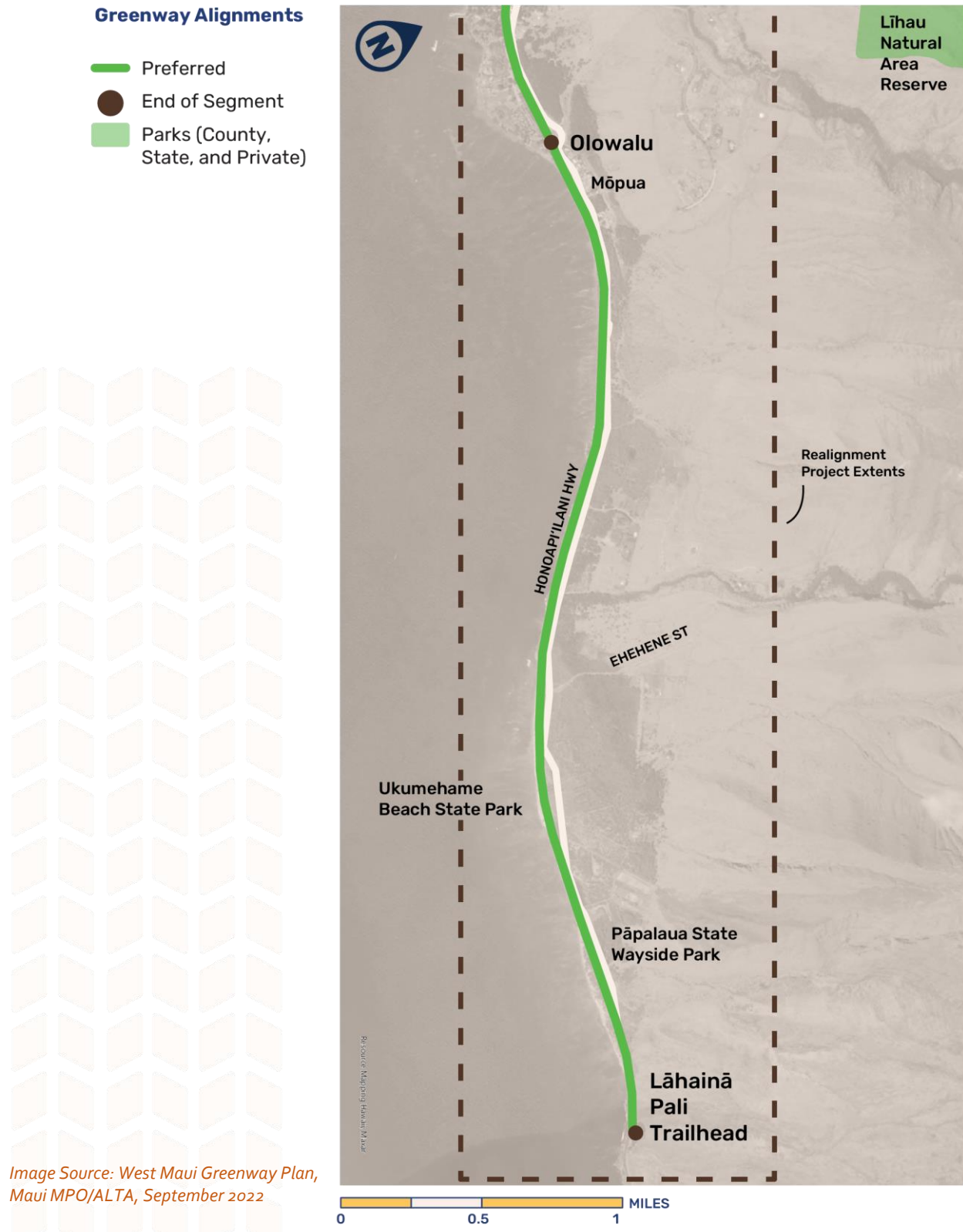
**Figure 26: Historic Bridge with Adjacent Bridge Constructed for Shared-Use Path in Kailua, Oʻahu**



*Image Source:  
Google StreetView*



Figure 27: Segment 7, Preferred Alignment



## C. FUNDING AND GRANT OPPORTUNITIES

Phased implementation of the greenway will require consistent funding over multiple years for planning, design, right-of-way acquisition, and construction. Following construction, annual funding will also be needed for maintenance, which will increase in cost as the greenway expands. This section outlines potential funding sources and grant opportunities for implementation of the WMG, identifying the funding opportunity, the funder, and associated requirements for each.

### 1. Grant Funding Opportunities

The following section describes potential grant funding opportunities for the West Maui Greenway. Most grants are administered by the Federal government, including the U.S. Department of Transportation, the U.S. Environmental Protection Agency, and the U.S. Department of Agriculture. Local grant funding opportunities are also included in this section.

Grant opportunities are typically oriented toward fulfilling the mission or goals of the agency or program offering them (the grantor). Successful applicants are those able to demonstrate alignment with the grantor's defined goals, as well as a strong base of local resources and support to implement the project. Additional or co-benefits can also be highlighted to showcase the project's greater impacts. Section A.2 provides an overview of potential framing language that can be used when pursuing grants for the WMG.

### COST SHARE EXPLAINED

Most federal grants require a cost share. This is described as a percentage and describes the amount of money that the federal government will provide. The remainder of the money must be provided by the State or entity receiving the grant. The State portion is known as local match funding.

The local match funding can be achieved through many methods including:

- Federal fund braiding, where funds from one federal program are used to meet the match requirements for another. Some federal funds cannot be used for local match funding.
- Cash match, which would require COM to include cash spent on project related costs, such as implementation of a tourism tax, or through traditional funding options or bonds.
- In kind match, where COM could partner with community organizations or other third parties to receive in kind match such as supplies, or land.

### a) U.S. Department of Transportation

The U.S Department of Transportation (USDOT) is one of the major funders of multimodal transportation projects in the United States and there are several grants available to Maui County to support the WMG.

## i. RAISE: Rebuilding American Infrastructure with Sustainability and Equity

RAISE grants provide an opportunity for USDOT to invest in road, rail, transit, and port projects that have a significant local or regional impact. Funding can be provided to any public entity, including municipalities, counties, and MPOs. In 2023, several greenway projects were awarded RAISE grants including the Wabash River Greenway in Indiana and the Long Island Greenway in New York. Capital projects under the RAISE grant have a minimum award size of \$5million for urban areas and \$1 million in rural areas. The funding includes an 80% federal cost share, although the federal share may exceed 80% for projects that are rural, of which the County of Maui would qualify.

### Criteria for the RAISE grant application include:

- Safety
- Environmental Sustainability
- Quality of Life
- Mobility and Connectivity
- Economic Competitiveness and Opportunity
- State of Good Repair
- Innovation
- Partnership and Collaboration

As designed, the WMG meets sub criteria in each of these categories and would have a competitive grant application. However, for the WMG and other capital projects, an economic analysis, environmental risk assessment, financial completeness assessment, and technical capacity assessment are required as part of the application process and those studies would need to be funded and conducted prior to applying.

A notice of funding opportunity (NOFO) was released in November 2023 and has a deadline of February 28, 2024. Additional funding opportunities in coming years are

projected with deadlines in January 2025 and January 2026.

For the current funding opportunity, all funds must be obligated by September 2028, although they do not need to be expended until September 2033. Obligation occurs when the COM and USDOT enter into a written grant agreement and once COM has satisfied applicable administrative requirements including environmental review. Expended means that funds must be liquidated or fully paid out, which can only be done as a reimbursable once the capital construction is complete.

## ii. SS4A: Safe Streets and Roads for All

SS4A grants fund and support planning, infrastructure, behavioral, and operational initiatives centered around preventing death and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation riders, and automobile riders. Under the SS4A program there are two (2) types of grants: Planning and demonstration grants and implementation grants. The WMG would fall under the implementation grant category for design and construction.

Similar to the RAISE grant, the SS4A grant requires a 20% match from the receiving agency and funds have to be expended within five years. Unlike the RAISE grant, there is no option for the project to be fully funded if in a rural area.

### Criteria for the SS4A Implementation grant include:

- Safety impact
- Equity, Engagement and Collaboration
- Effective Practices and Strategies
- Alignment with other DOT Strategic Goals
- Project Readiness

Equity for the SS4A process is framed in terms of underserved communities that may benefit from a project. Per federal equity screening tools such as the USDOT Equitable Transportation Community Explorer (ETC) tool or Climate and Economic Justice Screening Tool (CEJST) to identify and quantify the percentage of underserved communities that will be impacted by a project. The ETC lists both Census Tract 315.03 – Honokowai, and 315.04 - Honokohau Stream, as disadvantaged census tracts. In the wake of the 2023 wildfires, the population and economy of West Maui has been significantly impacted, and community vulnerability and need has greatly increased. In 2022, COM applied for an SS4A implementation grant for the WMG but was

unsuccessful. USDOT feedback on the application noted a need for improvement in the Safety Impact writeup and a need to more clearly tie proposed improvements with existing safety problems at specific locations. Feedback also noted that the application did not provide sufficient evidence of project readiness. However, the application scored well in Effective Practices and in Alignment with other DOT Strategic Goals.

Subsequently, in 2023, COM applied for and was awarded a \$13.4 million SS4A implementation grant for the Keawe Street Improvements project which proposes to implement pedestrian and bicycle safety improvements. This project intersects with the WMG and will ultimately serve as a key mauka-makai multimodal connector to

several commercial and retail locations, providing value for a future WMG.

Given the success of the Keawe Street grant application and lessons learned from the previous WMG application, SS4A presents a strong potential future funding source for the WMG. COM now has experience applying for and receiving this grant and would be well placed to submit for a second attempt at funding the priority segments of the WMG.

A NOFO is projected to be released in February 2024. No deadlines have been announced at this time. The deadline for the previous NOFO was July 10, 2023.

### iii. RCN: Reconnecting Communities and Neighborhoods

RCN is a combination of two former grant programs, the Reconnecting Communities Pilot (RCP) and the Neighborhood Access and Equity (NAE) programs. The grants remain separate for the purpose of funding awards, but applications can be submitted under the RCN umbrella and USDOT can assist in matching projects to the most appropriate grant program. There are three (3) types of funding opportunities that can be applied for under the RCN program: Capital Construction, Community Planning, and Regional Partnerships Challenge. The WMG fits best under the Capital Construction grant type. Grant Cost Share varies across the programs from 50% for the construction arm of the RCP program to 80% for planning and construction under NAE. The NAE cost share may be higher for disadvantaged communities. The ETC lists both Census Tract 315.03 – Honokowai, and 315.04 - Honokohau Stream, as disadvantaged census tracts. The NAE Capital Construction grant is likely the most applicable for the WMG.

#### Criteria for the NAE Capital Construction grant include:

- Inclusion of the project on the STIP, TIP, or equivalent
- Equity and Environmental Justice
- Access
- Facility Suitability
- Community Engagement and Community-based Stewardship, Management, and Partnerships
- Equitable Development
- Climate and Environment
- Workforce Development and Economic Opportunity
- Benefit-Cost Analysis (Optional)

**If selected to move on to a secondary review, the project will be required to complete the following:**

- Technical Assessment
- Financial Completeness Assessment
- Environmental Risk Assessment

The RCN deadline passed in September 2023, however, the program could be re-funded in future years. The WMG could be a successful recipient of the RCN grant, particularly due to the extent of rebuilding, recovery, and future wildfire mitigation required for Lahaina and the extensive community partnerships and initiatives in place to support it.

#### iv. Surface Transportation Block Grant and Transportation Alternatives:

The Surface Transportation Block Grant (STBG) program provides flexible funding that may be used by states and localities. The funding is predominantly for Federal-aid highways but also includes pedestrian and bicycle infrastructure. The Transportation Alternatives program is a set-aside from the Surface Transportation Block Grant Program specifically for smaller-scale transportation projects such as pedestrian and bicycle facilities and recreational trails. FHWA appropriates funding to the State and State decides how funding can be used. COM would have to work with HDOT to secure funding for the WMG through STBG and Transportation Alternatives. Funding can also be provided to MPOs.

The federal share is generally 80% with a 20% local match. However, there are several flexibilities under the Bipartisan Infrastructure Law (BIL) to increase the Federal share to 100% for specific projects.

The WMG would be a good match for both STBG and Transportation Alternatives funding. Note that when the WMG was added to the Statewide Transportation Improvement Program (STIP) FFY 2022 thru FFY 2025 (project MC28) as part of the unsuccessful 2022 SS4A application, it had identified STBG as the source of funding.

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## v. Recreation Trails Program

The Recreation Trails Program (RTP) provides funds to states to develop and maintain recreational trails. The program is authorized through 2026 as a set-aside from the Transportation Alternatives set-aside under the STBG. RTP funding must be coordinated through the Statewide Program Manager. In Hawai'i, this position is located in the State Department of Land and Natural Resources (DLNR) Division of Forestry and Wildlife (DOFAW) as part of the Nā Ala Hele Trail and Access program. COM should work with DOFAW to obtain funding for the WMG.

Although the WMG is not primarily a recreational trail, there are examples of greenways that have been funded through the RTP that also function to connect towns and open space. One example is the Portneuf Greenway in Idaho which is a paved trail connecting the city of Pocatello (home of Idaho State University), the neighboring community of Chubbuck, and local destinations including the zoo and a historical museum. Consequently, the RTP could be a good potential match for the WMG.

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## vi. Federal Aid Programs and Special Funding Emergency Relief Program

The Emergency Relief Program is a special program from the Highway Trust fund dedicated to the repair of Federal-aid highways which have suffered serious damage as a result of natural disasters.

The proposed first segment of the WMG runs along a section of Honoapi'ilani Highway, a Federal-aid highway. Honoapi'ilani Highway is a local highway and therefore eligible for 80% cost share. The State DOT needs to submit the application for emergency funding.

Emergency funding can include application to support increased resilience to the highway facility. Under this program, the portion of the WMG adjacent to the highway could potentially be supported by this program as a supplementary multimodal route. Coordination with HDOT will be required in order to realize this funding source.

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## vii. PROTECT: Promoting Resilient for Transformative, Efficient, and Cost-saving Transportation

The PROTECT grant program provides funding to ensure surface transportation is resilient to natural hazards including climate change, sea level rise, extreme weather events, and other natural disasters. States, MPOs, and local governments are eligible to apply for PROTECT grants. Pedestrian and bicycle projects are eligible under the program providing that the project is a highway project eligible for assistance and the project primarily serves transportation, not recreation. The project must conduct a benefit cost analysis (BCA) as part of the application. However, the project can avoid a BCA if it is included in a Resilience Improvement Plan which can include a multi-hazard or resilience plan that has already been completed. The federal match for this grant program is 80%. This grant could be a good fit for the WMG, particularly if the greenway is identified in future updates to the Maui County Multi-Hazard Mitigation Plan and/or County resilience plans.

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## viii. CMAQ: Congestion Mitigation and Air Quality Improvement

The CMAQ program provides funding for State and local governments to fund transportation projects and programs to meet the requirements of the Clean Air Act. Eligible projects under the CMAQ program include bicycle and pedestrian facilities such as the West Maui Greenway.

Similar to most USDOT grants, the federal cost share for CMAQ projects is 80%. Criteria for the CMAQ program includes:

- ➔ Project must be a transportation project.
- ➔ Project must generate an emission reduction.
- ➔ Project must be located in or benefit a nonattainment or maintenance area.
- ➔ Project must be included in the TIP, STIP, or another program.

The WMG may not meet criteria for this grant as there are no nonattainment areas (where air pollution levels persistently exceed the national ambient air quality standards) in the State of Hawai'i. However, County of Maui could consult with County of Kaua'i, as County of Kaua'i used CMAQ funding to fund the Kaua'i Path. A NOFO was released in April 2023 which had a deadline of August 18, 2023. Additional funding opportunities are projected around the same time periods in coming years.

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## b) U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) funds some multimodal projects that are associated with reductions in greenhouse gas emissions as described below.

### i. Climate Pollution Reduction

The Climate Pollution Reduction Grants program provides grants to states and local governments to develop and implement ambitious plans for reducing greenhouse gas emissions and harmful air pollution. The program has two grants, a planning grant and an implementation grant.

To be eligible for implementation grants, the County would have to complete a Priority Climate Action Plan (PCAP) which can be funded by the Phase 1 planning grant. Hawai'i has had success with this application as the DLNR recently received funding for a PCAP for the County of Kaua'i.

Implementation grants can be used to implement measures and projects included in the PCAP. Maui County could communicate with EPA to see if the 2022 Maui Climate Action and Resiliency Plan qualifies as a PCAP.

A NOFO for this grant was recently announced, with an optional notice of intent to apply due to EPA by February 1, 2024, although completed applications are not due until April 1, 2024.

## c) U.S. Department of Agriculture

The U.S. Department of Agriculture houses the U.S. Forest Service (USFS). USFS is responsible for wildfire funding at the federal level and also supports the development of recreational trails.

## i. Community Wildfire Defense

The Community Wildfire Defense Grant Program is intended to help at-risk local communities plan for and reduce the risk of wildfire. The program provides funding for communities to: 1) develop and revise Community Wildfire Protection Plans (CWPP); and 2) implement projects described in a CWPP that is less than ten years old.

West Maui has a CWPP that was prepared in 2014, so the WMG could potentially apply under the current round of funding. One of the action projects is to conduct a fire break assessment and make 100 plus miles of Wildland Urban Interface agricultural roads into fire breaks. Given the proposed alignment of the WMG along cane haul roads, this could be a useful source of funding.

The grant requires a 25% non-federal match for implementation projects. If this round of funding is not pursued, COM would have to communicate with DLNR DOFAW, who completed the previous CWPP, to update the West Maui CWPP and ensure that the WMG is a named project in the CWPP.

## d) National Fish and Wildlife Foundation

The National Fish and Wildlife Foundation (NFWF) supports conservation efforts in all states and territories working with federal and corporate partners for funding. It provides several grant opportunities related to conservation, public access, and public open space.

## i. Acres for America

The Acres for America grant program works to conserve fish and wildlife habitat, protect public lands, provide access to outdoor

recreation, and ensure the future of local economies that depend on outdoor recreation, forestry, or ranching. The program supports bicycle and pedestrian projects as part of its mission. The Acres for America program is predominantly for land acquisition or the creation of public access through conservation easements. If conservation easements are being considered as a strategy for portions of the WMG, Acres for America could be a potential funding source to target. A conservation easement strategy could be a successful strategy for the WMG, particularly for areas that cross land owned by private landowners, or land adjacent to proposed development. This strategy would allow the landowner to retain the majority of their parcel but would ensure access for the greenway in perpetuity. COM would benefit from partnering with a land trust agency such as Hawai'i Land Trust or the Trust for Public Land in pursuing this opportunity.

A request for proposal was recently released in December 2023, and is due on February 29, 2024.

### e) Rail to Trails Conservancy

The Rails to Trails Conservancy (RTC) is an advocacy organization that provides grants to fund trail networks in the U.S., particularly those that use former rail corridors. Projects must support one or more of the strategies in the RTC Trail Nation Playbook. These strategies include:

- ▶ Project Vision
- ▶ Coalition Building
- ▶ Gap-Filling Strategy
- ▶ Mapping and Analytics
- ▶ Investment Strategy
- ▶ Engagement

The WMG is well aligned with this funding source, particularly in the sections that propose to use the former Sugar Cane Train alignment.

### f) State and Local Grant Funding

In the wake of the Lahaina fires, several local funding opportunities have become available that could apply to the WMG. There are also state grant funding sources that could support the implementation of the WMG.

#### i. Maui Strong Fund

The Hawai'i Community Foundation (HCF) developed the Maui Strong Fund to provide financial resources to support the immediate and long-term recovery needs of the people and places affected by the devastating Maui wildfires. The Maui Strong Fund has a four-phase approach to disaster response. Phase One is for Risk Reduction and Disaster Readiness. Phase Two is for Rapid Relief and Response. Phase Three is for Recovery and Stabilization, and Phase Four is for rebuilding resilience. The WMG likely fits best under Phase Four as a project that supports the rebuilding of resilience and creation of a preventative strategy such as a fuelbreak or an alternative evacuation and emergency access route.

The Maui Strong Fund is limited to use by 501(c)(3) organizations. Non-501(c)(3) organizations are encouraged to find an existing 501(c)(3) organization to serve as fiscal sponsor, and submitted projects must be charitable in nature. HCF staff review applications weekly. Further discussion of partnering with a 501(c)(3) can be found in section E.1.

## ii. Maui Recovery and Rebuild Fund

The Hawaii Building Industry Foundation, in partnership with the Building Industry Association of Hawai'i (BIA Hawai'i), established the Maui Recovery and Rebuild Fund with the goal of providing targeted recovery and rebuilding efforts for residents and communities impacted by the August 2023 wildfire. The fund will be tailored to Maui's needs, focusing on offsetting the costs of programs prioritizing housing, rebuilding and construction solutions, restoring infrastructure, and enhancing resilience against future adversities.

The WMG would likely meet the criteria for the Maui Recovery and Rebuild Fund based on available information. COM should contact the Hawai'i Building Industry Foundation for more information.

## iii. Legacy Land Conservation Program

The State of Hawai'i dedicates a portion of its annual revenue from real estate conveyance taxes to the Land Conservation Fund. The Legacy Land Conservation Program provides grants to community organizations and government agencies that strive to purchase and protect land that shelters exceptional, unique, threatened, and endangered resources. The resources include agricultural, coastal, cultural/historic, habitat, natural areas, open space/scenic, parks, recreation/hunting, and watersheds. State agencies, counties, and nonprofit land conservation organizations may apply for grants from the Land Conservation Fund. County and nonprofit awardees must provide matching funds that cover at least 25% of total transaction costs.

## iv. Open Space, Natural Resources, Cultural Resources, and Scenic Views Preservation Fund

Maui County has established the open space, natural resources, cultural resources, and scenic views preservation fund using at a minimum one percent of certified real property tax revenues. Funds may be used to purchase lands or property entitlements for public outdoor recreation and education. Grant applications must demonstrate that areas within the subject property have significant conservation, recreation, ecological, historical, cultural, or aesthetic values and that they will be protected. Additionally, grant proposals should align with the community plan for the particular region and demonstrate that they can be effectively managed over time.

## 2. Funding and Financing

The following section outlines potential additional, sustaining funding methods that could be used to fund the West Maui Greenway.

### a) West Maui Community Plan Development Requirements

As referenced in the West Maui Greenway Data Collection and Site Selection Report, the West Maui Community Plan (WMCP) Policy 2.1.9 pertains to developer requirements associated with the WMG.

**Policy 2.2.13:** Require new development, redevelopment, and Chapter 201H Hawai'i Revised Statutes (HRS) and Chapter 2.97, Maui County Code, housing projects to incorporate the planned WMG into the project and provide ROW for the greenway if the alignment crosses the property.

The COM noted that all projects that need discretionary approvals, including special management area (SMA) permits, change in zoning (CIZ) permits, special use permits, and subdivision approval, will trigger compliance with the WMCP and be required to abide by this policy.

### b) Special Taxes

One potential funding mechanism could be the implementation of the Special Tax measure specifically dedicated to trails and open space. Two examples of this type of program come from cities and counties in California.

Arcata, a city with an 18,555 population (U.S. Census Bureau, 2022), adopted Measure A – Open Space, Parks, and Trails Special Tax Measure in 2020. The Measure was approved by two-thirds of the voters at the November 3, 2020, election. The tax is imposed for revenue-raising purposes to fund improvements to and maintenance of City-owned parks, open spaces, trails, forests, and other working islands and to expand public access and trail systems on City-owned and other public access properties. The rate for the Special Tax is thirty-seven dollars per parcel per year. This special parcel tax provides approximately \$175,000 of additional funds each year to protect, preserve, maintain, and expand Arcata’s parks, trails, and natural open space areas.

Sonoma County, a county with 482,650 population (U.S. Census Bureau, 2022), adopted Measure M on Nov. 6, 2018. Measure M is a one-eighth-cent sales tax that supports Sonoma County’s regional and city parks. Approved by 72.6 percent of voters, the “Sonoma County Parks Improvement, Water Quality, and Fire Safety Measure” went into effect in April 2019 and

will provide funding for parks for ten years. The tax will generate an estimated \$11.5 million annually, with an estimated \$7.6 million a year going to Regional Parks and an estimated \$3.8 million a year total going to the nine cities.

### c) Trail Fund

Another option for funding a trail program is the creation of a trail specific fund. This fund would allow members of the public and organizations to donate funds for the development, implementation, and maintenance of a specific trail. Humboldt County, CA provides an example of this.

Humboldt County developed the Humboldt Bay Trail Fund to find financial support for trail maintenance and development. The Humboldt Bay Trail is a proposed multiuse trail around Humboldt Bay in Northern California, connecting the communities of Arcata and Eureka. The fund is governed by the Humboldt Bay Trail Committee, composed of four community members at large (including one member from the Humboldt Bay Trails Council) and three public agency representatives from the City of Arcata, the City of Eureka, and the Humboldt County Public Works Department. In 2017, the Humboldt Bay Trail Fund raised \$230,000.

### d) Adopt-A-Mile, Adopt-A-Vista, Adopt-A-Trail

Many trails offer the opportunity for personal or corporate sponsorship of trail sections or vista points. The Tahoe Rim Trail allows individuals, families, or organizations to adopt a mile for \$10,000 or adopt a vista for \$5,000. CV Link in the Coachella Valley has an “Adopt-a-Link” program, which allows individuals or private organizations to commit private funds and/or volunteer hours in exchange for recognition. Other sponsored

features could include trees, benches, pavers, light poles, and water fountains.

The Adopt-A-Trail program can also utilize the hard work, dedication, and stewardship of volunteers and help coordinate work on wilderness, motorized, and other trails in the forest. Trail adopters walk their section periodically, clip vines and vegetation, mow grass, pick up branches, make minor repairs, and keep the trail open. They are also the primary "eyes on the trail" for reporting major washouts, downed trees, and other serious problems. Other Adopt-A-Trail examples include the Sierra National Forest, Ventura County, Riverside County, and Chino Hills.

### e) Corporate Donations

Corporate donations are often provided in the form of liquid investments (i.e., cash, stock, bonds) and in the form of land. Municipalities typically create funds to facilitate and simplify a transaction from a corporation's donation to the municipality. Employers might recognize that creating a greenway that could serve as a fuelbreak, reducing the potential damage of wildfire to their productivity and revenue. Large employers in the West Maui area, including the hotel and tourism industry, could be key partners in this kind of funding effort. Land donations can offer tax advantages to the landowner through tax deductions and conservation or agricultural easement benefits.

### f) Fundraising: Events, Merchandise, and Donations

#### i. Events

Races and walks, such as bicycle races, half-marathons, and 5K runs and walks, are opportunities to raise money for greenway operations through registration fees and donations. An example of such an event is or Pedal Imua (see Figure 28) on Maui which raises funds for Dream Imua, a wish granting

program for children in Maui County facing crisis.

#### ii. Merchandise

Sales of branded WMG items such as t-shirts, sweatshirts, bicycles, jerseys, mugs, and more could provide additional funding for the WMG. Branded merchandise can often be purchased in bulk at lower rates. This could be an opportunity to partner with one of the outdoor recreation businesses noted in the corporate donations section.

#### iii. On-Greenway Donation

Donation stations along the WMG (once constructed) could allow users to donate directly to greenway maintenance. The Yampa Valley Community Foundation in Steamboat Springs, Colorado, set up repurposed parking meters to accept credit card donations from trail users. Alternatively, QR codes may be created to direct users to a safe online payment portal, although these would need to be monitored to ensure they are not tampered with. Before construction, Maui County could place donation stations at regional park facilities along the alignment, at stakeholder locations, and at tourist spots. Information about the WMG could accompany the donation station.

Figure 10: Pedal Imua



Image Source: Maui Now

## D. COMMUNITY ENGAGEMENT STRATEGY

The purpose of this chapter is to outline key components of a community engagement strategy to ensure robust and diverse community involvement in the design, implementation, and management of the WMG, building upon the engagement efforts of the WMGP. Community engagement should ultimately be designed around the stakeholders that need to be reached and the input that is needed from them. Prior to initiating engagement, it will be important to confirm the key stakeholders and flesh out the engagement strategy as needed to ensure the project is representative of the community at the time of outreach and gathers the needed input.

It should be noted that there is extremely heightened community sensitivity in West Maui following the 2023 wildfires, and it is likely that the stakeholders, needs, and driving concerns in the community have shifted since the WMGP. These will need to be revisited and the messaging, outreach methods, and project goals adjusted as needed to ensure that the WMG reflects and respects the needs of the community in its current state of healing and recovery. If positioned and messaged correctly, the project could be seen as an integral part of the community's recovery and future resilience. West Maui residents may not support the project if it is perceived as a project that is intended to redevelop Lahaina to attract tourism rather than as an asset supporting transportation choices, safety, health, and equity for the local community.

### 1. Overview of Community Engagement

The community engagement strategy should create and implement an inclusive,

equitable, innovative, and comprehensive strategy for engaging a broad group of diverse stakeholders in the development of the West Maui Greenway. It should include development of visually appealing materials to communicate the project identity and goals, educate the public on current conditions and policy issues, and gather input in a variety of user-friendly and engaging ways (see Figure 29). It should also include a comprehensive communications program to build public awareness and invite involvement.

A combination of digital and in-person methods should be provided to invite stakeholder participation and input, including, but not limited to, development of a project advisory committee, community workshops, consultations with individual stakeholders, and pop-up and pilot events. Each of the community workshops should also be presented in a "virtual open house" format on the project website, allowing people to view and comment on meeting materials if they are unable to attend in person. Large community meetings should be conducted in person where possible, and potentially live streamed through providers such as YouTube, Facebook Live, 'Ōlelo, or other platforms to be determined in consultation with COM. Community participation and input received should be tracked and documented throughout the process and should be reported back to the community along with a description of how community input informed the project. Community outreach efforts and input gathered may be summarized in a review report for the project.

Outreach efforts associated with other recent planning efforts in West Maui, such as the WMCP and the WMGP, have shown that the local community holds a strong sense of

place and is dedicated to building a more resilient, healthy, and safe community. Materials and messaging should emphasize the connections between the project improvements and issues important to the community, such as providing a variety of transportation choices that are safe, efficient, and enjoyable for the local community. Messaging should also identify the resilience benefits the greenway provides, particularly related to wildfire hazards and other concerns that have become more urgent since the wildfires. Visuals and messaging should be appropriate to the scale and character of West Maui and utilize local photos and examples wherever possible while being courteous of the emotions surrounding the recent tragedy.

## 2. Project Advisory Committee

A project advisory committee composed of diverse West Maui residents and stakeholders could be created to serve as stakeholders for the project and help guide project design, outreach, and implementation. The technical advisory committee for the WMGP (see Figure 30) can provide a starting point for identifying appropriate stakeholders to include. The committee may be expanded or reoriented to serve the needs of implementation moving forward. Potential members could include West Maui residents, cultural practitioners, Native Hawaiian stakeholders, business interests, active transportation advocates, COM staff, and other government officials.

Once created, the advisory committee should be provided with a clear outline of the role

**Figure 11: WMG Community Engagement Event**



*Image Source: West Maui Greenway Facebook*

and expectations of participants and a schedule of meetings to support the project. It is expected that the COM will select, administer, and oversee the advisory committee. COM or an outside consultant may be responsible for designing and facilitating working group meetings. The committee description should also make clear the advisory nature of committee and specify that it is not a decision-making body. However, the advisory committee may identify specific stakeholders or individuals for each segment of trail to advocate for its development.

**Figure 12: WMGP Technical Advisory Committee Members.**

<b>2022 Technical Advisory Committee Members</b>	
Phillip Anderson <i>County of Maui Department of Housing and Human Concerns</i>	Chico Rabara <i>County of Maui Department of Public Works Engineering Division Head</i>
Kathleen Aoki <i>County of Maui Planning Department Plan Implementation Division Head, Chair</i>	Rachel Roper <i>State of Hawaii Department of Transportation Highways Division Planner, Vice Chair</i>
Michael DuPont <i>County of Maui Department of Transportation Deputy Director</i>	Robin Shishido <i>State of Hawaii Department of Transportation Maui District Engineer</i>
Pam Eaton <i>County of Maui Planning Department, Long Range Planning Division Head</i>	John Smith <i>County of Maui Department of Public Works Highways Division Head</i>
Jennifer Maydan <i>County of Maui Department of Parks and Recreation</i>	Nolly Yagin <i>County of Maui Department of Public Works, Head Traffic Engineer</i>
	David Yamashita <i>County of Maui Department of Parks and Recreation Planner</i>

*Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022*

### 3. Community Workshops and Events

A series of community workshops and events is recommended as part of the WMG’s implementation to publicize the project and gather input (see Figure 31). The WMGP included several public events and resulted in a series of concepts and alignments that

should be further confirmed and refined through community engagement with the wider West Maui community. Again, the timing, venues, and methods of engagement will need to be responsive to the heightened community sensitivity following the 2023 wildfires.

Based on prior outreach efforts, a wider variety of stakeholders will participate if both virtual and in-person meetings are offered. The reach gets broader when online options such as an online open house are provided, allowing people to review materials and provide input at their convenience. To ensure that stakeholders have access to the same information and ways of providing input, materials should be replicated across in-person and online platforms.

The outreach for the implementation phase of the WMG could consist of up to three rounds of workshops accompanied by online open houses to gather input.

- ▶ The first round could focus on the whole trail, recapping the Master Planning process and presenting the process and proposed first segment, along with the schedule for implementation.
- ▶ A second round of outreach could focus on the design for the first WMG segment and solicit community input on potential features and partnerships.
- ▶ A third round of outreach could be conducted prior to implementation to provide an updated schedule and present the final design. Each round of outreach should include both virtual and in-person options, with in-person events occurring in the community where implementation is expected to occur.



Additionally, community events such as pop-ups or demonstration projects could be held to raise awareness for the project and gather input from a broader segment of the community. The objective of these events would be to take the project to the community to provide information and to generate enthusiasm and support for the WMG. Pop-ups could occur at community events such as farmers markets, cultural festivals, or local sporting events. This would be particularly effective if the event was close to the proposed WMG pathway. Pilot projects could include demonstrations of potential design features and hosted walks or bike rides along sections of the greenway or roadway crossings to help community members visualize the project opportunities.

**Figure 13: WMG Community Engagement Tent**



*Image Source: West Maui Greenway Facebook*

#### 4. Website

An official COM-hosted website should be created for the WMG. This may be created by repurposing and updating content on the website that was created for the WMGP. The website should provide a landing page to learn more about the project and opportunities to get involved. A comment form and e-mail list sign-up form should also be included. During active community outreach, additional pages could be added to

website to host online open houses with interactive content and materials for public comment. Traffic to the website should be continuously tracked and monitored through an analytics platform such as Google Analytics.

#### 5. Project Communications and Social Media

The project should aim to reach as many West Maui residents and stakeholders as possible to generate awareness and gather input on the final design and implementation. Outreach efforts should be ramped up before and after community workshops to promote the events and drive traffic to the online open house. This may include developing press releases and advertising through include a mix of print, online, and social media outlets.

Advertising and press releases should focus on Maui based news organizations including Lahaina News and Maui Now. Lahaina News in particular should be a focus as many West Maui residents trust and rely on it for community information.

Social media may also be utilized to share updates about the project (see Figure 32). Paid advertisements can boost the reach of the project and may be utilized around community workshops or during online open houses to reach a wider audience.

Figure 14: WMG Social Media Outreach



Image Source: West Maui Greenway Facebook

Project communications may also be amplified through stakeholders and project partners including COM, Maui MPO, HDOT, and other organizations. Community organizations and elected officials with newsletters and social media sites may be asked to share information with their networks.

It is recommended that a stakeholder database and associated email list be created and updated with sign ups from the website and community events. The email list can be used to provide the latest news and updates on the project, as well as to announce input points such as community workshops, pop-ups, and online open houses.

## E. GOVERNANCE

As with any large facility or project, a clear governance structure will be a critical component in the success of the WMG. Greenways are not new for Maui County; however, the length and scope of the West Maui Greenway is unprecedented. The North Shore Greenway, which provides an off-street shared-use path between Kanahā Beach Park and Lower Pā'ia Park on the north shore of Maui, was implemented by and is owned and maintained by the COM Department of Public Works (DPW) (see Figure 33). Separately, the COM Department of Parks and Recreation (DPR) owns and maintains the County parks that the greenway provides connections to.

As discussed in the WMGP, there are a number of governance structures that could be used for managing and maintaining the WMG. These include:

- **A single governmental organization;**
- **Multi-agency collaborations; or**
- **Creation of a new entity.**

The following sections discuss the applicability, advantages, and disadvantages of these potential management strategies in relation to the WMG.

### 1. Single Governmental Organization

During the creation of the WMGP in 2022 the Maui MPO was the project lead and the funding recipient. Due to the position of the Maui MPO as a planning organization and not an implementation organization, a single governmental organization structure with

Maui MPO as the lead would not be appropriate moving into implementation.

Since the WMGP, Maui MPO and the County discussed moving the WMG project under COM's purview. Many greenways or shared-use paths across the United States are governed under a single organizational structure that houses all the necessary components of greenway or shared-use path management including planning, design, implementation, funding, and maintenance.

For the County of Maui, a single organizational structure could be feasible with the project managed either under DPR or DPW. The section below outlines the case for a single agency lead under either DPW or DPR.

**Figure 15: Maui North Shore Greenway**



### a) COM Department of Public Works

The DPW is responsible for building and maintaining infrastructure within the County of Maui. DPW is comprised of three divisions: Development Services Administration, Engineering, and Highways. Public roads and bike paths are under the purview of DPW and therefore the management of the WMG would align with existing services provided by DPW. DPW also has the planning, design, implementation, and maintenance expertise to manage the WMG through its experience planning for and maintaining roads and on-street bike lanes across Maui. Additionally, DPW is already responsible for the North Shore Greenway and the South Maui Greenway, although these facilities are much smaller than what is proposed for the WMG.

A significant area of concern for DPW is capacity. In order to function as a single agency lead, DPW would require an increase in both staffing and funding to address the operations and maintenance requirements for the WMG. This could be addressed through funding new dedicated staff positions as well as providing dedicated funding for ongoing operations and maintenance.

### b) Department of Parks and Recreation

The DPR is responsible for county parks, beach parks, and recreational facilities (swimming pools, community centers etc.). DPR has a Planning and Development Division as well as a Maintenance Division. Given its current scope, DPR could be considered a single agency lead for aspects of the WMG as it has experience implementing capital projects and maintaining facilities similar to what would be required for the WMG.

Similar to DPW, DPR has limited capacity. In order to take on a single agency lead role,

DPR would require an increase in staffing and funding capacity for planning, operations, and maintenance. This would require new dedicated staff positions, as well as dedicated funding for ongoing operations and maintenance.

### c) Partnerships

As the single agency charged with managing the WMG, DPW or DPR would not have to do everything alone. The agencies could contract with consultants and/or partners including community organizations or a nonprofit organization created specifically for the WMG, such as a "Friends of the WMG" group. More information about "Friends of" organizations can be found in the Data Collection and Site Selection Report.

A nonprofit organization taking on a critical partnership role should have the capacity to support COM on an ongoing basis. This would require a stable funding source and operating budget, at least one full time staff to run the organization, and a base of community support and volunteers. The organization should be staffed year-round with a presence in West Maui. The organization could be a standalone organization or part of a larger nonprofit structure. An example of a larger nonprofit structure with a local presence is Surfrider Foundation. Surfrider's national office is in San Clemente, CA, however, there are multiple local offices of Surfrider, including one on Maui. These local offices have a year-round presence and receive support from the national office to do work in the local communities where they are based.

The potential roles of the nonprofit agency could be multi-fold:

- ▶ **Ambassador:** The organization could serve as an ambassador for the path,

supporting the WMG with gathering support and participation from within the community.

- ▶ **Maintenance:** The organization could support maintenance of the path through a contract for certain types of work and/or through organizing regular volunteer cleanup days (see Figure 34), similar to those conducted for beaches by organizations like Surfrider.
- ▶ **Funding:** Some funding sources require a companion 501c3 nonprofit organization or a nonprofit fiscal sponsor. Having an established nonprofit partner could provide an avenue for additional funding sources.

**Figure 16: Kaua'i Path Volunteer Cleanup Flyer**



Image Source: [Kauai'ipath.org](http://Kauai'ipath.org)

### d) Examples in Practice

An example of a single entity governance structure is the Ke Ala Hele Makālae shared-use path on Kaua'i. The County If Kaua'i Department of Parks and Recreation

manages the shared-use path and is responsible for planning, obtaining funding, development, and maintenance. County of Kaua'i has two (2) dedicated staff responsible for maintenance of the Ke Ala Hele Makālae shared-use path. The nonprofit organization Kaua'i Path Inc. also supports the path through advocacy, maintenance, and volunteer activities.

The City and County of Honolulu has "An Agreement for the Development, Maintenance, and Upkeep of Bicycle Facilities in the City and County of Honolulu" which addresses the governance structure for bicycle facilities including separated bicycle paths, bicycle lanes, bicycle routes, and bicycle parking and storage. Tasks within City and County of Honolulu are divided due to the differing charters of different agencies. Planning and implementation of bicycle/shared-use paths such as the Pearl Harbor Historic Trail and Ke Ala Pūpūkea paved trail fall under the Department of Transportation Services (DTS). DTS is responsible for coordinating with DPR for facilities on park lanes, the Department of Enterprise Services (DES) for facilities on DES property, and the Department of Facilities Maintenance (DFM) for facilities on City-owned/maintained road rights-of-way. Upon appropriation of funds, the DPR and DFM procure all equipment, tools, parts, materials and supplies necessary to maintain the bicycle facility. DTS is responsible for the determination of appropriate traffic signs and markings, conducting periodic assessments of off-street bicycle facilities and preparing work orders accordingly. The Department of Design and Construction (DDC) is responsible for major replacement or reconstruction through a request from DPR, DFM, or DTS.

**The advantages of this strategy include:**

- ▶ Centralized management structure.
- ▶ Leverages existing agency structures rather than creating a new administrative entity.

**Disadvantages of this strategy include:**

- ▶ Capacity and funding limitations of single departments.

## 2. Multi-Agency Collaboration

A multi-agency collaboration would enable multiple agencies at the County of Maui to work together and collaborate on the governance of the WMG through a cooperative agreement. A cooperative agreement allows two or more agencies to work together to coordinate operations and maintenance responsibilities among multiple member agencies. A cooperative agreement could be created solely between DPW and DPR to co-manage and co-maintain the WMG. Another potential option for the WMG could be a cross-jurisdictional cooperative agreement that includes agencies outside the County such as the MMPO and HDOT. DPR or DPW could serve as the lead agency and administer the agreement between the other departments.

Similar to the single government organization example, the multi-agency collaboration could still allow partnerships with nonprofit organizations and others in order to broaden funding sources and increase local support.

### a) Examples in Practice

An example of a multi-agency collaboration is the collaborative behind the Apple Capital Recreation Loop Trail in Chelan County, Washington. The Apple Capital Trail is an

approximately 20-mile trail that crosses six different jurisdictions including state and local government owned lands. The Trail Advisory Committee (TAC) manages the trail under a cooperative agreement. Each local jurisdiction is responsible for the management of its own section of trail and the TAC meets twice per year to discuss challenges and to ensure rules are standardized across the trail.

- ▶ Advantages of this approach could include:
  - ▶ Shared responsibility across multiple stakeholders.
  - ▶ No administrative cost to create a new agency.
  - ▶ Harness the strengths of each agency, such as the flexibility of funding sources of MMPO and the construction knowledge and experience of DPW.

**Disadvantages could include:**

- ▶ A decentralized structure requires greater interagency coordination needs.
- ▶ There could be a lack of clarity around responsibility for tasks.
- ▶ Potential for siloing of roles.

## 3. Creation of a New Entity

A third potential for a governance structure for the WMG could be the creation of a new County division that is dedicated to trails and greenways. The division could be housed at DPR or DPW or could be an entirely new agency with the COM structure. The new entity could include participants from within COM such as DPR and DPW and could also include nonprofit organizations such as a

“Friends of” group. The new entity could be responsible for trails and greenways, including WMG, the South Maui Greenway, and the North Shore Greenway.

**The advantages of this approach could include:**

- ▶ Utilizing existing expertise from within Maui County.
- ▶ Creating a centralized structure for trail expertise and management.
- ▶ The disadvantage of this approach could include:
- ▶ Potential for higher administrative and operating costs.
- ▶ Need for political and community buy in to create a new division.

#### 4. Next Steps

A decision on a governance structure is a critical milestone in the development of the WMG and will require consultation with affected agencies, the County administration, and others to determine the preferred approach. The preferred structure may also be influenced by political will and the availability and sources of funding needed to increase agency capacity or create a new entity.

## F. MANAGEMENT AND OPERATIONS

It is recommended that COM develop formalized policies and guidance to direct the operations and management of the WMG. This will provide the basis for funding requests and help ensure continuity of operations for the WMG. This section describes some of the components that

should be addressed in policy and guidance for operations and management of the WMG.

### 1. Operations and Maintenance Plan

Operations and maintenance (O+M) refers to the overall operations of the WMG and the day-to-day routine maintenance of the facility, such as trash removal, and vegetation management. Also included in O+M is the routine physical maintenance such as line painting or grass cutting, and one-off repairs such as the repair of potholes, cracks, or broken railings. Elements to be considered as part of an O+M plan for the WMG are described below.

#### a) Public Access and Use Guidelines

The O+M Plan will need to define who can use the WMG. The WMG will be designed for non-automobile use – walkers, runners, wheelchair users, new and experienced cyclists, skateboarders, and other small-wheeled transportation devices. The use of the greenway by electric or electrically assisted devices such as e-bicycles or e-scooters will need to be considered and their use parameters defined, such as requiring a physical separation of space or establishing a maximum travel speed. Additionally, the guidelines should consider and define parameters around the use of low-speed electric vehicles such as golf carts. Motorized vehicles such as motorcycles or vehicles should not be permitted for regular use on the WMG outside of emergencies.

#### b) Rules and Regulations

The O+M Plan should identify the operating hours of the WMG and the code of conduct for users of the greenway, such as the use of safe passing zones, speed limits, prohibited items, and other rules.

### c) Enforcement

The responsibility for patrolling and enforcement of the rules will need to be identified. It will need to be determined whether the entire WMG will be under the enforcement purview of DPR or another agency with enforcement capabilities or will fall under multiple agencies depending on the ownership and jurisdiction that the path crosses. The Maui Police Department is responsible for enforcement outside areas that have their own dedicated enforcement staff. On Maui, DPR is responsible for enforcement only within County parks. For the Ke Ala Hele Makālae Path on Kauaʻi, DPR park rangers are responsible for enforcement along the entire path.

landowners, adjacent business, community organizations, or others to assist with path maintenance if they chose to do so. This model is pursued unofficially by County of Kauaʻi on the Ke Ala Hele Makālae Path where large landowners and businesses, particularly hotels, maintain the portions of the path which front their property (see Figure 35). The O+M plan can also articulate how an “Adopt-a-Path” program may be administered to encourage residents and community organizations to participate in maintenance.

### 2. Safety and Security

The WMG should develop a public safety plan to help create a safe environment for all

**Figure 17: Ke Ala Hele Makalae Path Adjacent to Condominium**



### d) Maintenance

The O+M Plan should define how maintenance of the path will be accomplished through County means and/or partnerships with outside entities. It should describe the mechanism and process for establishing agreements with large

greenway users. This may also be included as a specific section with the overall O+M Plan. Creating a holistic and sensitive approach to public safety and programming will reduce the opportunity for crime and create a safe and welcoming atmosphere for greenway users.



### Safety and security considerations include:

- ▶ **First responders:** First responders may need to access the greenway to respond to accidents and emergencies that occur on the WMG. The safety and security document should identify access points and incorporate best practices such as the creation of an address for each WMG mile marker to ensure that first responders can accurately reach the incident site.
- ▶ **Emergency Vehicle Access:** The document should consider what emergency vehicles will be allowed on the WMG and under what circumstances. An example from Sonoma County, California, is the Sonoma Valley Trail which is typically for non-motorized use only but can be used by emergency vehicles as an alternate route during major events such as wildfires.
- ▶ **Controlled Access:** The document may consider the use of locked gates/bollards along the WMG for access control. If locked gates or bollards are to be placed along the path, the document should make clear how those assets will be locked and unlocked and under what circumstances, including in the event of an emergency.

### 3. Emergency Management

An emergency management plan could be created as a standalone document or could be part of the safety and security plan or O+M plan. This document should address the WMG's role in disaster mitigation and response, as well as how it may be impacted by disasters.

### Emergency management considerations in addition to the emergency access and

### evacuation functions described above include:

- ▶ **Wildfires:** The plan should clearly outline how the WMG should be maintained to function as a fire break and used during a wildfire incident. For example, the greenway could be used as a firefighting staging area in addition to a fire break. The WMG could also be designated as an alternative route for emergency vehicles or regular vehicles during a disaster.
- ▶ **Nuisance Flooding:** West Maui is susceptible to climate change impacts such as sea level rise (SLR), however, increased rainfall also has the opportunity to create localized areas of nuisance flooding. The plan should identify how to respond to potential WMG closures, detours, and clean up response to any standing water on the WMG (see Figure 36).

**Figure 18: Nuisance Flooding on the Pearl Harbor Bike Path, O'ahu**



*Image Source: Hawai'i Bicycle League*

- ▶ **Extreme Heat:** West Maui is heavily impacted by extreme heat (the word Lahaina translates to “cruel sun”). Therefore, the plan should clearly outline how the WMG will reduce the impacts of extreme heat on users through use of shade, comfort stations, and warning signage. The plan should also address a plan on how first responders in Hawai‘i can safely and efficiently respond to emergencies along the trail.
- ▶ **Sea Level Rise:** Several of the southern sections of the WMG near Ukumehame are within the 3.2ft Sea Level Rise Exposure Area (SLR-XA), which is defined by the State as areas anticipated to be impacted by coastal erosion, high wave runup, and high tide flooding with 3.2 feet of SLR, which is anticipated by the end of this century. Increasing high tide flooding and wave run-up could intermittently damage or cut off access to WMG segments within the SLR-XA as SLR increases. The policy document should identify areas for detours in the event of SLR impacts, and the mechanisms for implementing the detours. As impacts worsen or areas become permanently flooded, options for relocation of portions of the WMG may need to be explored.

#### 4. Houselessness

Houselessness is an issue affecting communities on all Hawaiian Islands, in part due to the high cost of housing and living expenses. Bridging the Gap CoC Homeless Point-in-Time Count (Ka Mana O Na Helu, April 2023), estimated that there were 113 homeless individuals living in Lahaina prior to the August 2023 wildfires. While the WMG is not intended to function as temporary housing, the reality is that many houseless individuals lack access to a vehicle and may be attracted to facilities such as the WMG for

both transportation and temporary housing. This has been a similar concern and challenge for other trails throughout Hawai‘i and on the mainland and will be one of the key management responsibilities.

Engagement, monitoring, enforcement, and coordination with social services will be needed to ensure that the Greenway is used for its intended purposes and remains a safe and welcoming destination for the greater community.

The WMG’s governing entity could partner with the County of Maui Homeless Program Division to coordinate houseless outreach services along the greenway. The plan should identify strategies and specific protocols for addressing houseless individuals and encampments that may be developed along the route. This could be included as part of the Operations and Maintenance Plan or part of the Safety and Security plan.

#### 5. Signage and Wayfinding

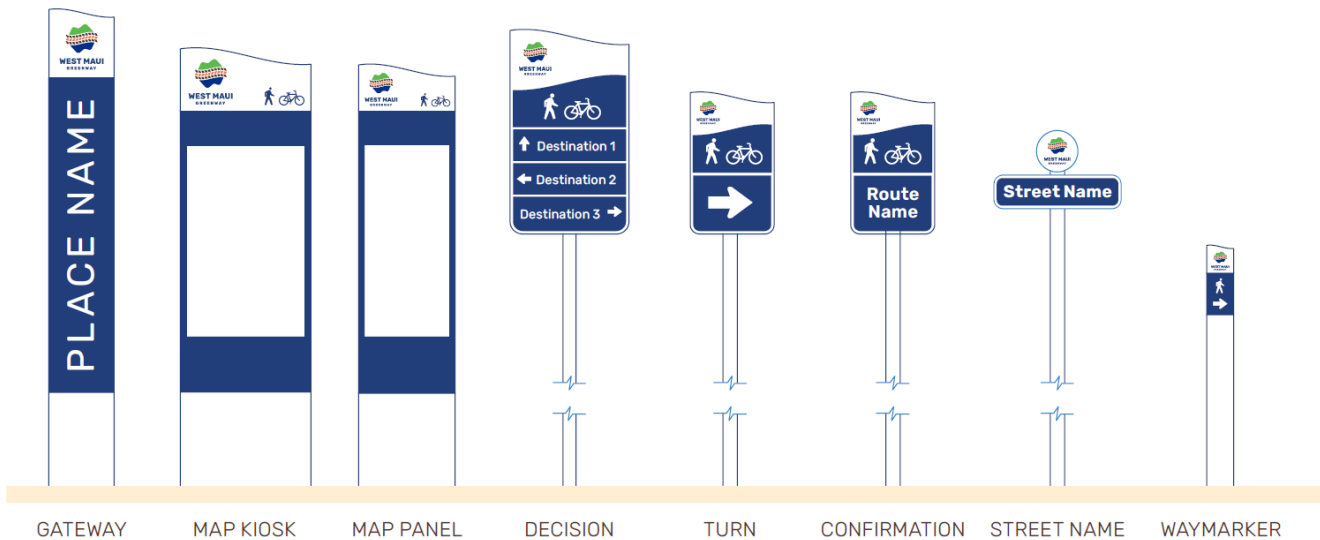
Wayfinding and signage is a crucial component of successful multimodal infrastructure, allowing users to orient themselves and effectively navigate to destinations. Wayfinding benefits local residents as well as visitors, as locals may be unsure of the best or safest route to take when walking, rolling, or cycling or of places along the separated greenway route to access amenities, emergency supplies, bicycle repairs, and local businesses. Including distance and/or time markers on the signs is another way to support local community members in choosing non-automobile transportation modes.

A signage guide should be created for the WMG to establish consistent branding and signage conventions across the various sections. Signage should include various sign types including decision, turn, confirmation, street name, and map kiosks. Figure 37 shows an example of what potential WMG signage could look like and the types of signs that could be used. Additionally, there should be signage placed within the community that directs people towards the WMG access

points to support comprehensive multimodal transportation options within West Maui.

The Maui DPW recently commissioned a project to develop a wayfinding and signage manual for pedestrian and bicycle wayfinding across the County which provides some standardization in sign information while allowing flexibility for communities to customize the signs to their unique needs.

**Figure 19: Potential Signage Designs for WMG. Source: WMGP**



*Image Source: West Maui Greenway Plan, Maui MPO/ALTA, September 2022*

## G. PERMITTING

Construction of the WMG will require environmental permits prior to construction. This section of the document identifies several potential environmental compliance and permitting requirements for the WMG.

An Environmental Assessment (EA) or Categorical Exclusion should be pursued for the whole corridor at one time in order to avoid the appearance of segmentation. Segmentation can occur when an action is broken down into small parts which can minimize the significance of the total action. This will require a greater upfront effort prior to construction of the first segment; however, future segment construction should take less time as the large environmental compliance documents will have already been prepared. Permits required as part of this process could include the permits laid out in section G.1. Construction specific permits laid out in section G.2 should be applied for prior to each construction phase as these permits have time limits during which construction should be completed.

Note that the permitting landscape in West Maui, particularly Lahaina, is in an evolving state in the wake of the fires. Some environmental permits may be waived or streamlined for certain construction types. The situation was developing as this report was being drafted and will need to be reassessed as the project advances toward permitting.

### 1. Environmental Permitting and Compliance

#### a) National Environmental Policy Act (NEPA)

NEPA is triggered by federal funding of a project. Given the scope of the WMG project,

it is likely that federal funding will be required to construct the first and subsequent segments of the WMG. Compliance with NEPA will be required through an EA. The level of compliance will be dictated by the expected impacts of construction of the WMG. The EA process will likely take 18 months to complete and will require up to 60% design of the facility. The design of the facility should include the maximum build out possible. This ensures that the project is covered under environmental permitting even if the implemented project is more streamlined. For example, if the path is initially proposed at 12 feet, it would still be covered under permitting if the ultimate design was 10 feet. The opposite (planned for 10 feet but built to 12 feet) would not be covered by permitting.

A NEPA document is recommended covering all segments of the WMG. This is required to comply with segmentation rules laid out in 23 C.F.R. 771.111(f). These rules state that any action evaluated under NEPA must (1) connect logical termini and be of sufficient length to address environmental matters on a broad scope; (2) have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made; and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The NEPA document will not expire.

#### b) U.S. Army Corps of Engineers (USACE), Section 10, Harbors and Rivers Act and Section 404 Clean Water Act

There are numerous perennial and non-perennial streams and tributary waters that will be traversed by the WMG (see Figure

38). USACE has jurisdiction over any waters of the U.S. The first step in this process would be to determine if there would be any work below the Ordinary High-Water Mark (OHWM). If there would be work below the OHWM, a request for a preliminary jurisdictional determination (JD) would be submitted to the Honolulu USACE. This would provide a determination on whether Department of the Army permits are required for the WMG. Therefore, further analysis will be required to determine if a Section 404/10 permit would be required. The permit would be required only if there is work expected below the Ordinary High-Water Mark.

The project would be covered under Nationwide Permit 14, Linear Transportation Projects. A Section 404/10 pre-construction notification will be required and should cover the whole design. This could be submitted concurrently with NEPA. The 404 permit will not expire.

**Figure 20: WMG Stream Crossing**



*Image Source: Google StreetView*

### **c) Section 7 of the Endangered Species Act (ESA)**

Section 7 is triggered by federal funding of a project. If federal funding is pursued for the WMG then consultation with the U.S. Fish and Wildlife Service (USFWS) will be required in accordance with Section 7 of the ESA to

identify flora, fauna, and avifauna species and habitats that may be impacted by the proposed action. Compliance with Section 7 will be required for all segments of the WMG and will be conducted as part of the NEPA process. The Section 7 determination from the USFWS will not expire. However, if there are changes to the threatened and endangered species list prior to construction, additional consultation would be required.

### **d) Section 106 of the National Historic Preservation Act (NHPA)**

Section 106 is triggered by federal funding of a project. If federal funding is pursued for the WMG then consultation with the State Historic Preservation Division (SHPD) will be required to address any impacts to historic properties in accordance with Section 106 of the NHPA. This task should be prioritized in the schedule given the long lead time required to clear SHPD review. Compliance with Section 106 will be required for all segments of the WMG and will be conducted as part of the NEPA process. The Section 106 concurrence from SHPD will not expire.

### **e) Office of Planning and Sustainable Development Coastal Zone Management Program Federal Consistency Review**

Federal Consistency under the Coastal Zone Management (CZM) Program is triggered by federal funding of a project. If federal funding is pursued for the WMG then Federal Consistency Review will be necessary for the WMG. The consistency concurrence determination is processed and approved by the State of Hawai'i, Office of Planning and Sustainable Development, CZM Program. Compliance with CZM will be required for all segments of the WMG and will be conducted as part of the NEPA process. CZM compliance will not expire.

**f) State Department of Health (DOH),  
Clean Water Branch Section 401  
Clean Water Act, Water Quality  
Certification and Applicable  
Monitoring and Assessment Plan**

If either USACE Section 10 or Section 404 are required, then a Section 401 Water quality Certification (WQC) would also be required. The Section 401 WQC is processed and approved by the State DOH, Clean Water Branch (CWB). The DOH-CWB has a Blanket Certification for coverage under Section 401 of the Clean Water Act that applies to certain Nationwide Permits, including Nationwide Permit 14. The USACE would notify DOH-CWB of the applicability of the Blanket Certification to the WMG project. Please note, the existing Blanket Certification expires at midnight, March 14, 2026. It is not known if a new Blanket Certification will be in place on March 15, 2026. The project should coordinate with DOH closer to the deadline to understand if/how this will impact the project.

**g) Hawai'i Revised Statutes (HRS),  
Chapter 343 Environmental  
Assessment**

HRS Chapter 343 is triggered by use of State/County land or State or County funding. It is likely that both of these conditions will be met by the WMG and therefore compliance with HRS Chapter 343 will be required. Compliance can be achieved through either an Exemption Notice or through the preparation of an EA. As per the County of Maui's Comprehensive Exemption List, projects located within statutorily defined areas, including the Special Management Area, are not exempt except "where the work is eligible for exemption and there is no negative impact on the conditions that defined these areas". The existing

(2007) Exemption List does not provide an exemption for the construction of bicycle and pedestrian paths. Therefore, an EA would be required for compliance with HRS 343. A single EA covering all segments of the WMG can be produced that meets the requirements of HRS Chapter 343 and NEPA. Discussion of this process can be found in Section G.1.a above.

**h) State Historic Preservation District,  
HRS Chapter 6E Review**

Consultation with the SHPD would be required to document and address any impacts to historic properties in accordance with HRS Chapter 6E. This consultation can be done in conjunction with the Federal Section 106 process. Compliance with HRS Chapter 6E will be required for the full corridor (i.e., all segments) of the WMG and will be conducted as part of the NEPA process. Chapter 6E compliance will not expire.

**i) HRS Chapter 183C**

HRS Chapter 183C is triggered if the project is located within the Conservation State Land Use District. There are potential alignments of the WMG that could be located on State Conservation land. If this is the case, then the project may require a Conservation District Use Permit application to be filed with the State Department of Land and Natural Resources Office for Conservation and Coastal Lands. Segments 1, 5, 6, and 7 of the WMG are located within the Conservation District. The Conservation District Use Permit will have a time limit and should be applied for prior to construction. Phase 1 of the project will require a Conservation District Use Permit as part of Segment 5 crosses land zoned Conservation District by the State.

**j) County of Maui Zoning Districts**

The proposed WMG crosses many zoning districts as identified in the Maui County Code, ranging from agriculture to residential. The WMG is a permitted activity in all zoning districts and therefore no zoning permit would be required for this project.

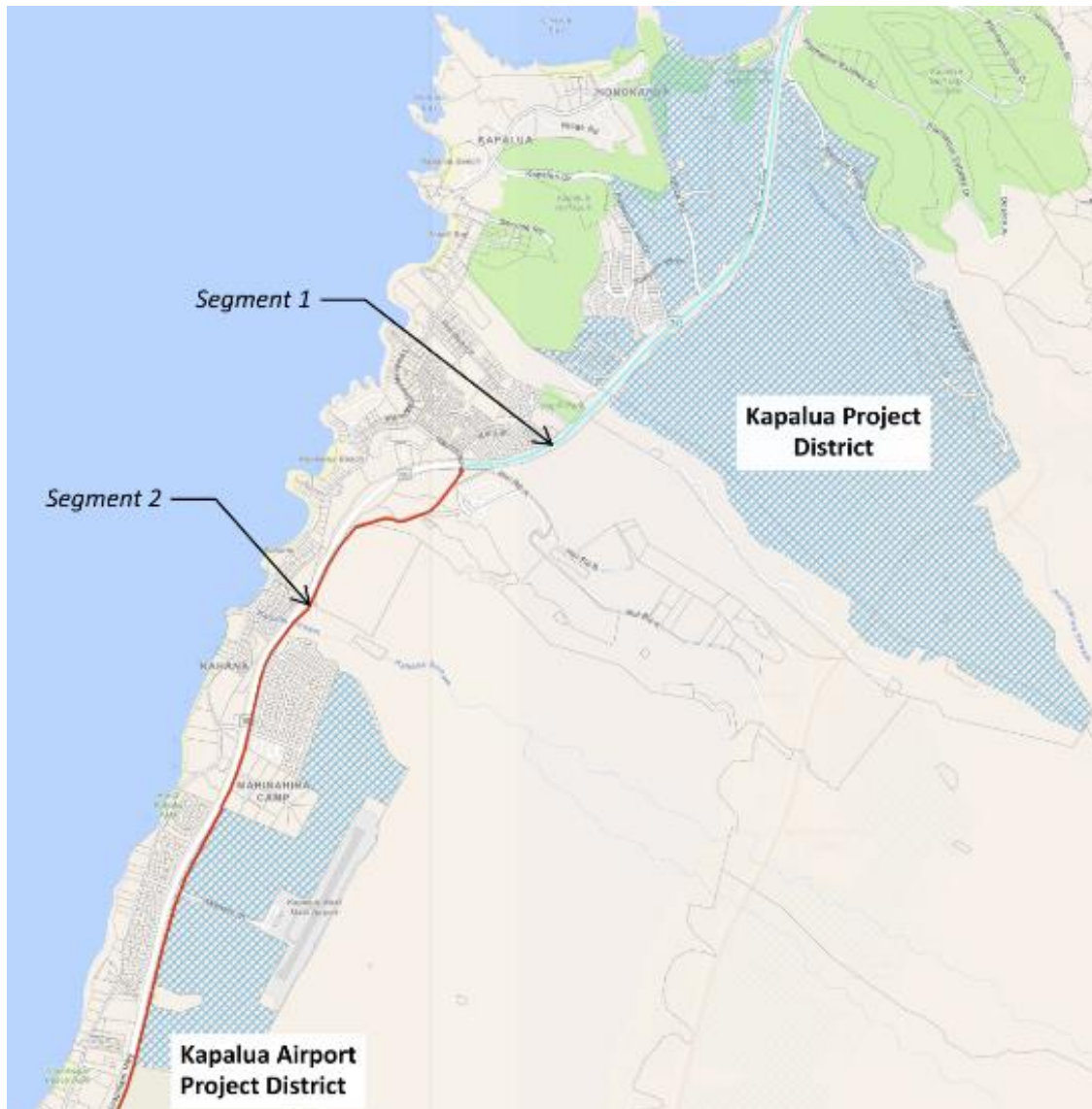
There are two zones where further consultation with the County of Maui Planning Department will be necessary (see Figure 39). If the route traverses within the Kapalua Airport Project District, there may be further permit requirements. In the Kapalua Airport Project District, approval

may be required from the Maui Planning Commission. Segment 2 of the WMG is located in the Kapalua Airport Project District. Phase 1 of the project will not require any zoning permits based on information at the time of writing. The project will require permit approval once construction is begun on Segment 2. The permit and approval discussion for Segment 2 should be explored prior to construction.

**k) County of Maui Special Management Area (SMA), HRS Chapter 205A**

Parts of the WMG alignment are located within the County SMA. An SMA Permit is

**Figure 21: West Maui Special Project Districts**



required for all projects defined as “Development” which includes any project where grading is required. If construction cost is less than \$500,000, the WMG will require an SMA Minor permit. If construction cost exceeds \$500,000, the WMG will require an SMA Use (Major) permit. All segments of the WMG cross or are adjacent to the SMA. An SMA Assessment will be required for all segments to determine SMA permitting requirements from the County. The SMA Assessment should be conducted prior to construction of each phase as the SMA permit will be time limited. This permit will be required for Phase 1 as portions of Segment 5 are within the SMA.

## 2. Construction Specific Permits

The following construction specific permits may be required, depending on construction processes. Each of these permits will be time limited and should be applied for at the time of construction.

- ▶ **National Pollutant Discharge Elimination System (NPDES):** This permit is required from the DOH if ground disturbance exceeds one-acre. The WMG will require a NPDES permit.
- ▶ **Community Noise Permit:** This permit is required if project construction related noise exceeds 78 decibels or has a total project cost of more than \$250,000. It is anticipated that the WMG will require a Community Noise Permit due to the anticipated cost of the project, and potential construction related noise.
- ▶ **Grading Permit:** A grading permit is required or the excavation or fill of soil or similar material and grubbing of vegetation. The WMG is expected to require a grading permit.

- ▶ **Right to Work on County Highway Rights-of-Way:** This permit is required if project work is conducted on County Highway Right-of-Way. Depending on the chosen alignment, this permit may be required.
- ▶ **Right to Work on State Highway Rights of Way:** This permit is required if project work is conducted on State Highway Right-of-Way. Depending on the chosen alignment, this permit may be required.



## H. PROJECT IMPLEMENTATION SCHEDULE

This section proposes an initial project implementation schedule to support COM in moving this project forward. This is based on the understanding of the project at the time of writing.

This work plan is proposing an initial two-phase implementation timeline based on two alternatives. The work plan assumes that COM will apply for grant funding for project design, implementation, and construction and that the County will apply for the RAISE grant outlined in section C.1.a. Alternative 1 assumes that COM will apply for the RAISE grant in the 2024 cycle, which is due February 28, 2024. Alternative 2 assumes that COM will wait until the 2025 cycle to apply for the grant as the grant. This will require COM to fund many of the initial studies for the project.

### 1. Alternative 1

#### a) Task 1 – Submit RAISE grant in 2024 cycle (February 2024)

The deadline for the 2024 RAISE grant is February 28, 2024. Although the timing is tight, COM has materials from the 2022 WMG SS4A application and the 2023 Keawe Street SS4A application that could be repurposed to some extent for the RAISE grant. The application should include a request for funding environmental permitting, full design, construction, and right-of-way acquisition.

#### b) Task 2 - Update the Statewide Transportation Improvement Program (March 2024)

The County and the Maui MPO will need to update the STIP in order to obtain federal funding. The WMG was previously included on the STIP for FFY 2025-2026 in order to support the 2022 SS4A application. The current inclusion will need to be updated to change the project timing, identify the new priority Phase 1 segments (Segments 3-5, see Section B.8), and set aside funding for the project.

#### c) Task 3 – Receive Funding Notification (July 2024)

Funding notification for the RAISE grant will be given in July 2024. If COM is successful in pursuit of the grant funding, COM can proceed with release of an RFP for a design and environmental permitting contract to take the project forward.

If the grant is not awarded, COM should restart efforts associated with tasks 1-5 in Alternative 2 below in pursuit of the RAISE grant or in pursuit of other applicable grant funding.

TIMELINE:												
YEAR 2024												
	JAN	FEB	MAR	APRIL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
Task 1												
Task 2												
Task 3							★					

## 2. Alternative 2

### a) Task 1 – Update the Statewide Transportation Improvement Program (March 2024)

The first step for the County and the Maui MPO will be to update the Statewide Transportation Improvement Program (STIP). In order to obtain federal funding, the project must be included on the STIP. The WMG was previously included on the STIP for 2028 to support the 2022 SS4A application. The current inclusion will need to be updated to change the project timing, identify the new priority Phase 1 segments (Segments 3-5, see Section B.8), and set aside funding for the project.



### b) Task 2 – Prepare Accessory Studies and Conceptual Design (April – July 2024)

During this task, COM will prepare accessory studies and conceptual designs for the WMG. Conceptual designs will flesh out the WMG from its proposed format as a line on a map, to a more realistic idea of what the WMG would look like as it traverses through the community. This first conceptual design should focus on Phase 1 of the WMG. The conceptual designs should show adjacent uses, adjacent ownership, and include proposed path widths, alignments, roadway crossing treatments, and other potential path features (see Figure 40). More detailed construction estimates may be created based on the conceptual design plans, which will aid in accurately projecting how much funding will need to be requested as part of a federal grant application.

Accessory studies, such as the Operations and Maintenance Plan, Signage and Wayfinding Manual, and Safety and Security Plan described in section F of this work plan, could be developed by COM. The objective would be to have these products drafted and ready for use once the path becomes operational. Additionally, COM can finalize the governance of the WMG as discussed in Section E. Once these decisions have been finalized, COM can create governance agreements to finalize how the future WMG will be governed during operation.



Figure 22: Example of Conceptual Design, Segment 5.



Image Source: West Maui Greenway Map Book, Maui MPO/ALTA, September 2022

### c) Task 3 – Engage the Community (April – December 2024)

Concurrently with the development of the accessory studies and conceptual design, COM should also begin the important work of community outreach around the project. Future public outreach was highlighted as a key next step out of the WMGP. Particularly in the wake of the Lahaina wildfires, comprehensive public outreach will be needed to ensure that this project receives community backing and support. This project has the potential to become a community rallying point and focal point of a rebuilt Lahaina. Gaining community buy in and support will be a critical part of moving the project forward. Community engagement and outreach is also a critical component and evaluation criteria of numerous federal grant opportunities.

Community engagement should first reach out to groups to discuss the project and can then move into visioning sessions that identify desired greenway features and functions. This should focus predominantly on Phase 1 of the project (Segments 3-5) but could include cursory discussions about the segments that will be implemented in future phases.

TIMELINE:											
YEAR 2024											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC

**d) Task 4 – Environmental Permitting (July 2024 – December 2025)**

Begin environmental permitting for the whole corridor. Conducting permitting prior to obtaining the grant will mean that grant funding can be put towards construction and implementation, and that implementation of the project can happen sooner in the event of a successful grant application.

Environmental permitting to meet NEPA compliance will require a NEPA EA to be conducted for the full corridor. Associated studies to comply with Section 106 and Section 7, along with the EA document will likely take 18 months. To complete the EA the whole project will require a minimum of 30% design. This should include the maximum limits of build out so that if the project is streamlined then the permitting is still valid. More discussion of environmental permitting is discussed in Section G.

TIMELINE:											
YEAR 2024											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
YEAR 2025											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC

**e) Task 5 – Prepare Grant Application (November 2024 – February 2025)**

Prepare the application for the RAISE grant. If the NOFO is not released by November, use the 2023 NOFO to begin drafting the application and update once the NOFO is released. The application should not include environmental permitting as COM will already have begun the environmental permitting process as outlined in Task 4 and in Section G.

In parallel with the grant application, COM should draft a RFP for the award of a final design contract that can be released once funding is secured. The grant application will require the preparation of additional components including an economic analysis, environmental risk assessment, financial completeness assessment, and technical capacity assessment, along with a benefit-cost analysis.

**TIMELINE:**

YEAR 2024											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
YEAR 2025											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC

**f) Task 6 – Receive Funding Notification (July 2025)**

Funding notification for the RAISE grant will be given in July 2025. If COM is successful in pursuit of the grant funding, COM can proceed with release of the pre-drafted RFP for a design contract to take the project forward.

If the grant is not awarded, COM should continue with efforts associated with tasks 2 through 4 above while identifying potential other applicable grant funding.

**TIMELINE:**

YEAR 2024											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
YEAR 2025											
JAN	FEB	MAR	APRL	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC
						★					