

Semi-Annual Report

for the period of January 18, 2012 through July 18, 2012

on the

Section 106 Programmatic Agreement

among

the U.S. Department of Transportation Federal Transit Administration

the Hawaii State Historic Preservation Officer

the United States Navy

and the Advisory Council on Historic Preservation

regarding the

Honolulu High-Capacity Transit Corridor Project

in the City and County of Honolulu, Hawaii

Honolulu Rail Transit Project

OCTOBER 10, 2012

Introduction

The Honolulu Rail Transit Project (H RTP) (formerly the Honolulu High-Capacity Transit Corridor Project) is an elevated, electrically powered, fixed guideway transit system in the east-west travel corridor between East Kapolei and Ala Moana Center via the Honolulu International Airport, with an approximate length of 20 miles and with 21 stations. The Project is seeking financial assistance from the U.S. Department of Transportation Federal Transit Administration (FTA) and is, therefore, subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended (16 USC 470f), and its implementing regulations at 36 CFR 800. Under Section 106, a Programmatic Agreement (PA) was signed on January 18, 2011, by the FTA, the Advisory Council on Historic Preservation (ACHP), the U.S. Navy (U.S. Naval Base Pearl Harbor), and the Hawaii State Historic Preservation Officer (SHPO). The City and County of Honolulu (City) and the National Park Service (NPS) were invited signatory parties.

In addition, the following parties were included in the consultation process and offered an opportunity to concur:

- Historic Hawaii Foundation
- National Trust for Historic Preservation
- University of Hawaii, Historic Preservation Certificate Program
- AIA Honolulu
- Hawaii Community Development Authority (HCDA)
- Office of Hawaiian Affairs (OHA)
- Oahu Island Burial Council (OIBC)
- Royal Order of Kamehameha (ROOK)
- The Ahahui Kaahumanu
- Hui Malama I Na Kupuna O Hawaii Nei
- Hale O Na Alii O Hawaii
- Māmakakaua: 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
- Nanaikaponu Hawaiian Civic Club
- Hawaiian Civic Club of Wahiawa
- Ahahui Siwila Hawaii O Kapolei Hawaiian Civic Club
- Waikiki Hawaiian Civic Club
- Princess Kaiulani Hawaiian Civic Club
- Waianae Hawaiian Civic Club
- Merchant Street Hawaiian Civic Club

- Prince Kuhio Hawaiian Civic Club
- Pearl Harbor Hawaiian Civic Club
- Hawaiian Civic Club of Ewa-Puuloa
- Kalihi-Palama Hawaiian Civic Club
- Hawaiian Civic Club of Honolulu

On July 1, 2011, the public transit authority known as the “Honolulu Authority for Rapid Transportation” (HART) was established pursuant to Article XVII of the Revised Charter of the City and County of Honolulu 1973, as amended. HART assumed all lawful obligations related to the H RTP as of July 1, 2011, including the City’s obligations under the PA, and is responsible for the development, operation, maintenance and expansion of the H RTP.

Stipulation XIV.E.3 of the PA requires HART to provide a summary progress report outlining work undertaken pursuant to the PA’s terms every six months. During the first 2 years of the PA, HART is required to report quarterly (Stipulation XIV.E.2).

Semi-Annual reporting includes summaries of activities during the relevant six-month period including meetings. To date, semi-annual reports have been prepared for:

- July 2011 Semi-Annual Report for the period of January 18, 2011 through July 18, 2011
- January 2012 Semi-Annual Report for the period of July 18, 2011 through January 18, 2012

This October 2012 Semi-Annual Report is for the period of January 18, 2012 through July 18, 2012. This report is organized by PA stipulation. The following reference materials are included:

- Appendix A—Correspondence
- Appendix B— Meeting Summaries
- Appendix C—Major Milestones

Activity Summary by Stipulation

I. Roles and Responsibilities

All work carried out under the PA's terms requiring compliance with the Secretary of Interior's Professional Qualification Standards during this reporting period has been under the direction of Stephanie Foell, Senior Supervising Architectural and Landscape Historian and Parsons Brinckerhoff's Nationwide Technical Lead for Cultural Resources and/or Glenn Mason, Principal of Mason Architects. Parsons Brinckerhoff (PB) is HART's General Engineering Consultant (GEC), which represents and coordinates HART's interests and responsibilities and Mason Architects is a sub-consultant to PB.

HART continues to advertise and search for a qualified individual to fill the project architectural historian staff position. To date, several resumes have been submitted; however, no applicants have met the position qualifications.

Pacific Legacy, Inc. (Paul Cleghorn, Principal) was awarded the contract for the position of kākō'o with a notice to proceed on March 30, 2012. This fulfills Stipulation I.H. of the PA.

Next Steps

HART will continue to seek a qualified project architectural historian.

II. Traditional Cultural Properties

As part of the PA, the FTA and HART agreed to undertake a study to determine the presence of previously unidentified traditional cultural properties (TCP) within the Area of Potential Effects (APE) as defined in the PA. The TCP consultant team has completed the TCP report from East Kapolei to Middle Street (Sections 1- 3). The TCP report for first 3 sections was submitted to Consulting Parties for review on April 20, 2012. A meeting was held on May 4, 2012 to review the findings with the consulting parties. A Determination of Eligibility and Finding of Effect (DOEFOE) was submitted by FTA to SHPD on June 6, 2012. SHPD concurred with these findings on July 3, 2012 and FTA lifted construction restrictions associated with TCP completion for Sections 1-3 on July 13, 2012. Copies of FTA submittal to SHPD, SHPD's concurrence and FTA's final determination are included in Appendix A.

Next Steps

Complete contract negotiations and resume TCP studies for City Center (Section 4).

III. Identification and Protection of Archaeological Sites and Burials

Section 1: West O'ahu Farrington Highway (WOFH)—Data recovery for lo'i sediments will be scheduled once the Waipahu Transit Center property is acquired and will be completed prior to station construction at this location

Section 2: Kamehameha Highway (KHG) — Architectural Inventory Survey (AIS) is complete. AIS Report was approved by SHPD on May 23, 2012. A lo'i deposit was found in Kamehameha Highway and an Archaeological Monitoring Plan was prepared for this location and approved by SHPD on May 16, 2012. Three trenches near Pearlridge Station were not completed because

of lack of right-of-entry. Replacement trenches were dug and these three extra trenches will be completed in 2012.

Section 3: Airport —AIS Plan (AISP) was approved by SHPD on December 2, 2011. Survey work began in April and 5 trenches out of a planned 40 trenches have been excavated to date for the Airport Section. No archaeological or burial artifacts have been found. Currently, the resumption of AIS trenching is dependent on Hawaii Department of Health (HDOH) approval of soil management plans for AIS work.

Section 4: City Center —Survey work began on November 3, 2011 and is currently on-going. 54 trenches out of a planned 232 trenches have been excavated to date for the City Center Section. No archaeological or burial artifacts have been found. Currently, the resumption of AIS trenching is dependent on HDOH approval of soil management plans for AIS work.

Burial Protocol—FTA approved the Final Burial Consultation Protocol in December 2011. No additional actions are required.

Next Steps

Section 1—Complete data recovery at Waipahu Transit Center station site prior to construction at that location.

Section 2—Conduct monitoring during construction at lo'i deposit location in Kamehameha Highway and completion of extra trenches at Pearlridge Station.

Section 3— Continue AIS.

Section 4—Continue AIS.

IV. Design Standards

The project team will continue to provide opportunities for review and will conduct additional meetings as the final design process continues. Future station designs will incorporate surrounding buildings and area elements, including historic context as applicable. In addition, the design may incorporate interpretive elements and art displays. A project-wide cost saving change in basic station design has been implemented. Design contractors are adjusting plans. Consulting party reviews will be invited by the end of 2012 and/or as designs are updated by station design contractors.

Currently, only two station group final design contracts are active; those for the first six stations. All stations are undergoing redesign. Additional workshops are pending revised station design options being available for review.

Previous comments provided by the consulting parties and the public regarding balancing local design influences with historic context, community input, and Native Hawaiian interests have been shared with the final design teams and are being considered in the new concepts.

Next Steps

The project team will invite the consulting parties to participate in additional workshops as the station final design process continues.

HART will notify consulting parties when station design plans are available for review.

V. Recordation and Documentation

V.A Historic Context Study (HCS) – HCS research and writing continues. HART is in the process of identifying and forming a guidance and review panel to inform the process and maintain high accuracy and quality standards. HART expects that HCS work will continue through 2013. Ongoing work will include conducting intensive-level research, writing, and photography/illustration collection. The following topics are ongoing:

- Taro Farming
- Auwai
- Sacred Architecture
- Missionaries
- Traditional buildings and construction techniques
- Political History
- Surfing History
- Ranching

V.B Cultural Landscape Reports (CLR)

Mother Waldron Park and Irwin Park will be addressed in CLR's. The CLR's will be completed once the National Register of Historic Places (NRHP) nominations are completed for these resources, because the NRHP information will be supportive of the CLR's. The estimated time of completion is Summer-2013.

V.C Historic American Building Survey (HABS), Historic American Engineering Record (HAER), and Historic American Landscape Survey (HALS) (collectively HHH) Documentation

HART has completed the final HAER Report for Honouliuli Bridge.

Draft HAER Reports for Waialeale and Waiawa went to NPS for review on June 15, 2012. NPS responded on July 16, 2012 accepting the content and providing instructions for final submission.

Draft HAER reports for Waimalu Bridge, Kaluaao Springs Bridge and Kaluaao Stream Bridge went to NPS for review on June 29, 2012.

HART scheduled a meeting with the NAVY for July 27, 2012 regarding HABS and HAER documentation for Pearl Harbor resources, including: United States Naval Base, Pearl Harbor National Historic Landmark (NHL), CINCPAC Headquarters Building NHL, Makalapa Navy Housing Historic District, and Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society.

HABS for Dillingham Boulevard properties is underway.

HALS for Nimitz Highway Corridor and Pier 10/11 areas, and Mother Waldron Playground are in the review process.

V.D and E.

Fulfilled concurrently with stipulation V.C, when applicable.

Professional photography to complete required HHH large-format and digital photography for all adversely affected historic properties and to support other studies, such as cultural landscape reports is underway. Photography is anticipated to be completed by the end of 2012.

V.F. A professional videographer completed the “unedited” corridor video in June 2012. Copies will be provided to the SHPD and the City Municipal Library.

Next Steps

HHH for remaining corridor bridges, Pearl Harbor resources, Dillingham Boulevard, and Chinatown Historic District are anticipated to be submitted to NPS for review by the end of 2012.

VI. National Register of Historic Places/National Historic Landmark Nominations

HART is preparing the draft NRHP nomination for the Honouliuli Stream Bridge. Per this stipulation, HART is preparing NRHP nomination forms for eligible, adversely affected resources. NRHP nominations for other corridor stream bridges and Pearl Harbor resources (United States Naval Base, Pearl Harbor NHL, CINCPAC Headquarters Building NHL, Makalapa Navy Housing Historic District, Little Makalapa Navy Housing Historic District, and Ossipoff's Aloha Chapel, SMART Clinic, and Navy-Marine Corps Relief Society) are underway. NRHP nominations for Chinatown and Merchant Street Historic Districts will begin in August 2012.

Per Stipulation VI.F of the PA, the web-based map of historic properties within the APE was made active in April 2012. As documentation is finalized and approved, it'll be uploaded to the historic web-based application under the corresponding property. The map is available at: <http://historic.honolulustransit.org/>.

Next Steps

Completion and submission of NRHP nominations for corridor bridges, Pearl Harbor resources, Chinatown and Merchant Street Historic Districts are anticipated to be submitted to SHPD for review by the end of 2012.

All remaining NRHP nominations are scheduled to be completed in 2013.

The web-based database will be populated as materials are accepted.

VII. Educational and Interpretive Programs, Materials, and Signage

HART has developed a preliminary approach for the rehabilitation educational program. As part of the program, HART will develop educational materials and hold two interactive training sessions. These materials also will be used as part of the outreach efforts related to the Historic Preservation Fund currently under development as part of Stipulation IX. Measures to Address Indirect and Cumulative Effects. The materials will address:

- Historic property rehabilitation practices;
- Benefits of historic designation;
- Financial incentives and resources available for the preservation of properties eligible for or listed on the National Register of Historic Places, including the Project's historic preservation fund; and
- Resources and information available to assist in pursuit of the above three areas.

An outline of the training and reference materials was provided to the Historic Preservation Committee (HPC) for their review and comment in July 27, 2012. The first public workshop session will take place in early-2013.

Next Steps

Educational workshop session will be scheduled for early-2013.

Also see Stipulation IX.

VIII. Mitigation for Specific Historic Properties

No Activity. Relevant properties are all located in City Center (Section 4).

Next steps:

HART will incorporate site-specific mitigation during design and construction in City Center (Section 4).

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

The Historic Preservation Committee met April 13, 2012 and July 27, 2012. HART will directly contract with one designer and contractors to perform exterior improvements to eligible resources. At the July 27, 2012 meeting, the HPC reviewed outreach materials, designer procurement materials, the application form, and content for the scheduled October outreach meeting.

HART annually monitors the number of demolitions within the APE and 2,000 feet of stations to inform the consulting parties should the number of demolitions exceed 29 properties. This continues to be reported on in each January semi-annual report.

Next Steps

HPC fund applications will be due in early-2013 for the first round of awards.

HART will continue annual monitoring of the number of demolitions within the study area and notify the consulting parties if the number of demolitions exceeds 29 properties.

This activity overlaps public workshop noted in Stipulation VII.

X. Construction Protection Plan

In March 2012, HART completed a project-wide Environmental Compliance Monitoring Manual (ECMM), which serves as the construction mitigation plan for the project. The plan includes overall project-wide requirements and commitments specific to each contract are developed as each contract proceeds.

The Noise and Vibration Mitigation Plan for WOFH construction contract was transmitted to the contractor in June 2012. The Noise and Vibration Mitigation Plan for KHG was transmitted in

July 2012. Other ECMMs will follow prior to beginning construction on those contracts and be updated every 6 months or as required to remain current. HART currently submits a monthly Mitigation Monitoring report to FTA. Noise mitigation and monitoring requirements will be established on a contract-by-contract basis. Overall vibration limits are proposed based on the machinery and type of work and the distance to the nearest sensitive structure.

Next Steps

HART will complete contract-specific elements of each ECMM and provide appropriate noise and vibration plans to contractors before construction begins.

XI. HART Contractors and Contract Adherence to PA

Cultural Surveys Hawaii conducted a historic preservation and cultural awareness training on June 8, 2012 for Section 1 and 2 contractors, HART employees and agency consultants. The environmental and architectural history training program was also presented for the first time in the June session.

Next Steps

Training will continue as each construction phase begins.

XII. Post-Review Discoveries

To date, no post-review discoveries have been made along the Project corridor.

XIII. Public Information

Semi- Annual Reports are available at: <http://www.honolulustransit.org/planning/xiv-administrative-provisions.aspx>

Next Steps

This report will be uploaded to the website.

XIV. Administrative Provisions

The second semi-annual report (through January 18, 2012) was issued in February 2012 and is available on the project website <http://www.honolulustransit.org/document-library/programmatic-agreement.aspx>

National Trust for Historic Preservation (NTHP) filed an *amicus* brief in support of the Plaintiffs in the HonoluluTraffic.com v. FTA litigation pending in federal court. NTHP argued that the Defendants (the City and FTA) failed to comply with Section 4(f).

Next Steps

HART will hold the final required quarterly meeting with the consulting parties in October 2012 to discuss ongoing implementation of the PA. However, Quarterly Meetings will continue, as needed. The next semi-annual report will be prepared in January 2013 in conjunction with an annual meeting.