

**Stakeholder Input Report – Land Use
Honolulu High-Capacity Transit Corridor Project
Final**

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Prepared for:
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Acronyms and Abbreviations

EIS	Environmental Impact Statement
HCDA	Hawai'i Community Development Authority
HDOT	Hawai'i Department of Transportation
PA	Programmatic Agreement
PB	Parsons Brinckerhoff
Project	Honolulu High-Capacity Transit Corridor Project
RTD	City and County of Honolulu, Department of Transportation Services, Rapid Transit Division
TOD	Transit-Oriented Development
UH	University of Hawai'i
WOEDA	West O'ahu Economic Development Association

The *Honolulu High-Capacity Transit Corridor Project (Project) Stakeholder Input Report – Land Use* provides an overview of interactions with private stakeholders, government agencies, and the community at large concerning each of the 21 stations along the project alignment. This report includes interactions that occurred from the Alternatives Analysis Phase in January 2006 through the Preliminary Engineering/Environmental Impact Statement (EIS) Phase, ending at the Record of Decision on January 18, 2011. Although stakeholder interaction has been continuous since 2006 for all aspects of the Project, this report specifically provides information about interactions related to land use around stations and station design.

This report is one of several documents that have been prepared or will be prepared to analyze the Project's integration with the larger Honolulu community, including the Final EIS, various permit applications, neighborhood transit-oriented development (TOD) plans, and documents in support of Preliminary Engineering. This report supports the overall effort by the City to create a successful rail transit system and to integrate it within the larger community.

Project Overview

The Project will provide high-capacity rail rapid transit service in the highly congested east-west transportation corridor between East Kapolei and Ala Moana Center. The Project extends 20 miles from East Kapolei to Ala Moana Center on a primarily elevated guideway with 21 stations. Current land uses around the stations range from agricultural to dense urban. As shown in Figure 1, the narrow, geographically constrained study corridor is where most of O'ahu's residents live and work. This corridor is currently served by the island's existing major transportation facilities.



Figure 1 – Study Corridor and Alignment

Outreach Methods

Stakeholder input is being collected through several methods from stakeholders and the general public in areas around rail transit station locations. Comments on station designs and the guideway itself are also being solicited from consulting parties to the Section 106 Programmatic Agreement. The input received at station design meetings focused on the station entrances and the look and feel of some station features. The RTD will continue to conduct station design workshops for stations where these workshops have not occurred at the time of this report.

TOD and community plans outside of the station entrances are being managed by the City and County of Honolulu's Department of Planning and Permitting. The Department of Planning and Permitting is conducting regular stakeholder involvement regarding TOD and community plans throughout the Project corridor separate from the Project.

Stakeholder Interviews and Direct Mail Surveys

Input from major stakeholders is being collected through formal meetings between stakeholders and Project team members. Direct mail surveys are also mailed to stakeholders to garner input on considerations, such as station touchdown, pedestrian-related activity surrounding the station, and the incorporation of the Project into their planning activities.

Speakers Bureau Presentations

Project representatives have conducted hundreds of Speakers Bureau presentations throughout the corridor since the Project began in 2006. Presentations conducted in the Project area and outlying areas provide opportunities for direct, informal contact with the public. Presentations are updated to be timely and accurate, and include aspects of the Project that are of interest to the audience. Specifically, renderings of local stations and an overview of TOD are included in presentation materials when appropriate. Presentations are typically to small groups, which creates opportunities for direct communication with Project representatives. The Speakers Bureau is a critical aspect of the public involvement effort because it facilitates a wide dissemination of accurate project information and provides the public with an opportunity to participate in, and reflect ownership of, the Project.

Presentations specifically targeted to discussions about stations are listed in Table 1. Speakers Bureau presentations inform groups, organizations, and the general public about station design, concepts, and amenities. A full list of Speakers Bureau presentations is included in Appendix B of this report. Conceptual station designs were also shown at public hearings for the Draft EIS and various community workshops, as well as discussed during corridor tours. Members of the public were provided opportunities to comment on the station designs during these presentations and tours.

Rail Station Community Workshops

A series of three workshops are being conducted for the general public in communities that will have rail stations. The timing and station groupings of the workshops coordinate with the Station Design contracts for stations. Stations are grouped as shown in Table 1 for contracts.

Table 1. Rail Station Community Workshops

Contract Package	Stations Included	Workshop Series Start Date*
West O'ahu Station Group	East Kapolei, UH West O'ahu, Ho'opili	July 2009
Farrington Station Group	West Loch, Waipahu, Leeward Community College	April 2009
Kamehameha Highway Station Group	Pearl Highlands, Pearlridge, Aloha Stadium	December 2009 for Pearl Highlands and Pearlridge
Airport Station Group	Pearl Harbor Naval Base, Airport, Lagoon Drive	March 2013
Dillingham Station Group	Middle Street, Kalihi, Kapālama	August 2013
City Center Station Group	Iwilei, Chinatown, Downtown	January 2014
Kaka'ako Station Group	Civic Center, Kaka'ako, Ala Moana	August 2014

*Future workshop series schedules will correspond with Station Design contract dates and are subject to change in accordance with the Master Project Schedule.

Each series of workshops begins with an introduction to the Project, presents architectural design options, and engages the public in facilitated small group discussions about their preferences for the look of the station in their community. Community input is incorporated as appropriate. The second workshop presents an initial draft of the proposed station design, and Project team members gather feedback from the public. The third, and final, workshop presents the summary of previous meetings and presents an artist's rendering of the station within the community. This direct method of communicating with the general public has proven to be an effective way to solicit public input. Agencies and other named stakeholders are invited to attend the Rail Station Community Workshops, but are also engaged through formal meetings and interviews with the Project team. Each community will have three workshops, spaced approximately six weeks apart.

Engagement with Corridor-wide Stakeholders

Some stakeholders' land use interest has a broad impact across the Project area. Engagement with these stakeholders is continual via Project team meetings and as needed if issues arise.

Section 106 Consulting Parties Meetings (Programmatic Agreement Discussions)

The Project and consulting parties held Section 106 consultation meetings to discuss and develop the content of the Programmatic Agreement (PA), which was required to provide mitigation for identified adverse effects to historic properties and develop methods for continued consultation on historic, archeological, and cultural aspects of the project. Stipulations included in the PA are required to be carried out by RTD as a condition of approval of federal funds for the Project. The draft PA is attached to the Final EIS in Appendix H. The PA was executed on January 18, 2011, prior to the Record of Decision.

Section 106 consulting parties included the following agencies and organizations:

- Advisory Council on Historic Preservation
- United States Navy (U.S. Naval Base Pearl Harbor)
- Historic Hawaii Foundation
- National Park Service
- National Trust for Historic Preservation
- University of Hawaii Historic Preservation Program
- American Institute of Architects, Honolulu Chapter
- Hawaii Community Development Authority
- Office of Hawaiian Affairs
- Oahu Island Burial Council
- Hui Malama I Na Kupuna O Hawaii Nei
- Royal Order of Kamehameha
- Ahahui Kaahumanu
- Hale O Na Alii O Hawaii
- Mamakakaua: Daughters and Sons of the Hawaiian Warriors
- Association of Hawaiian Civic Clubs
- Alii Pauahi Hawaiian Civic Club
- Ka Lei Maile Alii Hawaiian Civic Club
- King Kamehameha Hawaiian Civic Club
- Nānāikapono Hawaiian Civic Club
- Hawaiian Civic Club of Wahiawa
- Ahahui Siwila Hawai'i O Kapolei Hawaiian Civic Club
- Waikiki Hawaiian Civic Club
- Princess Kaiulani Hawaiian Civic Club
- Waianae Hawaiian Civic Club
- Merchant Street Hawaiian Civic Club
- Prince Kūhiō Hawaiian Civic Club

- Pearl Harbor Hawaiian Civic Club
- Hawaiian Civic Club of 'Ewa-Pu'uloa
- Kāhili-Palama Hawaiian Civic Club
- Hawaiian Civic Club of Honolulu

There were eight Section 106 consulting party meetings in 2009 in which the consulting parties discussed potential stipulations to be included in the PA to mitigate adverse effects and related concerns about the potential for additional project impacts. These meetings are identified in Table 2.

Table 2. Section 106 Consulting Party Meeting Dates

Date of Meeting	Specific discussion on stations
July 28, 2009	No specific station discussion
August 4, 2009	During discussion on the "Design Pattern Guidebook" there was a request that consulting parties be provided a means to comment on station designs
September 2, 2009	No specific station discussion
September 3, 2009	No specific station discussion
September 11, 2009	No specific station discussion
September 21, 2009	Historic Hawaii Foundation requested to review 35% and 60% drawings on stations *note ROD reflects that project team should follow the "Design Pattern Guidebook"
September 23, 2009	No specific station discussion
September 30, 2009	No specific station discussion
October 21, 2009	No specific station discussion
November 13, 2009	No specific station discussion

These meetings established appropriate mitigation for project related adverse effects to historic properties and procedures and processes related to the identification of and discovery of human remains. Consultation and correspondence among the Section 106 consulting parties, RTD, and FTA continued after these meetings and through the issuance of the ROD on January 18, 2011; ongoing consultation will continue through project completion as required in the PA. Additional concerns regarding the naming of transit stations was brought up by the Association of Hawaiian Civic Clubs, on behalf of the 'Ewa-Pu'uloa Hawaiian Civic Club in an e-mail to RTD on October 8, 2009. Because this is not a Section 106 issue, this request was not included within the PA. In a letter to RTD dated November 23, 2009, the National Trust for Historic Preservation also expressed concerns regarding the Area of Potential Effects mapping, which was included as an attachment to the PA. The organization believed that the mapping failed to illustrate the proposed footprints of the stations. Furthermore, unrelated to the mapping, the Trust thought that the proposed station designs did not adhere to the principles in the "Design Language Pattern Book."

Concerns from consulting parties regarding the "Design Language Pattern Book" were identified in the following ROD mitigation:

- **HP13**—Following the procedures in the PA, the City shall develop standards for, and maintain and update the Project's *Design Language Pattern Book* for use in all Project elements. This pattern book shall be available electronically and shall comply with the *Secretary of Interior's Standards for the Treatment of Historic*

Properties for stations within the boundary or adjacent to an eligible or listed historic property.

- **HP15**—Following the procedures set forth in the PA, the City shall provide the consulting parties with the preliminary engineering design plans for built components of the Project, provide an opportunity to comment on the design plans and consider comments on those plans.

For stations within boundaries or directly adjacent to listed or eligible historic properties, the City shall also provide design plans during the final design phase to consulting parties and provide the opportunity for them to comments on design plans. The City shall consider comments on those plans.

Hawai'i Department of Transportation (HDOT)

The Project team has coordinated with HDOT throughout Project development. HDOT was consulted regarding the timing of near and long-term roadway plans and integrating the station ingress and egress for transit and other vehicles. Special areas of interest warranted discussions, such as the construction plans for North-South Road and Fort Weaver Road, Waiawa interchange and access to the Pearl Highlands park-and-ride directly from H-2, and the airport alignment of the route and flight path clearance requirements.

Stakeholder Input by Station Area

Each station location has stakeholders within the area, such as property owners, business owners, and Federal and State agencies who will be involved in changes to the area generated by the station. The stakeholders are engaged in station development through meetings or interviews with the Project team. Members of the general public are a major stakeholder as well, and they have been engaged through public meetings and workshops.

A description of coordination and feedback from stakeholders and the general public received to date is provided below by station. Appendix A provides an overall matrix of stakeholder input for each station. The table is organized by station from East Kapolei to Ala Moana Center. Stakeholder input is categorized by meetings, station area workshops, stakeholder interviews, Speakers Bureau presentations, community updates, Draft EIS public hearings, and corridor tours.

East Kapolei Station

The East Kapolei Station area is in a part of 'Ewa that is currently agricultural. The *'Ewa Development Plan* calls for this area to be developed, featuring a large regional shopping center and the Kroc Community Center adjacent to residential areas. Stakeholders in this area are the Hawai'i Community Development Authority (HCDA), the Hawai'i Department of Transportation (HDOT), the West O'ahu Economic Development Association (WOEDA), the planned Kroc Center, and the Department of Hawaiian Home Lands.

A meeting with HCDA's Board of Directors occurred in August 2006. Project representatives also met with HDOT between April and May 2009 regarding construction agreements, bus stop locations, and other operational details concerning Kualaka'i Parkway (North-South Road), which runs in front of the station.

A Project representative regularly attends WOEDA meetings to provide updates on the Project, which creates continual dialog with the organization. Dedicated Speakers Bureau presentations in January 2006 to the Board of Directors focused on the stations at the 'ewa end of the Project, including East Kapolei, the University of Hawai'i (UH) West O'ahu, Ho'opili, and West Loch Stations. Other meetings with WOEDA were held in December 2008, March 2009, June 2009, and March 2010.

A series of three station design workshops were also held for this station and the UH West O'ahu Station on May 12, June 29, and August 5, 2009. A summary of community comments and ideas for the combined station workshops is provided in Appendix A of this report. Comments primarily dealt with ensuring that the stations look and feel like they belong in the Kapolei area and reflect Hawaiian themes.

UH West O'ahu Station

The UH West O'ahu Station area is primarily agricultural. However, this area will continue to change with construction of the UH West O'ahu campus, which will be within one-half mile of the station.

In March 2008, the Project team met with the UH West O‘ahu Development Team. A series of three station design workshops were held for this station and the East Kapolei Station in 2009.

A series of three station design workshops were also held for this station and the UH West O‘ahu Station on May 12, June 29, and August 5, 2009. A summary of community comments and ideas for the combined station workshops is provided in Appendix A of this report. Comments primarily dealt with ensuring that the stations look and feel like they belong in the Kapolei area and reflect Hawaiian themes.

There was one Speakers Bureau presentation in January 2006 to the WOEDA Board of Directors that focused on the stations at the ‘ewa end of the Project (East Kapolei, UH West O‘ahu, Ho‘opili, and West Loch).

Ho‘opili Station

Ho‘opili Station will be located in an area that is currently agricultural. Development is proposed nearby D.R. Horton, the Department of Hawaiian Home Lands, and UH, all of which are stakeholders for this station. The Project solicited input from D.R. Horton via a “Questions for Developers” mailing sent out in October 2007. This questionnaire asked about land use issues surrounding property where the proposed rail station would be located and whether the Project was being implemented in their planning processes.

There were two station design meetings with D.R. Horton in November 2008 and February 2009 to discuss this station design and land use issues. Main issues concerned integrating the Project with D.R. Horton’s planning activities.

There was one Speakers Bureau presentation in January 2006 to the WOEDA Board of Directors that focused on the stations at the ‘Ewa end of the Project (East Kapolei, UH West O‘ahu, Ho‘opili, and West Loch).

An additional Speakers Bureau presentation was given at a D.R. Horton sales team meeting on July 10, 2006 as well.

West Loch Station

West Loch Station will be located on Farrington Highway. Residential areas are primarily mauka of Farrington Highway. The makai side of Farrington Highway is mostly light industrial. The *Waipahu Neighborhood TOD Plan* was developed by the City and County of Honolulu Department of Planning and Permitting in anticipation of the planned West Loch Station.

Three station design workshops were held for this station and the Waipahu Transit Center Station April 14, June 23, and July 8, 2009. A summary of community comments and ideas from the meetings is provided in Appendix A of this report. Main issues concerned maintaining a plantation-like feel to the station and incorporating alternative energy sources (mainly solar was discussed).

There was one Speakers Bureau presentation in January 2006 to the West O‘ahu Economic Development Association Board of Directors that focused on the stations at the ‘Ewa end of the Project (East Kapolei, UH West O‘ahu, Ho‘opili, and West Loch).

Waipahu Transit Center Station

The Waipahu Transit Center Station will be located on Farrington Highway near Mokuola Street. The City and County of Honolulu Department of Planning and Permitting developed the *Waipahu Neighborhood TOD Plan* in anticipation of the planned Waipahu Transit Center Station. Stakeholders in this area include Kamehameha Schools and O'ahu Transit Services.

The Project solicited input from major stakeholder Kamehameha Schools via a "Questions for Developers" mailing sent out early in the Preliminary Engineering/EIS phase of the Project in October 2007. This questionnaire asked about land use issues surrounding property where the proposed rail station would be located and whether the Project was being implemented in their planning processes.

The Project coordinated with the Department of Transportation Services, Oahu Transit Service, regarding a bus transit center and coordination of the proposed rail station with the bus transit center.

Three station design workshops were held for this station and the Waipahu Transit Center Station April 14, June 23, and July 8, 2009. A summary of community comments and ideas from the meetings is provided in Appendix A of this report. Main issues concerned maintaining a plantation-like feel to the station and incorporating alternative energy sources (mainly solar was discussed).

Leeward Community College Station

The Leeward Community College Station will be located on the mauka end of the main campus parking lot. The primary specific stakeholder in this area is Leeward Community College.

Communication with Waipahu High School and the Hawai'i Department of Education regarding the proximity and potential impacts of the Maintenance and Storage Facility occurred at several times during refinement of the alignment.

Three station design workshops were held for this station in 2009. A summary of community comments and ideas from the meetings is provided in Appendix A of this report. The first (April 28, 2009) and third (August 18, 2009) meetings were attended by Leeward Community College students. The second meeting (June 9, 2009) was with college administrators and was not open to the public. Main issues were to have the station seamlessly fit into the campus atmosphere.

Pearl Highlands Station

The Pearl Highlands Station is on Farrington Highway near Waiawa Stream. The station will include a variety of pedestrian and auto bridges, ramps, and other features to facilitate access to the station site. HDOT is a major stakeholder as the station design includes integration of an access ramp from the H-2 Freeway directly into the station's park-and-ride facility. These were the subjects of a meeting between the Project and HDOT Highways Division.

The Banana Patch community is significantly impacted by this station and the guideway alignment nearby. Consultation with community members is ongoing. More details

regarding this coordination are found in the Chapter 4, Environmental Justice of the Final Environmental Impact Statement.

Three public station design workshops were held for this station on February 4, March 30, and May 15, 2009. A summary of community comments and ideas from the meetings is provided in Appendix A of this report. Main issues were parking availability at the station and reflecting the agricultural heritage of the area.

Pearlridge Station

The Pearlridge Station is located on Kamehameha Highway near Pearlridge Center, the second largest shopping center in Hawai'i. Major stakeholders in this area include Kamehameha Schools, the Bishop Estate, and Pearlridge Shopping Center. In addition to meetings with these stakeholders, project staff also communicated with Sumida Farm.

The Project team solicited input from major stakeholder Kamehameha Schools via a "Questions for Developers" mailing sent out early in the Preliminary Engineering/EIS phase of the Project in October 2007. This questionnaire asked about land use issues surrounding property where the proposed rail station would be located and whether the Project was being implemented into their planning processes. This includes the leased land on which Consolidated Theatres sits that Kamehameha Schools is considering as a future development site.

Three station design workshops were held for this station on September 1, October 15, and December 2, 2009. Invitations to these last two workshops were also extended to Section 106 consulting parties. A summary of community comments and ideas from the meetings is provided in Appendix A of this report. Main issues concerned integrating the agricultural history of the area into the station.

Aloha Stadium Station

The Aloha Stadium Station will be located on Kamehameha Highway at Salt Lake Boulevard. Aloha Stadium, a major sports facility that hosts a variety of year-round activities, is within one-half mile of the station site. Stakeholders in this area are the U.S. Navy, the Aloha Stadium Authority, and the State Comptroller's Office.

Coordination with major stakeholders has been ongoing. Main issues the Navy raised concerned safety and security. Main issues the State Comptroller's Office raised were the location of the alignment at the stadium, loss of parking revenues, giving preferential use of the park and ride area during stadium events, and traffic congestion near the far west corner of Salt Lake Boulevard near the Stadium's Kamehameha lot and bus lot.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Pearl Harbor Naval Base Station

The Pearl Harbor Naval Base Station will be located on Kamehameha Highway near Radford Drive. Within one-half mile of the station area are the employment and resi-

dential centers of Pearl Harbor Naval Base, Hickam Air Force Base, and a Naval Exchange shopping area. Major stakeholders in this area are the U.S. Navy, Hickam Air Force Base, Pearl Harbor Memorial, Historic Hawai'i Foundation, State Historic Preservation Office, and HDOT.

Coordination with the U.S. Navy has been ongoing regarding track alignment, station location, size, and accessibility. In addition, coordination has been ongoing with the State Historic Preservation Office and the Historic Hawai'i Foundation regarding historic properties near and within the Pearl Harbor area. Most of this coordination concerned safety and security and historic properties in the Pearl Harbor area.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Honolulu International Airport Station

The Honolulu International Airport Station will be located near the Overseas and Inter-island Terminals, adjacent to the lei stands. The station will serve airport patrons and employees, as well as nearby airport-related employment centers and a U.S. Post Office. Major stakeholders in this area are the Federal Aviation Administration, HDOT Airports Division, the U.S. Postal Service and lei stand shops.

Stakeholder input from the Federal Aviation Administration, HDOT Airports Division, and the U.S. Postal Service has been ongoing. Much of the discussion concerned property impacts and the alignment throughout the area.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Lagoon Drive Station

The Lagoon Drive Station will be located on Lagoon Drive at Ualena Street. Ke'ehi Lagoon Beach Park is within walking distance of the station. The primary specific stakeholder in this area is the City and County of Honolulu's Department of Parks and Recreation.

Coordination with the Department of Parks and Recreation occurred during which the Project team discussed the guideway and station locations. Although they agree that the project's impact will be a de minimis impact (e.g., minimal), the department is concerned about the loss of use of the existing lighted tennis courts for night use during construction, restoration of the area after construction, and the planting of new trees. More details regarding this coordination are found in the Chapter 5, Section 4(f) of the Final Environmental Impact Statement.

Coordination with HDOT also occurred to refine the location of this station in relation to the airport runway area. The station location was adjusted as a result of the runway area conflict.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Middle Street Transit Center Station

The Middle Street Transit Center Station will serve the 'ewa end of Kalihi near the junction of Kamehameha Highway and the H-1 Freeway (the Ke'ehi Interchange). The station will be adjacent to, and serve, the new Middle Street Transit Center. Stakeholders in this area are the O'ahu Transit Service and HDOT.

Coordination within the Department of Transportation Services occurred in order to best integrate the bus operations at Middle Street Transit Center with the planned rail transit station.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Kalihi Station

Kalihi Station will be located on Dillingham Boulevard at Mokauea Street.

During the Alternatives Analysis phase, the owners of Bob's BBQ on Dillingham Boulevard voiced concerns about the Project's potential impact on their business. This information was considered during Project development.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Kapālama Station

Kapālama Station is located on Dillingham Boulevard at Kōkea Street. This station will serve Honolulu Community College. Stakeholders in this area are Honolulu Community College and Kamehameha Schools.

The Project solicited input from major stakeholder Kamehameha Schools via a "Questions for Developers" mailing sent out early in the Preliminary Engineering/EIS phase of the Project in October 2007. This questionnaire asked about land use issues surrounding property where the proposed rail station would be located and whether the Project was being implemented into their planning processes.

Project representatives have also discussed station design with representatives from Honolulu Community College. The station touchdown points were discussed in detail and the input from the HCC staff was incorporated into the plan. Students and faculty were invited to a Speakers Bureau presentation in April 2008 and two presentations in May 2009.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Iwilei Station

Iwilei Station will be located 'ēwa of Downtown Honolulu near the corner of Dillingham Boulevard and Ka'aahi Street. Stakeholders in this area include the Housing and Community Development Corporation of Hawaii's Mayor Wright Housing.

Translated Project information was distributed throughout Mayor Wright Housing area during the DEIS comment period to engage this population in their native language.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Chinatown Station

Chinatown Station will be located on Nimitz Highway between River and Kekaulike Streets. This station is in the historic Chinatown District, which is heavily frequented by both tourists and residents. Stakeholders in this area are the State Historic Preservation Division, the Historic Hawai'i Foundation, and the Chinatown Landowner's Association. Other major stakeholders are consulting parties to the Section 106 Programmatic Agreement.

Consultation with the State Historic Preservation Division and the Historic Hawai'i Foundation has been ongoing. There was one Speakers Bureau presentation at the Chinatown Landowner's Association in 2006 that focused on the Chinatown Station.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Downtown Station

The Downtown Station will be located on Nimitz Highway near Bishop Street at the historic Dillingham Transportation Building. The Fort Street pedestrian mall, Aloha Tower Marketplace, and O'ahu's main cruise ship terminal are near this station.

Consultation with the State Historic Preservation Division and the Historic Hawai'i Foundation has been ongoing. Input was received from other stakeholders, including Pacific Guardian Center, which owns the Dillingham Transportation Building and Pacific Guardian Center buildings adjacent to the mauka station entrance. Representatives of the Pacific Guardian Center expressed concern that use of the plaza area as a major pedestrian thoroughfare and entrance to the station would change the ambiance of the plaza and potentially disturb tenants due to a large increase in transit patron traffic, loss of views, and potential noise.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Civic Center Station

The Civic Center Station will be on the fringe of the Central Business District of Honolulu and within the Kaka'ako Community Development District. This station is near Federal and State agency buildings and is the hub of civic activity in Honolulu. Stakeholders in this area are the U.S. District Court, District of Hawaii; Federal and State agencies with buildings in the area; the Kaka'ako Community Development District; the State Historic Preservation Division; and the Historic Hawai'i Foundation. Other major stakeholders are consulting parties to the Section 106 Programmatic Agreement.

The Project solicited input from major stakeholders via a "Questions for Developers" mailing sent out early in the Preliminary Engineering/EIS phase of the Project in October 2007. This questionnaire asked about land use issues surrounding property where the proposed rail station would be located and whether the Project was being included into their planning processes. In addition, consultation with the State Historic Preservation Division and the Historic Hawai'i Foundation has been ongoing regarding the possibility of finding 'iwi at this station.

Throughout the EIS process, the Project had dialog with the U.S. District Court regarding security of the courthouse in proximity to the station. The issue is documented in the Final EIS.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Kaka'ako Station

Kaka'ako Station will be located at Ward Avenue and Halekauwila Street serving the area between Downtown Honolulu and Ala Moana Center. The station is within the Kaka'ako Community Development District, which has undergone major redevelopment since the late 1980s. A retail shopping and entertainment district, Ward Center, is a main attraction near this station. This station is also near the UH's John A. Burns School of Medicine campus. HCDA's Mother Waldron Park is a regional park which will be directly accessible from the planned Kaka'ako Station. This site is also identified in the Final EIS as an area with potential 'iwi. Stakeholders in this area are the Kaka'ako Community Development District, Ward Center, HCDA's Mother Waldron Park, and the O'ahu Island Burial Council. Other major stakeholders are consulting parties to the Section 106 Programmatic Agreement. There are also nearby condominiums that have received presentations from Project staff regarding noise concerns.

Project staff have met with the O'ahu Island Burial Council regarding this station location and the HCDA regarding the station's impacts on Mother Waldron Park. These meetings have been documented through the Project's Section 106 evaluation process.

The Project team met with the Historic Hawai'i Foundation in June 2008 regarding the location of this station.

Speakers Bureau presentations to date have shown only the station location and an outline of the station footprint. Rail Station Community Workshops are planned for the next phase, which will provide the public with more detailed information about the station design.

Ala Moana Center Station

The Ala Moana Center Station will be located at the largest retail complex in Hawai'i. The station area is dominated by Ala Moana Center and is the Koko Head terminus of the Project. As a result, it will draw passengers from Waikīkī and other residential neighborhoods nearby. Stakeholders in this area include General Growth Properties and the 1350 Ala Moana Condominium owners association.

General Growth Properties was consulted regularly to coordinate the placement of the station and end-track within its existing parking structure. The Project team has also attended board meetings of the 1350 Ala Moana Condominium Owners Association to discuss the station location and functionality.

Speakers Bureaus in this area identify the station location on an aerial photo map and outline the station's footprint. Rail Station Community Workshops are planned for this station when the Dillingham Station Group design contract is initiated.

Appendix A— Stakeholder Input Report – Land Use - Master Stakeholder Contact List

Stakeholder Input Report - Land Use—Master Stakeholder Contact List

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
1/17/2006	Speakers Bureau	Kapolei Villages Board of Directors	At location	General Project presentation - station questions	n/a		X																				
1/24/2006	Speakers Bureau	West Oahu Economic Development Association Board of Directors	At location	General Project presentation - station questions	n/a		X	X	X	X																	
1/25/2006	Meeting	Lawrence Spurgeon - PB Chris Wellander - PB Clyde Shimizu - PB Toru Hamayasu - RTD Joanne Higuchi - NAVFAC Faith Miyamoto - RTD Gary Ching - NAVFAC Mika Orimoto - CNRH Han Nakamura - NAVFAC Wesley Hirano - NAVFAC Jill Kaya - NAVFAC Lynn Tanaka - NAVFAC Richard Roth - NAVFAC Dean Amsden - NAVFAC Stanford Yuen - Navy Region HI	Pearl Harbor Building 150, Flag Conference Room	Introduction and project overview meeting with NAVFAC Hawaii. Discussed Arizona Memorial station and it's close proximity to the Aloha Stadium station.											X	X											
2/17/2006	Speakers Bureau	Honolulu Bicycle League	At location	General Project presentation - station questions	n/a	X																					
7/10/2006	Speakers Bureau	D.R. Horton, Sales Team Meeting	At location	General Project presentation - station questions	n/a				X																		
9/7/2006	Speakers Bureau	Chinatown Landowner's Association	At location	General Project presentation - station questions	n/a																		X				
9/18/2006	Community Update	Waipahu		General Project presentation - station questions	n/a	X																					
9/19/2006	Community Update	Ewa		General Project presentation - station questions	n/a	X																					
10/1/2007	Stakeholder Interview	Paul Quintilani, Director, Commercial Assets Division Susan Todani, CRE, Director, Special Projects Endowment Group	n/a	See interview notes							X			X												X	
10/4/2007	Stakeholder Interview	Dean Uchida, VP, Hoopili Robert Bruhl, VP Oahu Development Group	n/a	Developers answers to questions asked several developers.					X																		
10/5/2007	Stakeholder Interview	Deepak Neupane, Director of Planning & Development	n/a	Developers answers to questions asked several developers.			X																			X	
10/27/2007	Speakers Bureau	AARP Volunteer Training "Designing Healthy Neighborhoods Around Transportation"	At location	General Project presentation - station questions	n/a	X																					
2/20/2008	Speakers Bureau	Actus – Schofield Construction Office	At location	General Project presentation - station questions	n/a	X																					

Stakeholder Input Report - Land Use—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
2/27/2008	Meeting	Ben Schlapak - DOT-AIR-O Steve Takashima - DOT-A Guy Ichinotsubo - DOT-A Manny Lanuevo - DOT-A Eric MacDonald - Parsons Carol Torigoe - KYA Roy Yamachi - KYA Doug Tilden - RTD Norm Kawachika - SSFM Lee Takushi - SSFM Jim Dunn - PB Steve Hogan - PB Clyde Shimizu - PB	AIR Conference Room C	Coordination Meeting with HDOT Airports, HHCTCP overview. Did not discuss stations to any great extent but did discuss reviews needed for airport and Lagoon Drive stations.	13												X	X									
3/12/2008	Speakers Bureau	Servco-Pacific Real Estate Division	At location	General Project presentation - station questions	n/a	X																					
3/14/2008	Meeting	Russ Saito - State Comptroller Brennon Morioka - HDOT Director Scott Chan - Aloha Stadium Manager Lois Manin - Aloha Stadium Deputy Manager Christine Kinimaka - DAGS Public Works Planning Branch Section Head Bruce Bennett - DAGS Public Works Planning Branch Kevin Chong Kee - Aloha Stadium Authority Chair Faith Miyamoto - RTD Dennis Haskell - PB Garay Takahashi - RMTC Susan Robbins - RTD Jim Dunn - RTD		Review potential alignment within Aloha Stadium Property. Concerns about loss of property. Also discussed moving the Aloha Stadium station Koko Head or moving the station over the stream away from the stadium to reduce noise impacts at Gate 5.	13										X												
3/19/2008	Meeting	Astrid Liverman - SHPD Acting Architecture Branch Chief Susan Tasaki - SHPD Historical Architect Lawrence Spurgeon - PB Stephanie Foell - PB Mark Stewart - PB Ann Yoklavich - Mason Architects Dee Ruzicka - Mason Architects		SHPD was given pre-release copies of the 02-25-08 Draft Historic Resources Technical Report. Discussed effects on Dillingham Building, and Navy issues concerning stations.	7											X								X			

Stakeholder Input Report for Stations—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
3/25/2008	Meeting	Russ Saito - State Comptroller Scott Chan - Aloha Stadium Manager Christine Kinimaka - DAGS Public Works Planning Branch Section Head Bruce Bennett - DAGS Public Works Planning Branch Kevin Chong Kee - Aloha Stadium Authority Chair Earnest Lau - Public Works Director Ralph Morita - Public Works Manager Planning Branch Faith Miyamoto - RTD Gary Takahashi - RMTTC Susan Robbins - RTD Jim Dunn - PB		Review potential alignment within Aloha Stadium Property. Discussed station alternatives at Aloha Stadium.	12										X												
6/18/2008	Meeting	Lawrence Spurgeon - PB Stephanie Roberts - PB Susan Robbins - RTD Bruce Nagao - RTD Kierstin Faulkner - Historic Hawaii Foundation Ann Yoklavich - Mason Architects Dee Ruzicka - Mason Architects Wendy Wichman - Mason Architects	Historic Hawaii Foundation offices, Dole Cannery	Section 106 consultation. Discussed concerns about Downtown Station (Dillingham Building), Kakaako area stations, and Chinatown station.	8																		X	X		X	
6/19/2008	Meeting	Lawrence Spurgeon - PB Stephanie Roberts - PB Dennis Haskell - PB Susan Robbins - RTD Ann Yoklavich - Mason Architects Wendy Wichman - Mason Architects Dee Ruzicka - Mason Architects Astrid Liverman - SHPD Katie Kastner - SHPD Teresa Davin - SHPD Barry Muranaka - M&E Pacific	SHPD offices, Kapolei	Section 106 consultation. Discussed Pearl Harbor & China Town Stations.	11											X								X	X		
7/16/2008	Meeting	Commander Mike Zucchero - NAVFAC Shawn B. Morrissey - Navy Region HI Lynn K.T. Tanaka - NAVFAC Harvey Berliner - DTS-RTD Harry Saporta - PB Peter Loverso - PB Gary Takahyashi - RMTTC Clyde Shimizu - PB Barry Muranaka - M&E	Navy Region Hawaii Building 150 Cellar Conference Room	Navy Security Meeting	9											X											

Stakeholder Input Report - Land Use—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
8/12/2008	Meeting	Steve Takashima - DOT-A Guy Ichinotsubo - DOT-A Lynn Becones - DOT-A Lynette Kawaoka - DOT-A Owen Miyamoto - DOT-A Aaron Setogawa - EKNA Eric MacDonald - Parsons Lee Takushi - SSFM Clyde Shimizu - PB Hong Li - PB Stephanie Roberts - PB	AIR Conference Room	Coordination Meeting with HDOT Airports. Discussed tie-ins with airport plans.	11												X										
10/14/2008	Community Update	Ewa Beach	Holomua Elementary School	General Project presentation - no station comments	39	X																					
10/15/2008	Community Update	Manoa	Manoa Elementary School	General Project presentation - no station comments	52	X																					
10/16/2008	Community Update	Waipahu	Waipahu Intermediate School	General Project presentation - station questions	26	X																					
10/17/2008	Community Update	Downtown, Fort Street Mall	Ft. Street Mall - street	General Project presentation - station questions	n/a	X																					
10/21/2008	Community Update	Ala Moana/McCully	Blaisdell Center - Hawaii Suite	General Project presentation - station questions	61	X																					
10/22/2008	Community Update	Kalihi	Farrington High School	General Project presentation - station questions	n/a	X																					
10/23/2008	Community Update	Mililani		General Project presentation - station questions	n/a	X																					
10/30/2008	Speakers Bureau	Castle & Cooke, Period Review Team	At location	General Project presentation - station questions	n/a	X																					
11/12/2008	Corridor Tour	Oahu Island Burial Council	traveling	General Project presentation - station questions	n/a	X																					
11/14/2008	Meeting	Dean Uchida - DR Horton Faith Miyamoto - RTD Ken Caswell - RTD Jim Dunn - PB Kanu Parmar - PB Mark Garrity - PB		Update on status of Hoopili plans. Discussed stations around Hoopili area including tying future development directly to the station.	6				X																		
11/14/2008	Meeting	Captain Richard Kitchens - Naval Station Commanding Officer Commander Lore Aguayo - Public Works Officer Naval Facilities Engineer Lynn Tanaka - Navy Facilities Planning and Investment Jim Van Epps - PB Harvey Berliner - RTD		Give the new commanding officer and public works officer a briefing on the project. Discussed concerns about the location of the Pearl Harbor station at the Makalapa Gate. Navy requested station be moved closer to Center Ave.	5											X											

Stakeholder Input Report for Stations—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
12/6/2008	DEIS Public Hearing	Kapolei	Kapolei Hale	General Project presentation - station information provided	33	X																					
12/8/2008	DEIS Public Hearing	Blaisdell	Neil S. Blaisdell Exhibition Hall	General Project presentation - station information provided	79	X																					
12/9/2008	DEIS Public Hearing	Salt Lake	Salt Lake District Park	General Project presentation - station information provided	59	X																					
12/10/2008	DEIS Public Hearing	Waipahu	Filipino Community Center	General Project presentation - station information provided	45	X																					
12/11/2008	DEIS Public Hearing	Kalihi	Bishop Museum	General Project presentation - station information provided	n/a	X																					
1/15/2009	Speakers Bureau	Disability & Communication Access Board	At location	General Project presentation - station information provided	n/a	X																					
1/28/2009	Speakers Bureau	Aiea/Pearl City Community Town Meeting	At location	General Project presentation - station information provided	n/a								X	X	X	X											
2/11/2009	Meeting	RTD, HDOT Airports	Honolulu International Airport, Airport Division Office	RTD provided a description of the potential alignment													X										
2/19/2009	Meeting	RTD, PB, D.R. Horton	n/a	General questions about the project and stations contained in and around D.R. Horton's properties.	n/a			X	X																		
4/8/2009	Meeting	RTD, HDOT Airports	Honolulu International Airport, Airport Division Office	Discussion of Aolele Street, the alignment, and column locations	n/a												X										
4/14/2009	Station Area Workshop	RTD, PB, Community	Waipahu Intermediate School	1st Public meeting on Waipahu Transit Center and West Loch Station designs. See Waipahu Station Workshop Notes for more detail.	99					X	X																
4/23/2009	Meeting	RTD, HDOT	HDOT Main Office, Aliiaimoku Building	Provided HDOT with update on project.	8		X																				
4/28/2009	Station Area Workshop	RTD, PB, Community	Leeward Community College Student Lounge	1st public meeting on LCC station design. See Station Workshop Notes for more detail.	40							X															
5/6/2009	Meeting	RTD, HDOT, PB	n/a	Location of bus stops on North-South Road at the East Kapolei station.	8		X																				
5/12/2009	Meeting	RTD, US Postal Service	US Postal Service Main Building, Commuter Terminal	The RTD provided information about the potential airport alignment. The US Postal Service provided their concerns about security and granting access to the property.													X										

Stakeholder Input Report - Land Use—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
5/12/2009	Station Area Workshop	RTD, PB, Community	Kapolei High School	1st public meeting on East Kapolei and UH West Oahu station designs. See Station Workshop Notes for more detail.	60		X	X																			
6/3/2009	Station Area Workshop	RTD, PB, Community	Waipahu Intermediate School	2nd public meeting on Waipahu TC and West Loch station designs. See Station Workshop Notes for more detail.	65					X	X																
6/9/2009	Station Area Workshop (internal)	RTD, PB, Community	Leeward Community College	Internal meeting								X															
6/29/2009	Station Area Workshop	RTD, PB, Community	Kapolei High School	2nd public meeting on East Kapolei and UH West Oahu station designs. See Station Workshop Notes for more detail.	55		X	X																			
7/8/2009	Station Area Workshop	RTD, PB, Community	Waipahu Intermediate School	3rd public meeting on Waipahu TC and West Loch station designs.	61					X	X																
7/16/2009	Speakers Bureau	Disabilities & Communication Access Board	At location	General Project presentation - station questions	n/a	X																					
8/5/2009	Station Area Workshop	RTD, PB, Community	Kapolei High School	3rd public meeting on East Kapolei and UH West Oahu station designs.	64		X	X																			
8/18/2009	Station Area Workshop	RTD, PB, Community	Leeward Community College Student Lounge	2nd public meeting on LCC station design. See Station Workshop Notes for more detail.	n/a							X															
9/1/2009	Station Area Workshop	RTD, PB, Community	Pearl Ridge Elementary School	1st public meeting on Pearlridge station design. See Station Workshop Notes for more detail.	120									X													
9/23/2009	Speakers Bureau	2009 Disability Access Conference	At location	General Project presentation - station questions	n/a	X																					
9/30/2009	Meeting	Lynn Becones - HDOT Jeff Chang - HDOT Jim Pratt - HDOT Guy Ichinotsube - HDOT Brian Yamada - FAA Steve Wong - FAA Ryan Tam - RTD Simon Zweighaft - RTD Jim Dunn - PB Mark Garrity - PB Gary Takahashi - RM Towill	Honolulu International Airport, Airport Division Office	RTD provided an overview of the proposed alignment. Topics discussed were Lagoon Drive, runways 22RL/4 and 22L/4R, and overall coordination	n/a												X										

Stakeholder Input Report for Stations—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
10/7/2009	Meeting	Lynn Becones - HDOT Lynette Kawaoka - HDOT Jim Pratt - HDOT Guy Ichinotsube - HDOT Neil Kurasaki - FAA Moses Akana - FAA Ray Sukys - FTA Jim Ryan - FTA Ted Matley - FAA Kathy Liu - FTA Jesse Souki - City Susan Robbins - RTD Bill Force - Jacobs Jim Dunn - PB Art Borst - PB Gary Takahashi - RMTC	Honolulu International Airport, Airport Division Office	Discussed runway options	11												X	X									
10/15/2009	Station Area Workshop	RTD, PB, Community	Pearl Ridge Elementary School, 98-940 Moanalua Rd, Aiea, HI 96701	2nd public meeting on Pearlridge station design. See Station Workshop Notes for more detail.	16									X	X												
12/2/2009	Station Area Workshop	RTD, PB, Community	Pearl Ridge Elementary School	3rd public meeting on Pearlridge station design.	69									X													
1/6/2010	Meeting	Laura Ray - RTD Sarah Blane - RTD Mark Garrity - PB Clyde Shimizu - PB Kanuji Parmar - PB Lee Takushi - SSFM Victor Valdez - SSFM Tom Fee - HHF Wendy McAllaster - HHF	RTD Office	HHF discussed their progress on the station design for the Kapalama station	9																X						
1/22/2010	Meeting	Paul Harker - FHWA John Nickelson - FHWA Gil Mendelson - FHWA Jodi Chew - FHWA Liz Fisher - FHWA Ryan Tam - RTD Faith Miyamoto - RTD Mark Garrity - PB Clyde Shimizu - PB Steve Hogan - PB Honglong Li - PB Gary Takahashi - RMTC	n/a	RTD provided an overview of the project and discussed the alignment's path over H-1 near the airport.	12												X										

Stakeholder Input Report - Land Use—Master Stakeholder Contact List (continued)

Date	Type of Event	Stakeholder(s)	Location of meeting	Summary of Input	# Attendees (if applicable)	General	East Kapolei	UH West Oahu	Hoopili	West Loch	Waipahu	LCC	Pearl Highlands	Pearlridge	Aloha Stadium	Pearl Harbor	Airport	Lagoon Dr.	Middle St.	Kalihi	Kapalama	Iwili	Chinatown	Downtown	Civic Cent	Kakaako	Ala Moana Center
2/4/2010	Station Area Workshop	RTD, PB, Community	Pearl Highlands Intermediate School	1st public meeting on Pearl Highlands station design. See Station Workshop Notes for more detail.									X														
3/30/2010	Station Area Workshop	RTD, PB, Community	Pearl Highlands Intermediate School	2nd public meeting on Pearl Highlands station design. See Station Workshop Notes for more detail.									X														
5/15/2010	Station Area Workshop	RTD, PB, Community	Pearl Highlands Intermediate School	3rd public meeting on Pearl Highlands station design.									X														

Appendix B—Meeting Notes

East Kapolei

**Honolulu High Capacity Transit EIS
Interview Questions for Planning Agencies
RE: Secondary Land Use Impacts of Transportation Alternatives**

**Planning Agency: Hawaii Community Development Authority
Contact: Deepak Neupane, Director of Planning and Development
Date: October 5, 2007**

1. Are any of the Study Area transit alternatives reflected in the agency's Land Use or Transportation Master Plans?

HCDA has redevelopment plans for community development districts in Kaka'ako and Kalaeola (EWA). HCDA is preparing a DEIS for mixed use development the mauka section of Kaka'ako, which will be completed ahead of the EIS for the Honolulu High Capacity Transit project. The DEIS, which is being prepared by EDAW and Tsumi & Associates, will be completed over the next 3 years. A kick-off meeting was held recently and a Scoping Meeting will be scheduled. Traffic data will be available in approximately 6 months.

The Kalaeloa Plan Development Review finalized a plan which incorporates the transit alignment. HCDA has developed conceptual plans for a project at Piikoi and Kona Streets, which are being reviewed by the City. HCDA has also developed plans for an affordable housing project at Halekawilla Street.

1a) If yes on #1, which alternative(s) or portions of alternative(s)? Why was it/were they selected?

1b) If yes on #1, in general, how does the agency feel that land use and growth would change if the transit project was not built? Will the development density change?

HCDA supports the transit system in concept, but more public outreach is needed to find out what the community wants. Transit would induce development, particularly in the Kalaeloa area, which is mostly undeveloped.

Density is at 4.5 FAR in certain areas, 3.5 FAR is allowable under current zoning. There is a density bonus of 3.3 FAR for industrial and community service uses.

1c) If no on #1, in general, how does the jurisdiction feel that land use and growth would change if the project was built?

Planning Agency:

Date:

HCDA would consider higher density than is currently planned to promote TOD in conjunction with the transit project.

2. If the agency feels that land use will change because of the project alternatives, specifically where does the agency expect real estate and other development induced by the project alternatives to be located and why?

Many residents and businesses, particularly in Kaka'ako oppose transit because they don't want the increased density, which could displace existing businesses. The Kaka'ako area contains many small, low density businesses that want to stay. HCDA will not pursue relocation unless they have the concurrence of landowners. They will accommodate existing businesses in the Queen Street area. Most of these businesses occupy leased space.

3. What major constraints are there in the study area that will prevent secondary development because of the transit project improvements? Examples of constraints include natural resources, standing historic structures, community facilities and parklands.

Constraints include burial sites (General Growth Partners has encountered issues with burial sites) and limited parkland. Community resistance can also be a constraint, such as the project on Queen Street stopped by opposition from small business owners. Infrastructure is also a constraint; HCDA has the authority to provide infrastructure and has the power of eminent domain.

4. How will the land uses adjacent to the proposed transit stations in your jurisdiction change after construction and operation of any of the transit alternatives in the Study Area? Are these or other land use changes expected without the transit service? If so, why?

HCDA includes mixed uses in every project. "Reserve" housing (affordable) is required for 20% of all units; this will be increased to 20% of all floor area.

5. How will the roadway network and bus transit system be different without the project?

N/A

6. Do you expect any secondary adverse impacts due to the project? Such impacts may include filling of wetlands, reduction in unfragmented habitats for wildlife such as forests or grasslands, noise exceeding FTA or other abatement criteria. If so, what types of mitigation measures might be acceptable to your jurisdiction? Examples include wetlands replication, setting aside or acquiring other lands for habitat, and noise barriers.

Planning Agency:

Date:

Transit would boost the plan for Kalealoa. The community prefers an at-grade alternative. There is concern with visual impacts. The transit system plans currently show a Park and Ride facility at FD Roosevelt Road in Kalealoa. Moving this facility to an adjacent parcel would preserve the park. The transit line is located away from areas identified with concentrations of cultural and archaeological sites. HCDA has been requested to do an EIS to confirm these impacts. The U.S. Navy owns lands along FD Roosevelt Road. The elevated track is a community concern.

The community would not want station near the Honolulu Advertiser site. Kalaeloa represents the next major employment center, but now most residents are service workers with jobs in Waikiki. Transit would be an advantage to get people to jobs.

The infrastructure is poor in Kalaeloa. Developers have typically provided infrastructure with their developments.

Meeting: HDOT Monthly Meeting with Director

Date: April 23, 2009

Purpose: Provide project status and outlook

Attendees:

HDOT: Ken Tatsuguchi and Jiro Sumada
HHCTCP: Faith Miyamoto, Richard Torres, Ryan Tam
PB: Randy Urasaki, Mark Garrity and Jim Dunn

Minutes:

1. Project status:
 - a. RFP – DB West Oahu/Farrington Highway Part 2 was released April 3 requesting technical and price proposals from three offerors identified from the priority list developed in Part 1
 - b. Core Systems Contract RFP Part 1 released April 9, seeking qualifications for vehicle and transit system providers
 - c. Maintenance and Storage Facility (MSF) RFP Part 1 scheduled release May 29
 - d. Technical Addendum schedule for May 22; to assure HDOT comments can be incorporated in this addendum RTD asks that HDOT submit their comment by May 8.
2. RFP Document recent submittals for HDOT review:
 - a. RTD has received comment on the MOT plans, however have not received comments on the drawing, specifications, criteria or special provisions. Ken T will follow-up with HDOT divisions.
 - b. RTD will update Maintenance of Traffic and Traffic Management Plan in accordance with HDOT comments.
3. Report on recent meetings with City Departments and HDOT
 - a. Corridor wide management of ITS and program scheduling was discussed. Jiro Sumada recommended that HDOT take on the coordination lead for overall corridor management with support of the City. Ken T suggested that HDOT internally review and get back to City later.
 - b. Jiro S asked if state were to delay its FMS (ITS) efforts, could the City temporary fund its corridor management center improvements. Ken T offered that he understood that funding was available, but would follow-up.
 - c. RTD thanked HDOT for their support and handling to eliminate the construction conflicts between the BWS/HHL water line along North South Road.

4. RTD proposed Test Pile Program – RTD reviewed the tentative schedule for the test pile program, and the selected site on HDOY R/W at Ft Weaver and Farrington Hwy.
5. Master Agreement
 - a. The initial draft of the HDOT agreement was sent over by official letter on Friday April 17th. (Electronic copy of the agreement to Ken Tatsuguchi on April 14th.) . Ken T has forwarded to divisions and AG office for comment. Ken asked staff for comments by May 1.
6. State Security Oversight Agency (SSOA):
 - a. Harvey Berliner (RTD Chief Facilities Engineer) met with Glenn Soma on Monday April 6th.
 - b. Bob Sedlock (who started the SSOA in New Jersey and is now retired) will be here the week of May 11th to discuss possible funding sources for start-up activities, staffing requirements, organization within the HDOT, work efforts prior to revenue service, documentation required by the FTA for the formation of the SSOA, recommendations on consultants who can assist in putting the program together and other required information.
 - c. Meeting with the HDOT director has been scheduled on Thursday morning May 14 to review Bob's findings.
7. Bus interface at East Kapolei Station
 - a. Mark Garrity requested contact information for those within HDOT who work with RTD on placement of bus stops on North South Rd at East Kapolei Station.
 - b. Ken T suggested that Mark contact HDOT traffic Division.
8. Meeting with HDOT staff since last meeting
 - a. North South Road – Water line construction (BWS)
 - b. HDOT O'ahu District Office
 - c. Airport
 - d. Hydraulic Division
9. Future Meetings
 - a. Monthly meetings with DOT-A and PMT
 - b. Bus drop off location along N-S Road at East Kapolei Station

Jim Dunn
April 24, 2009

Meeting: HDOT-RTD meeting about bus stops at East Kapolei Station

Date: May 6, 2009

Purpose: To discuss the preferred location of bus stops on North-South Road at East Kapolei Station (near Kroc Center)

Attendees:

HDOT: Jiro Sumada, Glenn Yasui, Alvin Takeshita, Bryan Kimura
RTD: Richard Torres, Ryan Tam, Ken Caswell
PB: Mark Garrity

Minutes:

1. PB provided an overview of the current station configuration and estimated ridership forecasts at East Kapolei Station. Significant bus-train transfers are expected at this location. Preference is to stop buses on North-South Road, directly in front of rail station entrances.
2. HDOT stated that North-South Road was designed to be a high-speed facility and that buses should use pullouts for stops on North-South Road.
3. HDOT also suggested moving the southbound bus stop to the far side of East-West Road, or pulling it way back from the corner if it stays on the near side. No specific distance was mentioned, but there was concern that buses could get stuck in the pullouts and could impede traffic flow.
4. Discussion ensued about best location of bus stops. It was decided that RTD will take another look at the southbound bus stop and will focus on trying to make it work as a far-side stop (northbound is already far-side).

Mark Garrity
May 6, 2009

Station Design Workshops

Kapolei High School
91-5007 Kapolei Parkway
Kapolei, HI 96707

Workshop 1

May 12, 2009

Theme/Look of the Station

Hawaiian (open feeling, tropical patterns), OR&L train theme (East Kapolei), "school" (UH West Oahu), Sugar (Hoopili)- look at what other developers in area are doing

Uniqueness

Moss instead of rock, coral/coral blocks

Hawaiian & English signage

Light and open spaces

Mosaics, hangings

Provide shade, escape from the elements

Security

Stations

Internet access

Seating

Wind turbines

Have screens or meshed walls

Vent air, research "four winds" of the area- contact local kapuna

Use material not subject to graffiti

Discourage loitering

Use stories of sharks & Hawaiian owls

Interpretive, historical artwork or incorporate into station (tiles on walls or ground)

Create name to tie stations together

Music

Rain water reclamation

PV plates

Landscaping

Use local materials, local landscaping types

Waterfalls

Ulu or breadfruit tree, plumeria or red/green ilima

Workshop 2

June 29, 2009

General project questions

Bicycle accommodations (stations/trains)

Design doesn't reflect Kapolei

No Hawaiian motifs, no colors incorporated

Questions about electrical failure

Parking

Will canopy work
Some liked design

Workshop 3

August 5, 2009

No notes taken.

University of Hawaii West Oahu

Mark - info. on DR Horton Meeting - if you need for minutes. Ken

DR Horton - Mtg w/ Dean Uchida Feb. 19, 2009
See Agenda -

1. Community Meetings - DPP to coordinate.

2. Q. why no concourse?

A. more cost effective. Ut Station has a concourse. Mayor involve. Ut to contribute funds to pay concourse, partially funded by Hunt. (Since Hunt left - where does it stand now.)

Comment - Pedestrian friendly development.

3. Curve Ball -

• Make decisions today w/out going thru community planning process.

Jim
Dum. 4. Where we are at!

- DB to proceed in Nov 09 - No stations in DB contract.

5. Why is road under the trackway?

- Greenbelt under track? - Community may want. Minimize roadway for 2 lane road w/ pedestrian activity.

6. Station Construction Schedule -

- Design Jan 2010 Award.

Constr. - mid - 2011 complete mid 2013.

7. Ho'Opili - TOD Study -

- March 2010 complete - 3 stations.

You Meter here March 18th -

* Dean will discuss issues w/ "Our Guys" to discuss maximum flexibility.

8. Von Meter concepts - } **Discussion w/ Van Meter**
- Greenbelt.
 - TOD around stations.
9. DTS has been invited to mtgs - (Wayne was there)
 Discussion
 - Core Ctr. Stb = Park & Ride Station.
10. UHWO-Station -
- Parking required - Spread around commercial/entertainment related parking - Shared parking.
11. State coordination - Highway
- They do not want to accommodate buses, pedestrians, etc.
 - Community questions - Where are people who use buses & PNR coming from? - Mark G. has info.
 - UH Stb. Bus & PNR is permanent. E. Korbei PNR is temporary.
 - Teshis Molama is E.D. for...
12. March 18th Community Mtg - Continue previous planning discussions.
13. Col. & Guideway Locations -
- Need 10' median - Send info.
 - Horton will build Major spine road.
14. Maint & Sto. Facility. (AOAO.) Not the preferred site - may not be required.
 ↳ by RTD or Horton.
15. TOD Study - "Manage disconnect" between DPP & RTD.

16. Follow up

- Bus connections info.

* Brief community at comm. mtgs.

- Station configuration

Bus
stations, etc.
larger questions

17. Note - Parcel takes - no change for EIS.

- Check height of guideway over future roads.

Station Design Workshops

Kapolei High School
91-5007 Kapolei Parkway
Kapolei, HI 96707

Workshop 1

May 12, 2009

Theme/Look of the Station

Hawaiian (open feeling, tropical patterns), OR&L train theme (East Kapolei), "school" (UH West Oahu), Sugar (Hoopili)- look at what other developers in area are doing

Uniqueness

Moss instead of rock, coral/coral blocks

Hawaiian & English signage

Light and open spaces

Mosiacs, hangings

Provide shade, escape from the elements

Security

Stations

Internet access

Seating

Wind turbines

Have screens or meshed walls

Vent air, research "four winds" of the area- contact local kapuna

Use material not subject to graffiti

Discourage loitering

Use stories of sharks & Hawaiian owls

Interpretive, historical artwork or incorporate into station (tiles on walls or ground)

Create name to tie stations together

Music

Rain water reclamation

PV plates

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Use local materials, local landscaping types

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June 29, 2009

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No Hawaiian motifs, no colors incorporated

Questions about electrical failure

Parking

Will canopy work
Some liked design

Workshop 3

August 5, 2009

No notes taken.

Hoopili

Honolulu High Capacity Transit Study Questions for Developers

**Developer: D.R. Horton, Schuler Division,
828 Fort Street Mall, 4th Floor, Honolulu, HI 96813**

Contact: Dean Uchida, Vice President, Ho'opili, DYUchida@drhorton.com, Robert Bruhl, Vice President, Oahu Development Group, rbruhl@drhorton.com.

Date: October 4, 2007

1. What is your predominant development product?

Single family housing

Multi family housing

Single family homes for first-time buyers. The price range is from \$400 – \$700,000. They have projects on all of the Hawaiian Islands. Density is typically 6 units/acre or 10 units/acre for single family; 30 units/acre for multi-family.

2. Do you build non residential development such as:

Retail:

“Big box” No

Shopping malls and plazas

Industrial

Office

Other

Mixed use, as proposed at Ho'opili, is new for DR Horton. They developed a master planned community in Mehana with commercial uses. There are no “big box” stores or shopping malls in their developments.

The Ho'opili development has been based on transit oriented development principles. These include reduced parking, disincentives for vehicular parking, bicycle corridors, etc.

3. What are typical examples of your product in the Honolulu High Capacity Transit study area (i.e., Waikiki/UH Monoa to West Oahu (Kapolei/Ewa))?

DR Horton has a development in the Salt Lake area which is within ½ mile of the Salt Lake Boulevard station.

4. What are the typical densities of your products in the Study Area, in terms of units per gross acre, square feet of floor area per gross acre?

The residential portion of the Mehana development is 17units/acre. Mehana, located near Kapolei, was a ‘test case’ for Ho'opili, with 110 developable acres, and 1,150 units or an average of 12 units/acre.

Developer: D.R. Horton

Date: October 4, 2007

5. What kinds of developments are you planning to build in the Study Area and where will they be located?

D.R. Horton owns 150 acres in Kaolei near Barbers Point and 1,600 acres at Ho'opili.

6. Are your development decisions based on the anticipation that the high capacity transit project will be built?

Ho'opili is considered "transit ready". High density development in this area won't make sense until the train exists.

7. Would your development decision change if the project is not built? If so how? to accommodate your proposal?

They would still go forward with their plans for development without the project. UHWO, which is adjacent, is a major draw.

Campbell has 7.4 million square feet of commercial space to be leased by 2025 (downtown has 8.5 million square feet). PB should meet with Campbell. Campbell's commercial broker is Scott Mitchell. Ho'opili is consistent with the Master Plan for Kapolei.

Leasable office space in downtown has shrunk because of condominium conversion in recent years. The number of jobs located downtown is also reduced.

8. What do you believe are the major obstacles to development in the study area?

Infrastructure - including water, sewer, drainage, and roads - limits density.

Communities - dialogue hasn't started yet. Communities may oppose density. Neighborhood Boards may oppose transit.

9. Do you tend to follow municipal land use plans or request a change in zoning in the study area?

Yes, the follow zoning. They would like to reduce parking requirements, however. Ho'opili is a LEED Neighborhood Planning pilot project. Would like to include more "green building" design, but it would be inconsistent with the existing building code provisions.

10. What do you believe are the primary assets of the study area that are attractive for real estate development?

It is one of the few remaining large scale Greenfield developments at higher density.

Developer: D.R. Horton
Date: October 4, 2007

11. Do you have any general observations about development trends and the future development potentials in the Study Area?

Company's are beginning to open branch offices in Kapolei because of traffic and commuting time to downtown. Housing prices are typically lower in Kapolei. UHWO will be a major economic generator.

Handouts Received:

Ho'opili Phase I Vision Statement

November 14, 2008

Notes missing for D.R. Horton not available but meeting took place.

Mark - info. on DR Horton Meeting - if you need for minutes. Ken

DR Horton - Mtg w/ Dean Uchida Feb. 19, 2009
See Agenda -

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2. Q. why no concourse?

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Comment - Pedestrian friendly development.

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• Make decisions today w/out going thru community planning process.

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- Design Jan 2010 Award.

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16. Follow up

- Bus connections info.

* Brief community at comm. mtgs.

- Station configuration

Bus
stations, etc.
bigger questions

17. Note - Parcel takes - no change for EIS.

- Check height of guideway over future roads.

West Loch

Station Design Workshops

Waipahu Intermediate School
94-455 Farrington Hwy.
Waipahu, HI 96797

Workshop 1 April 14, 2009

Summary of comments received:

Plantation themes and motifs

- Walls: Lava rock
- Colors: Earth tones: Greens, browns, reds, beiges
- Landscaping: indigenous plants
- History: photos, statues, murals, etc, that show the plantation history of the area

Specific features in stations

Solar power cells
Ironwork reflecting plantation life
Mill town smokestack
Corrugated sheet metal
Renton Village General Store
Wood roof
Historic photos
Low walls to enhance visibility

Additional community comments about stations

Safety should be a priority
Solar power cells for stations
Bike racks at stations
Need lots of shade
Concessions at stations
Paving materials and features that discourage skateboarding
Energy-saving features at stations

Workshop 2 June 3, 2009

General Questions

Security
Access for disabled
Covered walkways, platforms, track
Parking: location(s), number of spaces
Energy and solar power, also green building
Ability of roof to handle a category 4 hurricane
Construction timeline/costs
Accommodation for vendors
Station design: who did, budget, design itself

Walking surface durability
General project characteristics

Workshop 3

July 8, 2009

No notes were taken.

Waipahu

**Honolulu High Capacity Transit Study
Questions for Developers**

Developer: Kamehameha Schools, 567 S. King Street, Suite 200, Honolulu, HI 96813

Contacts: Paul Quintilani, Director, Commercial Assets Division, Asset Management and Operations Endowment Group, paquinti@ksbe.edu; Susan Todani, CRE, Director, Special Projects Endowment Group, sutodani@ksbe.edu
Date: 10 01 07

1. What is your predominant development product?

Single family housing

Multi family housing

Did not answer.

Kamehameha Schools is a major long time land owner in Hawaii. While it operates educational institutions for primarily native Hawaiians, "Kam" Schools also works with third parties to develop its lands. It also is a major ground lessor. Many of its ground leases (60%) will terminate in two years (say 2009). They will then want to develop those parcels. It is unlikely that they will sell the land.

2. Do you build non residential development such as:

Retail:

"Big box" No.

Shopping malls and plazas

Industrial

Office

Other: Ground floor retail in mixed use buildings.

3. What are typical examples of your product in the Honolulu High Capacity Transit study area (i.e., Waikiki/UH Monoa to West Oahu (Kapolei/Ewa)?

Did not answer.

4. What are the typical densities of your products in the Study Area, in terms of units per gross acre, square feet of floor area per gross acre?

Did not answer.

5. What kinds of developments are you planning to build in the Study Area and where will they be located?

Developer: Kamehameha Schools
Date: 10-01 07

Kam Schools has extensive land holdings in the following locations in the transit corridor. They offered to provide us with a map of their holdings. EDAW and Group 7 have developed master plans for all of Kam School's major developments.

Waipahu: 10 acres. They have 3 long-term leases here (approx. 20 years) and see a lot of potential for this pan Polynesian neighborhood; to make it a destination. Waipahu is a longer range opportunity. The American Savings Bank is located here. Kam Schools is interested in moving the Farrington-Leoku station west. (The City/County of Honolulu DPP has hired a consultant (Van Meter) to prepare a Transit Oriented Development (TOD) Plan for this area. Kam Schools and DPP are planning to make this area "transit ready". This station is scheduled to open in 2017 as part of the First Project.

Pearl City (Pearl Ridge Shopping Center): 40 acres. Includes the land upon which the Pearl Ridge Center is built. Consolidated Theatres leases a 13-acre site where a drive-in theatre is developed. They view this as a future development site, probably commercial.

Kapalaua (sp?) (near Honolulu CC)-Kahili: 105 acres. This is an immigrant area with high redevelopment potential. Many of these people are tenants in buildings owned by Kam Schools. When the leases expire, many tenants will be displaced by new development. Kam Schools sees this area developing for emerging technologies, entertainment, i.e., development of a "media" corridor with recording studios. They also plan moderate density housing. This would completely change the character of the area and make it a destination.

Kakaako: 53 acres. This area represents an "urban" development opportunity because of high values (luxury market) and great views. They are planning high density development of 1,500 to 2,000 units in buildings 350 feet high. They also want to encourage developments for life sciences (i.e., biotechnology). They plan to work with General Growth, another major developer in the area. Their developments in this area will be completed before transit is built and is, therefore, not oriented to transit. They are concerned about the elevation of the transit line and stations as it may limit residential development potential.

Moiilili-University: The University/King station site is adjacent to and may be partially on Kam Schools property. They are concerned about the height of the station (approx. 60 feet above ground) in relation to the height of 6-story buildings they plan to develop here. They are planning for uses related to the University, such as faculty housing, commercial and entertainment uses in 60-150 feet high buildings, and possibly a University Bookstore. They have met with the University to discuss linkages between the campus and the station. They said they also need to talk to the transit designers. They have bought the lease of the Varsity Theatre. Their developments are planned to complement the University of Hawaii at Maona (UH) master plan.

Waikiki: ??

Downtown: 4 acres, scattered locations

6. Are your development decisions based on the anticipation that the high capacity transit project will be built?

No. However, they are planning for transit, to make their projects "transit ready". Of Kam Schools properties, Kapalaua (sp?), Kakaako, and University are the three best opportunities for Transit Oriented Development.

7. Would your development decision change if the project is not built? If so how? to accommodate your proposal?

No change. We would infill. If the transit project is not built, Kam School's projects will still go forward.

8. What do you believe are the major obstacles to development in the study area?

Economic challenge; the cost to construct is very high in HI.

Permitting process is too slow.

Archaeological resources. There are many Hawaiian burial sites in Kakaako, for example.

9. Do you tend to follow municipal land use plans or request a change in zoning in the study area?

We have developed an overall master plan for our properties prepared by EDAW. We have a planning team with architects. We have a framework for future development of our properties. This framework does not necessarily reflect municipal plans or existing zoning ordinances.

10. What do you believe are the primary assets of the study area that are attractive for real estate development?

Scarcity of zoned land makes demand very high.

Traffic in Ewa and all of the island is forcing residents to consider urban/condo living vs. a single family home.

Kam Schools' large land holdings enables site assembly for large projects.

11. Do you have any general observations about development trends and the future development potentials in the Study Area?

Kam Schools is totally supportive of transit.
West Oahu development policy is good.

Station Design Workshops

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Walpahu, HI 96797

Workshop 1 April 14, 2009

Summary of comments received:

Plantation themes and motifs

- Walls: Lava rock
- Colors: Earth tones: Greens, browns, reds, beiges
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Solar power cells for stations
Bike racks at stations
Need lots of shade
Concessions at stations
Paving materials and features that discourage skateboarding
Energy-saving features at stations

Workshop 2 June 3, 2009

General Questions

Security
Access for disabled
Covered walkways, platforms, track
Parking: location(s), number of spaces
Energy and solar power, also green building
Ability of roof to handle a category 4 hurricane
Construction timeline/costs
Accommodation for vendors
Station design: who did, budget, design itself

Walking surface durability
General project characteristics

Workshop 3

July 8, 2009

No notes were taken.

Leeward Community College

Station Design Workshops

Leeward Community College Student Lounge
95-045 Ala Ike
Pearl City, HI 96782

Workshop 1

April 28, 2009

Theme

Rock walls, lava rock

Digital signage, tie into campus-wide zone-specific digital announcements

Reflect the campus, use of stairway mosaic, circular patterns in walkways (Hawaiian quilt designs)

Repeat campus colors (cornflower blue)

Landscaping

Native plantings (work with nursery project)

Lei motif

Mosaic influenced by Oculus mosaic on campus

Changeable displays

Bougainvillea or tropical trees

Resting spaces

Station

Earth tones

Seating

Security

Sculptures and/or gallery (maybe virtual)

LED lighting, maybe halogen for displays

PV installation for roof, planted roof, solar panels

Hawaiian quilt designs, ocean themes

Design consideration of soot in area

Station Design Update – not open to public

June 9, 2009

Leeward Community College:

Chancellor Manuel Cabral; Kathleen Cabral;
Jim Goodman; Sandy Hoshino; Mark Lane

Rapid Transit Division:

Ken Caswell; Ed Nishioka; Patrick Williams;
Ryan Tam

Parsons Brinckerhoff:

Kanu Parmar

Discussion

General operational questions about system and maintenance & facility area

Cost of project

Gallery at station

Security

Landscaping, request for ulu (or breadfruit tree)

Utilizing cornflower blue into the design

Workshop 3

August 18, 2009

Discussion

Incorporate campus-wide announcement boards

Integrate cornflower blue color and tile mosaic

Ulu – breadfruit tree/design (includes coordination with campus botany department)

Energy efficient lighting & PV

Use of warm colors, avoiding white

Changeable exhibits

Include resting areas

Pearl Highlands

Station Design Workshops

Pearl Highlands Intermediate School
1460 Hoolaulea St.
Pearl City, HI 96782

Workshop 1

February 4, 2010

Discussed Banana Patch issues
Canopy (design and ability to protest against weather)
Operating characteristics
Parking at mall and station, including need for flexible handicapped parking, cost of parking, length of walk from parking to station
Safety of walkways, vehicles, homeless
Room for luggage and carts
Use of PV for canopy
Make graffiti resistant
Shuttles to stations
Flux in ridership or cost estimates
H-2 access
Back-up power

Themes

Bread basket, taro, the harbor, pearls, clipper ships, water cress farms
Purple in color
Have a "story board" along the walkways and in the station to reflect area history
Native Hawaiian plants & vegetation
Territorial Savings Bank

Workshop 2

March 30, 2010

Amount of parking at West Loch station
Walking areas covered
Parking – pay for parking, length of walk, amount of available parking
General operational questions
Maintenance of train, track, and station
Security
Bicycles and luggage
Emergency services/power outages
Expansion of system
Structures look boxy and out of place
Use of space within station
Traffic concerns

Workshop 3

May 15, 2010

No notes taken.

Pearlridge

**Honolulu High Capacity Transit Study
Questions for Developers**

Developer: Kamehameha Schools, 567 S. King Street, Suite 200, Honolulu, HI 96813

**Contacts: Paul Quintilani, Director, Commercial Assets Division, Asset Management and Operations Endowment Group, paquinti@ksbe.edu; Susan Todani, CRE, Director, Special Projects Endowment Group, sutodani@ksbe.edu
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West Oahu development policy is good.

Station Design Workshops

Pearl Ridge Elementary School
98-940 Moanalua Rd
Aiea, HI 96701

Workshop 1

September 1, 2009

Landscaping

Xeriscape (Halawa Xeriscape Gardens)
Waterfalls & volcanic rock
Shade
Tropical plants & shrubbery

Stations

Open look and open spaces
Reflection of all ethnic groups in artwork
Incorporate agriculture history into station
Security/homeless
Protection on platform from elements
Glass elevators
Multiple entrances
Parking
Materials that can take the elements
Look at PV, solar & wind power
Accommodations for the disabled
Use greens & blues
Graffiti proof materials
General project questions
For & against seating
More restrooms

Workshop 2

October 15, 2009

Design theme: agricultural history of area.

- The station should relate to the watercress farm nearby.
- Incorporate the history and culture of the Pearl Ridge area into the station design:
 - a) Agriculture from taro to rice to watercress; sugar cane up mauka.
 - b) Fishponds.
 - c) Artwork is the least expensive way to incorporate history and culture.
- Use sugar cane as design motif in support pillars to reflect Pearl Ridge.
- Appreciation of the idea that local plants can be incorporated in the design, such as sugar cane and watercress.

Design theme: the use of color.

- The color scheme should include shades of green.

- Pearl Harbor, which is close by, could be represented by the use of aquamarine, green, and blue colors.
- Use soft palette of colors for the station. Avoid garish, primary colors.

Local style architecture.

- Maintain open, airy feel. This structure will dwarf surrounding buildings because of existing height limitations. Don't want it to overpower the view plane.
- The design should have an "open look" so that one's line of sight would be relatively unobstructed.
- Maximize natural flow of light and air at all levels of the station- e.g., with open railings and walls or clearstories.
- Wall design should have a natural look.

Security.

- Maximize visibility to deter vandalism, assault terrorism, etc.
- The station should be light and open, with no "dark hiding spaces" where a person who might prey on the public or specific persons could hide.
- Security to keep turnstile jumpers out, along with muggers, etc.

Graffiti.

- Desire for graffiti resistant materials, no big smooth walls that would encourage graffiti, and easy to repair/repaint/maintain when graffiti shows up.
- The surfaces need to be "graffiti-proof".
- The station need to be graffiti resistant.

Landscape.

- Native plant material should be low maintenance and hearty.
- Get ideas from Halawa Valley Xeriscape Gardens.
- Use attractive tropical plants and shrubbery.
- Lots of shade from canopy trees.

Workshop 3

December 2, 2009

No notes taken

Aloha Stadium

Honolulu High-Capacity Transit Corridor Project

Meeting Minutes

Date of Meeting: Wednesday January 25, 2006, 1400-1500 **Location:** Pearl Harbor Building 150, Flag Conference Room

Subject: Introduction and Project Overview Meeting with NAVFAC Hawaii

Attendees: See attached sign-in sheet

Summary:

- Toru gave an overview of the project. Clyde then gave a brief summary of the alternatives. A handout of the alternatives including the alignment segments that will be analyzed was distributed.
- References to HonoluluTransit.org were provided where detailed descriptions of the project could be downloaded.
- Attention was focused on the two areas of impact on Navy properties: Navy property near the Honolulu International Airport and Kalaeloa Redevelopment.
- Along the Kamehameha Highway alignment, potential stations are being considered to service Aloha Stadium, Arizona Memorial, and Makalapa Gate.
- The Arizona Memorial station may be deleted since the station is very close to the Aloha Stadium station. Consideration for having a Park Shuttle from the Memorial Visitor Center to the Aloha Stadium station at Richardson Field was discussed. Navy owns property at the Visitor Center but Park Services operates the facility. Lawrence mentioned that the Parks Service submitted a letter expressing a desire to have an Arizona Memorial station.
- Navy indicated that they do not anticipate many problems with having the Makalapa station near the intersection of Radford Drive. Fence lines can be moved back to accommodate the station along any of the four intersection corners. There is a drainage problem on the mauka/Ewa corner. Culvert is undersized resulting in flooding in the area.
- Two of the Nimitz Highway alignments run along the mauka side of the airport viaduct. One alignment runs up Camp Catlin Road to service both the airport and Salt Lake. Stations proposed at both ends of Camp Catlin Road along Nimitz Highway and Salt Lake Boulevard. Navy will overlay their redevelopment plans of the housing in the area and provide input.
- The other alignment runs on the full length of Nimitz Highway on the mauka side of the Airport viaduct. Elevated and at-grade facilities are being considered.
- Navy property along the mauka side of the airport viaduct and along Camp Catlin Road will be required if either of those alignments are selected as the Locally Preferred Alignment.
- The Navy indicated that parts of properties along Bougainville Drive are owned by the Navy. A station is being considered on the Salt Lake Boulevard alignment at the intersection of Bougainville Drive. This station may be deleted as it is fairly close to the Aloha Stadium station.
- The Navy inquired if transit service to Iroquis Point was being considered. The alignment that goes closest to Iroquis Point runs on Fort Weaver Road to Geiger Road. From there it turns toward Kalaeloa. Portions of

- the alignment along Fort Weaver Road may be at grade.
- City has met with HCDA to coordinate transit service to Kalaeloa. HCDA expressed a desire for the transit service and indicated a route following the relocated Saratoga Avenue alignment. HCDA located a parcel on the makai/Waianae corner of Saratoga Avenue and Wakea Street that could be provided for use as a transit maintenance yard.
 - The Point of Contact (POC) for the Navy will be Lynn Tanaka.
 - The POC for DTS will be Faith Miyamoto.

Actions Required:

Distribution

File: #16434A

Mark Scheibe

By: Clyde Shimizu

Meeting Minutes

Meeting: State Controller – Aloha Stadium

Date: March 14, 2008

Purpose: Review potential alignment within Aloha Stadium Property

Attendees:

Russ Saito (State Comptroller), Brennon Morioka (HDOT Director), Scott Chan (Aloha Stadium Manager), Lois Manin (Aloha Stadium Deputy Manager), Christine Kinimaka (DAGS Public Works – Planning Branch Section Head), Bruce Bennett (DAGS Public Works – Planning Branch), Kevin Chong Kee (Aloha Stadium Authority Chair)

Faith Miyamoto, Dennis Haskell, Gary Takahashi, Susan Robbins, Jim Dunn

Minutes:

- After introductions the purpose of the meeting was discussed
- Alignment drawings were reviewed and the following issues were identified or discussed: (Note action items are in **bold**.)
 - Mr. Saito asked if we have received authority to use the stadium property for transit. Mr. Dunn responded that we have not received authority, but we are here to open discussions as to the possible use of the stadium property for the guideway, station and transit parking.
 - Mr. Saito asked when the City will be entering into agreements for private property needs of the project. Ms. Miyamoto responded that the EIS rules prohibit the City from entering into agreements for property prior to the ROD.
 - **Mr. Saito expressed concern for the loss of parking, particularly during construction, especially at ground level during stadium events. Mr. Saito understood that parking loss would be limited to a very few stalls for the guideway after construction, but asked that we identify impacts to parking during construction.**
 - **Mr. Saito asked that we consider an alignment that is along the perimeter of the property and parallel to Salt Lake Blvd, as we cross over HI into the stadium property. He preferred the AA location of the station.**
 - **Moving the station Koko Head into the middle parking area should be explored with the alignment pushed makai of the stadium. Mr. Chan suggested moving the station over the stream, to move the station away from the Stadium in order to reduce noise impacts at Gate 5 and to reduce the number of parking takes.**
 - **Mr. Chan expressed a need for overpasses that won't impede traffic into and out of the Stadium.**

- **Mr. Saito asked that we consider structured parking to replace the lost parking and to provide additional parking at the stadium. He added that he did not expect the project to pay for "all" the parking and the stadium would participate in the funding. Mr. Saito also related that if the park-and-ride is used for stadium parking, then there would be greater ingress/egress requirements.**
 - **Mr. Saito asked that we identify parking impacts from the station.**
 - **Mr. Saito said if the Stadium moves, via a land swap, we need to think about future use at the site and what would work with it.**
- **The stadium operations managers again expressed their concern for safety and security issues of the transit station within the stadium property.**
- **Next Steps:**
 - **Alignment design work will continue, considering pier and column locations to minimize impact to the stadium parking**
 - **Alternative alignments will be developed and presented to Mr. Saito and his staff prior to the scheduled Aloha Stadium Authority meeting on March 27.**
 - **Mr. Dunn will arrange next meeting.**

Meeting Minutes

Meeting: State Controller – Aloha Stadium

Date: March 25, 2008

Purpose: Review potential alignment within Aloha Stadium Property

Attendees:

Russ Saito (State Comptroller), Scott Chan (Aloha Stadium Manager), Christine Kinimaka (DAGS Public Works – Planning Branch Section Head), Bruce Bennett (DAGS Public Works – Planning Branch), Kevin Chong Kee (Aloha Stadium Authority Chair), Earnest Lau – Public Works Director, Ralph Morita – Public Works Manager Planning Branch

Faith Miyamoto, Gary Takahashi, Susan Robbins, Jim Dunn

Minutes:

- Gary Takahashi presented drawings depicting two alternative alignments through the Aloha Stadium property. Both alignments were developed responding to requests from the Aloha Stadium management team at our March 14 meeting.
 - The first alternative has the alignment similar to the original shown at the March 14 meeting, but the station moved Koko Head to Upper Halawa parking lot. The alignment would curve makai leaving the station to maximize the distance between the guideway and the stadium.
 - The second alignment alternative moves the guideway to the perimeter of the stadium property, parallel to Salt Lake Blvd. The station would be located in the Upper Halawa lot, but much closer to Salt Lake Blvd. The alignment leaving the station would be closer to the stadium itself, due to the geometrical requirements for special trackwork.
 - Both new alignments would displace 115 to 135 parking stalls. This estimate could be reduced as plans are developed for the station entry, and restriping schemes for the parking lot are considered.
- The Aloha Stadium management team discussed the alternatives in relationship to the original alignment, which has the station located directly adjacent to the stadium in the UH Reserve Lot. It was the consensus of the team to use the original alignment and station location, with the exception that the alignment should follow the perimeter alignment parallel to Salt Lake Blvd. The team concluded:
 - The original alignment best serves the stadium
 - Least impact to the parking lot circulation
 - Provides for greater connectivity to the stadium
 - Allows for security separation between the transit operation and the stadium

- **Mr. Saito asked that we consider the following as we develop design in PE:**
 - **Salt Lake Blvd to be realigned around the Kamehameha parking lot and convert the existing roadway to stadium and possibly transit parking**
 - **Consider connecting the Kamehameha lot (transit's park and ride lot) with grade separated ramp across Kamehameha Highway to access the Arizona Memorial and Richardson Park. This ramp would be used by stadium customers, eliminating a dangerous at grade crossing.**
 - **The stadium would consider allowing bus and park and ride in the UH Reserve Lot, if a mutually acceptable plan can be developed.**
- **Mr. Saito emphasized that the above considerations should not be pursued at this time, if their inclusion would delay our DEIS.**
- **Next Steps:**
 - **The preferred alignment and station location will be presented for discussion at the upcoming Aloha Board meeting.**
 - **RTD will continue with PE using the preferred alignment.**
 - **RTD will keep the Aloha Stadium management team informed as the design and DEIS are progressed.**

Pearl Harbor

Honolulu High-Capacity Transit Corridor Project

Meeting Minutes

Date of Meeting: Wednesday January 25, 2006, 1400-1500 **Location:** Pearl Harbor Building 150, Flag Conference Room

Subject: Introduction and Project Overview Meeting with NAVFAC Hawaii

Attendees: See attached sign-in sheet

Summary:

- Toru gave an overview of the project. Clyde then gave a brief summary of the alternatives. A handout of the alternatives including the alignment segments that will be analyzed was distributed.
- References to HonoluluTransit.org were provided where detailed descriptions of the project could be downloaded.
- Attention was focused on the two areas of impact on Navy properties: Navy property near the Honolulu International Airport and Kalaeloa Redevelopment.
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- The Arizona Memorial station may be deleted since the station is very close to the Aloha Stadium station. Consideration for having a Park Shuttle from the Memorial Visitor Center to the Aloha Stadium station at Richardson Field was discussed. Navy owns property at the Visitor Center but Park Services operates the facility. Lawrence mentioned that the Parks Service submitted a letter expressing a desire to have an Arizona Memorial station.
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- Navy property along the mauka side of the airport viaduct and along Camp Catlin Road will be required if either of those alignments are selected as the Locally Preferred Alignment.
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- The Navy inquired if transit service to Iroquis Point was being considered. The alignment that goes closest to Iroquis Point runs on Fort Weaver Road to Geiger Road. From there it turns toward Kalaeloa. Portions of

the alignment along Fort Weaver Road may be at grade.

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- The Point of Contact (POC) for the Navy will be Lynn Tanaka.
- The POC for DTS will be Faith Miyamoto.

Actions Required:

Distribution

By: Clyde Shimizu

File: #16434A

Mark Scheibe

DRAFT

**Minutes of Meeting with State Historic Preservation Division
(SHPD), Architecture Branch**

Wednesday, March 19, 2008

Astrid Liverman, SHPD, Acting Architecture Branch Chief
Susan Tasaki, SHPD, Historical Architect
Lawrence Spurgeon, PB
Stephanie Foell, PB
Mark Stewart, PB
Ann Yoklavich, Mason Architects
Dee Ruzicka, Mason Architects

The meeting began about 9:30 a.m.

Meeting Purpose

The SHPD was given pre-release copies of the February 25, 2008 Draft Historic Resources Technical Report. An electronic copy had been sent to Astrid and Susan earlier in the week and printed copies were brought to the meeting. The Appendix maps and lists showed the locations and names of 190-plus historic resources evaluated as National-Register eligible by Mason Architects, among the 1,000-plus pre-1969 properties surveyed in the transit project's Area of Potential Effect (APE). The meeting was held in order to begin a dialog with the SHPD on the effects of the project on those resources, and to discuss possible mitigation measures.

Discussion Points

The discussion ranged from specific resources and individual effects to general issues and approaches to assessing effects and general types of mitigation. The general comments are summarized first, followed by the more specific ones.

- Evaluating resources achieving significance within the past 50 years and Criteria Consideration G -- Stephanie asked if National Register Criteria Consideration G was being applied to the properties not yet 50 years old. Ann noted that since the First Project would not be finished before 2018, all properties dated 1968 or earlier were evaluated as if they had reached fifty years of age, since they would be at least 50 years old by the time the project was built. However, Criteria Consideration G (exceptional importance) was found applicable to the 1975 building by Vladimir Ossipoff at Pearl Harbor.
- Assessment of adverse effects on districts or potential districts -- SHPD staff agreed that in such cases the district could be listed on a single line, rather than itemizing adverse effect for each individual building.

- Programmatic Agreement (PA) for a Conditional No Adverse Effect (CNAE) finding -- Stephanie raised this possible approach for the transit project, noting it was useful for projects with a large APE and a high number of historic resources, since it can have more creative mitigation than having to match up a mitigation for each resource. She stated that this approach has successfully been employed on some of her mainland projects. Lawrence noted the advantages of making mitigation commitments earlier in the project.
- Mitigation measures that could be incorporated into a PA for a CNAE finding – Discussion included: SHPD review of designs for the stations; interpretive historic displays or commemorative markers in the stations; cultural landscape surveys; National Register nominations; and the typical mitigations measure, Historic American Buildings Survey or Historic American Engineering Record (HABS/HAER) reports.
- Overall effect of project and choice of elevated system – SHPD staff expressed concerns about the impact of the project being much larger than the individual effects on many historic properties, and asked why an elevated alternative had been selected. Lawrence explained the combination of not being able to take any surface traffic lanes, the cost of tunneling, and complications with the OR&L right-of-way or developing a new right-of-way through developed areas that led to the selection of the elevated guideway during the alternatives analysis phase.
- Findings of adverse effect appears unavoidable – While the SHPD staff was not opposed to a PA approach, it seemed clear that there was no obvious set of mitigation measures that could clearly avoid all findings of adverse effect.
- Extent of change in setting which would lead to findings of adverse effect – Lawrence sought the SHPD views on this topic, and brought up the examples of bridges, which the transit guideway would run above, but is not expected to touch. SHPD staff stated this was an adverse effect and noted the guideway or a station would change the setting of historic resources.
- Other issues relating to bridges – topics discussed included: possible vibration problems (construction period only, and these could be mitigated); policy ramifications to existing and future SHPD/DOT agreements, if bridges with several periods of railings are evaluated as eligible in this project.
- Need for SHPD to receive forms and report for review prior to official start of "30-day clock" – Since over 1,000 properties were surveyed, SHPD requested materials on the eligibility evaluations and effect assessments before the official request-for-comment letter, which starts their 30-day response clock. They need more than 30 days to accurately review the findings.
- Specific resources or groups of resources for which SHPD would like additional evaluation or research efforts – 1968 building (TMK 15007033) on Kaaahi St.; round-plan buildings (thematic group, especially if all designed by Park); apartment buildings along Kapiolani Boulevard (inventory as a district);

1953-1954 housing along Salt Lake Boulevard (inventory as a district); and Quonset huts at Naval Air Station Barbers Point (inventory as a district).

- Specific resources that SHPD commented on regarding effects –
 - Facilities 282, 1146, and 77 (two hangars and a Bachelor Officers' Quarters) at former Naval Air Station Barbers Point (NASBP), effect of guideway would be adverse. Regarding Facility 77, the reason for alignment running through its center was discussed (future road system layout planned by Hawaii Community Development Authority at Kalaeloa.)
 - Potential NASBP Housing Historic District, effect of station and guideway would be adverse.
 - Facility 1 (Admin. Building), Facility 2 (Bombproof Command Center), Facility 5 (Chapel), Facility 1710 (Parachute Shop), Facility 128 (Radio Transmitter Building), large and small antenna bases, various Quonset huts, and Facilities 828 etc. (Ready Magazines) at NASBP, no adverse effect.
 - TPSS at HECO Waiau property, effect would not be adverse.
 - Aiea Plantation Cemetery (although Lawrence mentioned that efforts had been made to avoid it), effect of guideway would be adverse because so close.
 - Ossipoff's Aloha Chapel (Facility 1514 at Pearl Harbor), effect of station and guideway would be adverse.
 - Facility S-51 (Splinterproof Shelter at Pearl Harbor), effect of guideway would be adverse.
 - Dillingham Transportation Building, effect of station (and guideway?) would be adverse.
 - Employers' Council Building on Waiwai Loop, since guideway runs on its rear side, minor adverse effect.

SHPD requested a copy of the visual impacts technical report.

Next Meeting and Action Items

Both PB and Mason Architects pledged to assist the SHPD by providing groupings of forms before the beginning of the 30-day SHPD review period.

No specific meeting date was set, but it was made clear that Mason Architects personnel would be available to the SHPD staff for meetings, field visits, or questions by phone or e-mail, at any time.

The meeting ended about 12:30 p.m

DRAFT

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Section 106 Consultation – SHPD

SHPD Offices, Kapolei
11:30 a.m. June 19, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, and Dennis Haskell (PB); Susan Robbins (InfraConsult); Ann Yoklavich, Wendy Wichman, and Dee Ruzicka (Mason Architects); Astrid Liverman, Katie Kastner, and Teresa Davin (SHPD); and, Barry Muranaka (M&E Pacific)

Mr. Spurgeon stated that the project team will start bringing in forms in late July for SHPD staff to begin looking at eligibility. The information will be categorized by geography. The information will be for the First project and not the extensions at this time.

It was explained that for Pearl Harbor and Chinatown areas would be the focus of this meeting. It was also explained that there will be some 106 impacts and also Section 4(f) considerations. Regarding the Pearl Harbor/Airport portion, the avoidance alternative to that segment is essentially the Salt Lake alternative. However, it is desired to keep both the Salt Lake and Airport alignments viable at this time.

Mr. Spurgeon discussed meeting with National Park Service (NPS) staff in Oakland. He noted that the NPS concern was not with the touch-down area of the station as much as it was with the overall effect to the setting of the NHL. One area of concern is the Makalapa gate entry experience, especially the approach down Radford Drive. Mr. Spurgeon showed plan maps from both the current project and also from the 1992 project to show that the proposed guideway does not vary much and is essentially the same design. There was a question as to whether the Ossipoff Chapel (Facility 1514) should be considered separately or as part of the existing National Historic Landmark. It was decided to list Facility 1514 separately, as a property evaluated as eligible for the National Register. Another question as to Anti Terrorist Force Protection regulations was raised, regarding the proposed station and how much that would encroach onto the Pearl Harbor property.

Teresa Davan, an SHPD archaeologist, came in at this point and noted that the sandy soil in the area near the Makalapa Gate indicated the possibility of finding burials. The probability of finding archaeological resources was discussed. It was stated by the project team that the possibility of pre-contact findings was low; however, the possibility of post-contact findings was probable.

It was stated by SHPD that the National Trust for Historic Preservation would like information about the project. It was agreed that information would be sent to them.

The topic of holistic mitigation for the project was briefly discussed.

SHPD had concerns regarding stations and their appearance. Mr. Haskell stated that all stations would be the same to a point; but each could be aesthetically different, based upon the context of where it is located. Differences could be some slight variations in canopies, entrance points, and artwork in stations.

A question was raised by SHPD regarding the Aiea (Honolulu Plantation) cemetery, 'Ewa of Pearl harbor and if the project would be kept entirely out of it. SHPD was told that the project will not affect the current cemetery, but, since the cemetery formerly extended into what is now Kamehameha Highway, archaeological testing will be done when column support locations in that area are known..

Regarding Chinatown, SHPD was told that there are not expected to be any buildings that need to be taken; however, there is a parking lot that will be impacted where a station touch-down at the Chinatown station is located. Also, the downtown station near the Dillingham building has been shifted to minimize impacts.

Mr. Spurgeon explained the decision of steel on steel technology has been made and that construction vibration analysis will be done for the project, but no operating vibration issues would occur. Regarding noise there will be a parapet wall along the length of the guideway. In addition, the potential construction methods for columns was discussed and the differences between drilled and driven piles noted

The 1932 Nuuanu Stream Bridge (carrying Nimitz Highway) in Chinatown was discussed. The SHPD preferred listing it separately from Chinatown and requested an image showing the proposed guideway in the vicinity of the bridge. The issue of Quonsets huts in the APE were discussed, and SHPD noted that one of the two altered residential Quonset huts could be treated as eligible for the National Register.

At the end of the meeting, the timeline for the project was discussed. The October visit of the NTHP was mentioned as a possible time for another meeting. Another drive for SHPD staff was requested.

MEMORANDUM FOR THE RECORD

Division Rapid Transit Division

Date: July 22, 2008

Subject: Navy Security Meeting

Date: July 16, 2008

Time: 1330 Hours

Place: Commander, Navy Region Hawaii Building 150 Cellar Conference Room

Attendees:

Commander Mike Zucchero

Public Works Officer, Naval Facilities Engineer
Command Hawaii

Shawn B. Morrissey

Dep. Director for Operations, Commander, Navy
Region Hawaii

Lynn K.T. Tanaka

Facilities Planning and Investment, Naval Facilities
Engineering Command Hawaii

Harvey Berliner, DTS-RTD

Interim S&S Manager

Harry Saporta, PB

Safety and Security Specialist

Peter Loverso, PB

Security Specialist

Gary Takahyashi, RMTC

Civil Engineer

Clyde Shimizu, PB

Civil Engineer

Barry Muranaka, M&E

Civil Engineer

See attached sign-in sheet

Summary:

The meeting was held at the Pearl Harbor Naval Base to identify security concerns the Navy may have regarding the Honolulu Rail Transit Project.

Harvey Berliner explained that we will review both the Salt Lake Boulevard and Kamehameha Highway/Airport alignments. At this time it is only proposed to build the Salt Lake alignment as part of the First Project. However, since the Kamehameha Highway/Airport alignment will be included as part of the Environmental Impact Statement documents, we felt that it was important to review both alignments with the Navy.

Mr. Morrissey stated that there were no security concerns for the Salt Lake Blvd alignment. Along the Kamehameha Highway/Airport alignment the fuel tanks adjacent to the alignment were not of a concern, however, there is a security concern at the proposed Pearl Harbor Transit Station that will be encroaching on Navy's base perimeter, be in close proximity to the Entry Control Point (Makalapa gate), and highly populated facilities to include barracks, medical facility and administration building. The station could be used as an observation location, looking down to these facilities where there will be high densities of persons and also location of the Transit Station will have impact to the future development on Navy property given setbacks from Navy's base perimeter. However, with proper design and planning these concerns could be mitigated.

An additional concern raised by the Navy is traffic impacts: how will vehicles drop off persons at the

Pearl Harbor Station along Kamehameha Highway and Radford Drive. Also with Arizona Memorial Station there may be additional traffic congestion at the entrances to other Entry Control Points – Borchers Gate, Halawa Gate, and possible Ford Island Entrance. Are there adequate drop areas planned for stations? Can the Kamehameha Highway and impact roads handle this type of traffic? Transit Project personnel stated that there will be a cut-in for buses, and that traffic was considered in the Environmental Impact study.

Both CDR. Zuccherro and Shawn Morrissey stated that there are no “show stoppers”, and that mitigation for the station near the Navy church was achievable.

The Navy was advised that they will be invited to future Safety and Security Oversight and Review Committee meetings as appropriate when issues concerning Navy property are to be discussed. Additionally, the Navy stated that they would send their written comments concerning this meeting and the meeting held on June 13th to Faith Miyamoto of the RTD.

The meeting ended at 1430 hours.

Yoshioka, Danielle

From: Ruppel, Julia
Sent: Monday, November 17, 2008 2:00 PM
To: Yoshioka, Danielle
Subject: FW: Meeting with the Navy on November 14, 2008:
Attachments: Letter_11-12-08.pdf

For your list

From: Ruppel, Julia
Sent: Monday, November 17, 2008 8:30 AM
To: 'hhctcp@projectsolvemail.com'
Subject: FW: Meeting with the Navy on November 14, 2008:

From: Harvey Berliner [mailto:Berliner@infraconsultllc.com]
Sent: Monday, November 17, 2008 7:56 AM
To: thamayas@hawaii.gov; Simon Zweighaft; Kurio, Phyllis; Miyamoto, Faith; Hogan, Steven; Van Epps, James; Dunn, James; Borst, Art J.; Susan Robbins
Cc: Albert Baizas; Ruppel, Julia; Yadao, Elisa; Ken Caswell; Parmar, Kanuji V.
Subject: Meeting with the Navy on November 14, 2008:

Meeting with the Navy on November 14, 2008:

Attending:

Cpt. Richard Kittens, Naval Station Commanding Officer
Cdr. Lore Aguayo, Public Works Officer -- Naval Facilities Engineer
Lynn Tanaka, Navy Facilities, Planning and Investment
Jim Van Epps, PB Project Manager
Harvey Berliner, RTD Chief Facilities Engineer

The purpose of the meeting was to give the new Commanding Officer and Public Works Officer a briefing on the Project. Jim Van Epps gave an overview of the Project using hard copies of the presentation. It was mentioned that at this time we are working on the alignment along Salt Lake Blvd. However, if City and County Council decides to move to the Airport alignment, this would move it closer to the Pearl Harbor base. It was mentioned that the DEIS covers both the Salt Lake and Airport alignments.

Cpt. Kittens mentioned during the meeting that in 2010, Pearl Harbor and Hickam AFB will become one base.

After the presentation Cpt. Kittens mentioned three concerns he had:

- Security / Force Protection along Pearl Harbor
- Functional – getting people to and from work
- Appearance

11/18/2008

Cpt. Kittens was also concerned about traffic and noise during construction and the effect on the Makalapa Housing close to Kamehameha Highway since officers live in this area. He was also concerned about the location of the Pearl Harbor Station at Makalapa Gate. He preferred that the location of the station move closer to Center Ave. Harvey Berliner stated that if the Council moves the alignment to the Airport route, the RTD and GEC planners would meet with the Navy personnel to discuss the location of the Pearl Harbor Naval Base Station. In the meantime, he requested the Navy planners to take a look at the possible station locations in preparation of such a meeting.

Cdr. Aguayo was concerned about how the "spokes" (station bus access) will work. Harvey Berliner mentioned that this is something that is generally worked out with the TheTrain and TheBus operating companies.

Jim Van Epps gave to the Navy personnel the official copy of the DEIS document. It was mentioned that there is a 45 day period to submit written comments, which will end the beginning of January.

Lynn Tanaka handed to Harvey Berliner the copy of the letter which was sent to Wayne Yoshioka dated Nov. 12, 2008 concerning Historic Resources (copy attached). It seems that the areas in question are at Barbers Point outside the limits of the First Project in the Ewa area of the full system. Harvey mentioned to Lynn that the DEIS only covers the First Project including the alternate alignments between Salt Lake and Airport.

Lynn Tanaka mentioned that the transfer of the Navy Drum Site is still scheduled to happen in January. The process of getting onto the site prior to the transfer will not be possible.

It was a good meeting and we were well received by the new two Naval Officers.

There is another meeting scheduled with Lynn Tanaka and Cdr. Aguayo on Tuesday to discuss agreement and ROW procedures.

Harvey L. Berliner, PE
City and County of Honolulu
DTS - Rapid Transit Division
808-768-6123 (o)
808-291-5146 (c)
berliner@infraconsultllc.com



DEPARTMENT OF THE NAVY

COMMANDER
NAVY REGION HAWAII
850 TICONDEROGA ST STE 110
PEARL HARBOR HI 96860-5101

5750
Ser N4/ 03113
12 NOV 2008

CERTIFIED MAIL NO. 7003 1680 0000 7269 2083

Mr. Wayne Yoshioka, Director
Department of Transportation Services
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, HI 96813

Dear Mr. Yoshioka:

We recently received a copy of your Historic Resources Technical Report for the Honolulu High-Capacity Transit Corridor Project. We are concerned that the City and County of Honolulu (CCH) has conducted assessments of Navy properties and evaluated said properties for National Register eligibility without Navy input. Accordingly, several of the eligibility determinations listed in the Transit Corridor report conflict with determinations upon which Navy previously received State Historic Preservation Office (SHPO) concurrence. These include both sites and structures on Navy owned property at the former Naval Air Station Barbers Point. We maintain that Navy's National Register for Historic Places (NRHP) eligibility determinations remain valid and that CCH may not revise these determinations on Navy's behalf.

Navy consulted with the SHPO during development of the 1999 Barbers Point Base Realignment and Closure (BRAC) Environmental Impact Statement (EIS) and during the 2002 Ford Island Master Development (FIMD) Programmatic EIS. Through these processes, Navy received concurrence on all Barbers Point NRHP eligibility determinations as documented in these EISs. Surveys conducted during the 1990s including our 1997 Phase I Cultural Resources Survey and Inventory Summary, cultural resource surveys leading up to the 1997 survey, and the Navy's 1999 Cultural Resources Management Plan formed the foundation for these consultations.

As we recently conveyed 499 acres at Barbers Point pursuant to congressional mandate, we are especially interested in the following structures on the 499 acres:

- Quonset huts 1144, 1149, 1150, 1152, 1153, 1562, and 1570
- Facilities 5, 77, 128, 476, 477, and 484

With respect to the Quonset huts, Navy determined these Quonset Huts as "not eligible" for listing on the NRHP. Navy operates under a nationwide Programmatic Memorandum of Agreement (PMOA) for World War

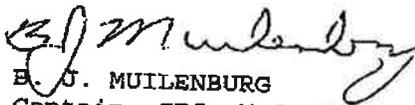
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Ser N4/ 00113
12 NOV 2008

II Temporary Buildings. The Advisory Council for Historic Preservation (ACHP) and the National Council of State Historic Preservation Officers (NCSHPO) established conditions and stipulations under which the temporary building demolition program would be carried out for the Department of Defense. The Navy, SHPO, ACHP, National Trust for Historic Preservation, Historic Hawaii Foundation, and the Oahu Council of Hawaiian Civic Clubs subsequently signed a 2003 Programmatic Agreement Regarding Navy Undertakings in Hawaii which recognizes the World War II Temporary Buildings PMOA and addresses treatment of these Quonset huts. Specifically, the parties to the 2003 PA will be notified of any adverse action to be taken with respect to these structures, and the Navy agrees to engage in discussions to explore preservation options for these structures.

Navy surveys determined facilities 5, 77, 128, 476, and 477 as "not eligible" for NRHP listing. Navy also considers facility 484 as "not eligible" for NRHP listing because of its association with facility 128 (radio transmitter facility). Navy is unaware of any new information that has surfaced since we received SHPO concurrence on our site evaluations. Only Building 77, which was constructed in 1958, has become 50 years old since our surveys were conducted. Despite its age, Building 77 was originally included in our 1997 survey as part of the Cold War Building Inventory (Appendix B.II in Tuggle and Tomanari-Tuggle 1997 Part I) and was determined ineligible for listing on the NRHP.

We request that you revise your report to reflect Navy's eligibility determinations for the above-listed structures. We plan to review your Historic Resources Technical Report in more detail with respect to all Navy property at the former NAS Barbers Point, and we look forward to receiving your reply related to the 499 acres. We also intend to send separate correspondence on the proposed corridor alternatives as they relate to Navy property and operations. Please contact Mr. John Muraoka, (808) 473-4137 extension 239, if you require additional information related to historic resources.

Sincerely,



E. J. MUILENBURG
Captain, CEC, U.S. Navy
Regional Engineer
By direction of the
Commander

Airport

Honolulu High-Capacity Transit Corridor Project

Meeting Notes

Date of Meeting: 2/27/08 **Location:** AIR Conference Room C

Subject: Coordination Meeting with HDOT Airports

Attendees: Ben Schlapak DOT-AIR-O
Steve Takashima DOT-A
Guy Ichinotsubo – DOT-A
Manny Lanuevo – DOT-A
Eric MacDonald – Parsons
Carol Torigoe – KYA Design Group - Airports
Roy Yamachi – KYA Design Group - HHCTCP
Doug Tilden – RTD/InfraConsult
Norm Kawachika – SSFM - HHCTCP
Lee Takushi – SSFM - HHCTCP
Jim Dunn – PB
Steve Hogan - PB
Clyde Shimizu – PB

Clyde Shimizu provided an HHCTCP overview that included description of the LPA, First Project, and general operational and physical characteristics of the transit system. Plan & Profile along the Airport alignment were presented and were the same as presented at the last meeting with DOT-A.

Ben Schapak asked if luggage would be allowed. Jim Dunn indicated that provisions may be provided but details have not been worked out.

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Eric MacDonald inquired whether the mode choice forecast model indicated more tourist or more employees boarding at the airport station. Steve Hogan responded that the forecast showed a larger employment than tourist use.

Ben Schapak stated that the HHCTCP would help relieve future traffic congestion within the airport property. The Paiea/Aolele intersection is currently a traffic choke point. He questioned whether people would use the airport parking as a park & ride facility since the parking rates were very low.

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Mr. Ichinotsubo also mentioned future plans for a parking structure along the mauka side of the Overseas parking structure. He requested HHCTCP to see whether it was possible to realign the guideway a little further to the mauka side.

Steve Takashima that the profile of the guideway and station at Lagoon Drive would need to be reviewed by Airports Division and FAA. He provided a copy of Airport Zoning Map that showed aerial contour limits at the end of the runways.

Jeff Change was designated as Airports Division point of contact for any data collection requests.

Action Item: Develop an alignment that better accommodates Airports Divisions plans for future parking structure.

Honolulu High-Capacity Transit Corridor Project

Meeting Notes

Date of Meeting: August 12, 2008

Location: AIR Conference Room

Subject: Coordination Meeting with HDOT Airports

Attendees: Steve Takashima – DOT-A
Guy Ichinotsubo – DOT-A
Lynn Becones – DOT-A
Lynette Kawaoka – DOT-A
Owen Miyamoto – DOT-A
Aaron Setogawa - EKNA
Eric MacDonald – Parsons
Lee Takushi – SSFM/HHCTCP
Clyde Shimizu – PB
Hong Li – PB
Stephanie Roberts – PB

Meeting Summary:

Clyde Shimizu provided an overall HHCTCP update. Lee Takushi then presented information about the airport spur. It was noted that the airport spur is a construction segment of the airport alignment and that the Lagoon Drive station would not be constructed as part of the airport spur however but could be constructed at a later date.

Eric MacDonald asked if the project modeled the airport spur without Lagoon Drive station. He also asked if the model showed what the primary trip purpose to the airport station was. Clyde Shimizu stated that the primary trip purpose was for employment but no modeling was done on the airport spur separately.

Guy Ichinotsubo asked how the elevated guideway and proposed airport station would impact the new parking structure. Lee Takushi responded that the project was trying to stay mauka of the lei stands and that the project is just beginning station design.

Eric MacDonald asked about the mauka curve of the alignment near the Post office and if it lowered the speed of the guideway. Clyde Shimizu responded that the alignment was placed to stay away from the Federal Post Office property.

Guy Ichinotsubo asked the project to consider a tie in with the new parking structure instead of the overseas parking area. Lee Takushi responded that the project could not due to the design of parking spaces and how the parking spaces are aligned. He also stated that there is already a pedestrian pathway from the overseas parking area to the airport terminal.

Steve Takashima asked if the project knew if the FAA has funded an airport station on the mainland. It was not known by the project team.

Eric MacDonald if the model could pick up nuances of moving the airport station and if the model could determine where the center of employee riders was at the airport. The project responded that they believed the model could determine those nuances and determine a center of employment population at the airport.

Eric MacDonald asked if the project was going to ask the airport to reserve right-of-way for the project. Clyde Shimizu responded that at some point of time it would probably happen.



**HNL TERMINAL MODERNIZATION PROGRAM
MEETING SUMMARY**

MEETING DATE: February 11, 2009

MEETING LOCATION: Program Management Team (PMT) Office Conference Room

ATTENDEES: See attached attendance sheet
Also in attendance, Guy Ichinotsubo, DOT-A

PREPARED BY: Terry Seaworth

SUBJECT: Light Metro Alignment at HNL

Purpose

The purpose of this meeting is to open the lines of communication with the Light Metro design team for the purpose of coordinating the location of the light metro alignment and station at HNL.

Summary:

The Light Metro team is just beginning to investigate the airport alignment.

Discussions:

- Discussions began with a brief description and explanation of the initial projects for the Terminal Modernization Program. Specifically the initial projects for Elliott Street, inclusive of Interisland Maintenance Site Preparation (Apron Hardstands) Elliott Street Site Preparation, which would provide infrastructure to support Relocation of IIT Air Cargo and IIT Maintenance Hanger. The Mauka Concourse Extension which will be impacted by the rail alignment is currently in concept design and scheduled to complete a facility analysis and concept design study in March 2009. Construction for Mauka Concourse Extension is expected to commence in late 2009 with completion in the 2011/2012 time frame
- A brief discussion followed of the Light Metro alignment and program. The first Design Build package will be issued for the Kapolei end of the guide-way route. This package will include the "West or Ewa End" alignment along North South Road and Farrington Highway. Additional Design Build packages are scheduled to be issued in 2009. These include the maintenance shops and yard and the Core Systems (Communications, Switching etc.) and vehicle contracts. Preliminary schedule for airport site (construction) award would be July 2012.
- The airport alignment uses dedicated roadway right-of-way (ROW) until the Valkenburg intersection. The alignment no longer fits on Nimitz Hwy ROW and



**Honolulu International Airport
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moves onto Hickam, then airport property to maintain the required separation between the elevated roadway and rail.

- The rail will maintain the minimum elevation clearance of 16'6" per AASHTO. At the HNL station, it will probably be in the vicinity of 60' high.
- A tangent section prior to the airport station of 100' must be maintained.
- DOT-A has a concern about the location of the Lagoon station adjacent and over seven fuel lines, owned by various owners providing primarily Jet-A (and other fuels) to HNL and beyond. A Ualena route was proposed and eliminated in the process early in the program; however, PB will note the comment and revisit the subject with the client. The PB team will also review the idea of using Keehi Lagoon Park property with their client.
- PB is planning to meet with USPS soon to discuss the use of the property for a portion of the line.
- PB would like to schedule a meeting with DOT-A to discuss security in late March or early April.
- The Light Metro team will begin the process of researching utilities in the proposed alignment area.
- The airport station location is currently in the parking area, replacing the parking office. PB will investigate an alignment to set the building closer to the Overseas Parking Structure (OST) which would reduce the walking distance to the terminal.

Action Items

- The PMT will provide the most recent Autocad file of the Mauka Concourse design. It would be helpful to include the estimated building height.
- The Light Metro team will provide their latest Autocad file showing alignment options for the HNL terminal.
- The PMT and Light Metro teams agreed to meet monthly until the issues are resolved. The next meeting is scheduled for the week of March 16, 2009. [After the meeting concluded, the PMT suggested a meeting date of April 1, 2009.]
- The PMT will research and provide FAA minimum clearances.
- Light Rail Security Consultant to be on Island during March 2009. PB to contact DOT- A Operations to arrange meeting with appropriate DOT personnel and their Security Consultant.



**HNL TERMINAL MODERNIZATION PROGRAM
MEETING SUMMARY**

MEETING DATE: April 8, 2009
MEETING LOCATION: PMT Office Conference Room
ATTENDEES: See attached attendance sheet
PREPARED BY: Terry Seaworth
SUBJECT: Light Metro Alignment at HNL

Purpose

The purpose of this meeting is to continue discussions on the light metro alignment to the Honolulu International Airport.

Discussions:

- Aolele St impact:
 - The Modernization improvements may include a widening of Aolele Street. Currently, the section of road in front of the Commuter Terminal is two lanes. There appears to be enough room for three lanes, but this would not leave any space for columns.
 - Columns for the metro are 6-8' square and 18" minimum (2' preferred) is required for traffic clearance.
 - Offset columns could be used, but will increase the column size.
- Alignment
 - The rapid transit team has not discussed an alignment on post office property with the USPS yet.
 - Moving the alignment onto post office property would probably move the station farther Diamond Head.
 - The clearance between the rail and H-1 has not been determined yet.
 - Height of tracks is also unknown at this time. HOK to provide clearance required for design aircraft (A350) at Mauka Concourse.
- Column Locations:
 - Columns for the elevated metro will likely impact the lei stands, and exit booth for the parking.
 - It would be extremely difficult to span the portion across the airfield without a column.
- HNL Station:



**Honolulu International Airport
Terminal Modernization Program
Project No. AO1030-13**

- Ideally, there will be a connection to the OST parking structure and one to the IIT parking structure. Each structure has an elevated crossing to its respective terminal. The best floor for the metro connection would be the one with the pedestrian bridge to the terminal. This was believed to be the fourth level of the OST garage and the sixth level of the new IIT garage.
- This piece of the project will be included in the third of four contracts.
- Lagoon Station:
 - The Lagoon station is primarily a bus interface. PB provided a graphic showing the location on the Mauka side of the street with a roadway modification for dedicated lanes.

Action Items

- The next meeting will be held on April 22 at 1:30pm. PB will investigate some of the questions raised today, including the possibility of using Post Office property.
- As-built plans for the parking structures and Aolele Street can be obtained by contacting Guy Ichinotsubo for a request form.
- HOK and RMT to exchange rail alignment drawings and Mauka Concourse CAD files.

Meeting Minutes

Meeting: US Postal Service

Date: May 12, 2009

Purpose: Review potential alignment within Postal Service Property at Airport

Attendees: USPS: Duke Gonzales, Glen Sakagawa, Daryl Ishizaki, R. Doug Aton, and Brian Petty (Contact info below)

Faith Miyamoto, Gary Takahashi, Mark Garrity, Ryan Tam, and Jim Dunn

Minutes:

Jim Dunn provided background as to development of the alignment alternative being presented, with specific reference to the future plans of the Airport's Proposed Inter – Island Terminal that directly impacts and limits the transit corridor into the Airport along Aolele Street.

Gary Takahashi reviewed the alignment drawing in detail and responded to USPS questions. The proposed alignment enters USPS property for column placement and is approximately 60 feet above the surface.

Response from USPS (Mr. Daryl Ishizaki, District Manager was the principal spokesperson):

- The District office will have limit authority in granting access to the property and any future agreements. All authority is with the Pacific Region Office, headquartered in the San Francisco Bay Area. Local staff (Tyrus Ishii or Brian Petty) will facilitate contact with the Region Office.
- Security is the principle concern of local staff. Intrusion into Postal property is a nationwide concern and the USPS has strict guidelines. Gaining authority to use Postal property may prove difficult.
- Liability concerns for incidents along the transit guideway and within the postal facility. The Post Office has strict protocols for responding to hazardous releases and they have Bio-Hazard Detection equipment on site. If an alarm would sound, they would lock down their facility. If transit was within their property would transit service be suspended? This and other liability concerns (including transit damage to PS facilities) were discussed.
- Concern for possible restrictions for future development on PS property due to the rail alignment was expressed.

Prior to concluding the meeting Mr. Ishizaki asked about out plans for the Pearl City facility on Kanehameha Highway. After a brief discussion o the location of the straddle bent columns within the landscape area of the Post Office, Mr. Ishizaki consider thins

encroachment a less significant concern. However, this property impact must be cleared through the Region.

Next Step:

- Tyrus Ishii or Brian Petty will contact the Region Office to request a meeting (video conf) to review alignment and other concerns. Region will be provided the alignment drawing prior to meeting.
- RTD/PB will contact its Security Specialist to analyze security issues expressed by the PS staff a list possible mitigation measures.
- PB will contact Airport to explore moving the alignment away from the PS property and into Aolele R/W.
- Video conference to be scheduled. PB will follow-up with PS staff.

Jim Dunn
May 12, 2009

Honolulu High Capacity Transit Corridor Project

MEETING NOTES (Revised)

Meeting: Meeting to discuss Rail Project impacts to Airport property

Date: September 30, 2009

Purpose: To provide an update to HDOT-A and FAA personnel regarding Rail Project alignment and impacts to Airport property, and specifically to show the realignment to avoid the Mauka terminal and to discuss impacts to runways 22R/4L and 22L/4R.

Attendees:

HDOT: Lynn Becones, Jeff Chang, Jim Pratt, Guy Ichinotsubo
FAA: Brian Yamada, Steve Wong
RTD: Simon Zweighaft, Ryan Tam
PB: Jim Dunn, Mark Garrity, Gary Takahashi (RM Towill)

Minutes:

1. Overview of Rail Transit Alignment.
 - a. Jim and Gary provided an overview of the current alignment and showed HDOT-A staff how it now avoids the Mauka terminal by impacting H-1 airspace. There was discussion about the exact configuration of the alignment through Airport property, potential column locations (not completely fixed yet) and the two station locations.
 - b. Regarding Airport station location, the current plan (and what will be shown in the Final EIS) is for a station location adjacent to the new parking garage, near the lei stands and parking exit booths.
 - c. Guy mentioned they are planning to construct a new consolidated rental car facility further diamond head along Aolele Street and asked if the Project would be interested in moving the station to this facility. The Airport plans to run regular shuttle service between this facility and the terminals, which could be used by both car rental and transit patrons. It was agreed that RTD and HDOT would continue to coordinate on this issue.

2. Lagoon Drive Station.
 - a. The station was moved to avoid the extended runway protection zone beyond runways 22R/4L and 22L/4R.
 - b. The new location of was shown as being about 1000' ewa of Lagoon Drive. Impacts to Airport property would be to two lots currently occupied with paved surface lots.
 - c. The station is intended to serve nearby businesses and the Salt Lake/Mapunapuna area via local bus access.

3. Runways 22R/4L and 22L/4R

- a. Jim Dunn mentioned that the Rail Project would like to participate in the relocation of Runway 22R/4L 750' makai. Relocation would include paving, striping and additional taxiway as needed. This would result in moving the RPZ far enough away from the guideway to not be an issue for the Rail Project.
- b. Jeff Chang agreed that the environmental clearance for the runway relocation would be addressed in the Airport Master Plan revision, presently under study.
- c. Regarding 22L/4R, it was discussed whether the guideway penetrating the outer portions of the RPZ was acceptable. Steve Wong noted that even though large aircraft use Runway 4R for arrivals only, that the 1700' RPZ applies to both the arrival and departure ends of Runway 4R – due to the case of missed approaches. He felt it would be best if the declared landing distance of 4R could be shortened by approximately 300'. That would allow the RPZ to move makai enough to avoid the guideway. To accomplish this, the runway users (commercial airlines) will need to be consulted. It will take several weeks for an answer. HDOT-A staff were receptive to this approach.

4. Other

- a. Mark Garrity asked Guy Ichinotsubo if HDOT-A is satisfied with the level of coordination that is happening with the Rail Project, and if so would he be willing to revise the latest comments on the Final EIS asking for more Project detail. Guy indicated that based on the latest alignment shown at the meeting, he is satisfied with the level of coordination and design details provided to HDOT-A. Guy reiterated that the rental car access road cannot be impacted.

5. Next Steps

- a. The Rail Project Final EIS will include language describing the relocation of Runway 22R/4L 750' makai.
- b. The Rail Project will begin to prepare FAA Form 7460-1, but it is too early to submit to FAA.
- c. HDOT-A will contact the commercial airlines to determine if 4R could be shortened by 300'.
- d. Steve Wong will discuss the runway issue with Ray Sukys (FTA) on Thursday, October 1, to assure him it can be resolved through coordination and does not need to hold up the Record of Decision.

Mark Garrity

October 1, 2009 (revised October 9, 2009 based on comments received)

Honolulu High Capacity Transit Corridor Project

MEETING NOTES

Meeting: Meeting to discuss Rail Project impacts to Airport property

Date: October 7, 2009

Purpose: To discuss the Rail Project alignment and impacts to Airport property, and discuss impacts to runways 22R/4L and 22L/4R and possible solutions.

Attendees: Call In:

HDOT: Lynn Becones, Jim Pratt, Guy Ichinotsubo, Lynette Kawaoka
FAA: Neil Kurasaki, Moses Akana
FTA: Ray Sukys, Jim Ryan, Ted Matley, Kathy Liu
RTD: Jesse Souki, Susan Robbins, Bill Force (sp?) (Jacobs)
PB: Jim Dunn, Art Borst, Gary Takahashi (RM Towill)

Attendees: At HHCTCP Offices:

RTD: Faith Miyamoto, Harvey Berliner, Ryan Tam, Kahlil Allen
PB: Jim Van Epps, Lawrence Spurgeon, Mark Garrity, Laura Assum-Dahleen

Minutes:

I. Runway relocation options

- a. Mr. Sukys noted that he had a conversation with Mr. Wong earlier in the day. Mr. Sukys stated that he is uncertain as to what issues need to be resolved in order to come to an agreement. It is unlikely that conducting a survey on Runways 22L and 22R in a limited state. When shifting the runways makai toward Lagoon Drive there is an impact on taxi area. We want to ensure that we have a feasible alignment for the Airport area.
- b. Mr. Hogan reviewed the runway options that were discussed previously.
 - i. 22R to be relocated makai 750'
 - ii. Move airport transit station at Lagoon Drive out of the RPZ
 - iii. ~~22L currently infringes on the RPZ. The plan is to be relocated~~ makai 300' and move the threshold.
 - iv. Beyond these changes, the only other alternative is to move the project alignment.
- c. Mr. Sukys asked what needs to happen in order to move the two runways?
 - i. We know that an EIS must be completed by the Airport Group.
 - ii. Is there an issue with the trees at the Hickam Golf course?
- d. Mr. Hogan stated that our understanding is that the Airport will include the movement of 22R in their EIS under the Airport Master Plan. Can the movement of 22L also be included?

- e. Ms. Kawaoka noted that they are in the negotiation process for the Airport Master Plan. Currently, the Master Plan shows 22R being extended 1000' makai and will be covered in their Environmental Assessment.
- f. Mr. Dunn indicated that it could be considered a slight modification to the runway (i.e. shortened by 300') that could result in reduced operations.
- g. Mr. Pratt remarked that moving 4R further south is a major task as this is an instrument approach. If the runway is shortened by 300' and the declared distance is changed they will need to poll the carriers to see how they would be affected. Assuming that declared distances will be used, a Cost-Benefit Analysis will need to be performed.
- h. Mr. Sukys asked if all we need from the carriers is consent or are there specific response requirements?
- i. Mr. Pratt responded that if a carrier determines that shortening the runway by 300' would not meet their minimum requirements, we will need to address it. At this time we do not know if we are approaching the critical limit.
- j. Mr. Kurasaki remarked that shifting the 9000' runway 300' south may cause interference with the localizer and glide slope integral to the instrument landing system.
He also stated that Japan Airlines has already expressed concerns about shorter runways as aircraft are increasing in size.
Further, 8L is a 12,000' runway but there are noise concerns for ewa residents after 7:00 pm.
Suggest moving all of 4R and then ensure that the instrument landing system is adjusted appropriately. The area is already disturbed so environmental issues are not anticipated.
- k. Mr. Sukys asked if there is an issue with the golf course with this plan of action?
- l. Mr. Dunn responded that there is no direct impact to the tee zone, trees or fairways. We have not communicated with Hickam on these changes.
- m. Mr. Hogan stated that the HHCTCP will show the 300' adjustment to 22R as a mitigation measure for the RPZ. The estimated cost for the improvement to 22R is \$15 Million. If 22L is included, the estimated cost for the full improvement is \$30 Million.
- n. Mr. Dunn remarked that the project's mitigation efforts will provide benefit to the Airport and we would ask for cost sharing consideration. Mr. Ichinotsubo stated they have not discussed cost sharing and the Project Team should not count on it.
- o. Mr. Akana stated that as far as traffic is concerned, he does not foresee any issues affecting the movement of aircraft.
- p. Mr. Sukys asked if the runways are moved and mitigation is effective will the FAA provide a letter stating same? The Project has an ambitious schedule, how will we know that we have the Airport and FAA's concurrence to move forward? Have construction impacts been addressed?

- q. Mr. Dunn responded that additional mitigation measures will be developed during the design process. There will be some impact during construction and the Project Team will work closely with the contractors and Airport personnel to minimize. Suggest the Airport Master Plan EA process may coincide with the Project schedule whereby construction in this area would be in 2014 to 2015.
- r. Mr. Sukys suggested that the next steps should be to diagram the mitigation, plans and options for FAA compliance. Coordinate with Steve Wong to obtain a concurrence letter.

Adjourned: 12:50 pm

Notes prepared by Laura Assum-Dahleen
October 14, 2009

DRAFT

Meeting: FHWA-RTD discussion of Rail Project Alignment near Airport

Date: January 22, 2010

Purpose: For RTD/PB to provide update to FHWA staff on City's Rail Project revised alignment that would cross over H-1 near Honolulu International Airport

Attendees:

FHWA: Paul Harker, John Nickelson, Gil Mendelson, Jodi Chew, Liz Fisher
RTD: Ryan Tam, Faith Miyamoto
PB: Mark Garrity, Clyde Shimizu, Steve Hogan, Honglong Li, Gary Takahashi (RM Towill)

Meeting Notes:

1. RTD/PB provided an update to FHWA on the recent changes to the rail project alignment near the entrance to Honolulu International Airport. The new alignment includes a guideway within H-1 Airspace (eastbound lanes only) as it turns to enter the Airport (to avoid the Airport's new Mauka Terminal). It would include placement of support columns in the median of Nimitz Highway. It was mentioned that the guideway structure would meet all highway clearance requirements.
2. FHWA related that use of interstate airspace will require review by Hawaii Department of Transportation with concurrence by FHWA.
3. FHWA mentioned that the Rail Project will need to conform to USDOT environmental policy regarding analysis of visual impacts. Note: a later discussion within RTD/PB confirmed that the EIS process has included a visual assessment analysis of the Rail Project based on USDOT guidance.
4. FHWA inquired about discussions held with HDOT regarding the new alignment near the Airport. It was mentioned by RTD/PB that the alignment change has been discussed with HDOT (and was in fact precipitated by HDOT), but that some divisions of HDOT (such as ROW) may not have been briefed by RTD/PB. RTD/PB will follow up with HDOT to ensure all relevant divisions are aware of the latest design.
5. FHWA mentioned that the Project should address potential effects of storms and flooding. Note: a later discussion within RTD/PB confirms that 1) the EIS has evaluated the project relative to seawater inundation zone (storm surge), and 2) per EPA request, the project has been confirmed to be above the effect area for anticipated potential sea level rise.

6. FHWA agreed to provide a letter, at the request of FTA, confirming that regular coordination between RTD and FHWA has been taking place.

Mark Garrity
January 27, 2010

Lagoon Drive

Honolulu High-Capacity Transit Corridor Project

Meeting Notes

Date of Meeting: 2/27/08 **Location:** AIR Conference Room C

Subject: Coordination Meeting with HDOT Airports

Attendees: Ben Schlapak DOT-AIR-O
Steve Takashima DOT-A
Guy Ichinotsubo – DOT-A
Manny Lanuevo – DOT-A
Eric MacDonald – Parsons
Carol Torigoe – KYA Design Group - Airports
Roy Yamachi – KYA Design Group - HHCTCP
Doug Tilden – RTD/InfraConsult
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Jeff Change was designated as Airports Division point of contact for any data collection requests.

Action Item: Develop an alignment that better accommodates Airports Divisions plans for future parking structure.

Honolulu High Capacity Transit Corridor Project

MEETING NOTES (Revised)

Meeting: Meeting to discuss Rail Project impacts to Airport property

Date: September 30, 2009

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3. Runways 22R/4L and 22L/4R
 - a. Jim Dunn mentioned that the Rail Project would like to participate in the relocation of Runway 22R/4L 750' makai. Relocation would include paving, striping and additional taxiway as needed. This would result in moving the RPZ far enough away from the guideway to not be an issue for the Rail Project.
 - b. Jeff Chang agreed that the environmental clearance for the runway relocation would be addressed in the Airport Master Plan revision, presently under study.
 - c. Regarding 22L/4R, it was discussed whether the guideway penetrating the outer portions of the RPZ was acceptable. Steve Wong noted that even though large aircraft use Runway 4R for arrivals only, that the 1700' RPZ applies to both the arrival and departure ends of Runway 4R – due to the case of missed approaches. He felt it would be best if the declared landing distance of 4R could be shortened by approximately 300'. That would allow the RPZ to move makai enough to avoid the guideway. To accomplish this, the runway users (commercial airlines) will need to be consulted. It will take several weeks for an answer. HDOT-A staff were receptive to this approach.
4. Other
 - a. Mark Garrity asked Guy Ichinotsubo if HDOT-A is satisfied with the level of coordination that is happening with the Rail Project, and if so would he be willing to revise the latest comments on the Final EIS asking for more Project detail. Guy indicated that based on the latest alignment shown at the meeting, he is satisfied with the level of coordination and design details provided to HDOT-A. Guy reiterated that the rental car access road cannot be impacted.
5. Next Steps
 - a. The Rail Project Final EIS will include language describing the relocation of Runway 22R/4L 750' makai.
 - b. The Rail Project will begin to prepare FAA Form 7460-1, but it is too early to submit to FAA.
 - c. HDOT-A will contact the commercial airlines to determine if 4R could be shortened by 300'.
 - d. Steve Wong will discuss the runway issue with Ray Sukys (FTA) on Thursday, October 1, to assure him it can be resolved through coordination and does not need to hold up the Record of Decision.

Mark Garrity

October 1, 2009 (revised October 9, 2009 based on comments received)

Honolulu High Capacity Transit Corridor Project

MEETING NOTES

Meeting: Meeting to discuss Rail Project impacts to Airport property

Date: October 7, 2009

Purpose: To discuss the Rail Project alignment and impacts to Airport property, and discuss impacts to runways 22R/4L and 22L/4R and possible solutions.

Attendees: Call In:

HDOT: Lynn Becones, Jim Pratt, Guy Ichinotsubo, Lynette Kawaoka
FAA: Neil Kurasaki, Moses Akana
FTA: Ray Sukys, Jim Ryan, Ted Matley, Kathy Liu
RTD: Jesse Souki, Susan Robbins, Bill Force (sp?) (Jacobs)
PB: Jim Dunn, Art Borst, Gary Takahashi (RM Towill)

Attendees: At HHCTCP Offices:

RTD: Faith Miyamoto, Harvey Berliner, Ryan Tam, Kahlil Allen
PB: Jim Van Epps, Lawrence Spurgeon, Mark Garrity, Laura Assum-Dahleen

Minutes:

1. Runway relocation options

- a. Mr. Sukys noted that he had a conversation with Mr. Wong earlier in the day. Mr. Sukys stated that he is uncertain as to what issues need to be resolved in order to come to an agreement. It is unlikely that conducting a survey on Runways 22L and 22R in a limited state. When shifting the runways makai toward Lagoon Drive there is an impact on taxi area. We want to ensure that we have a feasible alignment for the Airport area.
- b. Mr. Hogan reviewed the runway options that were discussed previously.
 - i. 22R to be relocated makai 750'
 - ii. Move airport transit station at Lagoon Drive out of the RPZ
 - iii. 22L currently infringes on the RPZ. The plan is to be relocated makai 300' and move the threshold.
 - iv. Beyond these changes, the only other alternative is to move the project alignment.
- c. Mr. Sukys asked what needs to happen in order to move the two runways?
 - i. We know that an EIS must be completed by the Airport Group.
 - ii. Is there an issue with the trees at the Hickam Golf course?
- d. Mr. Hogan stated that our understanding is that the Airport will include the movement of 22R in their EIS under the Airport Master Plan. Can the movement of 22L also be included?

- e. Ms. Kawaoka noted that they are in the negotiation process for the Airport Master Plan. Currently, the Master Plan shows 22R being extended 1000' makai and will be covered in their Environmental Assessment.
- f. Mr. Dunn indicated that it could be considered a slight modification to the runway (i.e. shortened by 300') that could result in reduced operations.
- g. Mr. Pratt remarked that moving 4R further south is a major task as this is an instrument approach. If the runway is shortened by 300' and the declared distance is changed they will need to poll the carriers to see how they would be affected. Assuming that declared distances will be used, a Cost-Benefit Analysis will need to be performed.
- h. Mr. Sukys asked if all we need from the carriers is consent or are there specific response requirements?
- i. Mr. Pratt responded that if a carrier determines that shortening the runway by 300' would not meet their minimum requirements, we will need to address it. At this time we do not know if we are approaching the critical limit.
- j. Mr. Kurasaki remarked that shifting the 9000' runway 300' south may cause interference with the localizer and glide slope integral to the instrument landing system.
He also stated that Japan Airlines has already expressed concerns about shorter runways as aircraft are increasing in size.
Further, 8L is a 12,000' runway but there are noise concerns for ewa residents after 7:00 pm.
Suggest moving all of 4R and then ensure that the instrument landing system is adjusted appropriately. The area is already disturbed so environmental issues are not anticipated.
- k. Mr. Sukys asked if there is an issue with the golf course with this plan of action?
- l. Mr. Dunn responded that there is no direct impact to the tee zone, trees or fairways. We have not communicated with Hickam on these changes.
- m. Mr. Hogan stated that the HHCTCP will show the 300' adjustment to 22R as a mitigation measure for the RPZ. The estimated cost for the improvement to 22R is \$15 Million. If 22L is included, the estimated cost for the full improvement is \$30 Million.
- n. Mr. Dunn remarked that the project's mitigation efforts will provide benefit to the Airport and we would ask for cost sharing consideration. Mr. Ichimotsubo stated they have not discussed cost sharing and the Project Team should not count on it.
- o. Mr. Akana stated that as far as traffic is concerned, he does not foresee any issues affecting the movement of aircraft.
- p. Mr. Sukys asked if the runways are moved and mitigation is effective will the FAA provide a letter stating same? The Project has an ambitious schedule, how will we know that we have the Airport and FAA's concurrence to move forward? Have construction impacts been addressed?

- q. Mr. Dunn responded that additional mitigation measures will be developed during the design process. There will be some impact during construction and the Project Team will work closely with the contractors and Airport personnel to minimize. Suggest the Airport Master Plan EA process may coincide with the Project schedule whereby construction in this area would be in 2014 to 2015.
- r. Mr. Sukys suggested that the next steps should be to diagram the mitigation, plans and options for FAA compliance. Coordinate with Steve Wong to obtain a concurrence letter.

Adjourned: 12:50 pm

Notes prepared by Laura Assum-Dahleen
October 14, 2009

DRAFT

Kapalama

**Honolulu High Capacity Transit Study
Questions for Developers**

Developer: Kamehameha Schools, 567 S. King Street, Suite 200, Honolulu, HI 96813

Contacts: Paul Quintilani, Director, Commercial Assets Division, Asset Management and Operations Endowment Group, paquinti@ksbe.edu; Susan Todani, CRE, Director, Special Projects Endowment Group, sutodani@ksbe.edu
Date: 10 01 07

1. What is your predominant development product?

Single family housing

Multi family housing

Did not answer.

Kamehameha Schools is a major long time land owner in Hawaii. While it operates educational institutions for primarily native Hawaiians, "Kam" Schools also works with third parties to develop its lands. It also is a major ground lessor. Many of its ground leases (60%) will terminate in two years (say 2009). They will then want to develop those parcels. It is unlikely that they will sell the land.

2. Do you build non residential development such as:

Retail:

"Big box" No.

Shopping malls and plazas

Industrial

Office

Other: Ground floor retail in mixed use buildings.

3. What are typical examples of your product in the Honolulu High Capacity Transit study area (i.e., Waikiki/UH Monoa to West Oahu (Kapolei/Ewa)?

Did not answer.

4. What are the typical densities of your products in the Study Area, in terms of units per gross acre, square feet of floor area per gross acre?

Did not answer.

5. What kinds of developments are you planning to build in the Study Area and where will they be located?

Developer: Kamehameha Schools
Date: 10-01 07

Kam Schools has extensive land holdings in the following locations in the transit corridor. They offered to provide us with a map of their holdings. EDAW and Group 7 have developed master plans for all of Kam School's major developments.

Waipahu: 10 acres. They have 3 long-term leases here (approx. 20 years) and see a lot of potential for this pan Polynesian neighborhood; to make it a destination. Waipahu is a longer range opportunity. The American Savings Bank is located here. Kam Schools is interested in moving the Farrington-Leoku station west. (The City/County of Honolulu DPP has hired a consultant (Van Meter) to prepare a Transit Oriented Development (TOD) Plan for this area. Kam Schools and DPP are planning to make this area "transit ready". This station is scheduled to open in 2017 as part of the First Project.

Pearl City (Pearl Ridge Shopping Center): 40 acres. Includes the land upon which the Pearl Ridge Center is built. Consolidated Theatres leases a 13-acre site where a drive-in theatre is developed. They view this as a future development site, probably commercial.

Kapalāua (sp?) (near Honolulu CC)-Kahili: 105 acres. This is an immigrant area with high redevelopment potential. Many of these people are tenants in buildings owned by Kam Schools. When the leases expire, many tenants will be displaced by new development. Kam Schools sees this area developing for emerging technologies, entertainment, i.e., development of a "media" corridor with recording studios. They also plan moderate density housing. This would completely change the character of the area and make it a destination.

Kakaako: 53 acres. This area represents an "urban" development opportunity because of high values (luxury market) and great views. They are planning high density development of 1,500 to 2,000 units in buildings 350 feet high. They also want to encourage developments for life sciences (i.e., biotechnology). They plan to work with General Growth, another major developer in the area. Their developments in this area will be completed before transit is built and is, therefore, not oriented to transit. They are concerned about the elevation of the transit line and stations as it may limit residential development potential.

Moiliili-University: The University/King station site is adjacent to and may be partially on Kam Schools property. They are concerned about the height of the station (approx. 60 feet above ground) in relation to the height of 6-story buildings they plan to develop here. They are planning for uses related to the University, such as faculty housing, commercial and entertainment uses in 60-150 feet high buildings, and possibly a University Bookstore. They have met with the University to discuss linkages between the campus and the station. They said they also need to talk to the transit designers. They have bought the lease of the Varsity Theatre. Their developments are planned to complement the University of Hawaii at Maona (UH) master plan.

Waikiki: ??

Downtown: 4 acres, scattered locations

Developer: Kamehameha Schools
Date: 10-01 07

6. Are your development decisions based on the anticipation that the high capacity transit project will be built?

No. However, they are planning for transit, to make their projects "transit ready". Of Kam Schools properties, Kapalana (sp?), Kakaako, and University are the three best opportunities for Transit Oriented Development.

7. Would your development decision change if the project is not built? If so how? to accommodate your proposal?

No change. We would infill. If the transit project is not built, Kam School's projects will still go forward.

8. What do you believe are the major obstacles to development in the study area?

Economic challenge; the cost to construct is very high in HI.
Permitting process is too slow.
Archaeological resources. There are many Hawaiian burial sites in Kakaako, for example.

9. Do you tend to follow municipal land use plans or request a change in zoning in the study area?

We have developed an overall master plan for our properties prepared by EDAW. We have a planning team with architects. We have a framework for future development of our properties. This framework does not necessarily reflect municipal plans or existing zoning ordinances.

10. What do you believe are the primary assets of the study area that are attractive for real estate development?

Scarcity of zoned land makes demand very high.
Traffic in Ewa and all of the island is forcing residents to consider urban/condo living vs. a single family home.
Kam Schools' large land holdings enables site assembly for large projects.

11. Do you have any general observations about development trends and the future development potentials in the Study Area?

Kam Schools is totally supportive of transit.
West Oahu development policy is good.



Date:	January 6, 2010	Project #	09-131
Time:	9:00 am	Project Name:	HCC PRU
Location:	RTD Office (1099 Alakea, Ste 1700)	Recorded by:	WM
Attendance:	DTS Rapid Transit Division: Laura Ray, Mark Garrity, Sarah Blane, Clyde Shimizu PB: Kanuji Parmar SSFm: Lee Takushi, Victor Valdez HHF: Tom Fee, Wendie McAllaster		
Subject:			

HHF requested the meeting to discuss planning and design status and options for the Kapālama Station as it relates to the HCC PRU project (second meeting with RTD staff).

Introduction

Tom provided a general overview of the HCC PRU process and current status. HHF is currently evaluating various planning options for the Kokea Street end of the campus with the intent of strengthening its function as the gateway entrance to the campus. HHF's hope in this meeting is to discuss station siting and pedestrian access options under various scenarios to make sure we've maximized the potential to integrate the station with the campus's internal circulation system.

Kapalama Transit Station Design

- Laura indicated that the station design is very preliminary and subject to change. The "30%" design drawings were needed to support the EIS process. She believes there is still considerable opportunity for alterations to reflect community and HCC input.
- The station is projected to be completed in 2015 (possibly '16) and this segment will be Design/Bid/Build.
- The guideway will be constructed first, and stations added in groups of three (to facilitate use of local contractors).
- There is a standard design for the platform itself, but each station entrance design is more custom. A typical station site is about 200'x50' and a rectangular design is most common.
- Kanu indicated that current design reflects the constraints (including shape and size) of the site and the building code. The proposed wall facing Bldg 71 is a solid concrete wall req'd to meet two-hour fire rating. The existing buildings (71 A-D) are a major restriction.
- The station has two main functional areas: the public areas, which can be more open/transparent to surrounding; and the ancillary areas (utilities), which are enclosed by solid walls. The ancillary uses are Core Systems requirement, vary by site and are still not completely quantified. They are also shared by the two stations at each stop (these systems are located on the HCC side of Dillingham due to space limitations on the makai side).
- If the RTD design team knows that Bldg 71 will be relocated, and boundaries of a revised site are delineated by UH/HCC, they can design within those new parameters.
- Mark expressed that, since there is no concourse at this station, it is logical to orient the station entrance toward Dillingham where there are many pedestrians and bus transfers (high voltage power lines along Dillingham restrict the vertical elevation of the station at this location, making a concourse infeasible).
- It is possible to design the entrance building with two entries, such that the station entrance could more directly serve HCC.
- If the current site constraints are not changed, it is still possible to design for potential future removal or conversion of the solid fire wall that would allow the station to open to the campus at some point when Bldg 71 is removed.

TOD Planning and Parking

- Mark indicated that the transit models identify Kapalama Station as a “low to moderate” use station and as a “destination station.” Primary users are expected to be pedestrians, bicyclists and bus riders.
- Mark is not aware of calculations for projected usage by students, but hopes that HCC will see this station as a way to reduce parking requirements. He suggests asking HCC if they have a sense of current student arrival mode (bus vs drive).
- DTS may be able to identify how many people are using bus stops in the area.
- There is a TOD resolution at DPP that creates special zoning areas within about ½ mile of transit stations, within which there would be lower parking requirements (LUO Section 21-9.100).
- It is expected that when Council adopts the Plan from the TOD planning process, there will be a reduced parking requirement. It was suggested HHF meet with Terry Ware (TOD Administrator) at DPP for more information.
- Discussion of possible traffic management options for HCC to utilize included pricing policies for on-site parking.

Kapalama Station Design Workshops

- Sarah mentioned that three community meetings will be held to discuss the Kapalama Station design and that the connectivity between the station and the campus is an important element of this discussion. These meetings have been pushed back from early 2010 to late 2010/early 2011.
- Sarah expects that HCC students will attend the Station design workshops, and wondered whether they will have been informed about the master plan changes by then.
- HHF indicated that the PRU and Updated HCC Master Plan is expected to be presented to the Neighborhood Board and community in mid February.

Traction Power Substation (TPSS)

- SSFM noted that the Traction Power Substation is still shown in drawings in order to reserve the site, but is not planned to be used. (Site is on Kokea St near the mall entrance, in HCC Parking Lot 1). The Core System Contractor will ultimately determine if/where TPSS's are needed. Core Systems proposals, expected in March, should indicate if any contractors want a TPSS at Kapalama.
- TPSSs convert AC to DC for the rail and are located about every 5,000 feet along the guideway. It generally consists of a 15'x50' prefab unit on a 40'x80' site.
- TPSS functional relationship is to the guideway, not the station. If needed at Kapalama, it could be relocated somewhere else along the Dillingham frontage.

Noise and Vibration

- Three-foot high walls are proposed along the guideway for noise mitigation.
- Mark will talk to Lawrence to find out if the EIS proposes any noise mitigation measures in the vicinity of the campus. Follow-up note: apart from the standard noise mitigation measures (sound wall on the guideway and wheel skirts) no other noise mitigation is proposed near HCC.
- Since the noise source (guideway at 40' elevation -- 37' platform + 3' sound walls) will likely be above proposed 2-story HCC buildings along Dillingham, noise should not be a major factor.
- The “straight track” design proposed for this segment will be quieter than the City bus. Existing traffic noise on Dillingham will be louder than the train.
- Acceleration/deceleration of train does not significantly increase noise levels.
- Laura said that vibration is not an issue because the rail will be welded (no click/clack sound) and fixed to solid concrete
- Someone recalled a concern raised by HCC about potential impacts to an electron microscope. RTD will look into this. Follow-up note: according to Lawrence Spurgeon, the issue was electro-magnetic fields

from the guideway affecting sensitive electron microscopes on HCC campus. It was analyzed by an expert and it was determined the guideway will be far enough away from the labs as to not create an effect.

Campus Setback Requirements

- Mark stated that the transit line will not require any additional setback requirement or other land use restrictions along Dillingham.

Chinatown

DRAFT

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

**Section 106 Consultation –
Historic Hawaii Foundation**

Historic Hawaii Foundation offices, Dole Cannery
1:30 p.m. June 18, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, Susan Robbins, Bruce Nagao,
Kierstin Faulkner, Ann Yoklavich, Dee __, Wendy _____

Ms. Faulkner explained the role and interest of Historic Hawaii Foundation in the Section 106 consultation process which, for the organization, is for preservation purposes only.

Mr. Spurgeon gave a summary of the project's progress from the Alternatives Analysis (AA) phase to current and how alternatives were eliminated from further analysis. He stated that the project has not submitted concurrence for eligibility with the State Historic Preservation Department (SHPD) at this time; however, the project is working closely with SHPD at this time. He discussed the reasoning for alternatives to be eliminated through the AA process including the possible tunneling through the downtown area. He then detailed what the Draft Environmental Impact Statement (DEIS) will cover in regard to study limits and a definition of the First Project. It was stated that that focus of the document is on the First Project area with the extensions being studied for cumulative effects now. However, the extensions would be fully studied at a later date as the overall project progresses. Maps of the alignment were then handed out.

Ms. Faulkner asked why the system could not be at grade through the downtown area on existing streets. Mr. Spurgeon explained the project's reasoning for an elevated guideway through the downtown area.

The maps were then discussed along with how the methodology of how the historic resources were inventoried. Ms. Yoklavich explained the various steps that were used to investigate and identify potential and existing historic properties. She stated that tax exempt properties were also included on lists provided by the City that were used. The Area of Potential Effect (APE) was discussed and was identified as one-lot deep along the corridor and one-block in radius around stations (except in area with undefined blocks which were defined as a 500-foot radius). Mr. Spurgeon explained that though the guideway has shifted that the shifting was within several feet and would not impact the current APE.

The discussion turned to the Kakaako and Dillingham station areas. Mr. Spurgeon explained that the guideway would be in the median when possible; however, the median would need to be widened in some area and where there is no existing median there

would be straddle bents. It was stated that it would be a few months before SHPD would need to give concurrence on the proposed historic properties. He stated that a cultural landscape assessment is not a part of the project but that there are some street tree plantings along Dillingham that may be affected.

Ms. Faulkner asked about cultural, visual and viewplains, street trees, and burial. She was told that these are all being studies. She was answered that these are all being evaluated as part of the DEIS. She then asked about negative effects and was answered that not every effect will be considered a negative effect and the project is working closely with SHPD but it is currently in the very early stages. It was also stated that the project will base some of their possible determinations on what the Federal Transit Administration (FTA) has done in other areas. Lastly, she inquired about other Section 106 consultations. Lawrence explained that we are either in process or setting up communications with other Section 106 consultation parties at this time.

Ms. Faulkner asked if any historic buildings needed to be demolished. Mr. Spurgeon stated that some properties on Dillingham Avenue would need to be removed. Also some street trees on Dillingham would also need to be cut. She then inquired about categories of mitigation. Mr. Spurgeon responded that the project is very open to mitigation ideas including HAER surveys or create station historic interpretive signing.

Lastly, the timeline for the project was discussed. It was explained that the FTA will proposed recommendations on effects; however, the DEIS will not have final determinations. Determinations will be made after comments are received and further consultation with SHPD.

DRAFT

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

Section 106 Consultation – SHPD

SHPD Offices, Kapolei
11:30 a.m. June 19, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, and Dennis Haskell (PB); Susan Robbins (InfraConsult); Ann Yoklavich, Wendy Wichman, and Dee Ruzicka (Mason Architects); Astrid Liverman, Katie Kastner, and Teresa Davin (SHPD); and, Barry Muranaka (M&E Pacific)

Mr. Spurgeon stated that the project team will start bringing in forms in late July for SHPD staff to begin looking at eligibility. The information will be categorized by geography. The information will be for the First project and not the extensions at this time.

It was explained that for Pearl Harbor and Chinatown areas would be the focus of this meeting. It was also explained that there will be some 106 impacts and also Section 4(f) considerations. Regarding the Pearl Harbor/Airport portion, the avoidance alternative to that segment is essentially the Salt Lake alternative. However, it is desired to keep both the Salt Lake and Airport alignments viable at this time.

Mr. Spurgeon discussed meeting with National Park Service (NPS) staff in Oakland. He noted that the NPS concern was not with the touch-down area of the station as much as it was with the overall effect to the setting of the NHL. One area of concern is the Makalapa gate entry experience, especially the approach down Radford Drive. Mr. Spurgeon showed plan maps from both the current project and also from the 1992 project to show that the proposed guideway does not vary much and is essentially the same design. There was a question as to whether the Ossipoff Chapel (Facility 1514) should be considered separately or as part of the existing National Historic Landmark. It was decided to list Facility 1514 separately, as a property evaluated as eligible for the National Register. Another question as to Anti Terrorist Force Protection regulations was raised, regarding the proposed station and how much that would encroach onto the Pearl Harbor property.

Teresa Davan, an SHPD archaeologist, came in at this point and noted that the sandy soil in the area near the Makalapa Gate indicated the possibility of finding burials. The probability of finding archaeological resources was discussed. It was stated by the project team that the possibility of pre-contact findings was low; however, the possibility of post-contact findings was probable.

It was stated by SHPD that the National Trust for Historic Preservation would like information about the project. It was agreed that information would be sent to them.

The topic of holistic mitigation for the project was briefly discussed.

SHPD had concerns regarding stations and their appearance. Mr. Haskell stated that all stations would be the same to a point; but each could be aesthetically different, based upon the context of where it is located. Differences could be some slight variations in canopies, entrance points, and artwork in stations.

A question was raised by SHPD regarding the Aiea (Honolulu Plantation) cemetery, 'Ewa of Pearl harbor and if the project would be kept entirely out of it. SHPD was told that the project will not affect the current cemetery, but, since the cemetery formerly extended into what is now Kamehameha Highway, archaeological testing will be done when column support locations in that area are known..

Regarding Chinatown, SHPD was told that there are not expected to be any buildings that need to be taken; however, there is a parking lot that will be impacted where a station touch-down at the Chinatown station is located. Also, the downtown station near the Dillingham building has been shifted to minimize impacts.

Mr. Spurgeon explained the decision of steel on steel technology has been made and that construction vibration analysis will be done for the project, but no operating vibration issues would occur. Regarding noise there will be a parapet wall along the length of the guideway. In addition, the potential construction methods for columns was discussed and the differences between drilled and driven piles noted

The 1932 Nuuanu Stream Bridge (carrying Nimitz Highway) in Chinatown was discussed. The SHPD preferred listing it separately from Chinatown and requested an image showing the proposed guideway in the vicinity of the bridge. The issue of Quonsets huts in the APE were discussed, and SHPD noted that one of the two altered residential Quonset huts could be treated as eligible for the National Register.

At the end of the meeting, the timeline for the project was discussed. The October visit of the NTHP was mentioned as a possible time for another meeting. Another drive for SHPD staff was requested.

Downtown

DRAFT

**Minutes of Meeting with State Historic Preservation Division
(SHPD), Architecture Branch**

Wednesday, March 19, 2008

Astrid Liverman, SHPD, Acting Architecture Branch Chief
Susan Tasaki, SHPD, Historical Architect
Lawrence Spurgeon, PB
Stephanie Foell, PB
Mark Stewart, PB
Ann Yoklavich, Mason Architects
Dee Ruzicka, Mason Architects

The meeting began about 9:30 a.m.

Meeting Purpose

The SHPD was given pre-release copies of the February 25, 2008 Draft Historic Resources Technical Report. An electronic copy had been sent to Astrid and Susan earlier in the week and printed copies were brought to the meeting. The Appendix maps and lists showed the locations and names of 190-plus historic resources evaluated as National-Register eligible by Mason Architects, among the 1,000-plus pre-1969 properties surveyed in the transit project's Area of Potential Effect (APE). The meeting was held in order to begin a dialog with the SHPD on the effects of the project on those resources, and to discuss possible mitigation measures.

Discussion Points

The discussion ranged from specific resources and individual effects to general issues and approaches to assessing effects and general types of mitigation. The general comments are summarized first, followed by the more specific ones.

- Evaluating resources achieving significance within the past 50 years and Criteria Consideration G -- Stephanie asked if National Register Criteria Consideration G was being applied to the properties not yet 50 years old. Ann noted that since the First Project would not be finished before 2018, all properties dated 1968 or earlier were evaluated as if they had reached fifty years of age, since they would be at least 50 years old by the time the project was built. However, Criteria Consideration G (exceptional importance) was found applicable to the 1975 building by Vladimir Ossipoff at Pearl Harbor.
- Assessment of adverse effects on districts or potential districts -- SHPD staff agreed that in such cases the district could be listed on a single line, rather than itemizing adverse effect for each individual building.

- Programmatic Agreement (PA) for a Conditional No Adverse Effect (CNAE) finding -- Stephanie raised this possible approach for the transit project, noting it was useful for projects with a large APE and a high number of historic resources, since it can have more creative mitigation than having to match up a mitigation for each resource. She stated that this approach has successfully been employed on some of her mainland projects. Lawrence noted the advantages of making mitigation commitments earlier in the project.
- Mitigation measures that could be incorporated into a PA for a CNAE finding -- Discussion included: SHPD review of designs for the stations; interpretive historic displays or commemorative markers in the stations; cultural landscape surveys; National Register nominations; and the typical mitigations measure, Historic American Buildings Survey or Historic American Engineering Record (HABS/HAER) reports.
- Overall effect of project and choice of elevated system -- SHPD staff expressed concerns about the impact of the project being much larger than the individual effects on many historic properties, and asked why an elevated alternative had been selected. Lawrence explained the combination of not being able to take any surface traffic lanes, the cost of tunneling, and complications with the OR&L right-of-way or developing a new right-of-way through developed areas that led to the selection of the elevated guideway during the alternatives analysis phase.
- Findings of adverse effect appears unavoidable -- While the SHPD staff was not opposed to a PA approach, it seemed clear that there was no obvious set of mitigation measures that could clearly avoid all findings of adverse effect.
- Extent of change in setting which would lead to findings of adverse effect -- Lawrence sought the SHPD views on this topic, and brought up the examples of bridges, which the transit guideway would run above, but is not expected to touch. SHPD staff stated this was an adverse effect and noted the guideway or a station would change the setting of historic resources.
- Other issues relating to bridges -- topics discussed included: possible vibration problems (construction period only, and these could be mitigated); policy ramifications to existing and future SHPD/DOT agreements, if bridges with several periods of railings are evaluated as eligible in this project.
- Need for SHPD to receive forms and report for review prior to official start of "30-day clock" -- Since over 1,000 properties were surveyed, SHPD requested materials on the eligibility evaluations and effect assessments before the official request-for-comment letter, which starts their 30-day response clock. They need more than 30 days to accurately review the findings.
- Specific resources or groups of resources for which SHPD would like additional evaluation or research efforts -- 1968 building (TMK 15007033) on Kaaahi St.; round-plan buildings (thematic group, especially if all designed by Park); apartment buildings along Kapiolani Boulevard (inventory as a district);

1953-1954 housing along Salt Lake Boulevard (inventory as a district); and Quonset huts at Naval Air Station Barbers Point (inventory as a district).

- Specific resources that SHPD commented on regarding effects –
 - Facilities 282, 1146, and 77 (two hangars and a Bachelor Officers' Quarters) at former Naval Air Station Barbers Point (NASBP), effect of guideway would be adverse. Regarding Facility 77, the reason for alignment running through its center was discussed (future road system layout planned by Hawaii Community Development Authority at Kalaeloa.)
 - Potential NASBP Housing Historic District, effect of station and guideway would be adverse.
 - Facility 1 (Admin. Building), Facility 2 (Bombproof Command Center), Facility 5 (Chapel), Facility 1710 (Parachute Shop), Facility 128 (Radio Transmitter Building), large and small antenna bases, various Quonset huts, and Facilities 828 etc. (Ready Magazines) at NASBP, no adverse effect.
 - TPSS at HECO Waiiau property, effect would not be adverse.
 - Aiea Plantation Cemetery (although Lawrence mentioned that efforts had been made to avoid it), effect of guideway would be adverse because so close.
 - Ossipoff's Aloha Chapel (Facility 1514 at Pearl Harbor), effect of station and guideway would be adverse.
 - Facility S-51 (Splinterproof Shelter at Pearl Harbor), effect of guideway would be adverse.
 - Dillingham Transportation Building, effect of station (and guideway?) would be adverse.
 - Employers' Council Building on Waiwai Loop, since guideway runs on its rear side, minor adverse effect.

SHPD requested a copy of the visual impacts technical report.

Next Meeting and Action Items

Both PB and Mason Architects pledged to assist the SHPD by providing groupings of forms before the beginning of the 30-day SHPD review period.

No specific meeting date was set, but it was made clear that Mason Architects personnel would be available to the SHPD staff for meetings, field visits, or questions by phone or e-mail, at any time.

The meeting ended about 12:30 p.m

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HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

**Section 106 Consultation –
Historic Hawaii Foundation**

Historic Hawaii Foundation offices, Dole Cannery
1:30 p.m. June 18, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, Susan Robbins, Bruce Nagao,
Kierstin Faulkner, Ann Yoklavich, Dee __, Wendy _____

Ms. Faulkner explained the role and interest of Historic Hawaii Foundation in the Section 106 consultation process which, for the organization, is for preservation purposes only.

Mr. Spurgeon gave a summary of the project's progress from the Alternatives Analysis (AA) phase to current and how alternatives were eliminated from further analysis. He stated that the project has not submitted concurrence for eligibility with the State Historic Preservation Department (SHPD) at this time; however, the project is working closely with SHPD at this time. He discussed the reasoning for alternatives to be eliminated through the AA process including the possible tunneling through the downtown area. He then detailed what the Draft Environmental Impact Statement (DEIS) will cover in regard to study limits and a definition of the First Project. It was stated that that focus of the document is on the First Project area with the extensions being studied for cumulative effects now. However, the extensions would be fully studied at a later date as the overall project progresses. Maps of the alignment were then handed out.

Ms. Faulkner asked why the system could not be at grade through the downtown area on existing streets. Mr. Spurgeon explained the project's reasoning for an elevated guideway through the downtown area.

The maps were then discussed along with how the methodology of how the historic resources were inventoried. Ms. Yoklavich explained the various steps that were used to investigate and identify potential and existing historic properties. She stated that tax exempt properties were also included on lists provided by the City that were used. The Area of Potential Effect (APE) was discussed and was identified as one-lot deep along the corridor and one-block in radius around stations (except in area with undefined blocks which were defined as a 500-foot radius). Mr. Spurgeon explained that though the guideway has shifted that the shifting was within several feet and would not impact the current APE.

The discussion turned to the Kakaako and Dillingham station areas. Mr. Spurgeon explained that the guideway would be in the median when possible; however, the median would need to be widened in some area and where there is no existing median there

would be straddle bents. It was stated that it would be a few months before SHPD would need to give concurrence on the proposed historic properties. He stated that a cultural landscape assessment is not a part of the project but that there are some street tree plantings along Dillingham that may be affected.

Ms. Faulkner asked about cultural, visual and viewplains, street trees, and burial. She was told that these are all being studies. She was answered that these are all being evaluated as part of the DEIS. She then asked about negative effects and was answered that not every effect will be considered a negative effect and the project is working closely with SHPD but it is currently in the very early stages. It was also stated that the project will base some of their possible determinations on what the Federal Transit Administration (FTA) has done in other areas. Lastly, she inquired about other Section 106 consultations. Lawrence explained that we are either in process or setting up communications with other Section 106 consultation parties at this time.

Ms. Faulkner asked if any historic buildings needed to be demolished. Mr. Spurgeon stated that some properties on Dillingham Avenue would need to be removed. Also some street trees on Dillingham would also need to be cut. She then inquired about categories of mitigation. Mr. Spurgeon responded that the project is very open to mitigation ideas including HAER surveys or create station historic interpretive signing.

Lastly, the timeline for the project was discussed. It was explained that the FTA will proposed recommendations on effects; however, the DEIS will not have final determinations. Determinations will be made after comments are received and further consultation with SHPD.

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HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

**Section 106 Consultation –
SHPD**

SHPD Offices, Kapolei
11:30 a.m. June 19, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, and Dennis Haskell (PB); Susan Robbins (InfraConsult); Ann Yoklavich, Wendy Wichman, and Dee Ruzicka (Mason Architects); Astrid Liverman, Katie Kastner, and Teresa Davin (SHPD); and, Barry Muranaka (M&E Pacific)

Mr. Spurgeon stated that the project team will start bringing in forms in late July for SHPD staff to begin looking at eligibility. The information will be categorized by geography. The information will be for the First project and not the extensions at this time.

It was explained that for Pearl Harbor and Chinatown areas would be the focus of this meeting. It was also explained that there will be some 106 impacts and also Section 4(f) considerations. Regarding the Pearl Harbor/Airport portion, the avoidance alternative to that segment is essentially the Salt Lake alternative. However, it is desired to keep both the Salt Lake and Airport alignments viable at this time.

Mr. Spurgeon discussed meeting with National Park Service (NPS) staff in Oakland. He noted that the NPS concern was not with the touch-down area of the station as much as it was with the overall effect to the setting of the NHL. One area of concern is the Makalapa gate entry experience, especially the approach down Radford Drive. Mr. Spurgeon showed plan maps from both the current project and also from the 1992 project to show that the proposed guideway does not vary much and is essentially the same design. There was a question as to whether the Ossipoff Chapel (Facility 1514) should be considered separately or as part of the existing National Historic Landmark. It was decided to list Facility 1514 separately, as a property evaluated as eligible for the National Register. Another question as to Anti Terrorist Force Protection regulations was raised, regarding the proposed station and how much that would encroach onto the Pearl Harbor property.

Teresa Davan, an SHPD archaeologist, came in at this point and noted that the sandy soil in the area near the Makalapa Gate indicated the possibility of finding burials. The probability of finding archaeological resources was discussed. It was stated by the project team that the possibility of pre-contact findings was low; however, the possibility of post-contact findings was probable.

It was stated by SHPD that the National Trust for Historic Preservation would like information about the project. It was agreed that information would be sent to them.

The topic of holistic mitigation for the project was briefly discussed.

SHPD had concerns regarding stations and their appearance. Mr. Haskell stated that all stations would be the same to a point; but each could be aesthetically different, based upon the context of where it is located. Differences could be some slight variations in canopies, entrance points, and artwork in stations.

A question was raised by SHPD regarding the Aiea (Honolulu Plantation) cemetery, Ewa of Pearl harbor and if the project would be kept entirely out of it. SHPD was told that the project will not affect the current cemetery, but, since the cemetery formerly extended into what is now Kamehameha Highway, archaeological testing will be done when column support locations in that area are known..

Regarding Chinatown, SHPD was told that there are not expected to be any buildings that need to be taken; however, there is a parking lot that will be impacted where a station touch-down at the Chinatown station is located. Also, the downtown station near the Dillingham building has been shifted to minimize impacts.

Mr. Spurgeon explained the decision of steel on steel technology has been made and that construction vibration analysis will be done for the project, but no operating vibration issues would occur. Regarding noise there will be a parapet wall along the length of the guideway. In addition, the potential construction methods for columns was discussed and the differences between drilled and driven piles noted

The 1932 Nuuanu Stream Bridge (carrying Nimitz Highway) in Chinatown was discussed. The SHPD preferred listing it separately from Chinatown and requested an image showing the proposed guideway in the vicinity of the bridge. The issue of Quonsets huts in the APE were discussed, and SHPD noted that one of the two altered residential Quonset huts could be treated as eligible for the National Register.

At the end of the meeting, the timeline for the project was discussed. The October visit of the NTHP was mentioned as a possible time for another meeting. Another drive for SHPD staff was requested.

Kakaako

**Honolulu High Capacity Transit Study
Questions for Developers**

Developer: Kamehameha Schools, 567 S. King Street, Suite 200, Honolulu, HI 96813

Contacts: Paul Quintilani, Director, Commercial Assets Division, Asset Management and Operations Endowment Group, paquinti@ksbe.edu; Susan Todani, CRE, Director, Special Projects Endowment Group, sutodani@ksbe.edu
Date: 10 01 07

1. What is your predominant development product?

Single family housing

Multi family housing

Did not answer.

Kamehameha Schools is a major long time land owner in Hawaii. While it operates educational institutions for primarily native Hawaiians, "Kam" Schools also works with third parties to develop its lands. It also is a major ground lessor. Many of its ground leases (60%) will terminate in two years (say 2009). They will then want to develop those parcels. It is unlikely that they will sell the land.

2. Do you build non residential development such as:

Retail:

"Big box" No.

Shopping malls and plazas

Industrial

Office

Other: Ground floor retail in mixed use buildings.

3. What are typical examples of your product in the Honolulu High Capacity Transit study area (i.e., Waikiki/UH Monoa to West Oahu (Kapolei/Ewa)?

Did not answer.

4. What are the typical densities of your products in the Study Area, in terms of units per gross acre, square feet of floor area per gross acre?

Did not answer.

5. What kinds of developments are you planning to build in the Study Area and where will they be located?

Developer: Kamehameha Schools

Date: 10-01 07

Kam Schools has extensive land holdings in the following locations in the transit corridor. They offered to provide us with a map of their holdings. EDAW and Group 7 have developed master plans for all of Kam School's major developments.

Waipahu: 10 acres. They have 3 long-term leases here (approx. 20 years) and see a lot of potential for this pan Polynesian neighborhood; to make it a destination. Waipahu is a longer range opportunity. The American Savings Bank is located here. Kam Schools is interested in moving the Farrington-Leoku station west. (The City/County of Honolulu DPP has hired a consultant (Van Meter) to prepare a Transit Oriented Development (TOD) Plan for this area. Kam Schools and DPP are planning to make this area "transit ready". This station is scheduled to open in 2017 as part of the First Project.

Pearl City (Pearl Ridge Shopping Center): 40 acres. Includes the land upon which the Pearl Ridge Center is built. Consolidated Theatres leases a 13-acre site where a drive-in theatre is developed. They view this as a future development site, probably commercial.

Kapalaua (sp?) (near Honolulu CC)-Kahili: 105 acres. This is an immigrant area with high redevelopment potential. Many of these people are tenants in buildings owned by Kam Schools. When the leases expire, many tenants will be displaced by new development. Kam Schools sees this area developing for emerging technologies, entertainment, i.e., development of a "media" corridor with recording studios. They also plan moderate density housing. This would completely change the character of the area and make it a destination.

Kakaako: 53 acres: This area represents an "urban" development opportunity because of high values (luxury market) and great views. They are planning high density development of 1,500 to 2,000 units in buildings 350 feet high. They also want to encourage developments for life sciences (i.e., biotechnology). They plan to work with General Growth, another major developer in the area. Their developments in this area will be completed before transit is built and is, therefore, not oriented to transit. They are concerned about the elevation of the transit line and stations as it may limit residential development potential.

Moiilili-University: The University/King station site is adjacent to and may be partially on Kam Schools property. They are concerned about the height of the station (approx. 60 feet above ground) in relation to the height of 6-story buildings they plan to develop here. They are planning for uses related to the University, such as faculty housing, commercial and entertainment uses in 60-150 feet high buildings, and possibly a University Bookstore. They have met with the University to discuss linkages between the campus and the station. They said they also need to talk to the transit designers. They have bought the lease of the Varsity Theatre. Their developments are planned to complement the University of Hawaii at Maona (UH) master plan.

Waikiki: ??

Downtown: 4 acres, scattered locations

6. Are your development decisions based on the anticipation that the high capacity transit project will be built?

No. However, they are planning for transit, to make their projects "transit ready". Of Kam Schools properties, Kapalaua (sp?), Kakaako, and University are the three best opportunities for Transit Oriented Development.

7. Would your development decision change if the project is not built? If so how? to accommodate your proposal?

No change. We would infill. If the transit project is not built, Kam School's projects will still go forward.

8. What do you believe are the major obstacles to development in the study area?

Economic challenge; the cost to construct is very high in HI.
Permitting process is too slow.
Archaeological resources. There are many Hawaiian burial sites in Kakaako, for example.

9. Do you tend to follow municipal land use plans or request a change in zoning in the study area?

We have developed an overall master plan for our properties prepared by EDAW. We have a planning team with architects. We have a framework for future development of our properties. This framework does not necessarily reflect municipal plans or existing zoning ordinances.

10. What do you believe are the primary assets of the study area that are attractive for real estate development?

Scarcity of zoned land makes demand very high.
Traffic in Ewa and all of the island is forcing residents to consider urban/condo living vs. a single family home.
Kam Schools' large land holdings enables site assembly for large projects.

11. Do you have any general observations about development trends and the future development potentials in the Study Area?

Kam Schools is totally supportive of transit.
West Oahu development policy is good.

**Honolulu High Capacity Transit EIS
Interview Questions for Planning Agencies
RE: Secondary Land Use Impacts of Transportation Alternatives**

**Planning Agency: Hawaii Community Development Authority
Contact: Deepak Neupane, Director of Planning and Development
Date: October 5, 2007**

1. Are any of the Study Area transit alternatives reflected in the agency's Land Use or Transportation Master Plans?

HCDA has redevelopment plans for community development districts in Kaka'ako and Kalaeola (EWA). HCDA is preparing a DEIS for mixed use development the mauka section of Kaka'ako, which will be completed ahead of the EIS for the Honolulu High Capacity Transit project. The DEIS, which is being prepared by EDAW and Tsumi & Associates, will be completed over the next 3 years. A kick-off meeting was held recently and a Scoping Meeting will be scheduled. Traffic data will be available in approximately 6 months.

The Kalaeloa Plan Development Review finalized a plan which incorporates the transit alignment. HCDA has developed conceptual plans for a project at Piikoi and Kona Streets, which are being reviewed by the City. HCDA has also developed plans for an affordable housing project at Halekawilla Street.

1a) If yes on #1, which alternative(s) or portions of alternative(s)? Why was it/were they selected?

1b) If yes on #1, in general, how does the agency feel that land use and growth would change if the transit project was not built? Will the development density change?

HCDA supports the transit system in concept, but more public outreach is needed to find out what the community wants. Transit would induce development, particularly in the Kalaeloa area, which is mostly undeveloped.

Density is at 4.5 FAR in certain areas, 3.5 FAR is allowable under current zoning. There is a density bonus of 3.3 FAR for industrial and community service uses.

1c) If no on #1, in general, how does the jurisdiction feel that land use and growth would change if the project was built?

Planning Agency:

Date:

HCDA would consider higher density than is currently planned to promote TOD in conjunction with the transit project.

2. If the agency feels that land use will change because of the project alternatives, specifically where does the agency expect real estate and other development induced by the project alternatives to be located and why?

Many residents and businesses, particularly in Kaka'ako oppose transit because they don't want the increased density, which could displace existing businesses. The Kaka'ako area contains many small, low density businesses that want to stay. HCDA will not pursue relocation unless they have the concurrence of landowners. They will accommodate existing businesses in the Queen Street area. Most of these businesses occupy leased space.

3. What major constraints are there in the study area that will prevent secondary development because of the transit project improvements? Examples of constraints include natural resources, standing historic structures, community facilities and parklands.

Constraints include burial sites (General Growth Partners has encountered issues with burial sites) and limited parkland. Community resistance can also be a constraint, such as the project on Queen Street stopped by opposition from small business owners. Infrastructure is also a constraint; HCDA has the authority to provide infrastructure and has the power of eminent domain.

4. How will the land uses adjacent to the proposed transit stations in your jurisdiction change after construction and operation of any of the transit alternatives in the Study Area? Are these or other land use changes expected without the transit service? If so, why?

HCDA includes mixed uses in every project. "Reserve" housing (affordable) is required for 20% of all units; this will be increased to 20% of all floor area.

5. How will the roadway network and bus transit system be different without the project?

N/A

6. Do you expect any secondary adverse impacts due to the project? Such impacts may include filling of wetlands, reduction in unfragmented habitats for wildlife such as forests or grasslands, noise exceeding FTA or other abatement criteria. If so, what types of mitigation measures might be acceptable to your jurisdiction? Examples include wetlands replication, setting aside or acquiring other lands for habitat, and noise barriers.

Planning Agency:

Date:

Transit would boost the plan for Kalealoe. The community prefers an at-grade alternative. There is concern with visual impacts. The transit system plans currently show a Park and Ride facility at FD Roosevelt Road in Kalealoe. Moving this facility to an adjacent parcel would preserve the park. The transit line is located away from areas identified with concentrations of cultural and archaeological sites. HCDA has been requested to do an EIS to confirm these impacts. The U.S. Navy owns lands along FD Roosevelt Road. The elevated track is a community concern.

The community would not want station near the Honolulu Advertiser site. Kalealoe represents the next major employment center, but now most residents are service workers with jobs in Waikiki. Transit would be an advantage to get people to jobs.

The infrastructure is poor in Kalealoe. Developers have typically provided infrastructure with their developments.

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HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT

**Section 106 Consultation –
Historic Hawaii Foundation**

Historic Hawaii Foundation offices, Dole Cannery
1:30 p.m. June 18, 2008

Attendees: Lawrence Spurgeon, Stephanie Roberts, Susan Robbins, Bruce Nagao,
Kierstin Faulkner, Ann Yoklavich, Dee __, Wendy _____

Ms. Faulkner explained the role and interest of Historic Hawaii Foundation in the Section 106 consultation process which, for the organization, is for preservation purposes only.

Mr. Spurgeon gave a summary of the project's progress from the Alternatives Analysis (AA) phase to current and how alternatives were eliminated from further analysis. He stated that the project has not submitted concurrence for eligibility with the State Historic Preservation Department (SHPD) at this time; however, the project is working closely with SHPD at this time. He discussed the reasoning for alternatives to be eliminated through the AA process including the possible tunneling through the downtown area. He then detailed what the Draft Environmental Impact Statement (DEIS) will cover in regard to study limits and a definition of the First Project. It was stated that that focus of the document is on the First Project area with the extensions being studied for cumulative effects now. However, the extensions would be fully studied at a later date as the overall project progresses. Maps of the alignment were then handed out.

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Lastly, the timeline for the project was discussed. It was explained that the FTA will proposed recommendations on effects; however, the DEIS will not have final determinations. Determinations will be made after comments are received and further consultation with SHPD.

Section 106 Programmatic Agreement Consultation

**Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration
and
State of Hawaii Department of Land and Natural Resources**

**Consulting Parties Meeting
August 4, 2009, Laniakea YWCA
9:00 a.m. to 11:00 a.m.**

MEETING NOTES

Attendees: Jeff Nishi (AIA Honolulu), Amy Blagriff (AIA Honolulu), Spencer Leineweber (AIA Honolulu), Kiersten Faulkner (Historic Hawaii Foundation), Kawika McKeagan (Oahu Island Burial Council), Hinaleimoana Falemei (Oahu Island Burial Council), Chasmin Aokoloski (Prince Kuhio Hawaiian Civic Club), Frank Hays (National Park Service, Pacific West Region), Pua Aiu (State Historic Preservation Division), Faith Miyamoto (RTD), Lawrence Spurgeon (PB), Stephanie Foell (PB), Leland Chang (Moderator), Jesse Souki (City)
Call-In: Nancy McMahan (State Historic Preservation Division), Elaine Jackson-Retondo (National Parks Service – Pacific West Region), Blythe Semmer (Advisory Council for Historic Preservation), Ted Matley (Federal Transit Administration), Elizabeth Merritt (National Trust for Historic Preservation)

A. Welcome and Purpose (Faith Miyamoto)

Ms. Miyamoto welcomed participants to the meeting and thanked them for their input. The purpose of this meeting is to review the comments received at last week's meeting and the updated Programmatic Agreement.

B. Introductions (Leland Chang and Participants)

Those present and representing agencies and those on teleconference introduced themselves.

C. Agenda and Groundrules (Leland Chang)

Mr. Chang reiterated that he is a neutral moderator and explained his role as keeping the discussions on task.

D. Summary of Discussion Points from the July 28th Meeting (Lawrence Spurgeon)

Mr. Spurgeon addressed the general concerns regarding the PA schedule and schedule development by explaining that the first drafts of the PA were prepared about one year ago. Since that time the Project Team has met with SHPD, HHF, and OIBC representatives to develop the document and address their concerns.

ACHP Question: How did the Consulting Parties receive their drafts for review and how did the Project team receive and respond to comments?

Project Response: All Consulting Parties received a copy of the Draft PA via mail. Comments were received via mail and verbally and have been considered in the preparation of this current document.

ACHP Question: How can the upcoming revised version be circulated for review and comments prior to the next meeting?

Project Response: Will be addressed at Next Steps Agenda Item.

Mr. Spurgeon reviewed the Summary of Revisions to the Programmatic Agreement as follows:

- Whereas clauses added to recognize design measures to minimize project effects, include the public, and follow state and federal laws.
- Recordation clause revised to address consultation with HABS/HALS staff.
- Commitment made to provide web-access to historic documentation.
- Consultation with signatories and concurring parties added for work products stipulated in the PA. Review of the products remains with the responsible party, which in most cases is the SHPD.
- Pearl Harbor NHL update added pending Navy commitment to access.
- Stipulation to repair any inadvertent damage.
- Preparation of a Traditional Cultural Properties study added.
- Jurisdiction of OIBC specifically recognized.
- Clarification of preservation in place option added.
- Placeholder provided for *force majeure* (acts of nature) clause

Ms. Miyamoto reviewed the Summary of Comments not incorporated into the Programmatic Agreement as follows:

- Preservation/restoration of resources not within the APE for the project
- Establishment of new City or State offices not directly affiliated with transit
- Preservation/restoration work to any resources not physically affected by the project

SHPD Question: If there is a limitation of financial resources available for mitigation locally, shouldn't the Project be able to use federal funds for mitigation purposes?

Project Response: The City has decided to not consider preservation / restoration / mitigation of those resources not physically affected by the Project and / or not within the APE for the Project. If applicable, federal funds could be used.

ACHP Question: [Directed to FTA] Is it permissible for federal funds be used for mitigation purposes for resources that are outside the APE?

FTA Response: In general federal funds can be used for mitigation. However, resources should be reviewed on a case-by-case basis.

HHF Question: Why is the City & County of Honolulu not listed as a Signatory on the Programmatic Agreement?

ACHP Response: Technically the applicant is an invited signatory.

OIBC Question: [Directed to FTA] OIBC has requested to become a signatory on the Programmatic Agreement, but has not received a response or determination.

FTA Response: The matter is still under consideration.

HHF Question: Will there be a separate Programmatic Agreement / Section 106 Agreement for the Navy?

Project Response: We have not received a response from the Navy regarding their participation as yet. We have incorporated provisions for the Pearl Harbor resource into the Programmatic Agreement.

E. Detailed Review of Revised Draft PA (Stephanie Foell)

- Page 2, 2nd Whereas:
ACHP Question: Is minimization and avoidance complete? Explain the opportunities for consultation on these resource impacts.
Project Response: This statement just recognizes considerations to date.
- Page 2, 3rd Whereas:
NPS Question: If the components will follow the Project's *Design Pattern Guidebook*, shouldn't the Consulting Parties have a copy?
Project Response: Yes.
OIBC Comment: Request a copy of the *Design Pattern Guidebook*.
Project Response: The *Guidebook* will be provided as an Appendix to the Programmatic Agreement.
NPS Question: Who created the *Guidebook*?
Project Response: The *Guidebook* was developed by the Agency during the initial planning phase.
NPS Question: Is it final or is it a living document?
Project Response: Essentially it is a living document with parameters noted that must be addressed.
- Page 2, 4th Whereas:
NPS Question: How are off-island agencies and individuals able to comment on station design?
Project Response: We will explore considerations to allow this input.
ACHP Comment: Suggest that the language and scope be broadened to include all consulting agencies and public comments.
- Page 3, 1st partial paragraph:
 Mother Waldron Playground is the name of the resource as provided in the National Register. The PA will continue this nomenclature.
 No Agency comments.
- Page 3, 6th Whereas:
 ACHP has decided to participate and language will be inserted reflecting this decision.
- Page 3, 9th Whereas:
 This statement notes applicable laws only.
 No Agency comments.
- Page 4, I. Recordation and Documentation A):
NPS Comment: The process and documentation is determined by NPS. They establish what views are needed photographically and determine documentation level and format.
Project Response: The Project Team would need to provide NPS with digital images of the resources and maps. The intent is to provide an archive of black and white photos for all of the resources for SHPD and address other resources as directed.
NPS Comment: Elaine Jackson-Retondo stated that she would provide suggested language for the submittals.
Project Question: What level of detail would SHPD require?
SHPD Response: Resource documentation is most often requested in the HABS/HALS format.
HHF Question: What was the purpose of having different levels of documentation?
Project Response: Levels are relative to the nature of the impact: physical or visual.

NPS Comment: Documentation of appropriate mitigation should be made available through a local repository.

Project Response: Appears that the best practices approach would be to provide preliminary information for all resources and then consult with NPS to determine the detail level needed.

NPS Comment: NPS will assist with the development of appropriate language.

AIA Question: Will additional digital photos be available for everyone?

Project Response: Project team will discuss process and advise.

- Page 4, I. Recordation and Documentation B)
No Agency comments.
- Page 5, I. Recordation and Documentation C)
HHF Comment: Define “possession of the City”.
SHPD Comment: Consider not using “Koko Head” as a direction as it may imply that the Project will serve the Koko Head area. Suggest “Ala Moana to ‘Ewa...”
Project Response: Project Team will consider this language.
- Page 5, I. Recordation and Documentation D)
HHF Comment: Define “possession of the City”.
Project Response: Project team will consider clarifying language.
- Page 5, I. Recordation and Documentation E)
HHF Comment: This should include much more including some type of geocoding. Suggest that a stipulation be made for the City to provide the means for developing this resource.
Project Response: There are several areas of consideration in this task which will need discussion.
- Page 5, II. Retain/Replace Lava Rock Curbstones
No Agency comments
- Page 5, III. Cultural Landscape Reports
SHPD Comment: Under most circumstances SHPD would be the responsible reviewer of the Cultural Landscape Reports. Therefore, SHPD is willing to assist with determining the details of the Reports.
NPS Comment: Please ensure that agencies are given the opportunity to provide expertise as well as comment on the CLRs.
- Page 6, V. National Register of Historic Places/National Historic Landmark Nominations A)
HHF Comment: Suggest no limit be stipulated as all eligible resources should be considered. How will resources be categorized and/or selected for documentation? Will the Context Statements be limited?
Project Response: As noted, signatories and concurring parties will participate in the process and their input will be used to shape the MPS process. The resources cannot be selected until the context is completed and resources likely to be eligible as part of the context can be selected. Identifying resources prior to the completion of the context would be premature.
HHF Question: How was the number of submissions determined?
SHPD Comment: This was discussed during the early development of the PA. The intention is that one resource per phase would be submitted.

Project Response: The process and studies should identify the appropriate resources and Project team will work with agencies throughout. It is likely that numerous resources within the APE and the project vicinity would be eligible underneath the context to be developed. Because of the nature of the MPS processes, more resources can be added to the nomination at any time. The Project cannot commit to an unlimited number of resources.

- Page 6, V. National Register of Historic Places/National Historic Landmark Nominations B)

Project Comment: Section will be updated when discussions with the Navy are concluded.

NPS Comment: Suggest removal of the wording “As appropriate” since NPS and SHPD must review the documentation.

- Page 7, V. National Register of Historic Places/National Historic Landmark Nominations C)

No Agency comments

- Page 7, V. National Register of Historic Places/National Historic Landmark Nominations D)

HHF Question: Is it possible to complete more than 12 NRHP nominations?

Project Response: Project team will work closely with SHPD, to determine resources to be documented. A provision with no limitations cannot be included.

- Page 7, V. National Register of Historic Places/National Historic Landmark Nominations E)

No Agency comments

- Page 7, VI. Traditional Cultural Properties

SHPD Comment: Add the Numerical ID for the Bulletin.

SHPD Question: Will the selection of resources be phase-related? A consistent approach to resource selection for all processes is preferred.

Project Response: Many issues will already be addressed in the mitigation process. Increases in mitigation expenses will need to be considered by the City.

HHF Comment: There should not be a funding limit to the mitigation and preservation processes. The City must do what is appropriate. HHF wants to actively consult on these issues and not just provide comments. 80% of the comments provided by the consulting parties have been dismissed.

Project Response: All comments were reviewed and carefully considered and included as appropriate.

NPS Comment: Consultation with agencies drawing upon their areas of expertise should be a Project priority.

OIBC Question: How proactive is the City willing to be? OIBC expects a transparent process for all historic studies. It is important that history prior to western contact also be considered.

- Page 7, VII. Interpretive Materials and Signage A)

No Agency comments

- Page 8, VII. Interpretive Materials and Signage B)

No Agency comments

- Page 8, VII. Interpretive Materials and Signage C)

No Agency comments

- Page 8, VIII. Review and Approval A)
Project Comment: Stipulation numbers will be updated as appropriate.
- Page 8, IX. Post-Review Discoveries for Built Historic Resources
No Agency comments
- Page 8, X. Programmatic Stipulations for Archaeological Sites, A) Initial Planning 3.
OIBC Comment: Want to ensure that OIBC is involved with any and all burial issues, prior, current and future discoveries. Would prefer detailed stipulation language rather than reference to HAR.
SHPD Comment: Suggest additional narrative to clarify jurisdiction.
- Page 9, X. Programmatic Stipulations for Archaeological Sites, B) Fieldwork 5.
No Agency comments
- Page 9-10, X. Programmatic Stipulations for Archaeological Sites, C) Treatment Plans
No Agency comments
- Page 10, X. Programmatic Stipulations for Archaeological Sites, D) Mitigation Plans, 2. Burial Treatment
OIBC Comment: Prefer that a detailed process be developed to guard against negligence. OIBC's responsibility is to make the determination on preservation in place. Project must follow these recommendations. It is important to OIBC that the Hawaiian voice be heard.
SHPD Comment: This section stipulates an expedited review of 10 days; 90 days is the normal review / response period.
Project Response: At any and each discovery OIBC will be consulted. Project will sample sites for any finding and will work to move any column to accommodate the preservation recommendations. Project team will work with OIBC and SHPD to develop a comprehensive process and provide clarification.
- Page 9, X. Programmatic Stipulations for Archaeological Sites, D) Mitigation Plans, 3. Data Recovery Programs, b.
No Agency comments
- Page 12, XI. General Provisions, D) Effective Date and Duration, 2. Duration
HHF Comment: Would like to see an expanded task list related to historic resources.
- Page 13, XI. General Provisions, F) Qualifications of Personnel
No Agency comments
- Page 13, XI. General Provisions, G) Work products...
Standard repositories added.
No Agency comments
- Page 13, XI. General Provisions, I) FTA shall...
Inadvertent damage clause added
No Agency comments
- Page 14, XI. General Provisions, J) *Force Majeure*
SHPD to provide text to be added.

F. General Discussion

SHPD Comment: Request that Project team provide updates by phase.

SHPD Question: Will the standard term and termination clauses apply?

NPS Comment: Suggest stipulation on post-construction monitoring.

Project Response: On-going monitoring and mitigation is part of the EIS.

OIBC Comment: [Directed to FTA] Waiting on word on signatory status determination.

SHPD Comment: The Programmatic Agreement does not address cumulative effects; how will this be approached?

AIA Comment: What other mitigation is being considered? Where is the Project in the Section 4(f) process?

Project Response: Final effects notification was received last week. In the 4(f) process the Project works individually with each resource. .

OIBC Comment: It is important that the Project show consideration for the Native Hawaiian community to preserve the integrity of the Project. Do not sacrifice 'pono' for time or money.

HHF Comment: There needs to be further discourse on the global and cumulative effects of the project.

G. Next Steps and Plan for the Third Meeting

- Next meeting is scheduled for Tuesday, August 8 at 10:00 am at the PB offices located at 1001 Bishop St., ASB Tower, 24th Floor
- *NPS Comment:* Please ensure that all documentation is provided to participants in time to provide a review prior to the meeting.
- *Project Response:* All notes and revised PA will be sent to participants by the close of business on Friday, August 7.
- *NPS Question:* What is the purpose of the third meeting?
- *Project Response:* Final PA.
- *NPS Comment:* There are large scale issues that need to be resolved. Focus our efforts and review all mitigation.
- *Project Comment:* We will explore the possibility of a meeting with SHPD and FTA only to get guidance on moving forward.
- *Commentator Comment:* Ultimately, signing parties need to agree and be comfortable with the Programmatic Agreement.
- *NPS Comment:* By Section 106 procedure, those individuals at the table are able to commit on behalf of the agencies they represent. Ensure that Project representatives who have this power are present at the meeting.

Participants are asked to keep the August 11 date open. An Agenda and plan will be developed and distributed.

ADJOURNED: 11:20 am

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting - No. 3

PB Americas Office, 1001 Bishop Street, Suite 2400

Wednesday, September 2, 2009

10:00 a.m.

Meeting Notes

Attendees

ACHP – Charlene Dwin Vaughn, Blythe Semmer (call-in)

AIA Honolulu - Jeff Nishi, Spencer Leineweber

City Corporation Counsel: Jesse Souki

Cultural Surveys Hawaii: Matt McDermott, Hal Hammett

City Department of Planning and Permitting (DPP): Terrance Ware, Kathy Sokugawa

FTA: Ted Matley, Joe Ossi, Ray Sukys, Jim Barr, Carl Bausch, Liz Velasco (all call-in)

Hawaiian Civic Clubs: Ko'olaupoko/Mahealani Cypher and Elizabeth Lau; Prince Kuhio/
Chasmin Sokoloski

Historic Hawaii Foundation (HHF) - Katie Kastner

National Parks Service, Pacific West Region (NTHP) – Frank Hays, Melia Lane-
Kamahele, Elaine Jackson-Retondo (call-in)

National Trust for Historic Preservation (NTHP) - Brian Turner, Elizabeth Merritt (call-
in)

Oahu Island Burial Council – Kehau Abad, Kawika McKeague, Hinalaimoana Falemei

Office of Hawaiian Affairs - Keola Lindsay

RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell

State Historic Preservation Division – Pua Aiu, Susan Tasaki (call-in)

Moderator: Leland Chang

A. Welcome and Introductions

- Leland Chang welcomed the consulting party (CP) participants and agencies.
- Self introductions were made by each representative.

Meeting Purpose and Guiding Principles of Programmatic Agreement (PA)
Process

- The purpose of this third meeting is to continue consultation with the CPs concerning development and finalization of the PA.
- The following ground rules for exchanging ideas and facilitating discussion were proposed:
 - remain purposeful and calm
 - listen and hear what others have to say
 - identify how each party can meet the needs of the other parties and their own agency/organization

- look for areas of compromise

C. Opening Statements

Leland invited each participant to state their goals for development of the PA.

- OIBC [Hinaleimoana Falemei]
 - Thank you for the opportunity to participate in this process.
- SHPD [Pua Aiu]
 - Define what is “reasonable” mitigation. Far apart at this point.
 - Looking forward to resolution.
- ACHP [Blythe Semmer]
 - A letter has been sent from ACHP to FTA concerning focus of the PA.
 - There is a perception that information flow is difficult.
 - Need to understand how FTA’s regulations apply to this project.
 - Engaging the CPs in this process is key; ACHP looks forward to this in the discussions.
 - Need to know why certain decisions were/are made.
 - Would like to see unresolved issues concluded, such as in general approach to mitigation before we move on to the specifics.
 - ACHP rarely notifies the head of an agency during the consultation process. However, the ongoing consultation has prompted the ACHP to approach the agency head
 - Need to ensure that the goals of the process are clear.
 - Establish what measures will be taken to get information to and from the concerned parties.
 - Encouraged that this meeting will allow some of these issues to be resolved.
- Working Group – HHF, NTHP, AIA Honolulu, NPS [Frank Hays spokesperson]
 - List of questions for FTA concerning their role and how would they approve this process.
 - Need an understanding of FTA’s policies relating to Section 106.
 - Need to think about direct and indirect impacts, public history, and the ability to understand and appreciate the history of those sites along the corridor. Level of impacts; direct and indirect, establish talking points and present to group.
 - Matrix was developed to provide a coherent list of measures being proposed.
 - CPs need to weigh-in on number of studies to be completed within PA.
 - Additional questions regarding where we are in the process – are we being pushed in this consultation process?
- Project Team [Lawrence Spurgeon]
 - Provided background on Section 106 process to date: establishment of APE, Eligibility Determination and Determination of Effects.
 - CPs have been provided all Section 106 documents submitted to SHPD for review
 - We have been listening to the CPs and have heard a lot of input over the last month.

- Dec 2007 – APE concurrence (except for cultural landscape). Moving forward using SHPD’s accepted Area of Potential Effects (APE).
- Cultural landscape studies and properties have a larger APE than architectural and historic properties.
- Aug 2008 – Draft determination of eligible resources was sent to all CPs for comment and received input. (See handout summary of CP input received to date.)
- Dec 2008 - Draft determination of effects on the archaeological resources. A new study report on historic effects was prepared, which was sent out in April 2009. Report represented all discussions to date on 22 resources and acknowledged the potential for cumulative effects within APE. 11 additional resources accepted from SHPD for a total of 33 adverse effects. As the process went on, discussions continued with CPs.
- RTD attempted to incorporate all concerns expressed by the CPs who provided input into the draft PA. However, the specific plans were rejected by SHPD as they felt we needed flexibility to address concerns throughout the Project life and did not want to limit the mitigation efforts.
- Measures to minimize harm have been incorporated into Project design.
- Phase-related mitigation has been generally discussed.
- The latest copy of the PA includes all the information forged from the last few meetings with the CPs and SHPD. We are looking forward to a successful discussion. [Faith Miyamoto]
- FTA [Ted Matley]
 - FTA has been requested to provide guidance on the PA process, which was distributed earlier this week.
 - FTA has a fiscal responsibility to ensure mitigation is appropriate to the impacts identified within the APE.
 - Cannot commit to mitigation of unsure/undefined impacts. Specific and immediate impacts of the Project should be mitigated.
 - Where speculative impacts are not easily understood, a commitment to mitigation is not supported.
 - National Register properties. Looking for the connection between the mitigation measure proposed and the actual impact of the Project. FTA cannot provide funds for those broad solutions; that cannot be directly identified. [FTA HQ]
 - Arts and transit. Displays within APE that are indicative of historic effects and historic places as part of the transit Project itself may be a bonafide expense that FTA would consider.
 - Questions to consider:
 - Have we identified an impact that is specific and directly attributable to the Project?

- What role does the Project really play in that impact? What is the appropriate mitigation measure for the Project's contribution to the impact?
 - Hawaiian Civic Clubs [Mahealani Cypher]
 - Remember Hawaiian culture
 - Disagree with FTA that some mitigation is inappropriate.
 - No mitigation at islandwide level is at issue.
 - Want to preserve Hawaiian heritage including Windward side of island.
- D. Guiding Principles / Standards for Evaluating PA Elements [Leland Chang]
- Review of handout: *Stated Principles and Standards for Evaluation of PA Elements*.
 - Added: Consider alternative mitigation.
 - Item K of PA: NTHP expressed concern that process could stifle and inhibit what is proposed for mitigation. Need to allow "give and take".
 - Not everything has a dollar value.
 - Discussion –
 - AIA - What is the intention? We need some sort of yard stick to evaluate the measures. We would like to look into additional alternatives. This could be part of the brainstorming session.
 - NTHP: Can we define appropriate use of project federal funds.
 - ACHP: We should recognize that not all mitigation requires Project funding.
 - Association of Hawaiian Civic Clubs: We want to focus on solutions.
- E. Outstanding Elements and Issues
- *Please refer to memorandum from Leland Chang on easel notes from today's session.*
- F. Solution Finding Brainstorm on Outstanding Elements
- *Please refer to memorandum from Leland Chang on easel notes from today's session on outstanding issues. A total of 18 issues were identified by the group.*
- G. Possibilities Discussion
- *Please refer to memorandum from Leland Chang on easel notes from today's session.*
 - Revisit project alternatives: elevated vs. at-grade.
- H. Next Steps
- Next meeting (No. 4): September 3, 2009 at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8 a.m.
 - Prioritize list of outstanding issues
 - Provide better definition of issues.
- J. Meeting Adjourned.

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting – No. 4

PB Americas Office, 1001 Bishop Street, Suite 2400
Thursday, September 3, 2009
8:00 a.m.

Meeting Notes

Attendees

ACHP - Blythe Semmer (call-in)
AIA Honolulu - Jeff Nishi, Spencer Leineweber
City Corporation Counsel: Jesse Souki
City Department of Planning and Permitting (DPP): Terrance Ware, Kathy Sokugawa
FTA: Ted Matley, Joe Ossi, Jim Barr, Carl Bausch (all call-in)
Association of Hawaiian Civic Clubs: Mahealani Cypher
Historic Hawaii Foundation (HHF) - Katie Kastner
National Trust for Historic Preservation (NTHP) - Betsy Merritt (call-in)
National Park Service, Pacific West Region – Elaine Jackson-Retondo (call-in)
Oahu Island Burial Council (OIBC) – Kehau Abad, Kawika McKeague
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell, Steve Hogan, Nalani Dahl, Judy Aranda, Lani Lapilio
State Historic Preservation Division – Pua Aiu, Susan Tasaki (call-in)
Moderator: Leland Chang

- A. Welcome and Introductions
- Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.
- B. Meeting Purpose and Ground rules [Leland Chang]
- Review the *Outstanding PA Elements and Issues* identified at the September 2, 2009 meeting and work toward resolution of these issues.
 - Would like to move from the realm of ‘no way’ to ‘possible’.
- C. Opening Statements
- OIBC [Kehau Abad]
 - Commitment to a specific route (alignment) and technology prior to PA studies is problematic. OIBC’s authority allows them to protect burials in place. There is a real possibility that they may only be able to preserve a few burial sites but not all. This is OIBC’s fundamental concern. Previous decisions by the City in terms of alignment truncate OIBC’s responsibility at these sites.

- NPS [Elaine Jackson-Retondo]
 - Would like FTA to answer questions concerning Section 106 consultation schedule and how it parallels with NEPA.
 - This is a collaborative decision-making process.
 - Concern about issues raised by EPA's comments on the Draft EIS:
 - EPA recommended that potential impacts of the guideway extensions should be discussed, which could affect the contents of the PA. Should this be a part of the 106 process?
 - Why was LRT/BRT not considered? Additional information should be included.

- FTA [Ted Matley]
 - This is a linear process and FTA has defined, through previous correspondence (email), its position on where the Project is in this process in terms of the EIS and Section 106 processes. An Alternatives Analysis process was completed, the Locally Preferred Alternative was selected (by the City Council), and a Draft EIS was issued to the public. The Final EIS and 106 processes are now being finalized.
 - PA must focus on mitigation of adverse effects of the Project within APE.

- Project Team [Lawrence Spurgeon and Faith Miyamoto]

After consideration of the CPs' input during this consultation process, the Project Team offers the following for consideration and resolution:

 - Architectural Historian: The City shall include an architectural historian on the Project through the completion of Project construction. The historian shall oversee completion of the elements of this PA, coordinate with the SHPD regarding the elements included in this PA, and coordinate with the Department of Planning and Permitting regarding land use planning activities, including transit oriented development, in the vicinity of project stations.
 - PA: IX. (B) - This stipulation identifies all reasonably foreseeable effects caused by the Project to historic properties within the APE. Should any Signatory identify potential additional, reasonably foreseeable effects caused by the Project after the execution of this PA, the FTA shall determine if the identified effect constitutes an adverse effect and shall request concurrence of the finding from the SHPD and consult with the Signatories to determine appropriate mitigation commensurate to the effect.
 - PA: X. (F) – This stipulation specifies that the City shall consult with the OIBC to develop an approach for consultation regarding any iwi kupuna discovered during the archaeological inventory survey. The City shall complete a draft approach for OIBC review

within six months of the adoption of this Programmatic Agreement.

- PA: VIII. (D) This stipulation specifies that the City shall undertake a Humanities Program to enhance visitor and resident exposure to the depth of history and culture in the vicinity of the Project. The City shall approach island schools to propose and develop the content for the materials included in this stipulation.
- Determination of Effects resulted in 33 adverse effects due to the Project. Cumulative effects analysis was a part of this determination. No comments were received from SHPD or other CP reviewers on this matter.
- Project cannot mitigate against speculative effects.

▪ ACHP [Blythe Semmer]

- ACHP assumes that this is a general process that provides for ongoing consideration.
- Further work needed to develop specifics in terms of process, responsibility and timelines.
- Add provision that City/FTA will develop a scope of work by a certain date.
- Groups of resources should be considered for mitigation.
- This PA provides an opportunity to consider not only documentation but also education, outreach, nomination of NRHP resources, rehabilitation fund, tax credits, etc.
- The Cultural Landscape Reports and Historic Context Studies are not just reports — their real importance is how the information will be used in terms of potential mitigation.
- Setting is clearly an impact.

▪ SHPD [PuaAiu]

- Certified Local Government (CLG) – would create a process, at a local level, for review of historic resources, permit applications, design guidelines and so forth.

▪ DPP [Terrance Ware]

- There is an underlying issue of “trust” that needs to be reconciled with all parties.

▪ AIA [Spencer Leineweber]

- Concern about proposed height of guideway.
- Flexibility is needed in considering change in height of guideway in order to minimize impact to historic resources.

D. Outstanding PA Elements and Issues [Leland Chang]

Please refer to memorandum from Leland Chang on easel notes from today's session.

E. Next Steps

- Next meeting (No. 4): September 11, 2009 at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8:30 a.m.

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Office, and Advisory Council on
Historic Preservation

Section 106 Consulting Parties Meeting – No. 5

PB Americas Office, 1001 Bishop Street, Suite 2400
Friday, September 11, 2009
8:30 a.m. - 11:30 a.m.

Meeting Notes

Attendees

ACHP - Blythe Semmer (call-in)
AIA Honolulu - Jeff Nishi, , Amy Blagriff
City Corporation Counsel: Jesse Souki
City Department of Planning and Permitting (DPP): Terrance Ware, Kathy Sokugawa
FTA: Ted Matley, Ray Sukys, Joe Ossi, Jim Barr, Carl Bausch (all call-in)
Hawaiian Civic Club: Mahealani Cypher
Historic Hawaii Foundation - Katie Kastner
National Trust for Historic Preservation (NTHP) - Betsy Merritt (call-in)
National Park Service, Pacific West Region (NPS) – Elaine Jackson-Retondo (call-in)
Oahu Island Burial Council (OIBC) – Kehau Abad
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell, Steve Hogan, Nalani Dahl, Judy Aranda, Gary Omori, Lani Maa Alipio
State Historic Preservation Division (SHPD) – Pua Aiu, Susan Tasaki
Moderator: Leland Chang

- A. Welcome and Introductions
- Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.
- B. Purpose and Approach [Leland Chang]
- Leland stated that the Project Team is looking forward to continuation of a collaborative problem solving process with the CPs to address and resolve remaining issues related to finalizing the Programmatic Agreement (PA).
- C. Summary of Progress to Date [Lawrence Spurgeon]
- The development of the PA began approximately one year ago and has been ongoing.
 - Since the first meeting on July 28, 2009, these last four meetings have focused on:
 - the principles of the PA development process.
 - mitigation of 33 adverse impacts documented in Effects Determination Report to SHPD.

- based on input from various CPs, mitigation has been proposed in the PA to address adverse impacts.
- resolution of outstanding issues concerning proposed stipulations by CPs are yet to be included in the PA.

D. Conclusion of Discussion of Outstanding Elements and Issues

➤ Questions/Concerns from CPs:

- Is a revision planned to include the 11 additional adverse effects in the Effects Report? **Response:** RTD is still awaiting SHPD's determination on why these 11 resources are considered adverse.
- Without having the results of the future CLR and HCS reports, it is difficult to conclude if there are additional effects that should be included in a revised Effects Report. [Kehau Abad].
- Time line of Project – proposed mitigation may be inadequate if time line is compressed and insufficient time is provided to evaluate alternatives to minimize harm. **Response:** This has been vetted throughout the NEPA and 106 processes at various decision points. [Ted Matley]
- 4(f) – OIBC has jurisdictional responsibility per Chapter 6E of Hawaii Revised Statutes.
- OIBC as invited signatory. **Response:** FTA will send letter to OIBC giving rationale for decision to encourage OIBC to be a concurring party to the PA but not an invited signatory. [Ted Matley]
- Preservation Grant Program – funds would be available for project owners of historic properties within impacted community, not necessarily within the APE, but within the vicinity. [Elaine Jackson-Retondo]
 - Federal grant programs are available. Could be identified after CLR or HCS or TCP studies are completed
 - Resource would need to be already on the NRHP or eligible for the register. **Action:** Blythe Semmer will look for examples of PAs and forward to FTA.
- Concern expressed about adequacy of contingency fund to mitigate.
- Need to involve OIBC all along on surveys to be completed and their disposition.
- Balance of documentation in PA – PA provides for mitigation of site specific effects and those that are currently unknown.
- Cumulative Effects – Definition of “Cumulative Effects” per Section 106 was recited: “Adverse effects of historic properties caused by the undertaking...” [Lawrence Spurgeon]
 - “Reasonably and foreseeable” is not “speculative” [Jim Barr]
 - DPP sees the TOD ordinance as broad and specifics have not been developed as yet. On page 3 of PA, a new Whereas clause has been added concerning TOD and creative zoning. Also, a new stipulation X (page 9) has been added to address “reasonably foreseeable” projects.
- Project guideway extensions are not part of the proposed action. [Jim Barr]

- Burial Plans – Concern that OIBC will be forced to move burials rather than leave in place. Likely in Downtown, there will be no option to avoid burials because there will likely be many. [Kehau Abad] **Response:** Project design can be modified to avoid discoveries.
- CLR and HCS – need to add in PA that studies must be completed during final design. Also, CPs want these studies to be completed well before the first segment of construction is started. The PA needs to make clear that evaluation and coordination must be done with OIBC and that the City must commit that substantial construction will not occur before studies are completed. The term “completion” as it relates to these studies should be defined as well as acceptance from SHPD. **Response:** RTD will add time frame in PA to conduct and complete these studies.
 - Results from these studies need to be incorporated into the PA; CPs will be allowed to consult and review results of studies as well as potential NRHP nominations.
 - 4(f) implication on avoidance alternatives need to be completed if resource is determined to be eligible.
- *Please refer to separate handout provided on Outstanding PA Elements and Issues.*
- *Please refer to handout of list of list of proposed Stipulations.*
- **Action:** RTD will resend original list of NRHP eligible resources for which documentation has been proposed to CPs for review.
- ACHP would like more specifics in PA; concern about format of photographs discussed.
- Want specific proposals for what will happen “on the ground” within APE [Jim Barr]
- Fund – CPs would like to recommend that City Council include in TOD requirement that developers reserve a percentage of project devoted to historic resources.
 - City will explore and develop mechanism for establishing this fund.
 - Fund must be legally OK to administer and manage due to funding restrictions [Jesse Souki]

E. Settlement Proposals

- Potential mitigation alternatives are part of the PA development process. Project Team distributed the *Stipulations Crosswalk* matrix for review by CPs.

F. Steps to Conclude Consultation and Finalize PA

- ACHP recommended that we identify those outstanding elements that are agreed upon. PA describes ongoing consultation which should ensure ongoing compliance.

G. Wrap-up and Aloha

- Next meeting (No. 6): September 21, 2009 at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8:30 a.m.

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting – No. 6

PB Americas Office, 1001 Bishop Street, Suite 2400
Monday, September 21, 2009
8:30 a.m.

Meeting Notes

Attendees

ACHP - Blythe Semmer (call-in)
AIA Honolulu - Spencer Leineweber
City Corporation Counsel: Jesse Souki
City Department of Planning and Permitting (DPP): Terrance Ware, Kathy Sokugawa
(call-in), Terrance came in for last few minutes of meeting)
FTA: Ted Matley, Jim Barr, Carl Bausch (all call-in)
Association of Hawaiian Civic Clubs: Mahealani Cypher
Historic Hawaii Foundation (HHF) - Katie Kastner, Kiersten Faulkner
National Trust for Historic Preservation (NTHP) - Betsy Merritt, Brian Turner (call-in)
National Park Service, Pacific West Region – Frank Hays
Native Hawaiian Legal Corp. (NHLIC) - David Kimo Frankel
Oahu Island Burial Council (OIBC) – Kehau Abad, Kawika McKeague
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell (call-in),
Steve Hogan, Nalani Dahl, Judy Aranda, Lani Lapilio, Kaleo Patterson, Ryan Tam
State Historic Preservation Division – Pua Aiu, Susan Tasaki (call-in)
Prince Kuhio Hawaiian Civic Club – Mary Fiecker
Hui Malama I Na Kupuna O Hawaii Nei – Halealoha Ayau, Konia Frietas, Melva Aila,
William Aila

Moderator: Leland Chang

- A. Welcome and Introductions
 - Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.

- B. Meeting Purpose [Leland Chang]
 - The purpose of this meeting is to continue consultation with CPs to review the current Draft of the Programmatic Agreement and work toward finalization.

- C. Review of Updated Programmatic Agreement [Leland Chang]
 - **General Comments**

ACHP We should come to an agreement on the overall concept of the Programmatic Agreement (PA) before we move forward by asking ourselves the following questions:

- What is the goal of the PA in relationship to the project?
- What do we have in place and what do we have yet to realize?
- The purpose of the PA is to set a process in place for implementing the project and identifying its effect on Historic Resources.
- We have the opportunity to create a system to manage implementation and ensure how CPs will be involved in implementation and with work in progress and to memorialize mitigation measures that have already been agreed upon.

FTA FTA's role in this process is to bring together those interested in or affected by the project and to ensure mitigation is methodological and that concrete measures on the ground will make a difference. The current agreement has made good progress, and FTA hopes to wrap up the PA today and move forward.

Project Team The current version of the PA (9/16/09) has been restructured to follow the recommended reformatting requested by the ACHP. Input from ACHP, SHPD, HHF and others has been taken seriously and has resulted in substantial changes to the PA. The intent is to specifically address all issues that are within the project's scope and authority. We appreciate everyone's review to be sure we are still on track with our wording for intent.

▪ **Title**

NTHP Does the City and County of Honolulu need to be listed in the title?

ACHP There is no requirement for the City to be included in the title.

TITLE: RESOLUTION / ACTION

None

▪ **Whereas Clauses**

Project Team There are three new "Whereas" clauses for review.

NHLC There are no burial sites listed in the Whereas clause concerning Resources on page 3, however, the DEIS states that there are burial sites in the project corridor.

Project Team Although burial sites may be in the corridor, there are no known burials affected by the project. However, archeological surveys will be completed during the project to identify these resources.

NHLC Is the intent to enter into the PA prior to completion of the various studies specified in the PA?

Project Team The purpose of the PA is to set down the guidelines.

OIBC A solution to our concerns would be a phased approach based on the type of study, not necessarily the geographic location. Some archaeological work must be completed prior to the onset of the project to ensure that we comply with the spirit of the PA.

HHF City and County as a whole (not just DTS) should sign the PA, committing on the City's behalf.

FTA Suggested language: add Whereas clause: "Whereas, the City & County of Honolulu has adopted this agreement by resolution ..."
This should lend authority to the PA.

Counsel DTS will adopt the PA not the City and County.

HHF What happens if DTS agrees to something that is out of their control?

Project Team DTS makes the agreement and bears the responsibility to implement through coordination with other departments as appropriate.

Counsel We will investigate internally to see what the City is willing to do (i.e., possibility of the Mayor signing the PA).

WHEREAS CLAUSES: RESOLUTION / ACTION

1. Project team will investigate who can / will sign for City.

▪ I. Roles and Responsibilities

OIBC OIBC received a letter from Leslie Rogers of the FTA and was advised of its status as consulting party rather than an invited signatory. It is the OIBC's responsibility to enforce the terms of the PA as it pertains to new burial sites found. If OIBC is

not an invited signatory what happens to its jurisdictional responsibility? OIBC's concern is not about enforcement per se. Suggest a new Whereas clause (NEED SPECIFICS FROM KEHAU).

- FTA We have no comment on the suggestion as we do not support OIBC as an invited signatory.
- HHF Why do you object to having the OIBC sign the agreement?
- FTA The draft PA, as written, states that if human remains are uncovered work will cease, and project will be modified or the remains reinterred. There is a mechanism in place to deal with the issue and FTA finds this sufficient.
- OIBC To emphasize, OIBC has the sole authority and responsibility to determine the disposition of new remains. Any given burial may remain in place. We are trying to avoid the potential eventuality that we have no options to effectively mitigate. Need to develop substantive handling procedures.
- ACHP The regulations say that FTA 'may invite' and the decision is theirs to make.
- Hui Malama Does that mean the Laura Thielan/Department of Land and Natural Resources should be advocating for the OIBC?
- SHPD FTA consulted with SHPD on this issue and SHPD did not comment. There is a concern because OIBC is not an administrative agency; and a question remains on whether OIBC can bind future city councils and mayor?
- Project Team As long as the archeological survey process is completed well ahead of construction to discover new burials and their disposition, OIBC can effectively deal with this issue.
- OIBC The point we are trying to make is that we have statutory authority. We want to insert stronger language in the PA that requires more intensive surveying to be conducted prior to the start of the project. We also want to be involved in the Section 4(f) analysis, which requires an avoidance alternative analysis be completed.
- SHPD Normally cemeteries and burial sites are not 4(f) properties. TCPs are for Native Hawaiian burials and describe a process on how to react to findings.

- Project Team The process will be developed as described in the PA and is ready for review.
- NPS Land that contains human remains are not *usually* a 4(f) issue but there are circumstances that, if met, do make the area a 4(f) concern (e.g., Traditional Cultural Properties).
- OIBC Between Waiakamilo Road and Ala Moana Center the alignment leads through sandy soils that are known to be popular burial sites. Since 1986, 500 burials have been found between River and Keeaumoku Streets.
- SHPD We really want to be specific in the PA as to how burials and other issues found in the corridor will be handled. We want to be sure that burials are treated with equal consideration as other Historic Resources.
- NTHP Is this issue being raised because it is anticipated that the density of burials is such that it will be impossible to avoid them?
- Project Team Yes, this is the concern, but there is no evidence to support this claim. We take the NEPA process very seriously. Archeological surveys will be completed prior to construction and if remains are found there is a process for handling burials in place. The Alternatives Analysis (AA) was completed in October 2006 and was a public process.
- OIBC Yes, but the AA was completed without OIBC's input.
- FTA When a local agency does an AA, the FTA is not always involved. The Notice of Intent indicates that environmental analysis has been going on since 2005.
- NPS The 4(f) analysis originally completed found only de minimis impacts on Historic Resources and this has since been changed. So can the 4(f) analysis be revised to include burials?
- Project Team FTA and the City are in the process of reviewing the revised Section 4(f) evaluation that will be documented in the Final EIS. 33 resources have been identified as adversely affected. There are no eligible burials or archaeological resources identified as it pertains to the 4(f) evaluation. It was determined early on that this alignment and design would attempt to avoid the most likely burial areas as identified from

our analysis. The intent is to cause the least disturbance to burials.

Inventory surveys will be completed and this information will be used in our design. The City will undertake mitigation as necessary to avoid impacting burials.

It should be noted that the City completed archeological studies during the AA phase, which resulted in selection of the current alignment (i.e. avoided Queen Street) and which considered information about burial sites. To claim that the project moved forward without study is inaccurate.

OIBC There have been more findings on Queen Street because there have been more projects in the area. There have not been as many projects along Halekauwila Street so there have been fewer studies done. The absence of studies does not indicate there are no findings. Large epidemic burial sites are known to exist in the sandy areas along the corridor even if their exact locations are unknown at this time.

SHPD Requested soil maps with the project overlaid be provided.

Project Team We will provide the AA Report, Historic and Archaeological Technical Report and associated soil maps to the CPs for review.

A small focus group will be formed to work through issues concerning burials, possible options to avoid them and timing of the Archaeological Inventory Surveys for each of the construction phases. The group will focus on Phase 4 construction.

The composition of this focus group will include: OIBC, SHPD, Hui Malama, Cultural Surveys Hawaii, AIA, and OHA and selected members of the Project Team.

FTA Since most of the burial sites are expected to be found in the Phase 4 construction area, FTA would like completion of the PA studies be done immediately, if possible.

FTA requested that a new Whereas clause be added to the PA noting that “significant burials between Downtown and Ala Moana are likely”.

A new stipulation should be added that allows the studies to be done way ahead of construction to allow OIBC the ability to decide how to handle the burials.

Stipulation 3 should be reworded to focus on Phase 4.

FTA reiterated that the Project has selected a Locally Preferred Alternative (LPA) and alignment.

Project Team Burials were not the only consideration when the current alignment was established. However, the Project Team is certainly open to doing more investigation to get a better handle on this matter. It should be noted that during the 2005 AA and Scoping processes, we specifically asked for guidance on alternatives and impacts. In November 2006, the City Council held five public meetings on the process and additional scoping took place.

HHF If the focus group is planning to consider other alternatives or if the alignment changes, HHF would like to be involved.

ACHP The purpose of the focus group will be to determine how the process for handling burial sites can be written into the PA (Stipulation III).

ROLES AND RESPONSIBILITIES: RESOLUTION / ACTION

1. Focus group will convene to work out the details for handling burial sites.

II. Traditional Cultural Properties (TCPs)

ACHP Need to define the procedure for conducting the Archaeological Inventory Surveys (AIS). For example: how will City work with consultant? How will study be structured? How will CPs be involved? How will City deal with results? What are the actions? This element will be an ongoing evaluation item and should allow for the process to play out—including time line.

NTHP We are concerned that the participation of Native Hawaiian organizations may be too limited in focus.

HHF Focus is on Native Hawaiian groups but other ethnic groups (e.g., Filipinos) may have an interest as well. HHF suggested changing the PA text to include the CPs.

Project Team The intent is that review will be completed once the document is completed, not during the process.

TRADITIONAL CULTURAL PROPERTIES: RESOLUTION / ACTION

1. Project team will provide detailed procedure for AIS.

IV Design Standards

HHF We reference the Secretary of Interior standards to allow new construction in areas that are in coordination with historic properties. We would like to see this wording strengthened.

Project Team We will discuss with our project architects.

SHPD It is our understanding that we are consulting on the guideway and not the stations.

Project Team This plan encompasses the guideway and the stations.

HHF We would still like to see 35% and 60% drawings – perhaps make updates to the Design Pattern Book.

Project Team We should be able to provide the design drawings as requested.

FTA Perhaps we can put mitigation measures in the ROD. Design/Build (D/B) contractor will follow the Design Pattern Guidebook. FTA's Project Management Oversight Consultant (PMOC) would then provide oversight.

Another provision could be included in the ROD stating that the D/B contractor will follow the SOI design standards.

NTHP Section 4(b) provides information on station design workshops but this text is too vague.

DESIGN STANDARDS: RESOLUTION / ACTION

1. Project team agreed to provide 35% and 60% drawings.
2. Consideration of ROD provisions.

V. Recordation and Documentation

Project Team Some items in this section are broader in scope and others are more specific. The intent is to do contextual studies first so that they can inform what should be done in specifics.

ACHP This section could be used to allow the specific document items to be prioritized based on the results of studies.

Project Team Direct consultation seems to be the preference.

Any feedback on HABS/HALS?

HHF The section says that photos, etc. will remain in the possession of the city; please clarify. Project Team stated that it will be housed at the City's main municipal library.

ACHP Will redline text and submit to CPs for review.

RECORDATION AND DOCUMENTATION: RESOLUTION / ACTION

1. ACHP to provide changes for review.

D. Next Steps

- Next meeting: September 23, 2009 at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8:30 a.m.
- Call in: 1-888-742-8686; ID 3784294

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting – No. 7

PB Americas Office, 1001 Bishop Street, Suite 2400
Wednesday, September 23, 2009
8:30 a.m.

Meeting Notes

Attendees

ACHP - Blythe Semmer (call-in)
AIA Honolulu - Spencer Leineweber
City Corporation Counsel: Jesse Souki
FTA: Ted Matley, Jim Barr, (both call-in)
Historic Hawaii Foundation (HHF) - Kiersten Faulkner
National Trust for Historic Preservation (NTHP) - Betsy Merritt, Brian Turner (call-in)
National Park Service, Pacific West Region – Frank Hays, Elaine Jackson-Retondo (call-in)
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell (call-in),
Steve Hogan, Nalani Dahl, Judy Aranda, Kaleo Patterson, Ryan Tam, Laura
Assum-Dahleen
State Historic Preservation Division – Pua Aiu, Nancy McMahon (both call-in)
Moderator: Leland Chang

- A. Welcome and Introductions
- Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.
- B. Meeting Purpose and Ground rules [Leland Chang]
- The purpose of this meeting is to continue consultation with CPs to review the current Draft of the Programmatic Agreement and work toward finalization.
- C. Continued Review of the 9/16/09 Version of the Programmatic Agreement [Leland Chang]
- **STIPULATION VI. NATIONAL REGISTER OF HISTORIC PLACES/
NATIONAL HISTORIC LANDMARK NOMINATIONS**
NPS The Multiple Property Submissions (MPS) is part of the
Historic Context Studies (HCS) completed under Section V.
Recordation and Documentation. Why is the MPS shown
separately in the PA?

Project Team	Section has been revised to state that the HCS will accompany the MPS.
NPS	What happens if NPS determines there are additional resources to be included?
Project Team	We do not anticipate identifying additional resources within the APE. However, if additional resources are identified, provision XI. B Post-Review Discoveries describes the procedure to be followed. It should be noted that MPS may include properties that are outside of the APE.
NPS	If additional resources are identified within the APE, this would trigger the Section 4(f) process.
Project Team	If additional resources are identified and determined eligible, FTA would review whether there is an adverse effect, with consideration for avoidance and mitigation. The 4(f) process allows for discovery at a later date.
NPS	Returning to Traditional Cultural Properties (TCPs), if we believe that there are TCPs in Chinatown, shouldn't we go ahead and identify them now?
ACHP	The format of the PA has been revised to ensure that issues such as these are addressed early on. See Stipulation II of the 9/16 draft. This clarifies the process and then addresses additional treatment measures. TCPs are different than those properties where NPS may determine the appropriate documentation measure
HHF	The MPS section is too passive as it simply indicates that it will be defined. This submission needs to flow from the HCS and include chronological details, responsible parties, time frame, and task mapping. The City will submit the MPS to SHPD and with the Navy, as appropriate.
AIA	MPS section states the individual properties will not be documented, however, all should be identified.
Project Team	Wording has been clarified that each property will be documented and submitted as a group-- not as individual properties.

NTHP	<p>Suggest expanding the qualifications of the individual (to include architectural expertise) who will be completing the submissions.</p> <p>Concerning VI (B): it appears that this provision is contingent on Navy action.</p>
Project Team	<p>We have been communicating with Navy officials on this issue and they have indicated their willingness to work with us to complete their study update. However, we do not yet have approval or commitment in writing.</p>
ACHP	<p>This is a very important issue to the ACHP and is an important part of the mitigation package. We want to structure this section so that it is enforceable.</p> <p>Add provision that approval from Navy is required.</p>
NPS	<p>The main impact to Pearl Harbor is visual. What mitigation measures might be available to minimize the visual impacts?</p>
Project Team	<p>From a practical standpoint landscaping could be used as mitigation. Also, consider preservation through the grant type funding.</p>
NPS	<p>The Makalapa historic view shed has already been identified as being impacted by the elevated rail. Does the Section 4(f) evaluation address this in terms of avoidance alternatives such as an at-grade?</p>
FTA	<p>Visual impacts are difficult to mitigate. When alternatives were being considered (during the AA phase), it was found that an at-grade system would not meet the purpose and need of the project. The only way for the system to truly be ‘rapid’ is to be elevated.</p>
HHF	<p>In brainstorming other mitigation, could bridges be designed more elegantly to minimize the bulkiness and concrete mass of the guideway?</p>
Project Team	<p>The basic design is fairly fixed and the base structure design actually minimizes noise, but there are some aesthetic issues that could be addressed that would make it more attractive. Structural concerns established the current shape; although proposals have been received from the potential Design/Build (D/B) contractors that reconsider the depth of the structure.</p>

There is potential for a smaller profile and perhaps some adjustment in the height of the guideway, but there is no way to escape the fact that there is going to be a visual impact.

- HHF Is concrete construction the only option?
- Project Team Concrete or steel are the options. Concrete has been chosen because of its relative cost effectiveness. Guideway D/B contractors will be required to provide assurance of consistency in the color and texture of the concrete throughout the guideway.
- NPS There are a lot of transit projects that use art-type aesthetics to mitigate impacts. Could this be a consideration for the important view sheds? The Pattern Book needs to address visual concerns.
- Project Team This is still under consideration.
- FTA Comments and input from the public on the DEIS related that the visual impact of the project is significant and steps are being taken to address this issue.
- HHF Suggest that treatment areas not be limited, but mitigation be applied universally wherever possible. There are areas where special attention could be utilized.
- AIA If bid proposals have been submitted, how can the CPs influence the decisions regarding aesthetics/visual impacts?
- Project Team The first Phase bid proposals have been received, which include aesthetics information. Actual construction will not begin for 8 or 9 months so there is time.
- HHF Are the contractors bound by the Design Guidebook?
- Project Team Yes.
- NPS Has the RFP been released?
- Project Team Yes, and bid proposals have been submitted.
- NPS Can CPs review the RFP?
- Project Team We will check into this.

NTHP	Concern about fragmentation of existing neighborhoods. Is mitigation possible to improve connectivity?
Project Team	This issue is addressed in the Final EIS. By and large the guideway is following long-established transit corridors so there is very little fragmentation. The Downtown station in particular will provide an enhancement for the public by building a cross-highway walkway.
NPS	Is noise mitigation covered under NEPA or should it be covered under Section 106?
Project Team	In following the FTA criteria, there are no noise impacts due to the Project.
ACHP	Want to ensure coordination with SHPD on the Historic Properties Database.
HHF	Thank you for including the provision for a database. Also, we want to ensure the public has access to the database, including access control.
Project Team	The database provision has been rewritten.

STIPULATION VI: RESOLUTION / ACTION

1. Provide detail of the process for Multiple Property Submissions
2. Confirm coordination with Navy on updated the NHL nomination for Pearl Harbor National Historic Landmark.
3. Provide process for visual impact mitigation through aesthetics. Should this be a separate Stipulation?
4. Check if the Guideway D/B RFP is available for CPs to review.

▪ **STIPULATION VII. INTERPRETIVE MATERIALS AND SIGNAGE**

ACHP	This stipulation needs more detail. What is the deliverable of the Humanities program? Describe the concept and who will develop the outline plan and how will CPs contribute? Explain what the product/deliverable is, the curriculum, requirements of final product, when it would be delivered, and distribution plan.
FTA	HHF's Stipulation 5 – Public Education is well thought out and presented.
HHF	Perhaps the materials could be organized by audience – e.g., riders, owners of historic properties, children, etc.

STIPULATION VII: RESOLUTION / ACTION

1. Project team will review and provide additional detail. CPs will provide comments.

▪ VIII. Mitigation of Specific Resources

NTHP	Will the lava rock curbstones be re-installed by the City? Intent is unclear.
Project Team	Yes, the intent is that they will be re-installed.
HHF	Suggest that mitigation under B.) be changed to “retro-fit to meet structural integrity standards” rather than ‘current standards’. What is the issue concerning Kapalama Canal Bridge?
Project Team	The bridge rails do not meet standards.
HHF	Do we know if the current rails original historic features or have they been changed?
Project Team	We are unsure.
AIA	We can do research on historic features and advise.
NTHP	We often see SHPD review issues such as this.
ACHP	SHPD has probably worked on these types of issues on FHWA projects.
Project Team	As this is essentially post-ROD work, it will go through the Section 106 Process. We will add a reference providing for SHPD consultation and review.
HHF	Are the True Kamani Trees historic?
Project Team	They are a set originally planted by the Outdoor Circle and SHPD identifies them as historic.
HHF	Request that an exhibit be added on the details of preservation, where they exist and where they are to be relocated. Also, add SOI standards should be followed.
NPS	Are the Kamani Trees eligible for the National Register?

SHPD	They were determined to be Heritage trees so should be eligible.
HHF	On the Parks issues, provide detail on commitment. \$250,000.000 appears insufficient. Why was Irwin Park excluded from this draft?
Project Team	We are considering reference to this section as “adversely affected parks” rather than identifying the parks individually. Park jurisdiction varies so we will need to work with each owner to establish a plan. We will provide enhancement funds, if the owner agrees.
FTA	We should name all three parks: Walker, Mother Waldron and Irwin. FTA would support a \$1,000,000 fund. However, if the funds are not used, the remaining funds could be rolled over to the historic preservation fund described in stipulation IX. B.
Project Team	City is willing to commit, \$250,000 for each park for a total of \$750,000; with any unused funds going to the Historic Preservation Committee (HPC) fund.
HHF	Is it possible to hold design charettes with owners and perhaps adjacent businesses (e.g., Aloha Tower Marketplace and Topa Tower) and the public).

STIPULATION VIII: RESOLUTION / ACTION

1. Review A) for clarity of intent to re-install curbstones.
2. Add reference for SHPD consultation and review.
3. Determine if True Kamani Trees are NR eligible.
4. City will commit \$750,000 to parks rehabilitate and maintain.
5. City will consider plan for design charettes for parks.
6. Add following guidance from the Secretary of the Interior standards.

▪ **IX. Measures to Address Reasonably Foreseeable Indirect and Cumulative Effects Caused by the Project**

Project Team	The purpose in B) is to provide for a specific outlay of monies that can be used for restoration and enhancement for eligible properties in the corridor in recognition of indirect and cumulative effects.
AIA	How was the \$1,000,000 amount determined?

Project Team	The funds are tied to properties within the APE. The City looked at what mitigation could be effected (direct mitigation and indirect effects) and determined the cost to be at about \$1,000,000. These funds can be used for any aspect of historic preservation.
NTHP	The mechanism / process appears to provide sufficient flexibility for making decisions on how the funds can be used. There needs to be flexibility on the time (other than during construction) frame that the funds can be utilized. It is unlikely that preservation work would be done at the same time that construction is underway.
Project Team	It is understandable that some owners would prefer to wait until after construction is complete to complete the preservation work. However, we also need to consider the time limitations of the GET funds.
NTHP:	The CPs need to come up with a list of possible projects and costs.
HHF	Concern that \$1,000,000 may not be sufficient. Perhaps the Preservation Fund should be a separate stipulation?
SHPD	Suggest providing additional detail about the HPC's responsibilities, procedures and timelines. HPC should also follow the SOI standards. Also, describe intent of fund.
Project Team	The intent is that the HPC would essentially provide an objective 3 rd party review.
HHF	Concerning the CLG and Main Street Programs, the City does not have a preservation program, although they have enabling legislation.
Project Team	In discussions with the City's Department of Planning and Permitting (DPP), DPP has indicated that Main Street and CLG type programs are redundant with programs they have in place, including the recently adopted TOD Ordinance. The intent of the Project architectural historian is to assist with ensuring that the tools are utilized and that coordination between City departments occurs. The scope of the work must be relevant to the project.
ACHP	Section A) is vague. Could the role of the Project architectural historian be expanded to include this individual being the point

person to implementing the Stipulations, assisting with granting program and coordinating programs and efforts, scheduling of regular reporting and meetings?

Project Team-Yes. The description of this position will be strengthened.

STIPULATION IX: RESOLUTION / ACTION

1. Preservation fund could be a separate stipulation?
2. Add following guidance from the Secretary of the Interior standards.
3. Expand and define the role of the Project architectural historian to include implementation, coordination and regular reporting.
4. CPs to develop list of possible preservation projects and costs.
5. Describe intent of preservation fund.

D. Next Steps

- Consulting Parties will provide any additional comments on the September 16th version of the PA by Friday, September 25th, close of business.
- Project team will provide updated PA for review by close of business, Monday, September 28th.
- Next meeting: Wednesday, September 30, 2009 at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8:30 a.m.
- Call in: 1-888-742-8686; ID 3784294

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting – No. 8

PB Americas Office, 1001 Bishop Street, Suite 2400
Wednesday, September 30, 2009
8:30 a.m.

Meeting Notes

Attendees

ACHP - Blythe Semmer (call-in)
AIA Honolulu - Spencer Leineweber (call-in)
City Corporation Counsel: Jesse Souki
FTA: Ted Matley, Jim Barr, Ted Matley, Ray Sukys (all call-in)
Department of Planning and Permitting – Kathy Sokugawa, (call-in), Terry Ware (after
11 am)
Historic Hawaii Foundation (HHF) – Katie Kaster, Kiersten Faulkner
National Trust for Historic Preservation (NTHP) - Betsy Merritt, Brian Turner (call-in)
National Park Service, Pacific West Region – Elaine Jackson –Retondo (call-in)
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell (call-in),
Steve Hogan, Judy Aranda, Kaleo Patterson, Ryan Tam, Laura Assum-Dahleen
State Historic Preservation Division – Susan Tasaki (call-in)
U. S. Navy – John Muraoka, Patty Coleman (call-in)

Moderator: Leland Chang

- A. Welcome and Introductions
 - Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.

- B. Meeting Purpose and Ground rules [Leland Chang]
 - The purpose of this meeting is to continue consultation with CPs to review the September 28 Draft of the Programmatic Agreement and work toward finalization.

- C. Continued Review of Updated Programmatic Agreement [All Parties]
 - **X. Construction Protection Plan**

FTA Suggest removing this Stipulation as the Construction Mitigation Plan is part of the FEIS process. The Transit Noise and Vibration Impact Assessment provides the criteria. The

FEIS and ROD will contain an extensive Construction Mitigation Plan. FTA can provide suggested verbiage.

- NTHP We were actually planning to make the opposite comment as we would request that some specific provisions for noise and vibration impacts as it relates to historic buildings.
- NPS Are these recommendations or are they requirements?
- Project Team The Transit Noise and Vibration Impact Assessment provides specific criteria that must be met.
- ACHP If providing the details of the Assessment is duplicative, perhaps we could site specific references. If the publication itself is referenced, can we ensure that the base line information can be easily retrieved for everyone's reference? This language is standard as presented as we have seen similar discourse in other Programmatic Agreements. This section should also include statements that clarify the City's obligation to inform the contractors and subcontractors of their responsibilities concerning historic resources.
- NTHP Is it possible to provide a list or map of resources and their corresponding threshold?

STIPULATION VI: RESOLUTION / ACTION

1. Jim Barr of the FTA will provide some suggested language for this section
2. Project team will provide table of properties and associated Noise and Vibration Impact thresholds.

▪ XI. Post Review Discoveries

A and D at this meeting

- ACHP This section is like an insurance policy. The greater specificity we can provide about the process the more we will enhance the effectiveness of the Programmatic Agreement.
- Project Team The sections we are reviewing today are related to built historic properties.
- ACHP This is where we describe the response plan to handle the unexpected and the subsequent development of treatment plan.

Project Team	Basically we are following the guidelines set in the HRS which does contain specific timeframes. We can develop the specifics within the context of Section 106. What is a reasonable time frame? Two weeks?
ACHP	Hopefully none of the post review discoveries procedures will ever be used but need them specified and in place.
SHPD	Chapter 6E- 8 HRS provides guidelines for emergency project. Perhaps use as a building block; describes consensus within 3 days.
NTHP	We know that FTA will guarantee the process. Will they pay the cost?
Project Team	The project is committed and we cannot separate funds.
HHF	Perhaps Section D) should be under the Construction Mitigation Plan.

STIPULATION XI: RESOLUTION / ACTION

1. Project Team will develop language for A – specific timelines, etc.
2. Consider moving Section D) to Construction Mitigation Plan Stipulation.

▪ XII. Public Involvement

ACHP	This is standard language for all Programmatic Agreements.
NTHP	During the first few years the reports could be quarterly when construction activity is intense.
ACHP	Could you use the project website to post information on a regular basis and advise that it exists. If more current information is desirable, how can we make that easy?
HHF	Several of the stipulations have a PI component. Is this in addition to those? This is a good way to address public issues and really explain the intent of this section.
ACHP	Perhaps a change in the name of the Stipulation would suffice.

HHF Is this part of the overall PI program?

Project Team Yes, will be one element.

STIPULATION XII: RESOLUTION / ACTION

1. Project Team will update language to ensure intent is clear

▪ **XIII. Administrative Procedures**

HHF C) 2 – The HHF suggestions for this section reviewed details of the reports.

Project Team Annual meeting with regular updates to the website within a regular time period could be acceptable.

NTHP How was the end date of December 31, 2018 determined?

Project Team Construction ends.

NTHP E) At the time there is consideration of extensions to the systems – new agreement or same?

Project Team See Whereas – Page 4 regarding ‘future extensions’

STIPULATION XII: RESOLUTION / ACTION

1. Project Team will update as a framework

▪ **Page 1** No Changes

▪ **Page 2**

NTHP Attachments A and B have not been provided. A = detailed maps and for the adversely effected properties – details to include boundary maps.

Project Team The Attachments went out with the original Programmatic Agreement. We can post to the FTP and provide link to CPs.

HHF Do we have a confirmed list of historic resources? Could we create reference table that lists the resources and the effects?

- Project Team We have development the NEPA documentation which lists the general effects. There are some properties for which we do not know the exact effect.
- NPS Any more discussion on the true kamani trees and what is that resource?
- Project Team The description on the Eligibility form indicates that the true kamani tress are a design component of Dillingham Blvd.

PAGE 2: RESOLUTION / ACTION

1. Project Team will post Attachments on the FTP site and advise CPs.
2. Project Team will work to develop a Reference Table for the historic properties in the APE.

- **Page 3** No Changes
- **Page 4**

- NTHP Propose some modified language regarding the TOD ordinance and we could provide some proposed language. Currently, it is an overstatement of what the ordinance actually does.
- ACHP SHPD and SHPO use consistently and appropriately.
- Project Team SHPD has requirements for historic resources and burials.
- NPS Public Involvement – are we signing off on the process?
- ACHP Whereas, describe the PI activities.

PAGE 4: RESOLUTION / ACTION

1. Project team will update to ensure we state the requirements of the ordinance as they are.
2. Delete ‘appropriate’ and add some detail on the activities. NEPA and 106 – scoping, public comment, etc.

- **Page 5**

- HHF TCP B) Mitigation consultation. Request that some additional description of the process be added – 106, etc.

ACHP	Refine that process, the city will assess the effects, describe the consultation process, determination and mitigation measures, then conclusion.
HHF	TCP A) - identification can require consulting outside of that group.
NPS	TCP B) define 'immediate vicinity'
ACHP	Relate this adjective to the project... phased – construction.
AIA	Are we starting to identify TCPs right away?
Project Team	Study starts within 30 days of execution of the PA.

PAGE 5: RESOLUTION / ACTION

1. Project Team will add the process and ACHP will review.

▪ **Page 6**

ACHP	We will send some additional language for Stipulation II.
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PAGE 6: RESOLUTION / ACTION

1. Project Team will review the suggested language from ACHP and incorporate as appropriate.

▪ **Page 9**

HHF	Design Standards - a) shall consider – should be comply. How does the design team know they must comply with Secretary of Interior standards?
ACHP	Add the wording 'ensure that design is consistent with...'
AIA	For historic property - go beyond the footprint (e.g. Dillingham Transportation Building). Ensure that historic buildings get the same consideration as all other resources.
NTHP	Design Review provision. Surprised that C) wasn't changed. % dwgs, etc.
Project Team	Ensure that when design elements were being defined – offers for review. Project's responsibility is to SHPD. For stations

we can provide dwgs as they are DBB (30% and 65%). For DB preliminary and final dwgs can be provided.

- NPS If we are agree to IV. A) then C) needs details.
- ACHP Consulting parties should be able to comment on design. Provide the chance to gather the input and design / use decides the use of those comments
- Project Team Signatory and concurring parties will be included in the design review. SHPD can ask for assistance from whoever they want.
- AIA We want to make sure we are not changing state law. Can SHPD can request a longer review time?
- SHPD We will review and advise.

PAGE 9: RESOLUTION / ACTION

1. Add the wording ‘ensure that design is consistent with...’
2. Project Team will develop a schedule matrix that includes reviews for DBB and DB.

- **Page 10** No Changes
- **Page 11**

- ACHP C 2) – should become D (stand alone). *Rewrite last sentence in C) 1.* List the details of the timeframes.

PAGE 11: RESOLUTION / ACTION

1. Change C 2) to D.
2. Rewrite last sentence in C 1).
3. Provide timeframe details.

- **Page 12**

- NTHP Has the Navy reviewed the provision? Has the Project received any feedback?
- Project Team (Navy Reps no longer on the line) We received several questions that required clarification only.
- HHF VI. C) Insert that Project will complete “and submit: NRHP Nominations. We really want to have a plan for outreach to property owners.

- Project Team Perhaps we can copy D language to C1 to apply to all nominations.
- HHF How will these nominations go through the process?
- Project Team VI 3 shows this.
- HHF Define the nomination procedure: Create the form, work with owners, SHPD review, submit.

PAGE 12: RESOLUTION / ACTION

1. VI. C) Insert that Project will complete “and submit: NRHP Nominations Rewrite last sentence in C 1).
2. Copy D language to C1 to apply to all nominations. Reformat numbering.
3. Define the nomination procedure: Create the form, work with owners, SHPD review, submit

▪ **Page 13**

- AIA Provide more detail on timelines in Stipulation VII

PAGE 13: RESOLUTION / ACTION

1. Provide more detail on timelines in Stipulation VII in overall project schedule.

▪ **Page 14**

- ACHP Regarding B): 1000 copies – provide details on distribution, audience, who attends to this task, etc.

PAGE 14: RESOLUTION / ACTION

1. Project Historian will manage.

▪ **Page 15**

- ACHP Why would the Humanities Program End?
- Project Team We will change the language in D) 3.

PAGE 15: RESOLUTION / ACTION

1. We will change the language in D)

▪ **Page 16**

NTHP For VIII B) - provide plan for review and comment from SHPD.

HHF Parks plan – we want to be sure to include related properties / owners.

NTHP Discussed last time. Requesting the replacement of or mitigation of Dillingham Transportation Building courtyard.

FTA substantial courtyard issues. Urban refuge. Just becomes another public place.

Project Team Courtyard is not an historic element.

NTHP We are hanging the character and use. What is the significance? It is a part of those surrounding properties?

Project Team The easiest way here is with the DB process.

NPS If the courtyard is included in the NR nomination, this changes the considerations for that area.

PAGE 16: RESOLUTION / ACTION

1. For VIII B) - provide plan for review and comment from SHPD.
2. Project Team will conduct further research on DTB.

▪ **Page 17**

Discussion on various ways to estimate an adequate / appropriate amount of this fund. \$2,000,000 agreed by all parties.

HHF B) HPC make up. Add expertise in traditional cultural properties.

HHF Does the fund also cover the cost to administer the funds? This should be covered as a separate administrative fee.

HHF Would the HPC subject to the sunshine law?

Project Team Since it is an allocation of resources, we should anticipate that it will be.

NPS	What is the timeframe for hiring the Architectural historian?
DPP	As quickly as the process will allow!
NTHP	Is it possible that the Project Historian runs the HPC?
Project Team	Funds administration needs to be separate.
HHF	Suggested. C) HPC and the intent - Monitoring and reporting step – protect historic resources of demolition, etc or inadequate processes and what are the consequences. Annual Meeting requirement.
Discussion:	81 known resources and those within 2,000 ft of the stations area. Reporting. Applications for demolition., establish threshold alarm. Process and intent.

PAGE 17: RESOLUTION / ACTION

1. Fund amount will be \$2,000,000
2. Annual Meeting requirement.
3. C) HPC add information on intent.

D. Next Steps

- Burials Task Force is meeting tomorrow, Thursday, Oct 1.
- Project team will provide updated Programmatic Agreement for review by close of business, Friday, October 2.
- Next meeting: *To be Determined* at PB Americas Office, 1001 Bishop Street, Suite 2400 – 8:30 a.m.
- Call in: 1-888-742-8686; ID 3784294

**Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation**

Section 106 Consulting Parties Meeting

PB Americas Office, 1001 Bishop Street, Suite 2400
Wednesday, October 21, 2009
8:30 a.m.

Meeting Notes

Attendees

ACHP: Blythe Semmer (call-in)
AIA Honolulu: Spencer Leineweber (call-in)
FTA: Ted Matley, Jim Barr (both call-in)
Hawaiian Civic Clubs: Ko'olaupoko/Mahealani Cypher
Historic Hawaii Foundation (HHF): Kiersten Faulkner, Katie Kastner
National Trust for Historic Preservation (NTHP): Betsy Merritt, Brian Turner (both call-in)
National Park Service, Pacific West Region: Elaine Jackson-Retondo (call-in)
Oahu Island Burial Council: Kehau Abad
RTD Project Team: Faith Miyamoto, Lawrence Spurgeon, Stephanie Foell (call-in),
Steve Hogan, Nalani Dahl, Judy Aranda
State Historic Preservation Division: Pua Aiu, Nancy McMahan (both call-in)
Department of Planning and Permitting (DPP): Kathy Sokugawa, Terry Ware
Moderator: Leland Chang

- A. Welcome and Introductions
- Leland Chang welcomed the consulting party (CP) participants and agencies.
 - Self introductions were made by each representative.

B. Programmatic Agreement Council Resolution

Project Team In order for the City's Department of Transportation Services (DTS) to sign the PA, authorization is needed by the City Council. As a parallel process, Resolution 09-306, which authorizes the DTS Director to sign the PA, is on the Council's Transportation Subcommittee agenda set for October 26 and before the full City Council on October 27. The current version of the PA (dated 10/9/09) is an attachment to the Resolution.

HHF Does City Council have to review the final PA to approve the Resolution?

Project Team Minor changes to the PA can be made; however, substantive changes such as commitment of additional funds would need to go back to the City Council for approval.

HHF Is FTA ok with DTS as a signatory?

FTA Yes.

C. PA Comments received through October 16, 2009

Project Team Comments have been received from HHF and NPS; still awaiting ACHP comments.

A rating system was suggested to resolve acceptance or exclusion of Consulting Parties (CPs) comments. Independent ratings would be completed by each of the three signatories and rated as follows: 1) Essential to PA, 2) neutral, or 3) excluded from PA.

All After some discussion by the CPs, a decision was made not to rate outstanding comments received.

ACHP ACHP is still working on comments and has a goal to return comments by Friday, October 23rd. ACHP will take into consideration all comments received from the CPs.

For the record, and despite a recent news article in the Honolulu Advertiser which reported that signatures on the PA would occur today, ACHP has not agreed to endorse the PA. The PA will be reviewed by management on status as a signatory. It should be noted that the PA is FTA's agreement and FTA will ensure compliance and implementation of the PA.

HHF In order to review all the input received to date, HHF requested that a matrix be developed that lists all of the provisions, what's outstanding and the reason(s) for acceptance or non acceptance of suggested provisions and various text changes.

Project Team A matrix will be prepared and submitted to CPs when completed.

ACHP There are still some outstanding concerns regarding the Alternatives Analysis process and how archaeological resources (burials) were considered in the analysis. For the Section 106 Administrative Record, a summary of this process should be documented.

OIBC A letter from OIBC to FTA regarding OIBC's position on the PA process and their involvement in the overall process concerning burials was distributed to the CPs for information purposes.

FTA Typically during the AA phase, a screening level analysis of various resources is completed. Usually, an in depth analysis is not completed during this phase. The process provided the public the opportunity to weigh-in on issues of concern.

Project Team The cultural resources and archaeological studies that were done for purposes of the AA were broad. In 2005, OIBC had not been formally invited to participate. However, as FTA mentioned, the scoping process was a public process.

A summary will be prepared to document what was considered (or not considered) regarding archaeological/burial resources during the AA process.

D. Process for Finalizing PA

FTA If three signatories have issues, they need to work it out amongst themselves. This could include contacting specific CPs on specific issues.

Project Team For next PA meeting, the Final PA will be distributed.

AIA Spencer felt it would be premature to go to the City Council with the draft PA attached to the Resolution.

FTA Ted felt that the next PA meeting, currently set for Monday, October 26, should be rescheduled. Also, FTA doesn't want to compromise the process and expressed concern about the City Council having a "draft" as the basis for their action

Project Team The current version of the PA that is attached to the Resolution contains the basic concepts that have been agreed to by the CPs. Any new changes to the Final PA are not likely to be substantive.

This 4-month PA process needs to be concluded and the Project Team needs support from FTA and the CPs to complete this process.

NPS Staff from NPS, NTHP and SHPD has meetings all next week in Honolulu at Pearl Harbor. They would be unavailable to meet for the next PA meeting, if scheduled for October 26. Further, they would have insufficient time to review and provide meaningful comments to a Final PA.

NTHP	Betsy requested that an informal meeting of NPS/NTHP/SHPD/FTA/Project Team be held on October 26. Agreement with these entities to hold the meeting was reached.
Project Team	A suggestion was made to develop yet another version of the PA that reflects NPS' comments and once ACHP' comments are in hand, to reissue adding ACHP's comments.
ACHP	Blythe requested that another version of the PA <u>not</u> be developed and distributed but await receipt of ACHP's comments before reissuing as Final. Instead, distribute the matrix.
Project Team	Proposed schedule would be as follows: Receive ACHP comments Fri Oct 23 Distribute matrix Wed/Thur Oct 21- 22 Finalize PA Mon Oct 26 Review Final PA by CPs Tues/Wed Oct 27- 28 Legal Sufficiency PA review by ACHP, FTA & NPS TBD
FTA	Jim stated that FTA is conferring internally on whether they want a draft PA before the City Council.
Project Team	Faith clarified that it is not the Final PA that is at issue but rather approving DTS' ability to sign the PA. This matter will be discussed further with FTA after this meeting.
Next Meeting	To be determined.

Honolulu High-Capacity Transit Corridor Project
Programmatic Agreement Between the Federal Transit Administration,
Hawaii State Historic Preservation Officer and Advisory Council on Historic
Preservation

Section 106 Consulting Parties Meeting

PB Americas Office, 1001 Bishop Street, Suite 2400
Friday, November 13, 2009
8:30 a.m.

Meeting Notes

Attendees:

ACHP: Blythe Semmer, Charlene Vaughn (call-in)
AIA Honolulu: Spencer Leineweber
FTA: Ted Matley, Jim Barr (both call-in)
Historic Hawaii Foundation (HHF): Katie Kastner, Kiersten Faulkner (call-in)
National Trust for Historic Preservation (NTHP): Betsy Merritt, Brian Turner (both call-in)
National Park Service, Pacific West Region: Frank Hays
Oahu Island Burial Council: Kehau Abad, Kawika McKeague
Oahu Council, Association of Hawaiian Civic Clubs: Mahealani Cypher
RTD Project Team: Wayne Yoshioka, Faith Miyamoto, Jim Van Epps, Lawrence Spurgeon, Stephanie Foell, Steve Hogan, Judy Aranda, Kaleo Patterson
State Historic Preservation Division: Pua Aiu, Susan Tasaki (both call-in)
Department of Planning and Permitting (DPP): Kathy Sokugawa, Terry Ware
Moderator: Leland Chang

Conclude consultation phase of PA

I. New changes to PA in response to final comments

Project Team Matrix II (beginning page 31) – Matrix II is a continuation of the comments and responses previously documented in the first version of the matrix (Matrix I). Most recent input focused on clarifications, responding to questions, addressing issues, and process details.

ACHP A comment was made concerning inclusion of other federal agencies in the PA. Who are these agencies and what are their expected roles?

HHF	The Project, for example, will use federal lands that are owned and managed by the Navy. Does the Navy have their own responsibilities regarding historic resources, Section 106 and Section 4(f)?
ACHP	This Project's PA does not necessarily cover the Navy's Section 106 responsibilities. However, we cannot characterize what their involvement may be until the Navy responds.
Project Team	Would right-of-way acquisition of federal land be considered a Section 106 action that would require approval? Our understanding is that should the Navy decide to adopt/sign this PA it becomes theirs.
ACHP	Suggest adding a new "Whereas" clause to the PA that allows federal agencies to join the PA should other federal approvals be required later that are unknown at this time.
Project Team	A new Whereas clause will be added. Also, it should be noted that throughout the document, text has been changed from <i>concurring</i> parties to <i>consulting</i> parties.
SHPD	Concerning Stipulation III, clarification is needed on what is meant by the conduct of 100% survey?
Project Team	Text will be revised to clarify that the intent of the fieldwork will be to focus on all areas of direct ground disturbance by the Project. This includes, for example, subsurface testing for each column location, relocated utilities and major features of stations and substations.
ACHP	Stipulation III.C., Page 7: Rather than specific date references, suggest implementation milestones be identified instead.
FTA	This brings up the issue of the definition of final design, which is most likely going to be Phase appropriate. Suggest changing the phrasing from "prior to final design" to "during preliminary engineering".
SHPD	We want to ensure that the Project will have tested all of the column locations and utility relocations prior to final design so that timely design changes can be made.
NPS	We suggest this wording for Stipulation III. C – add "so that final design can incorporate avoidance and mitigation measures..."

FTA So are we going to remove the dates?

Project Team We will develop the project implementation milestones.

ACHP Stipulation III – It appears that we are compartmentalizing and splintering the process with phased evaluation. For example, TCPs can be eligible for the National Register and may include above and below ground components. Should we consider merging Stipulations II and III so that the analysis is cohesive?

SHPD We should be careful about this suggested approach as we do not want to mix TCPs with other historic resources.

ACHP How do we make sure we are not placing some sort of artificial limitations on identifying TCPs?

Project Team The approach to TCPs must be very broad.

SHPD Note that there is limited research and what does exist can be decidedly subjective. In fact, the entire island of Oahu could be considered a TCP. Were Act 50 studies used initially?

Project Team Yes, Act 50 studies were completed. In consideration of long term effects, there were only a few businesses, one school, the Waiawa stream, and one restaurant. Also, Chinatown looks to be a TCP.

Association of HCC Preservation of the Cultural Landscape is vital to our interests. Should we add language verifying this commitment?

SHPD Our opinion is that the PA is fine with it the way it is written. We shouldn't try to assume results. We will continue to monitor scoping and evaluate as the process unfolds.

ACHP So you think the TCP scoping process described in Stipulation II can be used as a tool to ensure that the analysis is connected to the AIS?

SHPD and Project Team Agreed. No Native Hawaiian resources were identified in the Act 50 studies.

Association of HCC Stipulation II, A states “within the APE” but doesn't define the APE. We want to ensure that Cultural Landscapes are adequately addressed.

Project Team The definition of the APE is broad when considering TCPs.

OIBC	Should we then provide the definitions for additional APEs in the PA?
Project Team	There is no single definition of the APE; it changes in relation to the resource.
Association of HCC	Can we add “to include traditional and cultural landscapes...”?
Project Team	Yes, we will add this phrase after the words “...within APE...”
ACHP	On the APE map, the boundary is unclear. Do we need to elaborate on how it is determined / presented? Should we add a narrative description of the APE determination?
Project Team	We will include correspondence from SHPD on the APE. We could also add a boundary line to supplement the shaded area on the APE map.
FTA	The archaeological APE is the area of the guideway only. Expanding the APE to accommodate the cultural landscape consideration seems reasonable to us.
Project Team	Perhaps the narrative can be expanded to include the dynamic nature of the APE.
NPS	On Page 6, Stipulation II refers to “treatment measures”. What is the definition of “treatment measures” and are they related to the Secretary of Interior standards?
Project Team	The intent is that “treatment measures” are those actions developed to avoid, minimize and / or mitigate adverse effect.
ACHP	As we understand it, the treatment plan is developed and treatment measures are the products of the plan and include avoidance, minimization and / or mitigation.
HHF	In the comments most recently submitted by HHF, we refer to #12; and the kick off meeting process. Please elaborate on how you intend to handle this.
Project Team	We envision a day long event that will discuss all major PA topics. We will distribute a schedule of topics so that interested parties can attend those meetings appropriate to their interests.

HHF In the comments most recently submitted by HHF, we refer to #13 concerning the replanting of kamani trees. Will the landscape / replanting plan be included as an attachment to the PA? HHF also made other recommendations; will these recommendations result in additional attachments to the PA?

Project Team No additional attachments are being considered.

Leland (Moderator) I'd like to recap where we are in this process. First, we thank you for your participation over the past few months and look forward to your continued involvement in implementing the PA. The PA has undergone some 80 versions to get it to its current form. Because of this collaboration: the AIS process is better defined; an Architectural Historian will be hired for the Project Team; a Humanities Program will be developed; funds have been committed for park improvements; and the development of a Database and Public information program has been expanded.

ACHP We agree that most of the major issues have been resolved. We still need to discuss TCPs and how they relate to Stipulation III. We will provide some minor revision for this section.

We want to ensure that the process for consulting parties (CPs) signing on and ongoing consultation is defined and some specific language as to the outcome of the ongoing consultation is developed.

Some specific comments to offer today include:

- 1) Stipulation IV. A - Design Standards: Add ...”treatment plan to minimize the effect to Historic Properties...”
- 2) Stipulation IX.C. – has benefited from the specifics. However, the outcome is still not identified.

Project Team Stipulation IX.C. – The agreed approach concerning demolitions is activated if the described trigger occurs in the corridor in general. We think it is speculative to establish a process since there has not yet been a determination of eligibility. The Humanities program does include surveys in TOD areas. As the process continues – details will necessarily need to be developed.

ACHP How do we ensure that the successors of this PA understand the intent of Stipulation IX.C? Even if there are unknowns, there is a definite need for accountability and the process to be defined. We feel the process is too vague.

Project Team The PA will specify that a standard deviation will be calculated based on initial statistics to establish the baseline and trigger. We also talked about the whether demolitions are directly related to the project or are the result of other concerns / property owner actions. The consultation process regarding the issue should include guidelines for agreement on causation and dispute resolution, as may be necessary.

HHF Wherever possible, we would like the agreement to be as specific as possible and practical.

AIA The PA currently puts the responsibility on identifying the properties on SHPD. Can they do it?

Project Team The SHPD is only required to address the properties that are currently listed. Future determinations will be based on age. CPs will be able to recommend additions and deletions to that list.

ACHP Suggest that the City provide some analysis that includes a preliminary finding on pattern of demolitions, if it can be identified, as base line information. The preparation of additional treatment plans would be developed as appropriate. We want to ensure that we provide clarity on causation, effect and outcome.

NTHP If it is intended to discuss this information at the annual meeting, it should be described. Will the report include the status of mathematical analysis? Can it be put into the agreement?

Project Team Current studies indicate that there are about 4000 properties in the corridor based on age. Separately, island-wide; 7000 – 9000 demolition permits were submitted. It will take some time to evaluate each submittal and to provide meaningful data / recommendations. We would be safe to say that by the first annual meeting, statistics will be evaluated and recommendations identified.

AIA Suggest change to wording for when the process is triggered and how. Change to “If and when in any year...”

OIBC Suggest wording “... develop consultation process to implement approaches to enhance...”

Project Team Since we are already proposing a series of meetings, we will be meeting on a regular basis. For anything that happens, under the PA, there is an obligation to revisit any stipulation, process, etc.

As the players change, it seems intrinsic that responsibilities are transferred.

ACHP As stated above, from OIBC, we suggest that this clarifying phrase be included as an additional whereas.

NTHP There are some specific suggestions we can make. We will provide them to Faith at RTD by Monday, next week.

ACHP Concerning the City's proposal to convene an advisory committee, we want to ensure that the consultation process is followed. How would that group be coordinated?

Project Team Wayne Yoshioka responded that the Mayor's intent is to enhance the process defined herein and the advisory committee will not supplant what has been agreed to by the CPs.

ACHP Do we need to include some clause regarding the advisory committee to ensure that the PA will not be usurped?

Association of HCC Should we make an appointment to the existing Historic Preservation Committee? This committee is already part of the law, which has not been implemented. Perhaps this would address many concerns.

Project Team Wayne Yoshioka stated that he would express these suggestions to the Mayor.

FTA What is the purpose of the public outreach coordination plan? We have already tried to incorporate anyone who may have been interested in the process into the process. Is the City trying to restart the process of involvement / consultation?

Project Team The Mayor's intent is simply to involve more informed advisors as resources.

NPS Does it adequately address OIBC concerns and the AIS process?

OIBC Again, we raise the question as to how the PA process relates to 4(f).

Project Team Until a 4(f) resource is identified, the process is in place to evaluate alternatives to avoid or minimize harm.

ACHP Stipulation XIII, Duration: suggest "10 years from implementation" with provisions to discuss process to amend the duration. We will provide suggested language.

Leland (Moderator) What are the steps to completion of the PA?

Project Team ACHP is to provide their comments by Monday 11/16 and the Project Team will take that day to incorporate and complete. Signatory parties need to confer and discuss how they will review and execute the PA and then provide the City and NPS guidance on how they will continue. Ted Matley indicated that FTA will meet to discuss the PA on Monday, 11/16. They will take the lead on scheduling additional meetings with the signatories and obtaining their signatures.

NPS The PA still needs to be officially reviewed by NPS.

FTA Regarding Section 4(f) resources and if we have cultural resources that require mitigation; our position is that we currently don't know if there are burials. If they are found, then the determination of eligibility is made and the treatment process is triggered.

Project Team As soon as we have guidance from the Signatories, we will mail the final PA for execution. Our hope is to execute the PA as soon as possible.

ACHP We would like to see the action items list expanded to identify consultation milestones, and specific timelines for processes, from start to finish.

Project Team The development of a schedule for the PA provisions is underway. Stipulation XIII will specify that the schedule will be developed within 60 days of the execution of the PA.

ACHP Even a preliminary plan of milestones would be helpful to assist entities on how they will be further involved. This would also provide a tracking mechanism for oversight.

If this is an arduous task, perhaps the Project Team can provide a comprehensive overview to all parties. It would be appropriate to add "within 60 days of execution".

Project Team The PA currently stipulates that a Project timeline will be developed within 90 days; we will change this requirement to 60 days.

Leland (Moderator) We want to extend a big “Mahalo” to all Consulting Parties for your participation.

Project Team On behalf of the Mayor, Wayne Yoshioka expressed his sincere appreciation for everyone’s input. The City is committed to continuing to work with the parties to this PA and take this responsibility very seriously.

Project Team Faith commented that she was impressed with the CPs dedication and their ongoing commitment. On behalf of the City, Faith reiterated the Project Team’s dedication to protect historic properties.

OIBC Disappointed with the outcome, but appreciated the opportunity to express our views. Special thanks to Faith and Lawrence.

Project Team Lawrence asked to relay his personal thanks to the OIBC. Through this undertaking the Project Team has gained a better understanding that will be useful in the future and on this undertaking. He stated that the level of professionalism and the integrity of the individuals involved have been exceptional.

ACHP During our visit in June we were looking forward to a long process; this has actually been a very productive time.

Appendix C—List of Speakers Bureau Presentations

2006

Thursday, January 12	Hawaii Developers Council & Land Use Research Foundation
Tuesday, January 17	Kapolei Villages Board of Directors
Tuesday, January 24	West Oahu Economic Development Association Board of Directors
Tuesday, January 24	Appraisal Institute of Hawaii
Wednesday, January 25	Kaneohe Business Group
Friday, January 27	Kiwanis Honolulu
Thursday, February 2	Chamber Board & Business Roundtable Board
Saturday, February 4	Japanese Women Society Board of Directors
Wednesday, February 8	Rotary Club of Waikiki
Wednesday, February 8	Village Park Community Association
Friday, February 10	DTS – Traffic Signals and Technology Division
Friday, February 10	Native Hawaiian Chamber of Commerce – Board of Directors
Monday, February 13	Kalihi Palama Community Council
Friday, February 17	Honolulu Bicycle League
Tuesday, February 21	Hawaii Pest Control Association
Tuesday, February 21	Senator Fukunaga & Council Member Ann Kobayashi Transit Town Meeting
Wednesday, February 22	Hawaii Transportation Association
Wednesday, February 22	Affiliated Chamber of Commerce
Wednesday, February 22	APA – Hawaii Chapter
Wednesday, February 22	Brian Kanno Community Hour “Rail Transit Route Selection” Community Meeting
Thursday, February 23	Rotary Club of Wahiawa-Waiialua
Friday, February 24	Outdoor Circle
Monday, February 27	Senator Fukunaga & Council Member Ann Kobayashi Transit Town Meeting
Monday, February 27	Brian Kanno Community Hour “Rail Transit Route Selection” Community Meeting
Tuesday, February 28	Building Industry Association of Hawaii Board of Directors
Wednesday, March 1	Fort Weaver Road Corridor Residents
Thursday, March 2	American Council of Engineering Companies of Hawaii (ACECH)
Tuesday, March 7	American Public Works Association (APWA)
Tuesday, March 7	Building Industry Association of Hawaii
Tuesday, March 14	Rotary Club of Wai‘anae Coast
Wednesday, March 15	Hawaii Hotel Lodging Association & Waikiki Improvement Association
Thursday, March 16	Women in Construction (NAWIC)
Monday, March 20	Pearl City Community Association
Tuesday, March 21	Building Owners & Managers Association (BOMA)
Tuesday, March 21	Pearl City Neighborhood Board
Wednesday, March 22	American Society of Landscape Architects (ASLA)
Friday, March 24	Rotary Club of West Honolulu
Monday, March 27	Aiea Community Association
Tuesday, March 28	Rotary Club of Hawaii Kai
Wednesday, March 29	Uraku Tower Owners Association Board
Wednesday, March 29	Joint Legislative Transportation Committee Meeting Senator

Wednesday, March 29	Lorraine Inouye & Rep. Joseph Souki
Thursday, March 30	Transit Advisory Solutions Committee (TSAC)
Thursday, March 30	Honolulu Retail Association Board of Directors
Monday, April 10	Rotary Club of Ala Moana
Tuesday, April 11	Mercury Business Association
Tuesday, April 11	Honolulu Board of Realtors
Thursday, April 13	Hawaii Highway Users Alliance Board of Directors
Thursday, April 13	Rotary Club of Metropolitan Honolulu
Thursday, April 13	Downtown Exchange Club
Thursday, April 13	Kane'ohē Kiwanis Club
Wednesday, April 19	Salt Lake Neighborhood Board
Wednesday, April 19	Kapolei Neighborhood Board's – Transportation Committee
Thursday, April 20	OMPO – Citizens Advisory Committee
Sunday, April 23	Sierra Club Board of Directors
Wednesday, April 26	Kapolei Hawaiian Civic Club
Wednesday, April 26	Rotary Club of West Pearl Harbor
Thursday, April 27	Manoa-Waioli Lions Club
Friday, April 28	Waipahu Neighborhood Board
Wednesday, May 3	TheBus – Kalihi Bus Employees
Wednesday, May 3	Kawaiahao Church – Board of Trustees
Thursday, May 4	Marco Polo Condominium, Residents
Thursday, May 4	Executive Office on Aging
Thursday, May 4	Ewa Neighborhood Board
Thursday, May 4	McCully/Moilili Neighborhood Board
Thursday, May 4	Downtown Neighborhood Board
Thursday, May 4	Hawaii Wall & Ceiling Industry Association
Friday, May 5	UH – Students, Brown Bag Lunch
Tuesday, May 9	Waikiki Neighborhood Board
Wednesday, May 10	General Contractors Association's – DOT Committee
Wednesday, May 10	TheBus – Pearl City Facility
Wednesday, May 10	Kukui Plaza Owner's Association
Wednesday, May 10	Kalihi Valley Neighborhood Board
Thursday, May 11	Palama Settlement (Senior) Presentation
Monday, May 15	Kapahulu Senior Community Center
Tuesday, May 16	Hawaii Alliance for Community-Based Economic Development Employees (HACBED)
Tuesday, May 16	Mililani Mauka Neighborhood Board
Wednesday, May 17	Para-Transit (TheBus)
Wednesday, May 17	Kaka'ako Improvement Association Board of Directors
Wednesday, May 17	Mililani Town Association
Thursday, May 18	Kiwanis Club, Pearl Harbor
Thursday, May 18	State Council of Hawaiian Homestead Association
Wednesday, May 24	Castle & Cooke Homes Hawaii, Residential Department
Wednesday, May 24	Lanakila Senior Center (Cultural Club)
Wednesday, May 24	Mililani Neighborhood Board
Thursday, May 25	HBR - Windward Regional Meeting
Wednesday, May 31	HONBLUE Coffee Hour
Thursday, June 1	Rotary Club of Kapolei
Monday, June 5	Rotary Club of Pearl Harbor
Monday, June 5	Engineering Alumni Association of UH, General Meeting
Tuesday, June 6	Lee Hopkinson's Brown Bag

Tuesday, June 6	ASCE Younger Member Talk Story
Tuesday, June 6	Royal Capitol Plaza - Residents
Wednesday, June 7	Dale Oishi's Brown Bag Coffee Hour
Friday, June 9	Rotary Club of Pearl Ridge
Friday, June 9	PBS Island Insight Taping
Tuesday, June 13	Pastor Scott's Coffee Hour
Wednesday, June 14	Hawaii Roofing Association
Friday, June 16	AIA – Honolulu, Regional & Urban Design Committee
Friday, June 16	Honolulu Board of Realtors – Annual Meeting
Monday, June 19	Community Updates, Presentation Board Review
Monday, June 19	Liliha Neighborhood Board
Tuesday, June 20	Pearl City Neighborhood Board
Wednesday, June 21	Leeward Oahu Transportation Mang. Assn. (LOTMA)
Wednesday, June 21	HDOT Meeting
Wednesday, June 21	Kalihi Neighborhood Board
Friday, June 23	Channel Two Morning News
Saturday, June 24	Community Updates – Kapolei Hale
Monday, June 26	Community Updates – Honolulu Hale
Tuesday, June 27	Shannon Hines' Coffee Hour
Wednesday, June 28	Community Updates – Aliamanu Middle School
Friday, July 7	AIA – Honolulu, Mayor's Luncheon
Monday, July 10	D.R. Horton, Sales Team Meeting
Tuesday, July 11	QK Coffee Hour
Tuesday, July 11	Waikiki Neighborhood Board
Wednesday, July 12	Mayor's Town Meeting – Hawaii Kai
Thursday, July 13	Kamehameha Highway Task Force
Thursday, July 13	Waimanu Condominium AOA
Friday, July 14	Pacific Century Fellows – Transportation Day
Monday, July 17	Castle & Cooke Homes Hawaii, Inc – Sales Team
Wednesday, July 19	Kailua Chamber of Commerce
Thursday, July 20	Moilili Resident Mangers Association
Tuesday, July 25	ASUH Senate
Tuesday, July 25	Ala Moana Neighborhood Board
Tuesday, July 25	Makakilo (& Kapolei) Lions Club
Wednesday, July 26	Hawaii Telecommunications Association
Wednesday, July 26	Kākā'āko Improvement Association
Thursday, July 27	North Shore Chamber of Commerce
Tuesday, August 1	Building Management Hawaii Magazine
Tuesday, August 1	Wai'anae Neighborhood Board
Wednesday, August 2	HCDA Board Members & Staff
Thursday, August 3	McCully Neighborhood Board
Tuesday, August 8	Ala Moana Shopping Center, Merchants Association
Tuesday, August 8	Community Update – Mililani
Thursday, August 10	CCPI (Cement & Concrete Products Industry)
Thursday, August 10	Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board
Monday, August 14	Community Update – E. Honolulu
Tuesday, August 15	Transportation Task Force – Todd Apo
Tuesday, August 15	Construction Specifications Institute (CSI)
Wednesday, August 16	Waikiki Hotel Owners
Thursday, August 17	East Honolulu Board of Realtors

Thursday, August 17	Native Hawaiian Chamber of Commerce Membership
Thursday, August 17	Hawaii Business News – Editorial Staff
Thursday, August 17	CIRE – Christians in Real Estate
Tuesday, August 22	Richard Dunn’s Coffee Hour
Tuesday, August 22	Waikiki Residents Association
Wednesday, August 23	The Society of Financial Service Professionals
Thursday, August 24	Pearl Harbor Historic Site/Kamehameha Hwy Task Force
Friday, August 25	APA/AIA Design Dialogue Meeting
Monday, August 28	Community Update – Kalihi
Tuesday, August 29	Hawaii Kai Neighborhood Board
Wednesday, August 30	BIA – Tax Director County Surcharge Meeting
Wednesday, August 30	Washington Intermediate Teachers & Staff
Friday, September 1	Rotary Club of West Honolulu
Tuesday, September 5	Kapolei High School Faculty & Staff
Tuesday, September 5	Envision Hawaii
Wednesday, September 6	Sharene Tam’s Coffee Hour
Wednesday, September 6	ACECH and C&C Annual Symposium
Thursday, September 7	Chinatown Landowner’s Association
Thursday, September 7	Downtown Neighborhood Board
Saturday, September 9	Japanese Women’s Society Board
Monday, September 11	Kalihi Palama Community Council
Wednesday, September 13	Salt Lake Shopping Center Merchants
Wednesday, September 13	Waipahu High School Faculty & Staff
Wednesday, September 13	Kapiolani Community College – Chancellors
Wednesday, September 13	Kalihi Valley Neighborhood Board
Thursday, September 14	HGEA Retirees Unit
Thursday, September 14	UH Manoa Groups – Transit Briefing
Thursday, September 14	Rep Scott Saiki & Sen. Fukunaga Neighborhood Meeting
Monday, September 18	Community Update – UH Manoa
Monday, September 18	Community Update – Waipahu
Tuesday, September 19	American Planning Association (APA & ASLA)
Tuesday, September 19	Community Update – Ewa
Wednesday, September 20	Campbell High School – Teachers & Staff
Wednesday, September 20	OMPO – CAC
Wednesday, September 20	Community Update – Pearl City/ Aiea
Thursday, September 21	Chamber of Commerce Board
Tuesday, September 26	Waikiki Business Brown Bag
Tuesday, September 26	Pearl City Neighborhood Board
Wednesday, September 27	Kapi’olani Community College – Public Service Forum “O’ahu Mass Transit Alternatives”
Thursday, September 28	Waipahu Neighborhood Board
Friday, September 29	UH Architect 401, Presentation/ Briefing
Monday, October 2	Rick Hobson’s Coffee Hour
Wednesday, October 4	Jennifer Zerfoss’ Coffee Hour
Wednesday, October 4	HCPA/PACGEO
Thursday, October 5	Downtown Neighborhood Board
Monday, October 9	Aiea Neighborhood Board
Tuesday, October 10	Environet’s Brown Bag
Tuesday, October 10	Hawaii Business Round Table
Wednesday, October 11	Kalihi Valley Neighborhood Board
Thursday, October 12	Hawaii Tourism Authority Board of Directors

Thursday, October 12	Salt Lake/Aliamanu Neighborhood Board
Friday, October 13	Pearlridge Shopping Center Merchants
Monday, October 16	Moili'ili Community Center – Board
Monday, October 16	Hawaii Society of Anthurium
Tuesday, October 17	Hawaii Society of Corporate Planners Lunch
Tuesday, October 17	Waipahu Legislative Town Meeting, Rep. Jon Rikki Karamatsu
Wednesday, October 18	Rotary Club of Waikiki
Wednesday, October 18	Honolulu Transportation Commission
Thursday, October 19	Hawaii Society of Healthcare Engineers
Monday, October 23	Chamber's Transportation Forum
Tuesday, October 24	Community Update – Windward
Tuesday, October 24	Pearl City Neighborhood Board
Tuesday, October 24	Ala Moana Lions Club
Thursday, October 26	Japanese Chamber of Commerce
Monday, October 30	Hawaii Developer's Council
Monday, October 30	Community Update – Waianae, Mayor's Town Meeting
Tuesday, October 31	Dean Masai's Coffee Hour
Tuesday, October 31	Harbor Square AOA Association
Wednesday, November 1	Manoa Neighborhood Board
Tuesday, November 7 – 9	AFCEA Conference
Wednesday, November 8	UH Fiscal & Administrative Officers
Wednesday, November 8	UH – World Town Planning Day
Wednesday, November 8	Community Meeting – La'ie
Thursday, November 9	Adhoc Design Committee – AIA/APA/ASLA/ULI
Thursday, November 9	DH/Kapahulu/St. Louis Hts Neighborhood Board
Monday, November 13	C&C – Public Outreach Meeting
Tuesday, November 14	Hawaii Business Roundtable w/ Mayor
Tuesday, November 14	BIA-Hawaii, Government Relations Committee
Wednesday, November 15	Nami's Brown Bag – TheBus
Thursday, November 16	C&C – Public Outreach Meeting
Thursday, November 16	Maikiki Neighborhood Board
Friday, November 17	C&C – Public Outreach Meeting
Monday, November 20	C&C – Public Outreach Meeting
Tuesday, November 21	C&C – Public Outreach Meeting
Tuesday, November 21	Ewa Transportation Coalition Meeting
Tuesday, November 21	Nu'uuanu Neighborhood Board
Wednesday, November 22	C&C – Public Outreach Meeting
Friday, November 24	Report on AA Broadcast
Monday, November 27	C&C – Public Outreach Meeting
Tuesday, November 28	Ala Moana Neighborhood Board
Tuesday, November 28	Pearl City Neighborhood Board
Monday, December 4	Kalihi Palama Community Council
Tuesday, December 5	Hawaiian Airlines
Wednesday, December 6	Manoa Neighborhood Board
Thursday, December 7	Downtown Neighborhood Board
Thursday, December 7	Kailua Neighborhood Board
Monday, December 11	Chinese Chamber of Commerce
Monday, December 11	SAME – Society of American Military Engineers
Thursday, December 14	Ewa Neighborhood Board
Thursday, December 21	Makiki Neighborhood Board

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Thursday, January 4	Moilili Neighborhood Board
Thursday, January 4	Downtown Neighborhood Board
Tuesday, January 16	Pearl City Neighborhood Board – Pre Meeting
Wednesday, January 17	UH 506 Studio Seminar
Wednesday, January 17	Kalihi Palama Neighborhood Board
Thursday, January 18	Waialae-Kahala Neighborhood Board
Thursday, January 18	Makiki/Lower Punchbowl/Tantalus N. Board
Friday, January 19	West Oahu Day
Tuesday, January 23	Honolulu Japanese CoC– SBA Committee
Tuesday, January 23	Pearl City Neighborhood Board
Wednesday, January 24	Mililani Neighborhood Board
Thursday, January 25	Waipahu Neighborhood Board
Wednesday, January 31	Joint House/Senate Transportation Committee Meeting
Thursday, February 1	McCully/Moilili Neighborhood Board
Thursday, February 1	Downtown Neighborhood Board
Thursday, February 1	Kailua Neighborhood Board
Tuesday, February 6	Wai‘anae Neighborhood Board
Wednesday, February 7	Manoa Neighborhood Board
Thursday, February 8	Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board
Thursday, February 8	Ewa Neighborhood Board
Thursday, February 8	Aliamanu/Salt Lake/Foster Village Neighborhood Board
Friday, February 9	Kapolei High School Students
Monday, February 12	Kroc Center Management Briefing
Tuesday, February 13	Special Joint Meeting - Transportation & Budget Committee, City Council
Wednesday, February 14	Kaka‘akō Improvement Association
Wednesday, February 14	Kalihi Valley Neighborhood Board
Thursday, February 15	Waialae-Kahala Neighborhood Board
Thursday, February 15	Kane‘ohe Neighborhood Board
Thursday, February 15	Makiki/Lower Punchbowl/Tantalus Neighborhood Board
Friday, February 16	Outdoor Circle – Board of Directors
Tuesday, February 20	Mayor’s Meeting
Tuesday, February 20	Mililani Mauka/Launani Valley Neighborhood Board
Tuesday, February 20	Nu‘uanu/Punchbowl Neighborhood Board
Tuesday, February 20	Pearl City NB Committee Meeting
Wednesday, February 21	Kaimuki Neighborhood Board
Wednesday, February 21	Kalihi/Palama Neighborhood Board
Thursday, February 22	Waipahu Neighborhood Board
Friday, February 23	OTS, The Bus
Tuesday, February 27	Pearl City Neighborhood Board
Tuesday, February 27	Ala Moana Neighborhood Board
Thursday, March 1	McCully/Moilili Neighborhood Board
Thursday, March 1	Kailua Neighborhood Board
Monday, March 5	Ho‘opili CAG, D.R. Horton
Wednesday, March 7	Manoa Neighborhood Board
Monday, March 12	Rotary Club, Honolulu Sunrise
Monday, March 12	Aiea Neighborhood Board

Wednesday, March 14	Kalihi Valley Neighborhood Board
Thursday, March 15	Waiialae-Kahala Neighborhood Board
Thursday, March 15	Makiki/Lower Punchbowl Neighborhood Board
Tuesday, March 20	Mililani Mauka/Launani Valley
Thursday, March 22	Waipahu Neighborhood Board
Friday, March 23	HEPEC – Hawai'i Emergency Preparedness Executive Committee Meeting
Monday, March 26	Kūhiō Day
Tuesday, March 27	Pearl City Neighborhood Board
Wednesday, March 28	Scoping Meeting – Agency
Wednesday, March 28	Scoping Meeting – Kapolei
Wednesday, March 28	Kapolei Neighborhood Board
Wednesday, March 28	Mililani Neighborhood Board
Thursday, March 29	Scoping Meeting – Honolulu
Thursday, March 29	Monthly City Council Hearing
Tuesday, April 3	Informational Meeting – Salt Lake
Wednesday, April 4	Mānoa Neighborhood Board
Monday, April 9	Aiea Neighborhood Board
Tuesday, April 10	Briefing for Francis Nakamoto of Congresswoman Hirono's Office
Thursday, April 12	Ewa Neighborhood Board
Thursday, April 12	Aliamanu/Salt Lake Neighborhood Board
Wednesday, April 18	OMPO – CAC
Wednesday, April 18	UH College of Engineering: Sustainable Engineering
Thursday, April 19	Makiki Neighborhood Board
Tuesday, April 24	Ala Moana Neighborhood Board
Tuesday, April 24	Pearl City Neighborhood Board
Wednesday, April 25	Kapolei Neighborhood Board
Wednesday, April 25	Mililani Neighborhood Board
Wednesday, April 25	Aiea/ Pearl City Community Presentation
Thursday, April 26	Waipahu Neighborhood Board
Thursday, April 26	Hawai'i Estate Planning Council
Thursday, May 3	McCully/ Moili`ili Neighborhood Board
Wednesday, May 9	LOTMA
Monday, May 14	Aiea Neighborhood Board
Wednesday, May 16	OMPO – Statewide Transportation Improvement Plan, Public Meeting
Wednesday, May 16	Kalihi-Pālama Neighborhood Board
Thursday, May 17	Maikiki Neighborhood Board
Tuesday, May 22	OMPO – Statewide Transportation Improvement Plan, Public Meeting
Tuesday, May 22	Pearl City Neighborhood Board
Tuesday, May 22	Ala Moana/Kākā`āko Neighborhood Board
Wednesday, May 23	Kapolei/Makakiko Neighborhood Board
Wednesday, May 23	Mililani Neighborhood Board
Tuesday, June 5	Occidental Underwriters
Wednesday, June 6	Committee for Accessible Transportation (CAT)
Tuesday, June 12	McCully, Mo`ili`ili, Kaka`ako Town Meeting
Wednesday, June 13	Mālama of Mānoa
Thursday, June 14	UHM – Architecture Symposium
Thursday, June 14	Waste Water Symposium, City & County

Tuesday, June 19	Nu`uanu Neighborhood Board
Tuesday, July 10	HECO Integrated Resource Planning (IRP)
Thursday, July 12	Hotel Industry Annual Trade Show, Hotel & Lodging Association
Saturday, July 14	TOD Conference, City & County of Honolulu
Tuesday, July 17	Nu`uanu/Punchbowl Neighborhood Board #12
Wednesday, August 8	Construction Financial Management Association
Sunday, August 12	Organization of Chinese American Women
Thursday, August 16	PBS Island Insights – Transportation segments Overview of Mass Transit
Thursday, August 16	Makiki Neighborhood Board
Friday/Saturday, August 17 & 18	Kapolei Sunset on the Plain
Tuesday, August 21	Nu`uanu Neighborhood Board
Thursday, August 30	PBS Island Insights – Transportation Segments Transit Oriented Development
Wednesday, September 5	ACEC Workshop, City & County of Honolulu
Thursday, September 6	Hawai'i Business Roundtable
Wednesday, September 12	Kalihi Valley Neighborhood Board
Thursday, September 13	Aliamanu/ Salt Lake Neighborhood Board
Thursday, September 13	Ewa Beach Neighborhood Board
Saturday, September 15	Kapolei Mele
Tuesday, September 18	Nu`uanu Neighborhood Board
Wednesday, September 19	Kalihi-Pālama Neighborhood Board
Thursday, September 20	Makiki/Punchbowl Neighborhood Board
Friday, September 21	Sierra Club
Tuesday, September 25	DPP Community Workshop
Tuesday, September 25	Ala Moana/Kaka'ako Neighborhood Board
Wednesday, September 26	"Honolulu Mass Transit: An Update" Forum
Wednesday, September 26	Mililani/Waipi'o Neighborhood Board
Thursday, September 27	Waipahu Neighborhood Board
Monday, October 1	Coldwell Banker "Towne Meeting"
Wednesday, October 3	Mānoa Neighborhood Board
Thursday, October 4	McCully Neighborhood Board
Thursday, October 4	Downtown Neighborhood Board
Tuesday, October 9	Waikiki Neighborhood Board
Thursday, October 11	Salt Lake Neighborhood Board
Thursday, October 11	Ewa Neighborhood Board
Thursday, October 11	Diamond Head/Kapahulu/St. Louis Neighborhood Board
Tuesday, October 16	Mililani Mauka Neighborhood Board
Tuesday, October 16	Nu`uanu Neighborhood Board
Wednesday, October 17	O'ahu Retired Association
Wednesday, October 17	Kalihi Neighborhood Board
Thursday, October 18	Makiki Neighborhood Board
Tuesday, October 23	AIA/CSI Pacific Building Trade Expo
Tuesday, October 23	Pearl City Neighborhood Board
Tuesday, October 23	Ala Moana Neighborhood Board
Wednesday, October 24	Kapolei Neighborhood Board
Wednesday, October 24	Mililani Neighborhood Board
Thursday, October 25	Waipahu Neighborhood Board
Saturday, October 27	League of Women Voters

Saturday, October 27	AARP Volunteer Training “Designing Healthy Neighborhoods Around Transportation”
Tuesday, October 30	HHFDC
Monday, November 5	Rotary Club of Honolulu Sunrise
Wednesday, November 7	Mānoa Neighborhood Board
Wednesday, November 14	TOD Waipahu Community Meeting
Friday, November 16	Rotary Club of Downtown Honolulu
Tuesday, November 27	Ala Moana Neighborhood Board
Wednesday, November 28	Mililani Neighborhood Board
Thursday, November 29	Pearl City Neighborhood Board
Tuesday, December 4	Society for Marketing Professional Services (SMPS)
Wednesday, December 5	Kapolei Neighborhood Board
Thursday, December 6	Chamber of Commerce, Board of Directors
Thursday, December 6	McCully Neighborhood Board
Thursday, December 6	Downtown Neighborhood Board
Monday, December 10	Honolulu Board of Realtors, City Affairs Committee
Tuesday, December 11	East O`ahu Breakfast Club
Wednesday, December 12	The Mike Buck Radio Show
Thursday, December 13	Salt Lake Neighborhood Board
Friday, December 14	LURF/LOTMA Board of Directors
Wednesday, December 19	Kalihi Neighborhood Board
Thursday, December 20	Makiki Neighborhood Board

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Monday, January 7	KS – Kawaiaha`o Plaza Employees, Brown Bag
Tuesday, January 8	RE/MAX Monthly Meeting
Thursday, January 10	AFL-CIO Presentation
Thursday, January 10	Ewa Neighborhood Board
Thursday, January 10	Salt Lake Neighborhood Board
Monday, January 14	Aiea Neighborhood Board
Tuesday, January 15	BIA-Hawaii, Government Affairs
Tuesday, January 15	Hawaii Developers Council
Wednesday, January 16	Kalihi Neighborhood Board
Thursday, January 17	Makiki Neighborhood Board
Tuesday, January 22	Ala Moana Neighborhood Board
Thursday, January 24	BIA Home Building & Remodeling Show
Wednesday, January 30	House Transportation Committee – Transit Briefing
Friday, February 1	Senate Transportation Committee – Transit Briefing
Monday, February 5	Kalihi Palama Community Council
Thursday, February 7	Downtown Neighborhood Board
Monday, February 11	Aiea Neighborhood Board
Tuesday, February 12	Rotary Club of Hawaii Kai
Thursday, February 14	Ewa Neighborhood Board
Thursday, February 14	Salt Lake Neighborhood Board
Friday, February 15	Rotary Club of Pearlridge
Sunday, February 17	National Engineers Week, Hawaii Council of
Saturday, February 29	Engineering Display
Tuesday, February 19	SAME Luncheon, Engineer's Week Kick-off
Tuesday, February 19	Actus Lend Lease – Regional Leadership Team
Wednesday, February 20	Kalihi-Pālama Neighborhood Board
Wednesday, February 20	Actus – Schofield Construction Office
Wednesday, February 20	Rotary Club of Waikīkī
Thursday, February 21	Project Management Institute – Part 1 of 2
Thursday, February 21	Makiki/Punchbowl/Tantalus Neighborhood Board
Thursday, February 21	Actus – Hickam Community Center
Tuesday, February 26	Actus – Schofield Duckfield Office
Tuesday, February 26	Ala Moana Neighborhood Board
Tuesday, February 26	Pearl City Neighborhood Board
Wednesday, February 27	Makakilo/Kapolei/Honokai Neighborhood Board
Wednesday, February 27	Mililani Neighborhood Board
Thursday, February 28	Small Business Hawaii Sunrise Networking Breakfast
Thursday, February 28	Rotary Club of Honolulu Sunset
Monday, March 10	UH West Oahu Development Team
Monday, March 10	Community Updates – Technology & Routes
Tuesday, March 11	Mike Buck Radio Show – Transit
Tuesday, March 11	BIA-Hawaii Stew Challenge
Wednesday, March 12	LOTMA
Wednesday, March 12	Servco-Pacific Real Estate Division
Wednesday, March 12	Mike Buck Radio Show w/ Mayor
Wednesday, March 12	Filipino Chamber of Commerce Board of Directors
Wednesday, March 12	FYI – EPA Hearing
Wednesday, March 12	Town Meeting with Mark Takai

Thursday, March 13	Community Updates – Technology & Routes
Thursday, March 13	Ewa Neighborhood Board
Thursday, March 13	Salt Lake Neighborhood Board
Monday, March 17	FHWA – Federal Highway Administration
Monday, March 17	East Honolulu Rotary Club
Monday, March 17	Community Updates – Technology & Routes
Tuesday, March 18	AARP, Information Meeting. on TOD
Tuesday, March 18	Mike Buck Radio Show – Transit
Tuesday, March 18	ASUH Board Meeting
Tuesday, March 18	Community Updates – Technology & Routes
Tuesday, March 18	Representative Har, Community Meeting
Thursday, March 20	ITE/ASCE Joint Meeting Transportation Committee (HDOT & City)
Thursday, March 20	Makiki Neighborhood Board
Friday, March 21	DURP, Urban Transportation Policy & Planning
Monday, March 24	Congress Transportation Chair Oberstar & Hirono
Tuesday, March 25	Rotary Club of Honolulu
Tuesday, March 25	Mike Buck Radio Show – Transit
Tuesday, March 25	Ala Moana Neighborhood Board
Tuesday, March 25	Pearl City Neighborhood Board
Wednesday, March 26	Mililani Neighborhood Board
Wednesday, March 26	Makakilo/Kapolei Neighborhood Board
Thursday, March 27	Ironworkers & Contractors Union Briefing
Thursday, March 27	O`ahu Credit Union
Thursday, March 27	Waipahu Neighborhood Board
Thursday, March 27	Kapolei Neighborhood Board
Tuesday, April 1	Mike Buck Radio Show – Transit
Thursday, April 3	Rotary Club of Metropolitan
Thursday, April 3	Rick Hamada Radio Show – Transit
Thursday, April 3	City Council Transportation Committee Meeting
Thursday, April 3	McCully Neighborhood Board
Thursday, April 3	Downtown Neighborhood Board
Friday, April 4	ULI – Land Use & Transportation Committee
Saturday, April 5	HSTA Board
Monday, April 7	Rick Hamada Radio Show
Monday, April 7	Community Update – Salt Lake
Tuesday, April 8	Rick Hamada Radio Show
Tuesday, April 8	Mayor’s Advisory Committee on Bicycling
Tuesday, April 8	Mike Buck Radio Show – Transit
Tuesday, April 8	BIA Dinner Meeting w/ Mayor
Wednesday, April 9	Rick Hamada Radio Show
Wednesday, April 9	C&C, D.H.S – Job Fair (Aloha Airlines)
Wednesday, April 9	Mayor’s Town Meeting
Thursday, April 10	Rick Hamada Radio Show – Transit
Thursday, April 10	Salt Lake Neighborhood Board
Friday, April 11	AIA-Honolulu, Member Town Mtg w/ Toru Hamayasu
Monday, April 14	Rotary Club of Honolulu Sunrise
Monday, April 14	Honolulu Community College (ASUH-HCC)
Monday, April 14	Mayor’s Town Meeting – Hawai’i Kai
Monday, April 14	Aiea Neighborhood Board
Tuesday, April 15	Mike Buck Radio Show – Transit

Tuesday, April 15	American Public Works Association
Wednesday, April 16	Hawaii Business Roundtable, et al. "Honolulu's Rail Transit, O'ahu's Economy & Federal Funding" w/ Norman Mineta
Thursday, April 17	Rick Hamada Radio Show – Transit
Thursday, April 17	Rotary Club of Ala Moana Rotary
Thursday, April 17	Women in Construction (NAWIC)
Thursday, April 17	Makiki Neighborhood Board
Friday, April 18	Rotary Club of West Honolulu Rotary
Friday, April 18	KCC – Student Congress
Sunday, April 19	Kapolei Hawaiian Civic Club
Tuesday, April 22	Mike Buck Radio Show – Transit
Wednesday, April 23	TOD – Waipahu Community Meeting
Wednesday, April 23	Kapolei Neighborhood Board
Monday, April 28	Rick Hamada Radio Show – Transit Debate w/ Slater
Monday, April 28	Mayor's Town Meeting – Haleiwa
Tuesday, April 29	Mike Buck Radio Show – Transit
Tuesday, April 29	Ewa Transportation Coalition
Tuesday, April 29	Plaza Landmark Condo – Salt Lake
Monday, March 3 to	Satellite City Hall at Ala Moana Exhibit
Wednesday, April 30	
Thursday, May 1	Rotary Club of Wahiawā-Waiialua
Thursday, May 1	Downtown Neighborhood Board
Saturday, May 3	O'ahu County Committee, Democratic Party of Hawai'i
	Tabletop w/ TheBoat & TheBus
Tuesday, May 6	Mike Buck Radio Show – Transit
Thursday, May 8	Ko'olauloa Neighborhood Board
Thursday, May 8	Aliamanu/ Salt Lake Neighborhood Board
Thursday, May 8	Ewa Neighborhood Board
Friday, May 9	Engineers & Architects of Hawaii
Saturday, May 10	Pride 4Ewa, Ewa by Gentry Community Association
Monday, May 12	Rick Hamada Radio Show
Monday, May 12	Aiea Neighborhood Board
Tuesday, May 13	Mike Buck Radio Show
Tuesday, May 13	Ala Moana Lions Club
Wednesday, May 14	Makaha Hawaiian Civic Club
Wednesday, May 14	Filipino Chamber of Commerce, Membership Meeting
Wednesday, May 14	City Bicycle Master Plan Workshop
Thursday, May 15	Rotary Club of Windward
Thursday, May 15	Makiki/Lower Punchbowl Neighborhood
Thursday, May 15	City Bicycle Master Plan Workshop
Monday, May 19	Rick Hamada Radio Show
Tuesday, May 20	Mike Buck Radio Show – Transit
Wednesday, May 21	City Job Fair Expo
Wednesday, May 21	Mayor's Transit Finance Advisory Committee
Thursday, May 22	Waipahu Neighborhood Board
Friday, May 23 – Sunday, May 25	Hawai'i State Democratic Convention – Transit Booth
Monday, June 2	Empowerment Drive Radio Show – KNDI 1270 AM
Tuesday, June 3	Mike Buck Radio Show – Transit
Wednesday, June 4	GCA City Committee
Saturday, June 7	Neighborhood Meeting w/ Senator Will Espero

Monday, June 9	Aiea Neighborhood Board
Monday, June 9	Rick Hamada Radio Show
Tuesday, June 10	Mike Buck Radio Show – Transit
Tuesday, June 10	TAC Meeting
Thursday, June 12	Construction Workshop: An Infrastructure Contractor's Open House
Thursday, June 12	Aliamanu/ Salt Lake Neighborhood Board
Thursday, June 12	Ewa Neighborhood Board
Monday, June 16	Rick Hamada Radio Show
Tuesday, June 17	Mike Buck Radio Show – Transit
Tuesday, June 17	Hope Chapel Brown Bag
Wednesday, June 18	JAIMS
Thursday, June 19	Grubb Ellis Coffee Hour
Thursday, June 19	Institute of Management Accountants (IMA)
Thursday, June 19	Waikiki Improvement Association
Thursday, June 19	Makiki/Lower Punchbowl Neighborhood Board
Friday, June 20	Architect's Hawaii
Friday, June 20	Coffee Hour: Kobayshi Sugita & Goda
Saturday, June 21	O'ahu Filipino Council Convention
Monday, June 23	Rick Hamada Radio Show
Tuesday, June 24	Mike Buck Radio Show – Transit
Tuesday, June 24	Ala Moana/ Kaka'ako Neighborhood Board
Wednesday, June 25	Milici Valenti Ng Pac
Wednesday, June 25	Makakilo/Kapolei Neighborhood Board
Wednesday, June 25	HGEA Coffee Hour
Friday, June 27 – Sunday June 29	Flavors of Honolulu
Sunday, June 29	Lutheran Church of Honolulu
Monday, June 30	Rick Hamada Radio Show – Transit Debate
Tuesday, July 1	KZOO Radio Show
Tuesday, July 1	HDOT Sponsored DBE Workshop
Tuesday, July 1	Mike Buck Radio Show
Thursday, July 3	Downtown Neighborhood Board
Friday, July 4	City & County 4th of July Celebration
Friday, July 4	BayFest – Booth Display
Tuesday, July 8	Mike Buck Radio Show
Wednesday, July 9	Waipahu Community Transit TOD Meeting By The Village Park Community Association
Thursday, July 10	Ewa Neighborhood Board
Thursday, July 10	Aliamanu/Salt Lake Neighborhood Board
Saturday, July 12	Carpenters Bi-Annual Convention
Sunday, July 13	Senator Espero on 'Ōlelo
Monday, July 14	'Aiea Neighborhood Board
Tuesday, July 15	A&B Coffee Hour
Tuesday, July 15	Mike Buck Radio Show
Tuesday, July 15	Nu'uuanu Neighborhood Board
Wednesday, July 16	HECo Coffee Hour
Wednesday, July 16	DPP's TOD Waipahu Neighborhood
Thursday, July 17	Makiki/Lower Punchbowl Neighborhood Board
Friday, July 18	Pacific Network.tv
Friday, July 18 – Sunday, July	DARE City Event DTS Booth

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Monday, July 21	Blane Coffee Hour
Tuesday, July 22	Matson Navigation Company Coffee Hour
Tuesday, July 22	Kaka'ako Business & Land Owners Association
Tuesday, July 22	Mike Buck Radio Show – Transit
Tuesday, July 22	Pearl City Neighborhood Board
Tuesday, July 22	Ala Moana/Kaka'ako Neighborhood Board
Wednesday, July 23	Hawaiian Airlines Coffee Hour
Wednesday, July 23	Makakilo/Kapolei Neighborhood Board
Wednesday, July 23	Mililani Neighborhood Board
Thursday, July 24	Pacific Century Fellows – Transportation Day
Thursday, July 24	Waipahu Neighborhood Board
Monday, July 28	Goodsill Anderson Quinn Brown Bag
Tuesday, July 29	Mike Buck Radio Show – Transit
Wednesday, July 30	Kaka'ako Improvement Association, General Meeting
Thursday, July 31	Wai'ala'e Country Club Coffee Hour
Friday, August 1	Group 70 Coffee Hour
Monday, August 4	John Aeto Coffee Hour
Monday, August 4	Mona Wood Coffee Hour
Tuesday, August 5	CB Richard Ellis Inc. Coffee Hour
Tuesday, August 5	Mike Buck Radio Show – Transit
Thursday, August 7	Downtown Neighborhood Board
Saturday, August 9	Sunset on the Beach, Waianae – DTS Booth Display
Tuesday, August 12	Building Owners & Building Managers of O'ahu (BOMA) "Traffic, Parking, Bus & Rail – The Future of Downtown Honolulu"
Tuesday, August 12	Mike Buck Radio Show – Transit
Tuesday, August 12	Waikiki Neighborhood Board
Wednesday, August 13	Ashford Wriston Coffee Hour
Thursday, August 14	Kapolei Chamber of Commerce – Transit Panel
Friday, August 15	Structural Engineers Association of Hawaii
Saturday, August 16	City & County, Family Fair @ Magic Island Interactive Booth
Tuesday, August 19	Visionary Related Entertainment Coffee Hour
Tuesday, August 19	Carlsmith Ball Coffee Hour
Tuesday, August 19	Mike Buck Radio Show – Transit
Wednesday, August 20	Kalihi Neighborhood Board
Thursday, August 21	Metro Rotary Club of Honolulu
Thursday, August 21	'Ōlelo Shoot – September Show
Thursday, August 21	Makiki Neighborhood Board
Friday, August 22	Systems Vendor/ Vehicle Suppliers Workshop
Monday, August 25	Ewa Transportation Coalition (ETC)
Monday, August 25	AXA Advisors Coffee Hour
Tuesday, August 26	Transit Tuesday Live – KUMU FM 94.7
Tuesday, August 26	Mike Buck Radio Show – Transit
Tuesday, August 26	Pearl City Neighborhood Board
Wednesday, August 27	W. Pearl Harbor Rotary Club
Wednesday, August 27	Mililani Neighborhood Board
Wednesday, August 27	Kapolei Neighborhood Board
Tuesday, September 2	Transit Tuesday Live – BOMB FM102.7
Tuesday, September 2	Bishop Street Exchange Club
Tuesday, September 2	Mike Buck Radio Show – Transit

Wednesday, September 3	First Hawaiian Bank Managers Staff
Wednesday, September 3	AON Insurance Coffee Hour
Wednesday, September 3	Chinese Chamber of Commerce
Wednesday, September 3	Bank of Hawaii Coffee Hour
Thursday, September 4	UH Architect Studio
Thursday, September 4	JW Marriott Ihilani KoOlina – Employees Briefing
Friday, September 5	Honolulu Board of Realtors & Japanese Chamber of Commerce “The Importance of Infrastructure to the City’s Economy”
Saturday, September 6	Kapolei Sunset in the Park
Tuesday, September 9	Transit Tuesday Live – KUMU FM 94.7
Tuesday, September 9	Mike Buck Radio Show – Transit
Tuesday, September 9	Waikiki Neighborhood Board
Wednesday, September 10	Central Regional Board of Realtors
Wednesday, September 10	Waikiki Beach Marriott Employees Briefing
Wednesday, September 10	Hyatt Waikiki Employees Briefing
Tuesday, September 16	Transit Tuesday Live – BOMB FM 102.7
Tuesday, September 16	Mike Buck Radio Show – Transit
Thursday, September 18	Native Hawaiian Chamber of Commerce Luncheon
Friday, September 19 –	Senior Expo, “The Good Life”
Sunday, September 21	
Tuesday, September 23	Transit Tuesday Live – KUMU FM 94.7
Tuesday, September 23	Mike Buck Radio Show – Transit
Thursday, September 25	CATRALA-Hawaii
Tuesday, September 30	Transit Tuesday Live – BOMB 102.7
Tuesday, September 30	Mike Buck Radio Show – Transit
Thursday, October 2	7 th Annual CNHA Native Hawaiian Convention
Thursday, October 2	Ewa Neighborhood Board Meeting
Friday, October 3	Cal Berkeley Alumni Meeting w/ RTD & DOT
Saturday, October 4 – Sunday,	Splendor of China
October 5	
Monday, October 6	UFCW – United Food and Commercial Workers
Monday, October 6	Salt Lake Community Meeting
Tuesday, October 7	Transit Tuesday Live – KUMU FM 94.7
Tuesday, October 7	Council Member Okino Community Meeting
Wednesday, October 8	AIG Coffee Hour
Thursday, October 9	Mike Buck Show – Transit
Friday, October 10 – Sunday,	Home & New Products Show – Rail Exhibit
October 12	
Monday, October 13	Aiea Neighborhood Board
Tuesday, October 14	Transit Tuesday Live – BOMB 102.7
Tuesday, October 14	Mike Buck Radio Show
Tuesday, October 14	BIA Dinner Meeting, Tabletop
Tuesday, October 14	Waikiki Neighborhood Board
Tuesday, October 14	Community Update - Ewa Beach
Wednesday, October 15	St. Andrew’s Coffee Hour
Wednesday, October 15	HPU – Natural Sciences
Wednesday, October 15	Community Update – Manoa
Thursday, October 16	Hawaiian Telcom Coffee Hour
Thursday, October 16	Makiki Neighborhood Board
Thursday, October 16	Community Update – Waipahu

Friday, October 17	Community Update – Downtown, Fort Street Mall
Saturday, October 18	Kahala Nui – Senior Living
Monday, October 20	AIA-Honolulu Membership & Task Force
Monday, October 20	Arcadia – Senior Living
Tuesday, October 21	Community Update – Ala Moana/McCully, Blaisdell – Hawai'i Suite
Tuesday, October 21	Mike Buck Radio Show
Tuesday, October 21	Outrigger Enterprises Coffee Hour
Tuesday, October 21	ASUH-HCC Senate
Tuesday, October 21	Pearl City Neighborhood Board
Wednesday, October 22	HEMIC Coffee Hours
Wednesday, October 22	Community Update – Kalihi, Farrington High School
Wednesday, October 22	Mililani Neighborhood Board
Wednesday, October 22	Kapolei Neighborhood Board
Thursday, October 23	Community Update – Mililani
Thursday, October 23 and Friday, October 24	UH – HLTAP, Hawai'i Construction Career Days
Monday, October 27	Waianae High School – Junior Class, 4 Sections
Monday, October 27	Hawai'i Procurement Institute Annual Conference
Tuesday, October 28	Kailua High School, 11 th Grade Leadership Class
Tuesday, October 28	Ala Moana Neighborhood Board
Wednesday, October 29	Stryker, Weiner & Yokota Coffee Hour
Wednesday, October 29	Young Brothers Coffee Hour
Wednesday, October 29	OMPO – CAC
Thursday, October 30	Castle & Cooke, Period Review Team
Thursday, October 30	Hawai'i Economic Association (HEA)
Friday, October 31	SSFM
Saturday, November 1	Kapolei Family Fun Festival
Monday, November 3	Island Insurance
Wednesday, November 12	OIBC – Corridor Tour
Thursday, November 13	Salt Lake Neighborhood Board
Thursday, November 20	Disability & Communication Access Board
Tuesday, December 2	Mike Buck Radio Show
Tuesday, December 2	Hawaii Kai Rotary Club
Wednesday, December 3	Waikiki Rotary Club
Thursday, December 4	Downtown Neighborhood Board Committee Meeting
Friday, December 5	OMPO Technical Advisory Committee Meeting
Friday, December 5	WOEDA Conference
Saturday, December 6	DEIS Public Hearing – Kapolei
Monday, December 8	DEIS Public Hearing – Town
Tuesday, December 9	Waianae Rotary Club
Tuesday, December 9	Mike Buck Radio Show
Tuesday, December 9	DEIS Public Hearing – Salt Lake
Wednesday, December 10	Aloha Chapter Military Officers Association of America
Wednesday, December 10	Makaha Hawaiian Civic Club
Wednesday, December 10	DEIS Public Hearing – Waipahu
Thursday, December 11	Salt Lake Neighborhood Board – Special Meeting
Thursday, December 11	DEIS Public Hearing – Kalihi
Friday, December 12	Hawaii Credit Union Accountant's Association
Monday, December 15	Pearl Harbor Rotary Club
Tuesday, December 16	Samoan Coffee Hour

Thursday, December 18

KS Speakers Bureau

2009

Monday, January 5	Honolulu Sunrise Rotary Club Presentation
Tuesday, January 6	Waianae Neighborhood Board
Wednesday, January 7	Mililani Sunrise Rotary Club Coffee Hour
Wednesday, January 7	OIBC Committee Meeting
Thursday, January 8	Ala Moana Rotary Club Presentation
Thursday, January 8	Aliamanu/Salt Lake Neighborhood Board
Sunday, January 11	21 st Century Ahupua'a Youth Ambassadors Summit
Monday, January 12	Aiea Neighborhood Board
Wednesday, January 14	City's Job Quest 2009 Job Fair
Thursday, January 15	Disability & Communication Access Board
Thursday, January 15	Makiki Neighborhood Board
Friday, January 16	Pearlridge Rotary Club
Wednesday, January 21	Kalihi Neighborhood Board
Thursday, January 22	Waipahu Neighborhood Board
Saturday, January 24	Banana Patch Community Meeting
Tuesday, January 27	Ala Moana Neighborhood Board
Wednesday, January 28	Rotary Club of Kapolei Sunset
Wednesday, January 28	Aiea/Pearl City Community Town Meeting
Wednesday, January 28	Mililani Neighborhood Board
Wednesday, January 28	Kapolei Neighborhood Board
Thursday, January 29	Rotary Club of Kapolei
Sunday, February 1 – Sunday, February 22	Kamehameha Highway Project Pearlridge Display
Thursday, February 5	Downtown Neighborhood Board
Monday, February 9	Active Living Research Community Advisory Board
Monday, February 9	Aiea Neighborhood Board
Wednesday, February 11	OHA Radio Show AM 940
Wednesday, February 11	OIBC
Thursday, February 12	Aliamanu/Salt Lake Neighborhood Board
Thursday, February 12	Ewa Beach Neighborhood Board
Friday, February 13 – Sunday, February 15	Great Aloha Run Expo – Transit Booth
Saturday, February 14 – Saturday, February 21	Engineer Week 2009, Kahala Mall
Wednesday, February 18	AIA Honolulu
Wednesday, February 18	Kalihi-Palama Neighborhood Board
Thursday, February 19	State of the City Address
Thursday, February 19	The American Business Women's Association
Thursday, February 19	Makiki Neighborhood Board
Tuesday, February 24	Pearl City Neighborhood Board
Tuesday, February 24	Ala Moana Neighborhood Board
Wednesday, February 25	Makakilo Neighborhood Board
Wednesday, February 25	Mililani Neighborhood Board
Thursday, February 26	Waipahu Neighborhood Board
Thursday, March 5	Windward Rotary Club
Thursday, March 5	Downtown Neighborhood Board
Thursday, March 5	Waianae Neighborhood Board
Sunday, March 8	Malu'ohai Annual Meeting

Wednesday, March 11 – Thursday, March 12	Hawaii Building & Facilities Management Expo
Wednesday, March 11	Hawaii Building & Facilities Management Presentation
Wednesday, March 11	WOEDA Annual Conference
Thursday, March 12	Metropolitan Rotary Club
Thursday, March 12	Salt Lake/Aliamanu Neighborhood Board
Friday, March 13	East West Center Alumni Network Gathering
Tuesday, March 17	DPP TOD Community Workshop – Waipahu
Tuesday, March 17	Pearl City Neighborhood Board Pre-Meeting
Wednesday, March 18	DPP TOD Community Workshop – Ho‘opili/East Kapolei
Tuesday, March 24	IAAP, Hawai‘i Chapter of Interational Association of Administrative Professionals
Thursday, March 26 – Sunday, March 29	First Hawaiian International Auto Show
Wednesday, April 1	West Pearl Harbor Rotary Club
Thursday, April 2	UH Presentation – PLAN 648: Urban Transportation Policy and Planning
Thursday, April 2	ASLA Hawaii Chapter – Sustainable Hawaii – Table Top
Friday, April 3	Sopogy Presentation
Friday, April 3	HPU – Natural Sciences
Wednesday, April 8	Rotary Club of Kahala Sunrise
Thursday, April 9	Salt Lake Neighborhood Board
Thursday, April 9	Ewa Neighborhood Board
Friday, April 10	Hawaii Business Equipment Quarterly Meeting
Tuesday, April 14	Rail Station Community Workshop – Waipahu 1
Wednesday, April 15	Kalihi Neighborhood Board
Thursday, April 16	Makiki Neighborhood Board
Wednesday, April 22	Mililani Neighborhood Board
Thursday, April 23	Institute of Transportation Engineers (ITE) Meeting
Thursday, April 23	Kapolei Neighborhood Board
Thursday, April 23	Waipahu Neighborhood Board
Friday, April 24	Punahou’s 3 rd Annual Sustainability Fair
Friday, April 24 – Sunday, April 26	Spring New Products Show
Sunday, April 26	21 st Century Ahupua‘a Youth Ambassadors Summit
Tuesday, April 28	Rail Station Community Workshop – LCC 1
Tuesday, April 28	Ala Moana Neighborhood Board
Wednesday, April 29	Lockheed Martin/Honolulu Presentation
Wednesday, April 29	IBC (UH Shidler College of Business)
Friday, May 1	Rotary Club of Downtown Honolulu
Friday, May 1	Bays Deaver Lung Rose & Holma Presentation
Monday, May 4 – Tuesday, May 5	The 25 th Annual Pacific Rim Conference on Disabilities
Tuesday, May 5	Waianae Neighborhood Board
Wednesday, May 6	HECO Presentation
Thursday, May 7	Wahiawa-Waialua Rotary Club
Thursday, May 7	Downtown Neighborhood Board
Monday, May 11	Plumbing & Mechanical Association Presentation
Monday, May 11	Aiea Neighborhood Board
Tuesday, May 12	Air Cargo Association of Hawai‘i
Tuesday, May 12	Rail Station Community Workshop – Kapolei 1

Thursday, May 14	DataHouse
Thursday, May 14	Salt Lake Neighborhood Board
Friday, May 15	West Honolulu Rotary Club
Saturday, May 16	Goodsill Anderson Quinn Presentation
Monday, May 18	Alston Hunt Floyd & Ing Law Firm
Tuesday, May 19	Nanakuli Neighborhood Board
Wednesday, May 20	Job Quest Job Fair
Wednesday, May 20	DBEDT Hawaii Build & Buy Green Conference
Wednesday, May 20	OMPO-CAC
Wednesday, May 20	Kalihi Neighborhood Board
Thursday, May 21	Makiki Neighborhood Board
Friday, May 22	Bank of Hawaii – Downtown Office
Tuesday, May 26	Pearl City Neighborhood Board
Tuesday, May 26	Ala Moana Neighborhood Board
Wednesday, May 27	Mililani Neighborhood Board
Wednesday, May 27	Makakilo Neighborhood Board
Thursday, May 28	2009 Join ACECH-State-City Symposium
Thursday, May 28	Honolulu Harbor Power Plant
Thursday, May 28	Damon Key Leong Kupchak Hastert
Thursday, May 28	Rotary Club of Honolulu Sunset
Thursday, May 28	Waipahu Neighborhood Board
Tuesday, June 2	Waianae Neighborhood Board
Wednesday, June 3	Rail Station Community Workshop – Waipahu 2
Thursday, June 4	Honolulu Risk Assessment Workshop Part II
Thursday, June 4	Downtown Neighborhood Board
Saturday, June 6	Hawaii Clean Energy Day – UH Manoa
Tuesday, June 16	Nanakuli Neighborhood Board
Wednesday, June 17	OMPO – CAC
Wednesday, June 17	Kalihi Neighborhood Board
Thursday, June 18	BIA Hawaii Presentation
Thursday, June 18	D.R. Horton – Hawaii Presentation
Thursday, June 18	Hawaiian Telcom Presentation
Thursday, June 18	Anthology Group Presentation
Thursday, June 18	Makiki Neighborhood Board
Tuesday, June 23	City & County of Honolulu 2009 Transit Symposium
Tuesday, June 23	WOEDA/LURF Aloha Reception – Transit Symposium
Tuesday, June 23	Pearl City Neighborhood Board
Tuesday, June 23	Ala Moana Neighborhood Board
Wednesday, June 24	Hawaii Business Round Table Breakfast
Wednesday, June 24	Kapolei Chamber of Commerce
Wednesday, June 24	Mililani Neighborhood Board
Wednesday, June 24	Makakilo Neighborhood Board
Thursday, June 25	Ohana Honolulu Airport Hotel
Thursday, June 25	Group 70 Presentation
Thursday, June 25	Hawaii Public Radio’s “Town Square”
Thursday, June 25	Waipahu Neighborhood Board
Saturday, June 27	Dragon Boat Race
Saturday, June 27	Oahu Filipino Community Council Annual Convention
Monday, June 29	Rail Station Community Workshop – Kapolei 2
Wednesday, July 1	CH2M Hill
Thursday, July 2	Cades-Schutte Law Firm

Thursday, July 2	Downtown Neighborhood Board
Tuesday, July 7	OMPO-Policy Committee Meeting
Tuesday, July 7	Waianae Neighborhood Board
Wednesday, July 8	Hawaii Developers Council Mid-Year Event
Wednesday, July 8	Hawaii Lodging, Hospitality & Foodservice Expo
Wednesday, July 8	Hawaii Lodging, Hospitality & Foodservice Presentation
Wednesday, July 8	Case Lombardi Law Firm
Wednesday, July 8	Rail Station Community Workshop – Waipahu 3
Thursday, July 9	Hawaii Lodging, Hospitality & Foodservice Expo
Thursday, July 9	Hawaii Lodging, Hospitality & Foodservice Presentation
Thursday, July 9	Salt Lake Neighborhood Board
Thursday, July 9	Ewa Neighborhood Board
Monday, July 13	Aiea Neighborhood Board
Tuesday, July 14	Mayor's Advisory Committee on Bicycling
Wednesday, July 15	OHA
Wednesday, July 15	Team Vision Agency
Wednesday, July 15	Kalihi Neighborhood Board
Thursday, July 16	Hawaii Disability Rights Center
Thursday, July 16	Disabilities & Communication Access Board
Thursday, July 16	Makiki Neighborhood Board
Saturday, July 18	Hawaiian Civic Club of Honolulu
Saturday, July 18	Hawaii Powered – Clean Energy Festival
Tuesday, July 21	Nanakuli Neighborhood Board
Wednesday, July 22	Makakilo Neighborhood Board
Thursday, July 23	Environmental Science International
Thursday, July 23	Sierra Club Meeting
Thursday, July 23	Waipahu Neighborhood Board
Monday, July 27	Hawaii State Council on Disabilities Development
Tuesday, July 28	Pearl City Neighborhood Board
Tuesday, July 28	Ala Moana Neighborhood Board
Wednesday, July 29	Hawaii Employers Council Presentation
Wednesday, July 29	Kakaako Improvement Association Meeting
Thursday, July 30	FYI...Hawaii Economic Association
Thursday, July 30	Salt Lake Neighborhood Board
Thursday, July 30 – Sunday, August 2	Honolulu Family Festival
Friday, July 31	Ernst & Young LLP (CPA Firm)
Monday, August 3	Finance Expo Coupon Launch
Tuesday, August 4	Waianae Neighborhood Board
Wednesday, August 5	Mobi PCS Presentation
Wednesday, August 5	Rail Station Community Workshop – Kapolei 3
Thursday, August 6	Downtown Neighborhood Board
Monday, August 10	Aiea Neighborhood Board
Tuesday, August 11	SAME – Society of American Military Engineers
Tuesday, August 11	LITCo
Tuesday, August 13	Ewa Neighborhood Board
Saturday, August 15 – Sunday, August 16	Personal Finance & Green Expo
Saturday, August 15	Personal Finance & Green Expo Seminar
Tuesday, August 18	Rail Station Community Workshop – LCC 3
Tuesday, August 18	Mililani Mauka Neighborhood Board

Tuesday, August 18	Nanakuli Neighborhood Board
Wednesday, August 19	APA Hawaii
Wednesday, August 19	Hawaii Federal for the Blind
Wednesday, August 19	Kalihi Neighborhood Board
Thursday, August 20	Makiki Neighborhood Board
Tuesday, August 25	Pearl City Neighborhood Board
Tuesday, August 25	Ala Moana Neighborhood Board
Tuesday, August 25 –	8 th Annual Native Hawaiian Convention
Thursday, August 27	
Wednesday, August 26	Rail Station Community Workshop – Pearlridge 1
Wednesday, August 26	Makakilo Neighborhood Board
Wednesday, August 26	Mililani Neighborhood Board
Thursday, August 27	Waipahu Neighborhood Board
TBD	LCC Back-to-School Update/Meeting
Tuesday, September 1	Waianae Neighborhood Board
Thursday, September 3	Downtown Neighborhood Board
Tuesday, September 8	Appraisal Institute of Hawaii
Tuesday, September 8	BOMA
Thursday, September 10	Salt Lake Neighborhood Board
Thursday, September 10	Ewa Neighborhood Board
Friday, September 11 –	FYI...Hawaii Women's Expo
Sunday, September 13	
Monday, September 14	Aiea Neighborhood Board
Tuesday, September 15	Nanakuli Neighborhood Board
Wednesday, September 16	Kalihi Neighborhood Board
Thursday, September 17	Makiki Neighborhood Board
Friday, September 18	Honolulu Committee on Aging (HCOA) & Mayor's Advisory Committee on Disabilities
Tuesday, September 22	Job Quest 2009
Tuesday, September 22	LURF Mayor's Forum
Tuesday, September 22	Makalapa Apartment Complex Meeting
Tuesday, September 22	Pearl City Neighborhood Board
Tuesday, September 22	Ala Moana Neighborhood Board
Wednesday, September 23	HCPO/HIGICC 2009 Conference – Mobile Workshop
	Honolulu Transit Corridor Tour
Wednesday, September 23	2009 Disability Access Conference – Panel Discussion
Wednesday, September 23	2009 Disability Access Conference
Wednesday, September 23	Waikiki Rotary Club
Wednesday, September 23	West Pearl Harbor Rotary Club
Wednesday, September 23	Makakilo Neighborhood Board
Wednesday, September 23	Mililani Neighborhood Board
Thursday, September 24 –	HCPO/HIGICC 2009 Conference – Table Top
Friday, September 25	
Thursday, September 24	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, September 24	Waipahu Neighborhood Board
Friday, September 25 –	Hawaii Seniors' Fair – The Good Life Expo
Sunday, September 27	
Saturday, September 26	American Business Women's Association
Saturday, September 26	A Taste of Kalihi Festival
Wednesday, September 30	Flor Martinez Radio Show (KNDI)
Thursday, October 1	Maggie Domingo Morning Radio Show

Thursday, October	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 1	Downtown Neighborhood Board
Friday, October 2	Fort Street Mall Farmer's Market
Saturday, October 3 –	Splendor of China
Sunday, October 4	
Monday, October 5	Rotary Club of Pearl Harbor
Monday, October 5	Noise Permit Public Informational Meeting
Tuesday, October 6	Waianae Neighborhood Board
Wednesday, October 7	Flor Martinez Radio Show (KNDI 1230am)
Thursday, October 8	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, October 8	Hawaii State Bar Association of Young Lawyers
Thursday, October 8	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 8	Salt Lake Neighborhood Board
Thursday, October 8	Ewa Neighborhood Board
Sunday, October 11	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, October 12	Kanu Meeting with James Koshiba & Olin Lagon
Monday, October 12	Aiea Neighborhood Board
Monday, October 12	Kapolei Neighborhood Board Special Meeting
Tuesday, October 13	Rotary Club of Honolulu
Tuesday, October 13	HJCC Government Affairs Committee
Wednesday, October 14	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, October 14	Pacific Century Fellows Transportation Day
Thursday, October 15	Maggie Domingo Morning Radio Show
Thursday, October 15	Iolani ECO People ECO Square Planning Meeting
Thursday, October 15	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 15	Hawaiian Civic Club Resolution
Thursday, October 15	Pearlridge Community Rail Station Workshop 2
Thursday, October 15	Ko`olani Residential Form
Thursday, October 15	Makiki Neighborhood Board
Friday, October 16	CCPI & SEA/OH Annual Convention Presentation
Friday, October 16 –	45 th Annual Food & New Product Show
Sunday, October 18	
Friday, October 16 –	
Saturday, October 30	Pearlridge Center Display
Saturday, October 17	Federation of the Blind Statewide Conference
Sunday, October 18	United Filipino Council of Hawaii
Monday, October 19	MADD Staff Presentation
Wednesday, October 21	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, October 21	Hawaii Construction Career Planning Day
Wednesday, October 21	Kalihi Neighborhood Board
Thursday, October 22	Maggie Domingo Morning Radio Show
Thursday, October 22	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 22	Waipahu Neighborhood Board
Friday, October 23	Green Aloha Concert at Waikiki Sunset on the Beach
Monday, October 26	Mayor's Advisory Committee on Disabilities (MAC-D)
Tuesday, October 27	Pearl City Neighborhood Board
Tuesday, October 27	Ala Moana Neighborhood Board
Wednesday, October 28	Flor Martinez Radio (KNDI 1230am)
Wednesday, October 28	HPU – Conservation Bio Class, 2:00 pm
Wednesday, October 28	HPU – Conservation Bio Class, 3:00 pm

Wednesday, October 28	Makakilo Neighborhood Board
Wednesday, October 28	Mililani Neighborhood Board
Thursday, October 29	Maggie Domingo Morning Radio Show
Thursday, October 29	State of the Rail Address
Thursday, October 29	State of the Rail Address – TV
Thursday, October 29	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, October 29	Waipahu Neighborhood Board
Tuesday, November 3	Physical Activity & Nutrition Summit
Tuesday, November 3	Ilocos Surian Association of Hawaii
Tuesday, November 3	Waianae Neighborhood Board
Tuesday, November 3 –	PMOC in Honolulu
Thursday, November 5	
Wednesday, November 4 –	Hawaiian Civic Club Convention
Wednesday, November 11	
Wednesday, November 4	Hawaii Filipino Chronicle Article Due Today
Wednesday, November 4	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, November 4	2009 AIA/CSI Pacific Building Trade Expo
Thursday, November 5	Maggie Domingo Morning Radio Show
Thursday, November 5	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 5	Makalapa Apartment Complex Meeting
Thursday, November 5	Downtown Neighborhood Board
Friday, November 6	Fort Street Mall Farmer’s Market
Sunday, November 8	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, November 9	Aiea Neighborhood Board
Wednesday, November 11	Flor Martinez Radio Show (KNDI 1230am)
Thursday, November 12	Maggie Domingo Morning Radio Show
Thursday, November 12	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 12	Salt Lake Neighborhood Board
Thursday, November 12	Ewa Neighborhood Board
Friday, November 13 –	2009 Kapolei Community Fair
Saturday, November 14	
Saturday, November 14	UH Football Game Project
Saturday, November 14	Envision Hawaii 5 th Annual Conference
Tuesday, November 17	Admiral Walsh & Staff Presentation
Tuesday, November 17	Nanakuli Neighborhood Board
Wednesday, November 18	Flor Martinez Radio (KNDI 1230am)
Wednesday, November 18	Filipino Business Women Association
Wednesday, November 18	Kalihi Neighborhood Board
Thursday, November 19	Maggie Domingo Morning Radio Show
Thursday, November 19	Rose Mendoza Radio Show (KNDI 1230am)
Thursday, November 19	Makiki Neighborhood Board
Thursday, November 19	Waipahu Neighborhood Board
Friday, November 20	6 th Annual West Oahu Conference – Table Top
Tuesday, November 24	Ala Moana Neighborhood Board
Wednesday, November 25	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, November 25	Mililani Neighborhood Board
Thursday, November 26	Maggie Domingo Morning Radio Show
Wednesday, December 2	Flor Martinez Radio Show (KNDI 1230am)
Wednesday, December 2	Rotary Club of Honolulu Pau Hana
Wednesday, December 2	Mike Buck Radio Show

Wednesday, December 2	Pearlridge Community Rail Station Workshop 3
Thursday, December 3	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 3	Rotary Club of Ala Moana
Thursday, December 3	Rose Mendoza Radio Show (KNDI 1230am)
Friday, December 4	KHON Morning Show
Friday, December 4	Fort Street Mall Farmer's Market
Tuesday, December 8	Rotary Club of Diamond Head
Wednesday, December 9	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 10	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 10	Rose Mendoza Radio Show (KNDI 1230am)
Sunday, December 13	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Wednesday, December 16	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 17	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 17	Rose Mendoza Radio Show (KNDI 1230am)
Friday, December 18	Kyoya Executives Meeting
Wednesday, December 23	Flor Martinez Radio Show (KNDI 1230am)
Thursday, December 24	Maggie Domingo Morning Radio Show (KNDI 1230am)
Thursday, December 24	Rose Mendoza Radio Show (KNDI 1230am)
Tuesday, December 29	Mahoney Coffee Hour

2010

Wednesday, January 6	Mike Buck Show
Wednesday, January 6	FYI...Hot Seat with State House Speaker Calvin Say
Thursday, January 7	Downtown Neighborhood Board
Sunday, January 10	`Ahai `Olelo Television Interview (KGMB)
Sunday, January 10	Larry Ordonez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, January 11 –	OHA Hawaiian Business Conference & Economic Expo –
Wednesday, January 13	Transit Display Booth
Tuesday, January 12	Hawaiian Business Conference & Economic Seminar “Prime Contracting Opportunities: Honolulu Rail Project”
Wednesday, January 13	2010 Job Quest Job Fair
Wednesday, January 13	Service Providers Meeting
Wednesday, January 13	1350 Ala Moana Board
Thursday, January 14	Salt Lake Neighborhood Board
Sunday, January 17	`Ahai `Olelo Television Interview (KGMB)
Wednesday, January 20	Project Management Institute (PMI)
Wednesday, January 20	Kalihi Neighborhood Board
Thursday, January 21	Makiki Neighborhood Board
Monday, January 25	McKinley High School Career Day
Tuesday, January 26	Ala Moana Neighborhood Board
Wednesday, January 27	Community Rail Station Workshop for Pearl Highlands
Wednesday, January 27	Mililani Neighborhood Board
Thursday, January 28	Waipahu Neighborhood Board
Thursday, January 28	Society of Women Engineers
Friday, January 29	Channel 2 Morning News
Friday, January 29 –	2010 BIA Home Building & Remodeling Show
Sunday, January 31	
Saturday, January 30	Solar Guy Radio Show
Monday, February 1	East Honolulu Rotary
Tuesday, February 2	Kaneohe Rotary Club
Wednesday, February 3	KITV Morning Show
Thursday, February 4	Tutu’s in Control
Thursday, February 4	Community Rail Station Workshop for Pearl Highlands
Thursday, February 4	Downtown Neighborhood Board
Monday, February 8	Aiea Neighborhood Board
Tuesday, February 9	Ala Moana Lions Club
Thursday, February 11	Hawaii Chapter of the Society of Corporate Secretaries & Governance Professionals
Thursday, February 11	Salt Lake Neighborhood Board
Friday, February 12	Youth Summit 2010
Friday, February 12 -	The 26 th Annual Great Aloha Run
Sunday, February 14	Sports Health & Fitness Expo
Wednesday, February 17	Honolulu Board of Realtors Leeward Regional
Wednesday, February 17	Chaney Brooks Coffee Hour
Wednesday, February 17	Kalihi Neighborhood Board
Thursday, February 18	Makiki Neighborhood Board
Friday, February 19	2010 Pacific Rim Steel Framing Conference
Saturday, February 20	Honolulu Filipino Junior Chamber of Commerce
Monday, February 22	Ewa Transportation Coalition

Monday, February 22	Kyo-ya Executive Presentation
Tuesday, February 23	Ala Moana Neighborhood Board
Tuesday, February 23	Pearl City Neighborhood Board
Wednesday, February 24	Makakilo/Kapolei Neighborhood Board
February 24	Mililani Neighborhood Board
Thursday, February 25	Waipahu Neighborhood Board
Friday, February 26	HPU Biology Class
Wednesday, March 3	Rotary Club of Mililani
Thursday, March 4	PrimeTime Wellness Fair
Thursday, March 4	Downtown Neighborhood Board
Friday, March 5	West Honolulu Rotary Club
Friday, March 5	HPU Journalism 101 Class
Monday, March 8	Aiea Neighborhood Board
Wednesday, March 10 -	40th Annual Urban Affairs Conference:
Saturday, March 13	Sustaining Cities in a Time of Globalization
Thursday, March 11	40th Annual Urban Affairs Conference: Mobile Tour
Wednesday, March 10 -	Hawaii Buildings, Facilities & Property Management Expo
Thursday, March 11	
Thursday, March 11	Hawaii Buildings, Facilities & Property Management Seminar
Thursday, March 11	Salt Lake Neighborhood Board
Thursday, March 11	Ewa Neighborhood Board
Tuesday, March 16	Cades-Schutte
Wednesday, March 17	OMPO-CAC
Wednesday, March 17	Kalihi Neighborhood Board
Thursday, March 18	WOEDA Board of Directors
Thursday, March 18	Makiki Neighborhood Board
Saturday, March 20	Step Out Walk to Fight Diabetes
Tuesday, March 23	Ala Moana Neighborhood Board
Tuesday, March 23	Pearl City Neighborhood Board
Wednesday, March 24	Mililani Neighborhood Board
Wednesday, March 24	Makakilo/Kapolei Neighborhood Board
Thursday, March 25	KITV Morning Show
Thursday, March 25	AARP Meeting
Thursday, March 25 -	Honolulu Family Festival
Sunday, March 28	
Thursday, March 25 -	2010 First Hawaiian International Auto Show
Sunday, March 28	
Monday, March 29	Local 5 Employees
Tuesday, March 30	Community Rail Station Workshop for Pearl Highlands #2
Wednesday, March 31 -	1 st Annual AVCO Technology Show
Thursday, April 1	
Wednesday, March 31 –	1st Annual AVCO Technology Show
Thursday, April 1	
Thursday, April 1	Rotary Club of Kapolei
Monday, April 5	KITV Morning Show
Monday, April 5	Hawaii Public Radio
Monday, April 5	Hawaii News Now
Tuesday, April 6	KHON “Wake Up 2Day” Morning Show
Tuesday, April 6	KITV Morning Show
Tuesday, April 6	KSSK Radio (Perry & Price Morning Show)
Tuesday, April 6	Hawaii News Now

Tuesday, April 6	Hawaii News Now
Tuesday, April 6	KHON News
Tuesday, April 6	KITV News
Tuesday, April 6	Waianae Neighborhood Board
Thursday, April 8	ACECH
Thursday, April 8	Salt Lake Neighborhood Board
Thursday, April 8	Ewa Neighborhood Board
Friday, April 9	KITV Morning Show
Friday, April 9	Punahou Sustainability Fair
Sunday, April 11	Larry Ordenez Filipino Fiesta Radio Show (KNDI 1230am)
Monday, April 12	KITV Morning Show
Monday, April 12 – 13th	Annual Pacific Rim International Conference on Disabilities
Tuesday, April 13	UH Urban Planning Class
Wednesday, April 14	OTS Kalihi Yard
Thursday, April 15	Makiki Neighborhood Board
Friday, April 16	Rotary Club of Downtown Honolulu
Friday, April 16 –	Iolani Fair 2010 “When in Rome... Iolani Fair MMX”
Saturday, April 17	
Tuesday, April 20	Nanakuli Neighborhood Board
Wednesday, April 21	Pearl City TOD Workshop #3
Wednesday, April 21	Kalihi Neighborhood Board
Thursday, April 22	East Kapolei TOD Workshop #3
Thursday, April 22	Waipahu Neighborhood Board
Friday, April 23	HECO Presentation
Friday, April 23	Waikiki/McCully Girl Scout Cadet Troop
Friday, April 23 – 3	5th Annual Spring New Product Show
Sunday, April 25	
Monday, April 26	Rotary Club of Honolulu Sunrise
Tuesday, April 27	Ala Moana Neighborhood Board
Tuesday, April 27	Pearl City Neighborhood Board
Wednesday, April 28	Outrigger Lunch & Learn Program
Wednesday, April 28	Brett Hill
Wednesday, April 28	Mililani Neighborhood Board
Wednesday, April 28	Makakilo/Kapolei Neighborhood Board
Thursday, April 29	Honolulu Business Network
Friday, April 30	Farmers Insurance Hawaii
Saturday, May 1	Ho`oikaika Peer Mentoring Project
Tuesday, May 4	Waianae Neighborhood Board
Wednesday, May 5	Hawaii Build & Buy Green Expo
Wednesday, May 5	Hawaii Build & Buy Green Seminar
Wednesday, May 5	Mike Buck Show
Thursday, May 6	Roosevelt High School – 11 th Grade Class
Thursday, May 6	MADD Law Enforcement Awards
Thursday, May 6	Downtown Neighborhood Board
Friday, May 7	Honolulu Community College – Disability Presentation
Friday, May 7	Bank of Hawaii – Downtown Office
Tuesday, May 11	KITV Morning Show
Tuesday, May 11 -	PMOC in Honolulu
Thursday, May 13	
Wednesday, May 12	McCorriston Miller Mukai MacKinnon LLP
Wednesday, May 12	City Council Meeting

Thursday, May 13	UH School of Architecture Mobility Seminar
Thursday, May 13	Community Rail Station Workshop for Pearl Highlands #3
Thursday, May 13	Salt Lake Neighborhood Board
Saturday, May 15 –	5 th Annual Hawaii Book & Music Festival
Sunday, May 16	10:00 a.m. – 5:00 p.m., Fasi Civic Center Grounds
Tuesday, May 18	Nanakuli Neighborhood Board
Wednesday, May 19	36 th Annual American Water Works Association Seminar “Sustainable Oahu – Trains Overhead, Water Underneath”
Wednesday, May 19	Kalihi Neighborhood Board
Thursday, May 20	Hoku Corporation
Thursday, May 20	Makiki Neighborhood Board
Tuesday, May 25	Ala Moana Neighborhood Board
Tuesday, May 25	Journalism and City Rail Project Class Presentation
Wednesday, May 26	Mililani Neighborhood Board
Wednesday, May 26	Makakilo/Kapolei Neighborhood Board
Thursday, May 27	Honolulu Community College - Faculty
Thursday, May 27	Waipahu Neighborhood Board
Friday, May 28 –	Democratic Party of Hawaii State Convention
Sunday, May 30	
Tuesday, June 1	Waianae Neighborhood Board
Wednesday, June 2	Mike Buck Radio Show (KHVH Radio 830am)
Thursday, June 3	Downtown Neighborhood Board
Friday, June 4	2 nd Annual Hawaii Clean Energy Day
Wednesday, June 9	Rotary of Honolulu Pau Hana
Thursday, June 10	HCC Journalism Class
Thursday, June 10	Temple Emanu-El
Thursday, June 10	Ewa Neighborhood Board
Thursday, June 10	Salt Lake Neighborhood Board
Monday, June 14	Aiea Neighborhood Board
Tuesday, June 15	Nanakuli Neighborhood Board
Tuesday, July 15	KHON Wake Up 2Day
Tuesday, June 15	KITV News This Morning
Tuesday, June 15	Hawaii News Now “Sunrise” Show
Tuesday, June 15	KINE and KSSK Radio Interviews
Wednesday, June 16	Mike Buck Show
Wednesday, June 16	Kalihi Neighborhood Board
Thursday, June 17	Ho`opili Task Force
Thursday, June 17	Makiki Neighborhood Board
Friday, June 18	Salvation Army Kroc Center
Saturday, June 19 –	Kahala Mall Display
Sunday, June 20	
Monday, June 21	Mayor’s Advisory Committee on Disabilities (MAC-D)
Tuesday, June 22	Ala Moana Neighborhood Board
Tuesday, June 22	Pearl City Neighborhood Board
Wednesday, June 23	Blue Planet Foundation Roundtable
Wednesday, June 23	Mililani Neighborhood Board
Wednesday, June 23	Kapolei Neighborhood Board
Thursday, June 24	Waipahu Neighborhood Board
Tuesday, June 29	KHON Wake Up 2Day
Thursday, July 1	Downtown Neighborhood Board

Tuesday, July 6	Waianae Neighborhood Board
Thursday, July 8	Aliamanu/Salt Lake Neighborhood Board
Thursday, July 8	Ewa Beach Neighborhood Board
Friday, July 9	Central Pacific Bank Waipahu Briefing
Sunday, July 11	Larry Ordonez Radio Show (KNDI 1230am)
Monday, July 12	Aiea Neighborhood Board
Tuesday, July 13	Punahou Summer School (Sustainability Class)
Tuesday, July 13	Punahou Summer School (Sustainability Class)
Tuesday, July 13	Tommy Auto Body Waipahu Briefing
Wednesday, July 14 –	Hawaii Lodging, Hospitality & Foodservice Expo
Thursday, July 15	
Thursday, July 15	Longs Drug Store Waipahu
Thursday, July 15	K + K Distributors Waipahu Briefing
Thursday, July 15	Hawaii Public Radio Show -“Town Square” with Beth-Ann
Thursday, July 15	Makiki Neighborhood Board
Saturday, July 17	ESPN Sportsfest
Monday, July 19	American Savings Bank – Waipahu Branch
Tuesday, July 20	Nanakuli Neighborhood Board
Wednesday, July 21	UH Presentation (Environmental Studies)
Wednesday, July 21	Kalihi Neighborhood Board
Thursday, July 22	A&B Presentation
Thursday, July 22	Waipahu Neighborhood Board
Monday, July 26	Developmental Disabilities
Tuesday, July 27	Pearl City Neighborhood Board
Tuesday, July 27	Ala Moana Neighborhood Board
Wednesday, July 28	Ewa Beach Lions Club
Wednesday, July 28	Makakilo Neighborhood Board
Wednesday, July 28	Mililani Neighborhood Board
Thursday, July 29	Pearl Harbor Naval Shipyard Staff
Thursday, July 29	Damon Key Law Firm
Friday, July 30	Firestone Waipahu Briefing
Tuesday, August 3	Waianae Neighborhood Board
Wednesday, August 4	City & County GCA Committee
Thursday, August 5	“Business Briefings” Radio Show (KHNR AM 690)
Thursday, August 5	Downtown Neighborhood Board
Friday, August 6	“Business Briefings” Radio Show (KHNR AM 690)
Saturday, August 7	“Business Briefings” Radio Show (KHNR AM 690)
Wednesday, August 11	Exhaust Systems Hawaii Waipahu Briefing
Tuesday, August 17	Nanakuli Neighborhood Board
Wednesday, August 18	Kalihi Neighborhood Board
Thursday, August 19	Zippy’s Waipahu Briefing
Friday, August 20	Times Waipahu Briefing
Tuesday, August 24	Pearl City Neighborhood Board
Tuesday, August 24	Ala Moana Neighborhood Board
Monday, August 30 –	Asia Pacific Clean Energy Expo
Thursday, September 2	
Thursday, September 2	Downtown Neighborhood Board
Tuesday, September 7	Waianae Neighborhood Board
Thursday, September 9	Aliamanu/Salt Lake/Foster Village Neighborhood Board
Tuesday, September 14	Rotary Club of Hawaii Kai

Friday, September 17	Travel Industry Management Class
Friday, September 24 –	26th Annual Good Life – Senior Expo
Sunday, September 26	
Tuesday, September 28	Energy Expo
Tuesday, September 28	Waianae Coast Rotary
Tuesday, September 28	Pearl City Neighborhood Board
Tuesday, September 28	Ala Moana Neighborhood Board
Thursday, September 30	Salvation Army Kroc Center
Monday, October 11 –	9th Annual Native Hawaiian Convention
Thursday, October 14	
Tuesday, October 12	KHON Morning Show “Transit Authority Ballot Initiative”
Monday, October 18	KITV Morning Show
Tuesday, October 19	Hawaii News Now Sunrise Show
Saturday, October 30 –	Splendor of China
Sunday, October 31	
Friday, November 5	HPU Journalism Class
Monday, November 8	Aiea Neighborhood Board
Tuesday, November 9	AIA/CSI Pacific Building Trade Expo
Wednesday, November 10	Rotary Club of West Pearl Harbor
Wednesday, November 10	Ewa Neighborhood Board
Tuesday, November 16	Nanakuli Neighborhood Board
Wednesday, November 17	Kalihi Palama Neighborhood Board
Thursday, November 18	Makiki Neighborhood Board
Thursday, November 18	Waipahu Neighborhood Board
Tuesday, November 23	Pearl City Neighborhood Board
Tuesday, November 23	Ala Moana Neighborhood Board
Wednesday, November 24	Makakilo/Kapolei Neighborhood Board
Wednesday, November 24	Mililani/Waipio Neighborhood Board
Wednesday, December 1	Makakilo/Kapolei Neighborhood Board
Thursday, December 2	Downtown Neighborhood Board
Thursday, December 9	Salt Lake Neighborhood Board
Thursday, December 9	Ewa Neighborhood Board
Friday, December 17	AACE Meeting
Tuesday, December 21	Nanakuli Neighborhood Board
Monday, January 10	Hawaii Building & Construction Trades Council AFL-CIO
Wednesday, January 12	WOFH – West Oahu/Farrington Hwy. Guideway Business & Community Meeting #2
Friday, January 14	KHON Morning Show
Friday, January 14	Structural Engineers Association of Hawaii

