

KĀKO‘O MEETING SERIES

Tuesday, 16 December 2014

Meeting Notes

Next meeting date is 20 January 2015, with the FTA portion from 9:30am to 11am and the Kāko‘o portion from 11am to 12:30pm.

Attendees

- In Person:
 - Kawika Farm (HART)
 - Kiersten Faulkner (HHF)
 - Tanya Gumapac-McGuire (HHF)
 - Susan Lebo (SHPD)
 - Michael Lee (CP)
 - Paul Luersen (GECIII)
 - Jon Nouchi (HART)
 - Jessica Puff (SHPD)
 - Josh Silva (GECIII)
 - Stanley Solamillo (HART)
 - Joseph Lapilio (NKK)
 - Paul Cleghorn (Pacific Legacy)
 - Lisa Kahahane (Pacific Legacy)
- On Phone:
 - Ted Matley (FTA)
 - Betsy Merritt (NTHP)

Miscellaneous – Open Discussion

- HART announcement of new hire – Dawn Chang, PA Manager.
- K. Faulkner requests a HART organization chart.
- General request to include each PA Stipulation with corresponding task ownership.
- HART notifies the group that human skeletal remains were uncovered in the Pali Momi area on 4 December 2014.
- P. Luersen updated the group on the status of the Project database; he hopes to have something to show by the next meeting.

Meeting Summary

Federal Transit Administration (FTA) Meeting

Date and Time: **December 16, 2014, 9:30am**
Location: **Alii Place, 1099 Alakea Street, Honolulu, HI 96813**

The following materials are attached to these minutes:

Appendix A	Agenda
Appendix B	Letter from Historic Hawaii Foundation to Federal Transit Administration dated October 28, 2014
Appendix C	Letter from Pacific Legacy to Federal Transit Administration dated December 4, 2014

WELCOME AND INTRODUCTIONS

The meeting was called to order at 9:41am and started with self-introductions. The purpose of the meeting was to discuss Stipulation IX: Measures to Address Reasonably Foreseeable Indirect and Cumulative Effects Caused by the Project.

FTA LED DISCUSSION ON PROPOSED ACTIONS TO ADDRESS REASONABLY FORESEEABLE INDIRECT AND CUMULATIVE EFFECTS CAUSED BY THE PROJECT

Ted Matley:

HHF brought to FTA attention the proximity of a structure to one of the rail stations. There is quite a bit of history outlined in the letter and in the response from Paul Cleghorn.

The end result is the structure was demolished so at this point there is not much that can be said about mitigating that particular structure but it does raise the point to think about what is in place to identify and respond to direct and cumulative effects of the rail project.

We did try to address this in crafting the PA. There is certain monitoring that is defined in the PA and mitigation measures established to address this problem including the preservation fund and education elements. Paul was asked to present his analysis and recommendations as a starting point. We can discuss what else we can do to address the issues. We need to find ways to find ways to support the local planning processes. FTA has no authority to tell a property owner what to do – we don't have permitting control but we need to respond.

It is not our expectation that today will result in a definitive answer but it is a start.

Paul Cleghorn reviewed his research and recommendations:

- This started with Historic Hawaii Foundation writing to FTA with copies sent to Paul and other signatories dated October 28th.
- This identified a significant indirect effect of a structure nominated for historic places.
- The letter asked for a meeting among FTA, HART, Kakoo and other CPs as stipulated.
- As part of that, the Kakoo is charged in the PA to solicit comments from the CPs regarding the impact and research the issues presented and make recommendations to the FTA to the disposition of the request.
- Email were sent to the CPs for comments - no comments were received from the CPs.

- Did get responses from HCDA, HHF, There was a lot of material received.
- The concern for the issue of indirect cumulative effects started early in the section 106 process for those properties not yet evaluated. What indirect and cumulative effects will the rail projects have on these properties?
- One year later, those same concerns were shared by American Institute of Architects, the National Trust for Historic Preservation, and the SHPD. These concerns have been raised for five to six years. This is a problem.
- As mentioned by FTA, the impetus for this meeting was the demolition of the Honolulu Advertiser building.
- After research and discussions with CPs, there are three recommended actions that the FTA should pursue. This should be the first of several meetings to address these issues.
 - Convene a series of meetings with interested signatories and CPs how to best address indirect and cumulative effects. In consultation with these parties, the FTA should identify potential historic properties that could be affected. As identified in the letter, the area of concern is the 2000' radius from the station. More effort is needed to identify what other properties might be affected.
 - The project alignment should be separated into manageable segments for this analysis.
 - In consultation, FTA must determine methods to mitigate the potential adverse effects. One avenue is the historic preservation fund granting system and the process needs to be expedited and expanded pending the outcome of identification efforts.

Ted opened up the meeting for discussion.

Kirsten Faulkner brought up several points:

- The catalytic issue was the Honolulu Advertiser building. The press building is completely demolished and about half of the news building. The front section is sealed, there is some portion of a historic property that still exists. There may be some opportunities to talk about.
- The PA has an appendix on how to notify the signatories under stipulation IX. There were two letters sent. We sent the first with information we had on hand and after getting the appendix, we had a follow up letter.
- That appendix states we need to notify the DTS. Monday DTS sent a letter stating they determined the lead agency is the DPP – TOD Section. They have designated a contact person. I recommend they be notified of these meeting so they can participate. Their letter is dated December 8th. SHPD spoke to DPP regarding TOD and DPP considered themselves separate from the process.
- The other jurisdictional issue that needs to be addressed relates to HCDA with whom the Honolulu Advertiser building. Not City and County. HCDA is a consulting party and presumably is getting the CP notices, it is recommended that they be invited as well since they are the agency with jurisdiction.
- SHPD did speak to HCDA and informed them of the meeting today and expressed that it would be beneficial for them to participate.
- The transit project has always been discussed not only as a transportation project but as an organizing feature for future development on Oahu. The planning and general land development goals for the City are now organized around this system. TOD has become an important framework of the project and why it was brought up early in the Section 106 consultations. The response of the time was that TOD would have overlay zones for protection of historic and cultural resources. At the time, the discussion was to give this overlay zone a chance. There was a commitment to check in and deal with issues if it did not work. This is where we are at this time.

- HCDA had a chance to protect cultural and historic properties and they are failing to do so. The city is doing TOD planning for all of the stations where they have talked about demolishing historical resources to make way for TOD. It has been explicit. This is the tip of the iceberg and we should deal with this now.
- Current planning processes and protections are inadequate to the task.

Michael Lee:

- The true Kawaiahao spring is there at the Honolulu advertiser site. This is noted in records. State laws protect caves and sites of worship. HART's own AIS mentions this and there are many sites mentioned that are along the route. This is where the historical documents indicate evidence in Hawaiian newspapers, LCAs, and other documents. These caves are not just wahi pana but wahi kapu which provides additional protections.
- The TCPs should not only identify but preservation plans are needed. It is not enough to identify them, tape them and then destroy them without some efforts for preservation.
- We are working with Kawika Farm to document this information and is deeper than what has been done. This constitutes a working project that will take a little more time. We all want the same thing – to follow the law.
- There are issues coming up near Savers in Waipahu. There are known springs there that are gravity fed and the destruction of those sites affect Hawaiian cultural practices. These are important for our fisheries and cultural practices.

Jessica Puff:

- It's important to note that after we identify properties we need to identify what effects this project is having on them. There are some indirect effects not adverse and there are some activities that do not lead to cumulative effects. If any mitigation is required, we need to address what the effect is.
- One of the reasons we have not commented is we are still trying to determine how the Advertiser building project is connected to the rail project either in terms of the building's demolition or in the construction of the rail line and the attached stations. We need to figure out what the level of effect is. We are not 100% positive at this time.

Susan Lebo:

- We need to divide the alignment into manageable sections to help move the process forward. We should start with Kakaako since there is so much development already in process and a series of other projects coming on line.
- In terms of the TOD aspect, we need the City and County and HCDA represented here at these meetings. HART does have someone in HART responsible for some way with TOD – this was indicated by DPP and HCDA but there is no interaction.
- If we start with Kakaako we need to look at the AIS. It has identified and evaluated a number of architectural resources in the Kakaako area are proposed as eligible. We should look for those not considered and determine if we agree on those already deemed eligible.
- There are AIS completed for other projects and that may not have focused on architectural resources and there may be a need to have architectural concerns addressed. Some have already received their HCDA permits. Others are coming up in the next two months.

Michael Lee:

- My fear is the cumulative damage being done below the surface is having a negative effect on culture, history and the environment not being seen. These are supposed to be protected. The engineers involved are not reporting on what they find in their individual projects. But collectively, these are having a cumulative effect.
- The connectivity that you ask about is under the ground. This is a land of hallow depths. The connectivity is the basement of our islands.
- This PA recognized historical value. Other parties like the cultural descendants are a part of this conversation. We can work together to get this done.

Susan Lebo:

- Within the HART project, we've had a number of studies done (TCP, AIS, and others). The problem is they have not been integrated. To address this idea of indirect and cumulative effect, we need to integrate these to see the impact and not just look at the building. We need to look at integrating.

Michael Lee:

- There's excellent documentation - now let's put it together and develop a preservation plan.

Kirsten Faulkner:

- I don't want to jump past avoiding the adverse effect in the first place. I don't want to jump to mitigation without getting to the issue of the development itself. We have read every report that has been put out. We have provided extensive and detailed comments. There has been no response to the comments and questions. It is not enough to know what the historic sites are but there needs to be measures that say we will protect them. How far can we go with telling property owners what they can do? The regulations actually do that. There are authorities and police powers that can be used and should be used.
- There is also the case of public properties such as the City owned Blaisdell Center. All of the discussions relating to development of the Blaisdell site have talked about the transit station. They are explicitly linking the Center to transit.

Jessica Puff:

- We need to keep in mind that just because developers are identifying transit as a reason to develop their property, does not mean they project is linked to the project, indirect, cumulative or otherwise. We don't necessarily mitigate or avoid these projects.

Kirsten Faulkner:

- That's why they're indirect. The whole point of indirect effects is that this project enables adverse effect that might not otherwise occur. It is a grey area. Is it a tie to cause and effect? That's why it's indirect. It is not always linear. It's not black and white.

Paul Cleghorn:

- Is this a "but for?"

Jessica Puff:

- It gets into a hazy area. How long does that “but for” stay in effect? When the rail line is completed, forever more the development of the city will be affected by the rail line. We need to look at it in a more holistic approach. This project will have an impact on how developers develop. We might not want to focus on this case-by-case but discuss how this project will affect future development of the city. I don't know if going forward one by one.

Michael Lee:

- The connectivity here, like the Blaisdell spring. Hughes will take that spring and return it to the surface. The spring will be a part of their feature and part of their project to Kewalo Harbor. Unless you have the big picture of the ahupua`a and all of these projects are integrated, there's no framework for connectivity. We cannot be blind to where this place is. It is Hawaii. It is all part of the package. When you bring it to the table, what is the connected value?

Paul Cleghorn:

- I agree that holding the project accountable for the next 100 years is a stretch. We can identify what these important resources are, encourage their preservation and re-use, and interpretation and protection for cultural use. If that gets some energy and moves forward, they will be preserved for the next 100 years. We need to identify and encourage preservation and re-use.

Jessica Puff:

- Integrating all these surveys and studies - one way to go about it is to look at what we have identified so far within the affected areas and this is an opportunity to beef up the survey and develop a cumulative survey of these properties regardless of what they are and that is where we have some executive summary that creates a preservation plan. That is a document we can push the city to adopt. This may be a starting point.

Susan Lebo:

- We have these surveys. At the end of the day, when the city makes an agreement for a developer to demolish a building or to develop a project, they are not doing so knowing what the other concerns are and should be considered prior to granting a permit. In terms of HCDA, they were not fully aware of the other issues, such as the underground springs and these issues are not addressed when the permit is discussed. There is no mechanism to make sure all of these concerns are spelled out for every single project going forward.

Kirsten Faulkner:

- In the case of the news building, they know what they were doing. It is not always about identification and disclosure. This was a willful decision made to destroy a historic property on purpose because it was inconvenient for them to have it. We cannot ignore specific effects on specific projects. Adverse effect needs to be addressed.

Jessica Puff:

- I agree that there was an adverse effect. I don't know if we can tie this adverse effect directly to this project. They may have seen rail as an opportunity.

Michael Lee:

- The PA is very specific for TCPs and clearly states there should be a pathway for federal recognition. What is missing are goals and objectives to follow through for protection or preservations plans - realistic mechanisms to achieve what the PA sets forth. This was not just to take pictures and trash the sites and have excuses along the way why we did not do what needed to be done. Not one of the TCPs recommended by Maly have been put up for federal recognition.

Ted Matley:

- Kirsten brought up good points about the regulatory and authoritative measures that can be taken but these are not tools that can be used by HART or FTA. We can work with those agencies. The longer term response would be worthwhile pursuing. We have to think about how we can affect the local decision making process.
- It is a difficult topic but we also don't want the conversation to linger forever either. We need to take the ideas and take short term ones to deal with now and identify the longer term issues to work on differently. I am asking that we get additional ideas from participants.

Michael Lee:

- In West Oahu, the direct effect is Hoopili. Hoopili would not be there if not for rail. There are adverse effects from this project. The PA sets up a road map for something good but it has not been acted on in any concrete way. We are running out of time but we need specific goals, focus and mechanism. Otherwise this is just talk. Things need to be done. We have a lot of data and we need to move forward and do what the PA lays out as a road map.

Paul Cleghorn:

- The discussion is timely. Moving forward is in FTA's court. We should look at Kakaako first. But what comes to mind – who is going to pull all of the information and studies together?

Michael Lee:

- We are already moving on this. We have the documentation already to go. We are working with the Hawaiian Cultural person in HART.

Kirsten Faulkner:

- Paul's recommendation to focus on an initial survey. Mikes point about the cultural resources is a good one but there are also built resources.
- The project did a historic inventory just for the APE. At the time, we recommended widening it to the ¼ mile around the rail station. An inventory and analysis for each of the stations might be a place to start. If we looked at ¼ mile around stations, it would be a huge step in the right direction.

Charlene (ACHP):

- We need to understand how everyone involved fits in the project that would help. We are making a lot of assumptions. HART should make an effort to clarify who is involved, what they do, and what we are doing to make sure all of the parties are on the same page.

WRAP UP AND SCHEDULE FOR NEXT MEETING

FTA will discuss this with HART. There will be a lag because of the holidays. FTA will need to make sure they get input from anyone that can provide anything useful. If anyone has thoughts can they be sent send any comments to Paul by the end of the week. After our discussions with HART, we will establish a timeframe. Paul recommended the regular PA meeting date, the fourth Thursday (January 22nd). It would continue to be an FTA meeting followed by the regular PA meeting.

THE MEETING WAS ADJOURNED AT 10:55 a.m.

Attending Consulting Parties & Signatories

Kiersten Faulkner	Historic Hawaii Foundation
Tanya Gumapac-McGuire	Historic Hawaii Foundation
Susan Lebo	SHPD
Ted Matley	FTA (dial-in)
Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Gary Tasato	NAVFAC HI, Navy Region Hawaii
John (?)	NAVFAC HI, Navy Region Hawaii
Jessica Puff	SHPD
Michael Lee	Recognized Descendant
Charlene (?)	ACHP

Attending Project Staff

Dawn Chang	Kuiwalu
Kawika Farm	HART
Joseph Lapilio	Facilitator
Jon Nouchi	HART
Paul Cleghorn	Kāko'o
Lisa Kahahane	Kāko'o
Josh Silva	CH2M Hill
Stan Solamillo	HART
Paul Luersen	CH2M Hill

Appendix A Agenda

Appendix B: Letter from Historic Hawaii Foundation to Federal Transit
Administration dated October 28, 2014

**Appendix C: Letter from Pacific Legacy to Federal Transit Administration
dated December 4, 2014**

KĀKO‘O MEETING SERIES

Thursday, 20 November 2014

Meeting Notes

Next meeting date is 16 December 2014.

Attendees

- In Person:
 - Dawn Chang (Kuiwalu)
 - Kawika Farm (HART)
 - Kiersten Faulkner (HHF)
 - Susan Lebo (SHPD)
 - Paul Luersen (HART)
 - Jon Nouchi (HART)
 - Charlene Oka-Wong (Navy)
 - Jessica Puff (SHPD)
 - Umi Sexton
 - Stanley Solamillo (HART)
 - Gary Tasato (Navy)
 - Joseph Lapilio (NKK)
 - Paul Cleghorn (Pacific Legacy)
 - Lisa Kahahane (Pacific Legacy)
- On Phone:
 - Ted Matley (FTA)
 - Betsy Merritt (NTHP)
 - Blythe Semmer (ACHP)

Discussion – Plan of Action Milestones (POAM) DRAFT

- Still need to add HART website deliverables.
- This is an aggregation of the SHPD and Navy documents.
- Check list in order to comply with PA.
- Color coding of POAM entries:
 - Red = questions.
 - Orange = track meetings.
- HART to convert this to MS Project Schedule which will coordinate with the main scheduler used for the project.
- Look at providing draft next month:
 - HART to manage database; shows commitment to the success of the process and project.
 - More of a timeline view.
- Need to add to R&R, item B:
 - SHPD and HART to meet to go over what has been done/received and current status of the project.
- Add version number.
- Add color coding for completed items:
 - Green = end date, complete.
 - Red = needs clarity/get questions answered.
- When submitting upgrade, list stipulation number and item.
- Need to fill in some of the fields.

- Distinguish “responsible for acceptance” party from “involved”.
- Stip. III B.3 states that Kāko‘o is responsible when “City and County (C&C)” is responsible.
- Need to clean up that discrepancy, jurisdictional issue.
- Contact lead professionals at HART managing the activity (e.g., Stip. III = K. Farm).
- Kāko‘o is to be responsible and to be there and facilitate for cultural meetings.
- Kāko‘o is independent but there should be oversight.
- Dual responsibility: City and County as well as Kāko‘o.
- Stip.I.H. PO3:
 - Who is ultimately accountable to make sure the PA is completed?
 - FTA delegated to C&C who delegates to...
- Under R&R, Kāko‘o is responsible which refers to Stip. which states C&C is responsible. This needs to be clarified
- Kāko‘o is INDEPENDENT.
- There needs to be consistency.
- Submittal to come from HART as “deliverable”:
 - With a request for Kāko‘o review by another party.
- Kāko‘o to make sure HART is doing their job and getting their stuff done.
- Deliverables - assign concern and priority
- Everyone to provide “heads up” prior to submission please.
- The reports will be disseminated as a PDF.

Miscellaneous – Open Discussion

- Is there a current APE?
- DOI Standards applicable to Aloha Stadium Station? No resolution.
 - Objection until resolved.
- HART punted it to FTA, FTA sent it back to HART.
- Add these objections to conflicts resulting from the consultation to the POAM in order to keep them top of mind.
- Keep the detail of the POAM (or actual doc).
- III.B.4 (Iwi Kūpuna)
 - Written specifically for Phase 4(?) needs clarification.
 - Works with Cultural Monitoring Plan.
 - Recognized descendents.
 - No consultation protocol currently developed. Do so proactively.
- 3F: Curation
 - SHPD wants to view curation facilities. Making a formal request.
 - SHPD wants everyone to have a buy in and be committed to the POAM document upkeep.
- How to proceed with getting the POAM up to date?

- Send updates to Jessica directly. Get to her one week prior to meeting. Timeline = comments by 12/5; distributed on 12/11; to discuss 12/16.
- Goal by end of year = get the POAM structure as complete as possible.
- MS Project draft version = MAYBE by next meeting, most likely in January.
- Create/add:
 - List acronyms.
 - Color code key.
 - Page numbers.
- Use “track changes” to submit changes.
- Suggest 30 days for CP consultation; consultation vs. review.
- Subset = link to more detail.
- Beginning of year: examine the items that require “consultation” to break those down.

Aloha Stadium Access Planning Group

Date and Time: **November 7, 2014, 8:30am**
Location: **Aloha Stadium Conference Room**

The following materials were distributed at the meeting and are attached to these minutes:

- Appendix A Agenda
- Appendix B Honolulu Rail Transit Project Overview
- Appendix C Aloha Stadium Station Intermodal Access Study
- Appendix D Aerial View of the Aloha Stadium Area
- Appendix E Summary and Future Action (page 23), Treatment Plan for Cultural and Historic Resources at Aloha Stadium Station, HART (July 2014)
- Appendix F Aloha Stadium Access Planning (PowerPoint Presentation)

Welcome, Introductions, Meeting Purpose

The meeting was called to order by the facilitator at 8:35am. This was followed by self-introductions. The list of people attending is attached.

The purpose of the meeting is to talk about the planning we are all doing and how our projects come together. The reason HART is convening this meeting is from our Section 106 Programmatic Agreement consultations and their inquiries on whether the agencies at or in the proximity of Aloha Stadium are talking to each other. It is a fair question.

We agreed to hold an initial meeting of stakeholders. We hope this becomes an ongoing activity. We need to work in partnership with the other activities and agencies around the station to make it successful. We want this intermodal facility to work well within this community.

Transit Station and Area Overview

The transit system is a 20 mile elevated rail system starting in Kapolei and ending at Ala Moana. We are currently in construction in Kapolei. One mile of elevated guideway is in place. At the Kamehameha Section, utility relocation work is taking place

The Aloha Stadium Station is designed. Consultation is taking place with our consulting parties due to the station's proximity to the historic landmark and the culture and history of the area.

The station is a different configuration from the other stations to handle large volumes of people at specific times. The station has three tracks to provide flexibility at needed times.

The Aloha Stadium Station is situated on a parking lot of the stadium. There is an agreement to share the parking facility that will be built to accommodate the station during weekdays and support stadium parking on weekends and holidays. Aloha Stadium Station is projected to be the tenth busiest station in the system. By 2030 more than 120,000 passengers are expected per day. Studies show that nationally 20% of stadium attendance is connected to rail. The Aloha Stadium Station, if the stadium is full, will relieve about 8,000 cars from the highways around the station.

Seven bus bays will be included in the station. Circulators are envisioned operating every 15 minutes from the station. This station will be a hub for the stadium and other communities and facilities in the area. Regular bus transportation will continue to provide access to other points.

As part of the community outreach, a lot of work has done on station aesthetics. These include art work, column wraps, and landscaping. Each station will have its own unique art. The art at each station will be tied to the ahupuaa in which the station is located.

About a quarter mile around that station touches the stadium and is close to the memorial. When the radius is seen from the one mile vantage point, more is encompassed including the housing district. This is used as a framework for planning multi-modal connections.

HART wanted to invite all of the stakeholders to share what they are doing. It's important that everyone know what is happening and to hear what each of us needs to move forward.

Stakeholder Project Updates

- National Park Service
 - Conducting a transportation study to determine long term needs for the visitor center.
 - Did a road safety audit and expect to have the report at the end of this year.
 - There are numerous safety concerns for bicyclists and pedestrians.
 - In the long term there is a need for more than one access point into the visitor center.
 - The Park Service supports efforts to restore the Pearl Harbor Historic Trail to the Center.
 - There are no plans at this point to fund a circulator.
 - If we can get updated on a regular basis, NPS can plan ahead and help mitigate the impacts of construction.
- Joint Base Pearl Harbor-Hickam
 - Slide 11 shows an intent to provide a circulator from the station to the base. We are trying to find ways to get from the station to the base. *Liz recommended looking at the interim stage when the opening of the line will begin but the route will end at Aloha Stadium. There are not definitive plans yet but the conversation needs to keep going. Is there any other studies you can share that will relate to station planning?*
 - We have a study related to the Ford Island intersection (at Kamehameha Highway) and the impacts traffic. There is heavy demand for Ford Island. There is a study being done looking at the Aloha Stadium Station and its impacts. This will be done in December.
 - We are hiring a Base Transit Planner.
 - The COMPACFLT Admirals Boathouse is a secured site; recommends fencing along trail to guide pedestrians.
- Aloha Stadium
 - Excited to have the station on the stadium property.
 - We hired a Consultant to determine how to best use the opportunities of the station, how to work with others, and to develop a master plan. This planning is in process.
 - We are working with an ROE arrangement with HART.
 - As they conduct a study of the transit station construction, we will get more information.

- How do we quantify losing 596 parking stalls? Not just monetarily but also the customer experience.
 - We trying to work on impacts on the physical changes to Salt Lake Blvd. How do we safely move people from the station to the stadium?
 - An issue we are struggling with is HART's inability to commit any funds other than what is already dedicated to the rail system. The financing of other projects will need to come from the City. How do we replace the loss of parking stalls? How do we maintain the safe access of the users of the HART system? Unless something is done to Salt Lake Blvd, this will be a problem. Need city help and commitment
 - Deed restriction issues – We need support and commitment from HART, TOD and the City. Transit is a key factor to our planning and the deed restriction is a key impediment.
 - There are two major projects taking place, not just HART but also the stadium. We cannot make commitments unless we get commitments. If there are problems, we need commitments from HART, the City or TOD that we will get help to resolve the problem.
 - There is a high probability that the stadium area will showcase the potential of TOD.
- Department of Planning and Permitting (City) – Halawa Makai TOD Plan
 - Deed restrictions involve the city council, not just administration.
 - The City is supportive of TOD around the stations. The Aloha Stadium is the last area to be planned. A consultant is on contract. TOD planning process starting.
 - Planning advisory meetings and community meetings will start in January.
 - Security issues related to Pearl Harbor need to be identified and addressed.
 - Communication is key, we need to know whether we should slow down, or pick up.
 - Historic trail has improvements planned in the Aiea/Pearl City plan and has the potential to become a catalytic project. The City will put some funding into it. We are focusing on affordable housing and bus turn around. This becomes a joint project we can all work on.
- Department of Transportation Services (City)
 - Focused on ensuring multi-modal transportation options exist at each station.
 - We have looked at all stations for opportunities and constraints.
 - It is difficult to walk along Kamehameha Highway, getting to the bus stop on the makai side is intimidating – how do we improve access to that side?
 - Also concerned about crossing the highway to get to the stadium, particularly since we are talking about large volumes of people crossing the street.
 - Rail increases pedestrian activity, we need infrastructure in place to accommodate this.
 - It's an opportunity to improve the walking and biking environment. The connection to the end of the Pearl Harbor bike trail is a great opportunity.
 - We identified a host of little projects and have CIP funding to improve station access. We hired a civil engineer to help with this focus.
 - Signage and way finding needs to direct people using the station rather than the bus.
 - Applied for FHWA grant; potential for \$125K in funds for pedestrian/access improvements.
 - We need to leverage funding – we have to spread our funding around 20 stations. We want to work with partners to look for other funding and maximize efficiency of funds.
 - Many people coming to the monument/memorial are older. This needs to be considered.
 - Planning needs to include the boat house as a secured facility and other sensitive areas.

- Hawaii State Department of Transportation
 - No report at this time.
- Oahu Metropolitan Planning Organization
 - OMPO is in the process of development: transportation alternative program planning focused on multi-modal projects geared toward connectivity and transit related projects.
 - Expecting adoption in early 2015 with a first call for projects in January and February.
 - We have federal funds (\$1.5m) for projects related to what has been discussed.
 - Funded projects need to be ready – we have enough projects in the pipeline ready to go.
- Other updates
 - One of the connections for the community meetings with TOD is the improvements planned to the Leeward bike path. Phase 1 is part of the PH Historic Trail and in the Section 106 process. It will improve the route. This should be added to our discussions.
 - Fish and Wildlife will start construction in January on an overlook at West Loch.

Vision – Brainstorming Potential Opportunities

We need to craft an over-arching statement that captures our vision. There is one proposed from HART. Based on the conversations, we've had over the past couple of hours, what changes to the vision can we make to articulate a common direction? Here are concepts to incorporate:

- Regional intermodal gateway. With the stadium and the monuments, it's not just local, it's an island wide facility. Many tourists pay their homage at Arizona memorial, it's a gateway to their experience, it has far reaching effects.
- Integration of the various sites in the area.
- There is a definite cultural significance of the area (*piko*) and the facility as a "center". It is centrally located. In Hawaiian culture, the *piko* reaches out and extends out. It is the place of *Keaiwa Heiau*, *Papahanaumoku*. It is connected to Mother Nature. It is a gathering place for local, people from across the country and the world. It is more than sports activities and venues, it can include training facilities and housing. It's not just a gateway, it is a center that radiates outward. Consider *makahiki*, time of rebirth, new growth.
- The vision state should have quantifiable and measureable goals that aim for accessibility, a walkable environment, safety, culture and security.

What changes can we make to the mission statement? Concepts to include in the mission statement:

- Partnerships.
- Information sharing.
- Address impediments collectively.
- Synergy.
- Collaborative process.

- Shared process for ideas, funding, and other resources.
- Community and stakeholder input, work with stadium.
- Be sensitive to the host community. Whatever we develop, we need to make it appropriate for the people who live here.

How to Move Forward

There are several themes in the presentations that are important to several of the agencies in the meeting. These include:

- Timelines. There are deadlines and timeframes critical to individual agencies, projects and plans. How do we share what is happening? HART is looking at the station's opening in 2018 for the environment around the station to be ready to use. If we rally around a specific project, what are the key points in time to consider?
- How do we find out what activities, planning efforts are taking place, so that others' plans can be incorporated?
- Funding possibilities and other activities that could involve others in the room and are opportunities for coordination and collaboration. How do we share this information and identify these opportunities?

Other constraints and challenges voiced by participating agencies included the following:

- Coordination between Aloha Stadium, Pearl Harbor station conversations and the TOD plans. The two stations are closely related but we are planning them as separate entities.
- The need to address and resolve issues related to deed restrictions.
- Bus routes/JBPHH connections and the concerns raised earlier.
- Pedestrian connections (Salt Lake Boulevard, Kamehameha Highway) are dangerous. Increases in pedestrian traffic will further challenge the project. How do we coordinate multiple destinations without people having to use multiple shuttles to the various sites we are trying to integrate?
- Federal compliance issues have impacts on timelines. For HART, our issues are permitting and staying within the line of federal compliance issues. The constraints on these is time. Different levels of approvals take different amounts of time.
- Security/safety are paramount and need to be incorporated into all planning. Security protocols and processes with vehicles is established. Large increases in pedestrian traffic will require changes.
- Signage and way finding are important issues. Visitors already confuse Pearl Harbor with the specific locations of the Valor Pacific National Monument.

- Funding and resources are limited for everyone. How do we leverage funding?

Other Discussions

- What are our roles? What is HART's role? We have ideas for capital improvements. There is a limited funding for the stations. There are so many plans going on. How do we know what anyone is doing makes sense for everyone else? How do we do all of this coordination? We don't want to miss opportunities we can have with each other. We can help each other.

HART is willing to help with this continuing effort with volunteer staff time but HART does not have to be the lead agency. The genesis for our meeting today came out of the conversations we are having with our consulting parties. The real concerns for our consulting parties have to do with the historic landmark. HART took this on because it have been in conversation with all of the players individually.

We have 21 stations and we cannot work on these stations in silos. We wanted to get everyone in the room and we have to develop what the path forward looks like. The City DPP, DTS, and HART need to make sure we are pulling in the stakeholders needed.

- If this simply communication need that is fine. It would be difficult to go beyond that since we all have different command structures with difference priorities. Our roles and responsibilities differ. Some of us deal with facilities, some of us are about networks. We will have some confusion but there are opportunities for us to do joint projects. There are some activities that are planned that can include each other.
- We should consider what we call ourselves. How will our name demonstrate bring clarity and define what we are doing?
- TOD is much longer range planning. For us on the table, our work is operational. What do we do day to day? What tasks are needed to move forward? DPP will do its best to keep communication open
- We could set up an email distribution list to have a pulse to provide updates from each other and where activities are going. Is HART willing to host a website for our group where we can post what we are doing so we all have one place to go to for information? We can limit it to our consortium and not make it a public site. For now the contact person will be Ryan at HART to follow up on this.

Wrap-up and Next Meeting

The next meeting will be in January before DPP starts its TOD community meetings. HART (Ryan) will coordinate and work with everyone to identify a date. The meeting will be at the Aloha Stadium.

The agenda will include the following items:

- What is our group name? What is our vision and mission?
- What is the process we are using? How do we move forward?
- What projects are each of us working on? What are the constraints and challenges we are facing? What timelines are critical to each of our projects?
- How do each of our agencies/planning efforts disseminate information? How do others get included in these information streams?
- What other planning efforts are taking place relevant to our individual and collective work?

Adjournment

The meeting was adjourned at 11:20am.

Meeting Participants (by organization)

NPS

Paul DePrey
David Stransky
Meredith Speicher

JBPHH/NAVFAC

Alii Matawa
Wes Choy
Gary Tasato

HDOT – Highways

Dean Nakagawa

FHWA

Laurie Mishimins (by phone)

Aloha Stadium

Scott Chan
Charles Toguchi
Wil Chee
Russell Uchida
Kika Bukoski

Department of Transportation Services

Mark Garrity
Honglong Li

Department of Planning and Permitting

George Atta
Raymond Young
Bonnie Arakawa
Renee Espiau

Navy Environmental Planning

Jeff Dodge

OMPO

Marian Yasuda

HART

Liz Scanlon
Jon Nouchi
Josh Silva
Ryan Tam
Aki Marceau
Paul Luersen
Gary Omori
Jerry Overland

USS Missouri

David Ching
Chris Kauwe

AECOM

Wayne Yoshioka

DAGS

Christine Kinimaka
David Dupont

(_____)
Steven Miller (by phone)

Pacific Aviation Museum

Ashley Sands

(_____)
Charles Vatali? (by phone)

KĀKO‘O MEETING SERIES

Thursday, 23 October 2014

Meeting Notes

Next meeting dates are 20 November 2014 and 18 December 2014.

Attendees

- In Person:
 - Mahealani Cypher (AHCC)
 - Jeff Dodge (Navy)
 - Kawika Farm (HART)
 - Kiersten Faulkner (HHF)
 - Susan Lebo (SHPD)
 - Paul Luersen (HART)
 - Jon Nouchi (HART)
 - Charlene Oka-Wong (Navy)
 - Jessica Puff (SHPD)
 - Stanley Solamillo (HART)
 - Gary Tasato (Navy)
 - Joseph Lapilio (NKK)
 - Paul Cleghorn (Pacific Legacy)
 - Lisa Kahahane (Pacific Legacy)
- On Phone:
 - Ted Matley (FTA)
 - Betsy Merritt (NTHP)

Discussion – Plan of Action Milestones (POAM)

- At the request of SHPD.
- Have an actual, complete POAM by the end of the year.
- Where are we in the process?
- Identify all the players and parts.
- What happens between now and end of year?
- Major deliverable timeline = one location for curation facility and curation standards.
- What level of detail?
- Include schedule of all deliverables; status of each; process to complete/achieve deliverable; procedural steps for the whole project (e.g., construction schedule, etc.) not only PA.
- Who is working on a version of the POAM?
 - Navy (focused on deliverables and meetings).
 - HART (“implementation schedule”; not integrated with “construction schedule”).
 - SHPD
- Forward any and all items related to POAM (e.g., meetings, minutes, distribution, construction schedule, etc.) to Jessica.
- HART to provide construction update at each meeting.
- How often is the POAM to be updated? Who is to make the updates?
- Need to map-out steps/process for each deliverable and process.
- What is SHPD’s role in POAM document updates? SHPD is committing to taking the lead and manage the document.
- Kāko‘o to manage project and work with SHPD to track action items.
- To include dates of acceptance letters.
- Everyone please send copies of all SHPD acceptance letters to SHPD for them to update their records:

- All years including prior to signed PA.
 - Josh to cull from website and provide to SHPD.
- Topics to include:
 - Dates.
 - Meeting schedules (e.g., if only meet two times a year, require an agenda 5 months prior).
 - Differentiate hard, fixed deadlines versus rolling deadlines.
 - Make list of involved parties.
 - Plot out review period (e.g., 45 days, 3 months, etc.).
- Jessica (SHPD) to provide first draft one week prior to next meeting (by 13 November 2014). Asking for comments.
- Jessica (SHPD) to provide second draft one week prior to December meeting (by 11 December 2014). Asking for comments.
- Jessica to distribute all versions (e.g., HART, Navy, SHPD) to CPs to kickstart aggregation process.

Meeting Summary

HART Consulting Party Meeting

Date and Time: **October 9, 2014, 1:30 p.m.**
Location: **Ali'i Place, 1099 Alakea Street**

The following meeting materials were distributed prior to and at the meeting:

- Appendix A Agenda
- Appendix B Section 106 Project Manager (Kāko'o) Scope of Services and Roles and Responsibilities
- Appendix C HART Project PA Stipulation Schedule (prepared by Jessica Puff, SHPD)

WELCOME AND INTRODUCTIONS

(Joseph Lapilio)

The meeting was called to order by Joseph Lapilio (facilitator) at 1:35pm with a short welcome followed by self-introductions.

EVOLUTION OF THE KĀKO'O POSITION

(Jon Nouchi)

Jon summarized the purpose. The position of Kāko'o was awarded to Pacific Legacy in 2012. There has been a lot of discussion of the significance of HART establishing this role within the organization to support construction and cultural and historic sensitivity. There are other projects evaluating what we are doing with the role of the Kāko'o. As such, it has been a learning experience. We had a prescription for what we expected of the Kāko'o in the Programmatic Agreement and based on that HART issued a scope of work. After consulting with the Consulting Parties (CPs) as reflected in the July and August meetings, there were a lot of questions related to the performance of the current Kāko'o. After reviewing the comments, HART took a hard look to make sure everyone was benefiting from having a Kāko'o in place. We don't believe that we, collectively, were getting the full benefit from having the Kāko'o. As such, HART decided to terminate the contract with Pacific Legacy.

This meeting is going to be focused on what the CPs would like to see, what HART needs to be more attentive to, so we can be better focused and be more prescriptive. We will gather the comments made today and get them into a scope of work. We want these to comments to define our next scope of work.

Q: Has Pacific Legacy been notified of this?

A: Yes. We have also notified FTA and SHPD.

After additional people arrived, Jon re-capped the information he shared.

This meeting will serve as a consultation and information gathering session to find out what more specific duties and roles we expect of the person or organization placed into the role of the Kāko'o. We want to re-cap after two years what we learned, what do we need more of, less of. What issues do we have?

Joseph referred to previous meetings and the discussion related to the origin and significance of the Kāko'o position and called on Kirsten and others who were in the earlier discussions for their perspectives on the Kāko'o position.

Kirsten shared that in the section 106 discussions in 2008 through 2010, and as the stipulations were developed, there were concerns that there were lots of moving pieces with historic and cultural properties, designs of stations, mitigation measures and everything needing to be tied into a timeline, leveraged and not done in isolation. At the time, SHPD was severely understaffed and underfunded. There was a concern they would not have the capacity to provide the level of oversight needed. That has not changed as far as number of staff and the ability to manage something of this magnitude.

The ideal would have someone in charge to ensure compliance, that all the benchmarks were met, the quality was there as well as the timeliness.

The other piece was that this was not a collaborative undertaking. The parties were far apart in levels of trust. The idea was to have a neutral mediator who could serve as an objective party.

Umi shared that in the beginning of these discussions, this position would also work with the cultural descendants and overview the scope of work. It was a handful of participants and the problem was that there was too much time between communications.

Mahealani also thought the Kāko'o would ensure that if mitigation was needed it would be designed and implemented.

Jon stated that in his short term at HART he recognized that a lot of the conflicts along the way have been issues of recordation. If we strive to have a more effective communication role in the Kāko'o, we can get over a lot of these issues. There needs to be levels of trust. This person should be neutral. Like a liaison, ombudsman.

Jessica shared that the PA calls for the Kāko'o to be a third party project manager.

KĀKO'O SCOPE OF SERVICES (Joseph Lapilio)

Jon reviewed the materials distributed and on the second page was the scope of work provided to the current Kāko'o. When we look at this and compare it to stipulation 1H in the PA, they are similar. As we review this, we can make it more prescriptive, in terms of outlining duties and making sure there is a list of deliverables and a process in place we can check off and make sure the role is being fulfilled. The programmatic agreement should be reflected in the scope of work.

Are these responsibilities those we can work with? How do we make them measurable? Let's go through these and see what we can improve?

It was suggested to work through the PA rather than the City's current scope of services. Jessica shared a checklist she had promised at the last meeting and distributed a HART project PA Stipulation Schedule. The schedule provides a starting list of what various parties are responsible for. The list of tasks are straight off the PA. The issues of deliverables were also identified in the schedule and it was noted there has not been much discussion on the deliverables for the tasks assigned.

It was agreed to work off the PA and use the information from Jessica's schedule to discuss deliverables for the tasks identified in the PA. It was agreed that as we go through each PA

item, we can provide more information and detail on the tasks. The discussions started on (page three of) the handout starting from the top.

(Note: PA items are bold with group discussions following).

H. PA Project Manager

The City shall fund an independent PA Project Manager (Kāko'o) within six (6) months of the PA being signed to assist with the coordination of all reviews and deliverables required under the terms of the PA.

The Kāko'o shall meet the Secretary of the Interior's Professional Qualification Standards set forth at 36 C.F.R. pt. 61 regarding qualifications for preservation professionals in the areas of history, archaeology, architectural history, architecture or historic architecture.

There were no comments related to this section.

Procurement

To the extent permissible by applicable state and federal procurement laws, the FTA and SHPD shall review and approve (1) the procurement request for the Kāko'o prior to the release of such request, (2) the qualifications of the final candidates under consideration by the City prior to the final selection of the Kāko'o by the City, and (3) the scope of work of the Kāko'o to be included in the City's contract with the Kāko'o, in order to ensure that the Kāko'o duties and responsibilities are consistent with the provisions of this Stipulation. Upon making its selection of the Kāko'o, the City shall provide written notification thereof to the FTA, SHPD and other Signatory and Consulting Parties.

Is it a condition of funding that the position meet the Secretary of Interior standards? It is a condition of the position and is standard.

Does it incorporate NAGPRA or any Hawaii specific practices? The Kāko'o has to have training and a proven background in history, archaeology, architectural history, architecture or historic architecture. It doesn't mean they have first-hand experience in NAGPRA. You would need to have a degree and would not necessarily include ancestral knowledge. This provision is somewhat limiting and western. You can reconcile this with a firm that meets the qualifications as the principal.

Is the Kāko'o an individual or a firm? It is an entity. It is not specified. A lot of this is administrative but we did not want someone purely administrative. We wanted someone that would understand what they were reading. There is a responsibility to quality control. We also did not want someone that only understands field work.

Is there a possibility in the procurement process that takes into consideration that cultural knowledge? Could part of the qualifications also include ancestral knowledge, cultural practitioners? So much of the issues raised have been culturally related. That may be helpful to include this in the procurement.

Is everyone okay that when we refer to the Kāko'o, that this can be an entity? There were no objections and several comments indicating that this was preferred. You can actually have a team of people who respond to this position and meet the qualifications. This would result in stronger applications.

Duration

The Kāko‘o shall serve during the design and construction process for the project. The Kāko‘o shall continue to perform the Kāko‘o’s responsibilities for the duration of this PA pursuant to Stipulation XIV.D.

Susan referenced concerns relating to whether mitigation measures were being applied. Does this section include the mitigation work? It was agreed the language needs to be included. It’s important to note that the mitigation will be covered by this position as well. The Kāko‘o would not only be for design and construction but implementation which will include mitigation.

This will be added to the scope but the PA remains intact. We are all working off the PA and our intent is to strengthen the RFP and not change the language of the PA. We are not changing it, only adding to the scope of services in the RFP.

The key to this recommendation is that the Kāko‘o would be responsible for monitoring mitigation measures. The position would be involved from beginning to end. That was the true intent of the position but this never unfolded.

Experiences with H-3 were shared. They are still not done with finishing mitigation measures for H-3. They are going forward and want to close the door on this project.

I. Roles and Responsibilities

The Kāko‘o’s principal task shall be to independently monitor, assess and report to the Consulting Parties on compliance by the City with this PA, specifically, the implementation of the measures to resolve adverse effects stipulated herein.

In addition, the City shall continue to engage, as part of its Project design team, consultant(s) which have professional qualifications meeting Secretary of the Interior’s professional standards in the areas of history, archaeology, architectural history, architecture, or historic architecture, as appropriate, to carry out the specific provisions of this PA.

The City shall also continue to be responsible for the performance of further studies, evaluations and other tasks required to meet the Stipulations set forth in this PA. In this context and consistent with the independent monitoring, reporting and advisory role assigned to the Kāko‘o under this PA, the Kāko‘o shall perform the following responsibilities:

It’s important to note that the Kāko‘o is not responsible for actually doing these tasks. The City is still responsible to do the work, they are responsible to have the qualified people on board, to do the design work. There needs to be an independent monitor and the concern is what authority does the Kāko‘o have to tell the City that it is not living up to its responsibilities. There is a sense that the Kāko‘o can comment but the City will go ahead and do what it wants anyway. How do we get the City to respond to these comments? It’s not just a review and comment role. How do we hold the City accountable? This is where they needs to be some strengthening to what the Kāko‘o position can do on the project. It can’t be “hey, thank you for your comments” but they go ahead and do what they want anyway, which is how they treat the rest of us. There needs to be a stronger ability to say “no, that’s not good enough.”

Does that become a legal question? It sounds like the role of the Kāko'o is to be an independent monitor. It is not really clear that their role is enforcement or be the authority that says "you comply" but this is the role of the regulatory agencies like SHPD or ACHP.

But that gets back to why SHPO asked for this position in the first place. They did not have the capacity to do that. If they are able to do this now, then this function needs to step up. The Aloha Stadium treatment plan is a good example. Or the Makalapa Historic District is another example. If SHPO says they can do it, maybe we don't need the Kāko'o anymore but it was SHPO's request to have this role to help with quality control, to help with the reporting and to help force some of these issues.

SHPO's role may not be to do it but to have HART do it. SHPO will ultimately have to approve it but you have the Kāko'o that provides the vehicle for CPs to lodge their concerns, facilitate the meetings. At the end of the day, it is SHPO that will approve, like the nominations. They are not the ones that will do the nominations. That's HART's responsibility. They now have the ability to do whatever is required under the rules.

Do we need a Kāko'o?

Yes, we still want to have the Kāko'o. The key for SHPD is the word "independent." We see the Kāko'o as being able to connect with every interested party. Who independently will say what has not been done, what needs more discussion, the CPs have this concern, or these issues have not been adequately put on the table. They are going to be the one that will look at reports before they come to the table. SHPO shouldn't be sitting here and be the reviewer of the initial draft. That should be done before it comes to SHPD. The Kāko'o is there to help manage the project. To help when it comes with the national register nominations, that it has gone out to all those who should be consulted; that concerns are raised and addressed before coming to SHPO or that SHPO is able to have those discussion before they get submitted. Not that something is submitted and then concerns are raised. And then we can't actually move forward at the meeting. We are still looking for this type of person.

The Kāko'o can help with all the project management aspects. Help with the schedule so that we know when certain decisions are needed and in what order they are needed. If we are reviewing the Supplemental AIS with the Kaka'ako Station, what has to be done on that component before we move on another? Where are we on the data recovery? Are we on schedule for meeting timelines? We see this position as meeting a real need. An independent one to make sure all the different parties' concerns and all the things in the PA are addressed and occurring in the right order.

The Kāko'o is not someone who enforces it but they have to be someone who works with HART to ensure you are turning in all of your deliverables to SHPD to meet Section 106 accurately and in a qualitative way so that SHPD can do an effective review of the project and ensure that consultation is being done. For making sure more than a good faith effort is being taken so that whatever the CPs need addressed is aired and to make sure those concerns are realized. And that you prove all the reasons why you can't do what you say you can't do. And that those reasons are valid.

This person needs to know the 106 process to get these complete documents into SHPD so that we don't end up going back for more information because something is not complete because the CPs' concerns haven't been identified in the documents SHPD receives. It can't

be just that these meetings where concerns are expressed are held but showing that recommendations have been incorporated into the project or attempted to be incorporated.

We need somebody whose role is to create an administrative record and maintain it. So we are not coming to meetings asking what was discussed and not having the minutes. We need to be able to look at a sequence of meetings and identify what has not been addressed. It shouldn't be HHF or somebody out there having to track this. It should be the Kāko'o doing that.

The Kāko'o needs to be the person communicating what is going on in other meetings. Not just the descendants' meetings but including community meetings. To bring comments from these meetings to these CPs' meetings so that we have outside information coming in. We don't know what the descendants are saying and that's something we need. It's not just the people at this table whose thoughts we need. We need input from everyone who is consulting on this project.

The importance of the having the Kāko'o was to have transparency between the recognized cultural descendants and the CPs and that their voices would be heard. At least we have information. If we allow HART do this, we don't have someone in the middle with the independent voice. There's no checks and balance. That's why the Kāko'o position is important.

We want to call out for an independent monitor who will lay the groundwork between HART and the CPs and does extra groundwork with other meetings to do the information gathering needed to facilitate the consultation, strengthen the administrative record so that we have a strong administrative record of consultation. We don't want any comments to fall by the wayside. We need someone on the ground, who can gather and compile.

Make sure that all resources are used to get the descendants there. There are not many locals out. They need to find a new way to get more people in the area, those impacted areas, to attend these meetings.

Impress what we are looking for in this scope of work. This is going to be a major undertaking. This is not a part time job. HART needs to look for someone focused and committed to this. This is really going to be a full time undertaking. It's that level of commitment to carry out all the responsibilities.

The Kāko'o needs to track the recommendations for action to be taken and make sure that if the recommendations are not incorporated into the plan there is an explanation.

What we are taking about is a kuleana. The Kāko'o needs to be someone who will still be there and closing the work. It will be someone who is there before and will be there afterwards. There are entities that are charged with that responsibility. In Aiea, we are blessed with our relationship with generational descendants and we have known each other for decades.

The comments about what the Kāko'o needs to do are clear. If HART does not perform, then what? Who's going to make them? HART does not have the authority to create another regulatory position. SHPD is saying that this is not the Kāko'o's job, that it's our job. Let's lay out the process. What is the process we can outline? This is what we do if we have a concern. This is where the recommendations go if they are not met or there is no compliance.

Because this is the result of federal action, it would follow the 106 process. If it were found that HART was not following the 106 process and SHPD were to concur, that would make HART responsible for damages for whatever their project incurred and make HART pay back whatever funding it received from the federal government and there would be potential criminal action against various people within the HART project. There are potential legal remedies if HART does not keep up with their end of the 106 process. If someone disagrees with SHPD's determination, there is also the advisory council and the Secretary of Interior to appeal for an alternate decision. If you disagree with us (SHPD), you definitely can do around us. There are definitely higher powers than SHPO.

But there is a problem and we end up still playing ping pong and we get stuck with what we want and not getting what we want. As we evolve this Kāko'o, the position should be getting these things done before these problems occur. Every deliverable that is given to the SHPO complies with the 106 process and it is best to meet in the middle where the CPs are with their concerns before it even comes to SHPD so that SHPD can determine that although there is an adverse effect, the process is being followed. If SHPD does not get a good product, the Kāko'o, being an independent third party, is a really good starting point to mitigate any adverse effect before it happens.

Part of the problem is that we currently do not have an accurate administrative record. We have comments submitted for which we do not have adequately addressed. Comments have come in and we do not have the rationale as to why they were not addressed. As we move forward and we get that administrative record and we have those rationales from HART, we can then sit down and evaluate the process and the issues. We have to get ourselves out of this loop.

It is a matter of the record and being clearer on what was discussed and what was agreed upon.

It is a little more than that. The CPs have been making similar comments for more than eight years. It has become clear that HART is not listening to these comments. It's not like HART is using the comments to improve the project but rather how can HART resist this so that its administrative record is good.

The Kāko'o serves as quality control.

The Kāko'o is primarily process function. The issue is about authority and it doesn't appear that in the PA there was an intention to provide the Kāko'o with an enforcement authority. It was the Kāko'o position to provide a project management function, paid by HART, so that the CPs can have their voices heard. There is not the language that implies compliance or enforcement. Those roles are with the existing regulatory agencies. The Kāko'o does not enforce compliance but can voice concern that HART is not compliant.

The Kāko'o should be able to take in all the actions and be able to say if they think HART is in compliance and not just leave it to HART to say they are compliant. The Kāko'o can voice otherwise and say more discussion is needed. Things don't get off the table when the parties are not in agreement.

One of our concerns is that these meetings don't turn into HART meetings. It has become more a HART meeting than a PA meeting. We need to make sure it is balanced.

The candidates for the Kāko'o position need to understand that this role is somewhat of a mediator, who listens to the consultants and is able to translate this to HART and the engineers

in a way that they can understand and incorporate them into design. People don't always understand what each other says. We want to make sure nothing is lost and we don't lose opportunities to make this project better.

Is this Kāko'o position a gatekeeper? If you are a member of the CP, should you go to the Kāko'o? We need to be sensitive to recordation. If someone wants a conversation with HART, there should be some record that a conversation took place. There should be something in the administrative record regarding what meetings have taken place, when and the topic discussed. The Kāko'o makes sure the record is in place and the benchmarks are being met. The CPs should include the Kāko'o in the conversations.

The only reason the person will go around is if they are not feeling the process is working. If there is a relationship, the outcome will be more positive. The relationship between HART and the Kāko'o needs to be positive.

- 1. Establish and coordinate consultation and Project status update meetings as stipulated in Stipulations III.B and IX.B. On an as needed basis, additional meetings may be held to address unforeseen effects on historic properties determined to be eligible within the APE as provided for in Appendix A.**

For clarification, item III.B refers to the Oahu Island Burial Council, the cultural descendants and Native Hawaiian consultations. Item IX.B refers to the historic preservation community and the grant program. This reinforces earlier comments on the Kāko'o's broader responsibilities for more than just the PA CP meetings. This means the Kāko'o will convene the meetings, do the agenda and take the minutes. The Kāko'o will build an accurate administrative record and maintain the records.

- 2. Establish and maintain lines of project-related communication and consultation with the Consulting Parties and the design and construction engineers, including oversight and monitoring of internet sites created for the Project.**

The Kāko'o will coordinate meeting minutes with all CPs. We may not be able to attend all meetings but this will let us know what is going on in other meetings. We should be aware of the other meetings being held. It would be HART's responsibility to make sure the Kāko'o has the minutes from these meetings so they can be distributed. The Kāko'o does not have to take minutes at all meetings since some of these meeting, like the OIBC, have minute taking already in place and the Kāko'o would simply have to distribute these.

It would also be important to announce those meetings in advance. It would be useful for members of CPs to be able to go to other meetings. What is said at some of these meetings can help inform everyone about the concerns and issues being raised. We can be told whether the meetings are open or not (such as the cultural descendants' meetings).

The Kāko'o should be at all meetings. How else would the Kāko'o be able to get information on what is happening and what the concerns are.

When we talk about the involvement of the Kāko'o with design issues, there has been a problem. The architects and engineers are not in the room and not hearing directly from us and what we have to say has to go through three or four different people. By then it is so watered down they have no idea what we said. This connection with people who actually design the project is important. We need to make sure that they are at our meetings. We have had

questions in our previous meetings that were not answered. The Kāko'o position can make sure they communicate with HART to get these designers and engineers in the Kāko'o meetings.

We have the station design meetings. The CPs should be invited and they can give input at these meetings, too. That would be useful information for them if we could get participation at those meetings.

This is not enough. Community concerns are not necessarily historic preservation concerns. As we were moving forward through the AIS phase – multiple meetings with the Kāko'o, the various parties, with HART – where we just focused on just the AIS, there weren't any concerted meetings for the designers to show up and show a model of the station. We can address massing issues, appearance, to be able to actually sit there with the designers and share concerns. And for the designers to see what the CPs are asking for. We have not had the individuals at the table who are making the design decisions. This is where they can see what we want and be able to tell us what they can and cannot do. We can actually address concrete issues that come up. We have done this with archaeology, we haven't done this with the station designs. There is disconnect between individual parties.

There was an attempt to do this with Chinatown. We brought the architectural historian to the table. Part of it is a scheduling issue and that was an attempt to bring in the CPs at the design stage.

We are not going to settle the concerns raised, such as Aloha Stadium Station until we have that specific discussion – with the people who have the power to change the design in some way.

For purposes of the Kāko'o responsibility, it appears what is being asked, is that it is the responsibility of the Kāko'o to bring to the CPs, the architects, design and construction engineers, and to do this separately from the community concerns meetings. The role of the Kāko'o would be to say "There is disconnect here, we are stuck on some issues. We need to resolve these issues and who do we need to bring to the table to move forward. Let's have those dedicated and specific discussions to do that.

It sounds like a relationship that needs to be developed from here. This is when the CPs need to have the Kāko'o take on a more advocate role when they need to do something specific.

The Kāko'o could facilitate design charrette meetings so that the architects and design engineers get input before they finalize. If designs have been finalized, there should be a design charrette meeting with the CPs and the Kāko'o to make sure the designs meet SOI standards for rehabilitation and they are not causing problems in surrounding neighborhoods.

The Kāko'o would need to pre-digest some of these station designs for SOI applicability. The Kāko'o can be a consultant to HART to direct HART architects into the right direction. This follows the traditional 106 process.

There is a possible need to add another party. These are the people who represent cultural practitioners from affected ahupua'a. They have the knowledge of the ahupua'a.

- 3. Monitor, assess and report, in writing, to the Consulting Parties on mitigation related to Phases I through IV and any associated deliverables of this PA that are to be reviewed by the Consulting Parties (Stipulations III through XII).**

There were no comments.

- 4. Monitor and report on the City's compliance during the design and construction process for the Project with the special historic preservation design guidelines referred to in Stipulation IV.A, Design Standards.**

There were no comments.

- 5. Monitor and report on work performed on historic properties with respect to measures to resolve adverse effects caused by the Project in accordance with Stipulations IX.C (demolition monitoring) and X.C (construction monitoring) of this PA.**

Timelines should be included for all of these monitoring reports. Are these reports to be done quarterly, annually, or based on other factors? The demolition monitoring per IX.C is an annual report. The review and compliance of the special design guidelines should be tied to the station design and construction. Adding some timing to these reports would help.

It's also important to have some guide to what the reporting should look like. What level of detail are you asking for?

If HART and FTA are supposed to be doing annual reports by stipulation as well, it's not just about what they did but how well did they do it, what else is planned, what is coming up, here are your opportunities, etc.

There was a short break to determine what happened with the WebEx connection. All of the phone connections were lost. Some of the participants communicated via text that their calls were dropped. Some of the time was used to re-establish phone contact with those calling in.

- 6. Coordinate regularly with the FTA and SHPD in connection with the Kāko'o's observations and recommendations regarding the progress of the Project in implementing measures to resolve adverse effects called for under this PA.**

We need to clarify what is meant by "coordinate regularly." What is the benchmark?

- 7. Report to the City, the FTA and SHPD concerning the existence, if any, of previously unidentified adverse effects of the Project on historic properties within the APE (that is, adverse effects which are not otherwise materially identified in the PA).**

Is APE all that is governed by the PA, not cultural landscapes? The APE is the area of potential effect. The cultural landscape is broader than the APE. The APE is more specific. I don't think cultural landscapes are included here.

We also need to add a benchmark requirement here as well. The report should also be written.

The report should reflect what has been discussed earlier in this meeting. The cultural component is not elaborated in the role of the Kāko'o. There should be some consideration that the team of people helping the Kāko'o should include historical and cultural experience.

- 8. Submit written reports concerning the progress of the Project in the implementation of the Stipulations set forth herein in accordance with the reporting requirements in Stipulation XIV.E., with copies available to any other interested party who so requests.**

The Kāko'o will be generating these various reports. These reports should be posted on the website. This should be added to the scope to clarify. Since there is already a section for the Kāko'o to monitor the website, this is related.

Item #8 is strange. XIV.E is Administrative Provisions: Monitoring and Reporting. Every six months, the City shall provide the signatories a summary of the work undertaken. This report will include problems encountered. Even if the City does it, it should be the role of the Kāko'o to ensure this information gets to the CPs.

- 9. Address requests by consulting parties to review deliverables and documentation that are provided to concurring parties.**

Item #9 will not be included in the scope of services.

- 10. Collect any comments from the consulting parties that identify impacts different from those stated in this PA to historic properties located within the APE for City and FTA processing. The Kāko'o shall research the issues presented as described in Appendix A and prepare a recommendation for the disposition of the request and action by FTA. The notification process for consulting parties to submit requests for consideration is outlined in Appendix A of this PA.**

Appendix A was not included in the handouts. HART will research this and bring information to the next meeting.

- 11. Provide administrative support and technical assistance required by the consulting parties to meet the terms of this PA such as the timely submission of deliverables and the issuance of regular public updates regarding historic preservation issues.**

There were no comments.

- 12. Develop a best practice manual related to historic properties and a Section 106 "lessons learned" case study on the Project that may be helpful to future Section 106 processes on this and other projects. The best practice manual and "lessons learned" case study will be made available to the consulting parties and other interested parties within one (1) year of the completion of Phase 1 construction. When complete, FTA will make the best practice manuals available on their public website.**

"Best practices" should come out at the beginning of the project and "lessons learned" should come out at the end.

In the actual scope of work, this should be revised to reflect the project's phases. There should be lessons learned after phase one, phase two, and so on. If things change along the way, we can amend it.

This should not be developed in a vacuum. There were a lot of people who were involved in this project and continue to be involved. What actually happened on this project? What was good, what wasn't? What should be done moving forward? This should be a consultative process. This should be embedded in the scope.

We could require a 30%, 60%, 90% review process. When it is 30% done, it should go out for review and revisions. The same with the other phases. That way it is not just a final draft that is sent to the CPs.

There is a lot that can be discussed now.

OPEN DISCUSSION AND WRAP-UP

(Joseph Lapilio)

When the scope is sent out, are you going to be asking for proposals to include how they plan to do these things and the timeline for accomplishing these? Will they have to produce benchmarks? *We will need to consult with the procurement department. There are items we need to be aware of to be fair to anyone interested in submitting. I am not sure. We are looking to make sure we get someone, an entity, in this position that will best represent everything we discussed today.*

Will you circulate a draft to us? *Yes. We will reconvene and review this.*

For information for everyone. So that there is no lapse, Pacific Legacy will stay on until we can re-bid and re-procure another contractor. We will try to get as much value as we can for now.

Are you asking for deliverables that are already in their contract? *We are continuing with them. At a minimum we should get the lessons learned that have already been collected.*

If the current Kāko'o is not going to bring the administrative record up to date, will HART or some other designated person do it? *There is not much of an administrative record that they have that can be brought up to date.*

Can the CPs put in a request for updates? *If doesn't have to be that formal. We can use October 23rd to come back and review the scope of services. We will meet at 10am.*

Will we also discuss what people think should be criteria for making the selection? *At this point, I would rather we flesh out a solid scope of work. Procurement will take a couple of months. The selection criteria will be after submittal advertising will take thirty days. We would like to have someone in place at the start of the year but that is optimistic. We would rather not rush but give people time to assemble vital and experienced people.*

THE MEETING WAS ADJOURNED AT 3:12pm

Attending Consulting Parties & Signatories

Tanya Gumapac-McGuire	Historic Hawaii Foundation
Susan Lebo	SHPD
Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Mary Nguyen	FTA (<i>dial-in</i>)
Jessica Puff	SHPD
Umi Sexton	Aloha Iwi Kūpuna
Ted Matley	FTA (<i>dial-in</i>)
Kirsten Faulkner	Historic Hawaii Foundation
Mahealani Cypher	Oahu Council, Association of Hawaiian Civic Clubs
Elaine Jackson	NPS (<i>dial-in</i>)
Kehaulani Lum	Ali'i Pauahi Hawaiian Civic Club
Bruce Keaulani	Living Life Source
Claire Tamamoto	Aiea Community Association

Attending Project Staff

Dawn Chang	Kuiwalu
Kawika Farm	HART
Joseph Lapilio	Facilitator
Jon Nouchi	HART
Stan Solamillo	HART
Gary Omori	Gary Omori LLC
Josh Silva	CH2M HILL
Paul Luersen	CH2M HILL

Appendix A

Agenda

Appendix B

Section 106 Project Manager (Kāko‘o) Scope of Services and Roles and Responsibilities

Appendix C

HART Project PA Stipulation Schedule (prepared by Jessica Puff, SHPD)

Kalihi Station to Chinatown Stations Rail Design Community Informational Meeting

Date and Time: **Thursday, October 9, 2014, 6:00 - 8:30 p.m.**

Location: **Kalihi Kai Elementary School**

Purpose

The purpose of this meeting, a requirement of Stipulation IV of the Section 106 Programmatic Agreement (PA) was to update the community/neighborhood on the design status for the Kalihi Station to Chinatown Station.

There were an estimated 44 attendees (includes project staff and representatives from the City's Department of Planning and Permitting).

Introductions

Jeanne Belding opened the meeting and HART Board Chair Ivan Lui-Kwan gave welcoming comments. Jeanne Belding and Nicole Higa gave a PowerPoint presentation providing an overview of the project and detailing the Art-in-Transit programs. Following their presentations, Jeanne Belding opened it up for audience Q&A.

Following the full group Q&A, there were breakout sessions for one-on-one time with subject matter experts.

Full Group Questions/Comments

- Who owns the land that the stations will be built on?
- Do you have to buy them or do we already own them? So you do have acquisition of all the land?
- I live in Kaneohe. I was one of the individuals who was against the consultant to put a station on Kaawa Street....Aala Street would be better. Vancouver transit built a rail system under budget. Seems like it's over budget for some of the stations.
- Do you have right of way for all Nimitz properties and who's checking on HART's finances?
- I saw the fact ad that HART puts out...\$13 million dollars is a lot of money...we should have someone checking on that and how you spend your money. It goes up every month.
- Will the rail station manager need to be there to open them (restrooms)?
- Kaneohe resident commented regarding transit centers does not know where the project is going, referenced the Vancouver project that came in under budget.
- Are you on schedule as far as spending? Is the planning we see here an extra expense?
- The cost of the rail stations was under-budgeted. Can you build them well at a lower cost?

Breakout Groups: Questions/Comments Summary

1. Kalihi Station

Moderator: Roland Libby

Scribe: Klara Crocco

Questions/Comments discussed:

- Where is the station located?
- It's nice!
- Do stations have restrooms?
- Will the 7-11 be moved?
- What is the next stop on the rail from here?
- Is there an elevator? Where are they located?
- Will there be a park and ride here?
- Can I use my bus pass on the train?
- When will it be open?

2. Chinatown Station

Moderator: Ken Caswell

Scribe: Lena Kamae

Questions/Comments discussed:

- Suggesting bike share/car share.
- Suggesting redeveloping River Street.
- Suggesting Kekaulike Mall extension.
- Suggesting nearby commercial amenities.
- Easy access to bathrooms.
- Luggage lockers.
- Red, gold, green color scheme.
- Ramps.
- Who owns Holau Market?
- Where is the Chinatown station entrance?
- How loud will noise be during construction and when is rail operational?
- How will human noise be mitigated when station is operational?
- Should develop 902 Kekaulike into a store.
- Make entrance to Chinatown Station similar to entrance into Chinatown.
- Chinese characters on station name plate.

3. Iwilei Station

Moderator: Nancy Tornatore

Scribe: Lois Hamaguchi

Questions/Comments discussed:

- Where is the guideway located exactly? Is it by the senior high rise building by City Mill?
- Is the noise going to affect nearby communities? What are you (HART) doing about this?
- I am concerned about the noise near the senior housing.
- Where is the HECO station and senior housing location in relation to the rail station.
- Will there be drinking fountains at the station?
- Are people going to be able to sit on the rail trains or will most people be standing? No one likes to stand. Will there be fewer seats?
- Can you acquire the pineapple logo from Dole? Iwilei area was a historical landmark area for the pineapples....everyone worked there. You should incorporate a pineapple theme into the (Iwilei) station.
- Chinatown area was also a Japanese cultural and historical area. In fact, Japanese published two books on the “aalarengo” and the area held shopping centers, theatres, etc. Don’t only focus on “Chinese” but make it multi-cultural when you think about design and other station elements.
- You need more parking.
- Holau Market is still going to be restored...I like that.

4. Kapalama Station

Moderator: Tim Newberry

Scribe: Meg Fingert

Questions/Comments discussed:

- Which station has only one entrance?
- Why is there only one entrance?
- Will you integrate with the bus fare system?
- Will the schedules be coordinated?
- Will there be monitors displaying schedule?
- How will announcements be relayed?
- ADA compliant across the board?
- Where are the parking stations?
- Staircase is an emergency exit
- Are the trains electric or fuel powered?
- What happens in the power outage?
- They are driverless
- How will you deal with graffiti?
- How would you compare this proposal to the “L” in Chicago?

5. Art/Culture Station

Moderator: Nicole Higa
Scribe: Megan Tsuchida

Questions/Comments discussed:

- Where is the location of the Chinatown station column?
- Concerned about the right-of-way issue for Nimitz highway and structural stability in regards to the concourse.
- Concern about professional consulting budgets.
- How much are you budgeting for the artwork at each station?
- Are different stations limited to different budget amounts?
- How are they going to stop homeless problems in stations?
- Acquire pineapple from Dole for the Iwilei station.
- Consider the Japanese businesses which are prominent in the community prior to influence of Chinese businesses.
- guideway located exactly? Is it by the senior high rise building by City Mill?
- Be inclusive of all Asian cultures on the island.
- Use bloom energy solid oxide fuel cell technology.
- What are some examples of the Hawaiian station names?
- Could the artwork for Iwilei station include history of the pineapple cannery?

6. TOD Station

Moderator: Kathy Sokugawa
Scribe: Raymond Young

Questions/Comments discussed:

- Catalytic project by extending Kekaulike Mall to station.
- Development opportunity for Chinatown.
- New commercial mall desired.
- What's the status of the sewers at Iwilei?
- Station design seems overdone.
- How much does the art and design cost?
- Not likely that there will be boating or fishing in Kapalama town canal.
- Redeveloping OCCC. Would be a great opportunity, but where would it go?

Downtown Station to Ala Moana Center Stations Rail Design Community Informational Meeting

Date and Time: **Wednesday, October 8, 2014, 6:00 - 8:30 p.m.**

Location: **Neal Blaisdell Center, Maui Suite**

Purpose

The purpose of this meeting, a requirement of Stipulation IV of the Section 106 Programmatic Agreement (PA) was to update the community/neighborhood on the design status for the Downtown to Ala Moana Center stations.

There were an estimated 120 attendees (includes project staff and representatives from the City's Department of Planning and Permitting).

Introductions

HART Executive Director and CEO Dan Grabauskas opened the meeting. HART Board Chair Ivan Lui-Kwan gave welcoming comments. Dan Grabauskas and Nicole Higa gave a PowerPoint presentation providing an overview of the project and detailing the Art-in-Transit programs. Following their presentations, Dan Grabauskas opened it up for audience Q&A.

Following the full group Q&A, there were breakout sessions for one-on-one time with subject matter experts.

Full Group Questions/Comments

- Will there be restrooms at all stations?
- Will they (restrooms) be open at all times? When are the stations going to be open?
- Will the station manager need to be there to open them for you?
- The procurement for the flower program... does that mean money hasn't been appropriated yet?
- Was that in the overall budget?
- Will there be security in rail stations, especially at night?
- The cost of the rail stations was under-budgeted. Can you build them well at a lower cost?
- How are you going to pay for operating costs? I see only two choices: raise property taxes or raise the GET? Have you talked about how you'll pay for it all?
- That \$300M was money you (HART) didn't have.
- Rail will cost \$100M per year to operate, and one-third is supposed to be paid by transit, are you raising the bus fare? You should talk about that. Encourage HART to share that with people.
- You didn't answer the question - will it be property tax or GET tax? Every person who lives on Oahu will pay for rail forever.
- Majority of riders will come from bus. The Parsons plan eliminates or shortens 20 buses. Encourage HART to be transparent about that - if you're moving 30,000 people to/from buses, we need to hear about it.
- Will there be elevators at the stations?

Breakout Groups: Questions/Comments Summary

1. Downtown Station

Moderator: Tim Newberry

Scribe: Bill Brennan

Questions/Comments discussed:

- Does it have escalators?
- How much clearance do they have?
- How do you access it from the HECO side?
- Walking concerns for elderly and disabled
- Are there passenger drop off areas?
- Can you bring your bike on board?
- How many rail cars will be running at any given time?
- Are there elevators for both sides?
- Will there be enough lighting?
- What will be the impact to the Dillingham Transportation Building?
- What kind of bike racks will there be?
- How do I get to the other side of the platform?
- There's not enough landscaping.

2. Ala Moana Station

Moderator: Ken Caswell

Scribe: Klara Crocco

Questions/Comments discussed:

- How many meetings will we have?
- Where is security located in station?
- Can you get into station at any hour if you are not a paying customer?
- Are there elevators?
- What will the cost of operations be?
- What is the fare price?
- Do you contract out maintenance?
- Will cameras be along the rail line?
- Can people ride the train all day?
- Will the same people who ride the bus ride the rail?
- When will public know how buses will be rerouted?
- Community would like to see bus rail integration plan
- Public would like to see the system maintained
- How many people will be monitoring the security cameras?
- What will the canopy be made of?
- Will buses and rail have concurrent schedules?
- How big are the elevators?
- Where is it located?
- Have we thought about signage?

- Will questions from tonight be in Q&A on website?
- Will graphics and signage be different at each station?
- How will signage be executed and by who?
- Public would like additional renderings to depict exact locations in neighborhoods
- Station is airy.
- Will the buses from Hawai'i Kai come into Ala Moana station?

3. Civic Center Station

Moderator: Tim Man

Scribe: Meg Fingert

Questions/Comments discussed:

- What design elements are used?
- What is the exact location?
- How do you get there if you don't live nearby?
- Use The Bus to connect.
- How do you purchase fare cards?
- Put vending at entrance.
- What are the fare costs?
- One fare system.
- Will there be advertising?
- Advertising not allowed outside by law.
- What impact will the construction have on surrounding projects and area?
- Will the space integrate with the design off other developments in the area?
- Is the other side of the platform accessible?
- Are the restrooms accessible?
- Are restrooms ADA compliant?
- Are there enough seats in each car?
- What is the wheel chair accessibility like in the train cars?
- We should use smart cards for fare charging, not the paper ones with magnetic strips.
- Need more restrooms.
- Large stations with high traffic should have ramps instead of stairs.
- We should charge for restroom use.

4. Kaka`ako Station

Moderator: Nancy Tornatore

Scribe: Rachel Ross

Questions/Comments discussed:

- Are there escalators?
- It's too big, I heard it was the size of a football field.
- Where is it located?
- Have guardrails on track.

- Bathroom amounts at this station should be reconsidered, at least two.
- Nice to see design bringing it to life and showing interface with the area.
- What is the awning made of?
- How long is the station?
- Concerned that there will be someone/staff available to unlock the restrooms from 4 a.m. to midnight.
- What's going to happen to Ross?

5. Art/Culture Station

Moderator: Nicole Higa

Scribe: Megan Tsuchida

Questions/Comments discussed:

- Will each station have its own artwork?
- Are you connecting with community at each station?
- Use knowledge and resources to reach out past the stations into the surrounding community about landscaping and design.
- Will there be opportunities to submit signage?
- Are you working with one artist for each station?
- Are you using cultural practitioners?
- Preserve views.
- Concern for historic preservation.
- Concern that design will affect tourism dollars.
- Will the CCTV system be connecting to traffic management center?
- How will the issue of homelessness impact these stations?

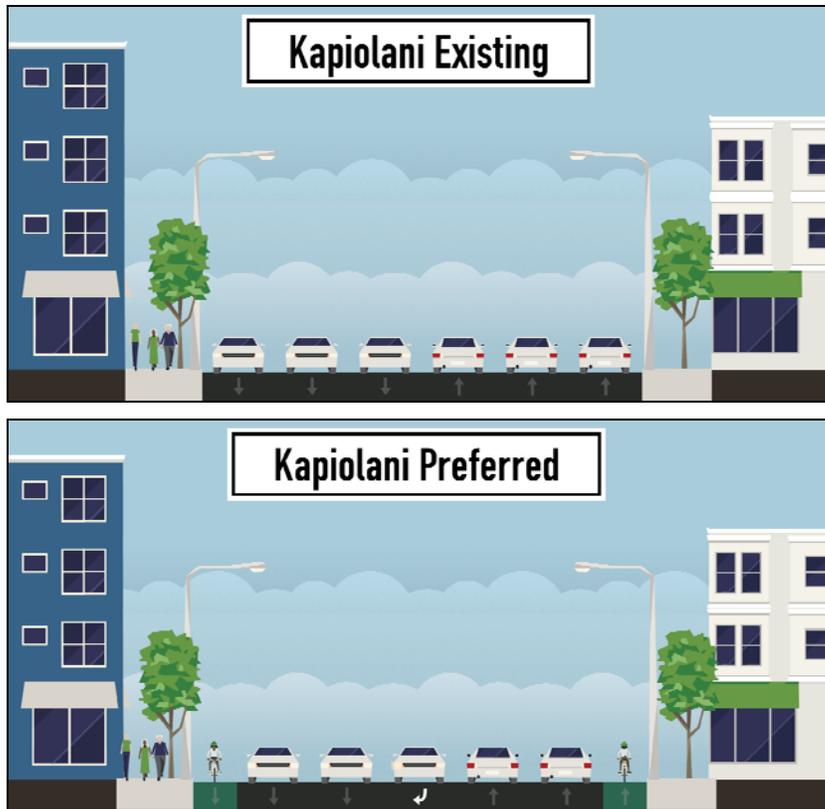
6. TOD Station

Moderator: Renee Espiau

Scribe: Shem Lawlor

Questions/Comments discussed:

- How are you going to handle Wi-Fi? (on train & in station area) – filtered/family friendly best (like KS).
- What is the vision for Makiki Stream?
- What is the TOD plan around the Ward Avenue Station?
- City, State, private development should be coordinated.
- How are you planning to pay for rail operations and maintenance?
- What elements of TOD will require public funding? Where will that funding come from?
- There should be bike lanes (cycle track) on Kapiolani Blvd – it is the core/spine of the TOD district.



- Tax breaks for elderly, low-income property owners.
- Will the station elevators be large enough for stretchers (in case of emergency)?
- How affordable will housing units be?
- If Mayor Wright Homes gets redeveloped, what will happen to the low-income families living there? What will be the new mix of affordable and market rates units?
- Is there enough sewer/water capacity in the TOD areas to support infill development?
- Why is HART not planning for vendors/concessions on the rail platforms or within the stations?
- What changes to zoning rules will the City be making in TOD areas?
- Space for bike parking on public sidewalks is very limited in many areas. What can the City do to incentivize businesses to install more bike parking on private property?

KĀKO‘O MEETING SERIES

Thursday, 28 August 2014

Meeting Notes

Next meeting date is 25 September 2014 (4th Thursday of the month).

Attendees

- In Person:
 - Dawn Chang (Kuiwalu)
 - Jeff Dodge (Navy)
 - Kawika Farm (HART)
 - Tanya Gumpac-McGuire (HHF)
 - Susan Lebo (SHPD)
 - John Lohr (Navy)
 - Jon Nouchi (HART)
 - Charlene Oka-Wong (Navy)
 - Gary Omori (HART)
 - Jessica Puff (SHPD)
 - Umi Sexton
 - Stanley Solamillo (HART)
 - Lisa Kahahane (Pacific Legacy)
 - Paul Cleghorn (Pacific Legacy)
- On Phone:
 - Gary Tasato (Navy)
 - Mary Nguyen (FTA)
 - Betsy Merritt (NTHP)
 - Ted Matley (FTA)

Project Update

- Starting Supplemental AIS in one week at the Kaka‘ako Station on Ward Ave.
- Delayed descendants meeting to the first week of October.
- Poised to release final treatment plan for Aloha Stadium Station.
 - B. Merritt asks what changes were made in response to comments.
 - J. Nouchi states that no comments were received after “pre-final” and prior to “final”.
 - B. Merritt asserts that there have been numerous comments from several CPs at other points in the treatment plan discussion and wants to ensure that those comments on the Aloha Stadium Station treatment plan were considered.
 - J. Puff reminds everyone that comments from the CPs need to be acknowledged by HART but not necessarily incorporated (based on Section 106).
 - B. Merritt feels this was not handled properly.
 - J. Puff stated an opportunity for comment was provided.

Makalapa – NRHP Submission

- Forms pulled back from submission.
- Soliciting comments.

Discussion – Role of the Kāko‘o

- P. Cleghorn comments on the Kāko‘o Meetings:
 - These meetings are not stipulated in the PA.
 - P. Cleghorn created the monthly meeting format to provide a forum for the CPs to discuss concerns. For the first several months, these meetings were unstructured

and were meant as a means of allowing consulting parties to express concerns. The meetings then became more structured with announced topics to be addressed/discussed at each meeting. The CPs became dissatisfied with the communication between the CPs and HART. In January 2014, HART personnel began to attend to provide project updates and allow direct communication between CPs and HART personnel. The current perception is that these are now HART meetings and there is no schedule.

- P. Cleghorn outlines his understanding of the Kāko‘o’s role:
 - As an intermediary to:
 - Assist CPs in obtaining information to effectively consult with HART.
 - Assist with report review at HART’s request.
 - It is whatever the CPs want it to be.
 - Required “presence” at all the meetings.
- U. Sexton states:
 - There has been a lack of timely response or a response at all.
 - Questions are not answered.
 - Lack of representation.
- D. Chang suggests that an email requesting the CPs’ views of the Kāko‘o’s role be sent by P. Cleghorn.
- J. Nouchi comments that the Kāko‘o’s role is an evolving position:
 - Need to strengthen the Kāko‘o’s role and the communication between entities.
 - Liaison/ombudsman position.
 - Provide outreach.

Miscellaneous – Open Discussion

- CPs request a frame work/timeline for milestones so everyone one can be on the same page. For example: When are the deadlines? What are the target dates? What are the milestones? These types of information are needed in order to ensure opportunity for comment, review, etc. This will encourage coordination and understanding of scheduling.
- J. Puff volunteered to review PA and create milestone document. C. Oka-Wong volunteered the document the Navy has put together showing project schedule. The resulting draft document will then be submitted to HART and CPs for review.
- J. Nouchi/J. Puff/C. Oka-Wong/P. Cleghorn to meet off-line to produce timeline document.

Awaiting Action

This table includes ongoing and yet to be completed Action Items from previous meetings.

Action Item	Who	Status
1. Email to CPs requesting their vision of the Kāko‘o role.	Cleghorn	Complete
2. Meeting to draft milestone/timetable document.	Cleghorn Nouchi Oka-Wong Puff	To be scheduled.

Airport Rail Station Design Community Informational Meeting

Date and Time: **August 13, 2014, 6:00 - 8:30 p.m.**

Location: **Moanalua High School**

Purpose

The purpose of this meeting, a requirement of Stipulation IV of the Section 106 Programmatic Agreement (PA) was to update the community/neighborhood on the design status for the Honolulu International Airport Station.

There were an estimated 70 attendees (including project staff, representatives from the City's Department of Planning and Permitting and Department of Transportation Services, HDOT representatives including Ford Fuchigami, Ross Higashi and Guy Ichinotsubo, Pearl City and Salt Lake Neighborhood Board members, Councilman Breene Harimoto, and City Council representatives).

Introductions

HART Executive Director and CEO Dan Grabauskas opened the meeting. HART Board Chair Ivan Lui-Kwan also gave welcoming comments. HART's Transit Arts Program Administrator Lisa Yoshihara gave a PowerPoint presentation providing an overview of the project and detailing the Station Naming and Art-in-Transit programs.

Following their presentations, Dan Grabauskas opened it up for audience Q&A and then after the full group Q&A, there were breakout sessions for one-on-one time with subject matter experts.

Full Group Questions/Comments

1. What is the distance from the rail station to the airport terminals, specifically, how long will it take to walk from the interisland terminal to the rail station?
2. The Airport is undergoing a lot of changes, is the rail's plan going to be integrated with HDOT's master plan? My concern is that the airport's master plan does not show the rail station. Note: Ford Fuchigami, Director, HDOT followed up after Dan's response and said that they are closely coordinating efforts with HART.
3. The rail line stops at Ala Moana but how do people get to and from Waikiki? Note: Mark Garrity, Deputy Director, DTS followed-up after Dan's response and said that they are working to get circulator buses and facilities where buses can come in more frequently with enhanced stations in Waikiki.
4. Will there be moving walkways to overseas terminal from rail station?
5. What type of security will be on system?

Breakout Groups: Questions/Comments Summary

1. Airport Station

Moderator: Ken Caswell

Scribe: Lena Kamae

Questions/Comments discussed:

- Will there be lockers?
- What about security at stations (TSA)?
- Will there be moving sidewalks to terminal from rail station?
- Will there be luggage carriers, the kind they have where you insert money and grab?
- Will you be able to walk from rail station to office towers?

HDOT representatives who attended the meeting asked and/or commented on the following:

- Airport wants to know where our irrigation is coming from.
- Airport wants to see plans of our stations.
- Airport indicates that HART is installing bollards inside their parking structure
- Airport suggests variable message signs on 4th and 6th level indicating direction to airlines and gates.
- Airport has Dept. of Agriculture restricted plants.

2. Middle Street, Lagoon Drive, Pearl Harbor Station

Moderator: Tim Newberry

Scribe: Lois Hamaguchi

Questions/Comments discussed:

- Will there be parking structures at every station?
- We are located on Waiwai Loop (Hawaii Employers Council) and due to the number of meetings and meeting room space we require, we need to get at least 4-5 months advanced notice to plan accordingly. We are concerned about the upcoming utility construction and want to make sure that the contractor or HART notify us way in advance.
- Concerned about the Keehi Lagoon parking lot where people park their cars all day. How are you going to prevent people from parking there when the rail station is built?
- Is the station “homeless friendly?”
- What about wind gusts...will the trains cease to run if it gets up to hurricane speeds?

3. Art/Culture Station

Moderator: Lisa Yoshihara

Scribe: Nicole Higa

Questions/Comments discussed:

- Who is the designer of the Aesthetic columns?
- Has the artwork for the stations been selected yet?
- Artwork could be incorporated in rail card/pass – maybe different designs could be available at different stations.
- HART should offer different fares for students.
- Is the flower/lei design going to be a photo of an actual flower, or artwork?
- There is a concern about the use of coconut in the landscape plan.

- There are certain plants that should not be included in the Airport Station's landscape plan. Verify the landscape plan with HDOT's approved plant list for the airport.
- Landscape irrigation is also a concern. Confirm irrigation system plans with HDOT before finalizing.
- Please have wayfinding signage of the neighborhood map that has significant businesses or locations of interests.

4. **TOD Station**

Moderator: Kathy Sokugawa

Scribe: Tim Streitz

Questions/Comments discussed:

Station Specific (DPP had displayed the Pearl Harbor, Airport, and Lagoon Drive stations, which are the focus of their Airport Area TOD Plan):

- Need convenient connection to airport gates.
- Incorporate protection from elements (rain, sun) along routes from Airport station to nearby major business centers.
- Consider a (big) park-and-ride at Airport and Lagoon Drive stations.
- Consider Keehi Lagoon frontage on Lagoon Drive as park-and-ride site.
- Provide a shuttle between the JBPHH, Pearl Harbor rail station, and The Mall.
- Consider 4-way (Barnes Dance) pedestrian crossing signal at Pearl Harbor station.
- Make safe pedestrian connections to employment centers mauka of Radford Drive – until midnight (rail hours of operation).

General

- Salt Lake residents need to get to airport and nearby rail stations, but the limited local roads are already at capacity. More people using them would be a problem.
- Consider affordable housing.
- Address homelessness.
- Review landscaping maintenance issues (make sure can water and actually maintain plants, etc.).

Meeting Summary

Consulting Parties Meeting on Big Makalapa and Little Makalapa National Register Nomination Forms

Date and Time: **July 31, 2014, 1:00 p.m.**

Location: **Ali'i Place, 1099 Alakea Street, Honolulu, HI 96813**

The following materials were distributed to Consulting Parties (CPs) prior to the meeting to review:

- Big Makalapa Navy Housing Area Historic District NRHP nomination form
- Little Makalapa Navy Housing Area Historic District NRHP nomination form

The meeting was called to order by Jon Nouchi. He noted that CPs requested the meeting to discuss the two nominations, ask questions, and give comments. In particular, Mahealani Cypher wanted to ensure that Hawaiian history was properly addressed in the forms. The meeting also provided a venue for Section 106 consultation.

Stanley Solamillo provided high-level highlights of the nominations. There is one national register nomination for Big Makalapa and one national register nomination for Little Makalapa. The forms were done in reference to Programmatic Agreement (PA) VI.C.1 and the project's Final EIS. The way the PA stipulation reads is that there are two nominations. This approach had concurrence by SHPD and the U.S. Navy. The initial draft was submitted to HART December 2013, but they did not contain Hawaiian history. The current 2014 drafts now contain Native Hawaiian history and toponomy (the study of place names, their origins, meanings, use). The forms have been submitted to SHPD and is scheduled for public hearing with the Hawaii Historic Places Review Board on Saturday, August 23, 2014. Ikaika Bantolina summarized the new information on Hawaiian toponomy and context in the nomination forms. Kawika explained that Hawaiian toponomy is the study of the meaning of place and how important it is to understand the connection between the place to ancestors. He further discussed the importance of gynecological chants about the area. The place name for Makalapa is Papakumakawalu. Papahanaumoku was born in Halawa.

Questions (Q), Responses (R), and Comments (C):

Q: Are there any physical features/elements of pre-contact Hawaii on the site or are related to the nominations? Is it Makalapa Crater itself? The place name?

R: Much has been lost. See Little Makalapa form page 4 where Hawaiian History is referenced in the summary to provide context.

C: Big Makalapa summary does not have reference to the Hawaiian context and the nomination should be expanded to include the cultural context.

R: This will be added.

Q: What of the viewshed?

R: Existing heavy vegetation makes views of the site difficult.

Q: If Hawaiian history is part of the nomination, then the period of significance should not be limited to 1940-45 as indicated in the nomination forms.

C: The Hawaiian cultural landscape came before the military housing. References to Hawaiian history supports the nomination.

Q: What were the sources of the Hawaiian history?

R: Kupuna and historical records.

C: Big Makalapa, page 34, states the Halawa ahupua`a did not have many inhabitants prior to the mid-1800s. This is incorrect as the historic documents that we are aware of tell us that this area, including Halawa Valley, was heavily populated.

R: This will be corrected.

C: The Navy intends to submit formal comments before the August 23rd hearing.

Q: If the forms are revised, should they be pulled from the record?

R: No; revisions can be made to the summary and period of significance. This is not a re-write of the forms.

Q: Can't HART reschedule the hearing so the forms can be revised? What's the urgency; will the delay impair HART's construction schedule?

R: A delay of the hearing delays the project schedule and the process of acquiring land from the Navy for the Pearl Harbor Station. HART will review the Programmatic Agreement and get back to the attendees.

C: The community of historic preservationists have been discussing the relationship and role of cultural contexts in an historic register process that designates physical features, such as buildings. The use of traditional cultural properties (TCPs) is one attempt to merge cultural and spiritual values with a physical feature.

C: There appears to be two lenses: one lens on buildings in the post-contact period and one lens on the cultural/spiritual context of the pre-contact Hawaiian period. By including the Native Hawaiian information with the nomination for the post-contact buildings, the forms are informing the Board and others about the important Hawaiian heritage that defines the context of the place where the buildings are located.

C: If the focus of the nomination is on the WW II housing, then the period of significance should be 1940-45 as indicated on the forms. It is important to include the Native Hawaiian information, but not as a physical feature that is being nominated.

Q: Where are the maps showing the proposed boundaries of the districts?

R: HART will prepare the maps based on the UTM and verbal descriptions in the nomination forms.

Q: Why are these boundaries proposed for Big Makalapa and Little Makalapa? An explanation justifying the boundaries needs to be provided.

R: The boundaries of each district are drawn where the integrity of each district ends. For example, land use changes have occurred between the two districts (loss of structures, construction of a road). Explanations are provided on page 57 of Big Makalapa and page 48 of Little Makalapa.

C: The Pearl Harbor Integrated Cultural Resources Management Plan (ICRMP) shows one large district, with two sub-districts.

Q: Was this done in the ICRMP for administrative purposes?

R: Navy responded yes; this was done for management purposes. It was noted that the land was purchased this way and included the Makalapa Crater drainage. Consultant will provide a better explanation for the boundary justification.

Q: What is the relationship of these nominations to the Pearl Harbor National Historic Landmark update? The Makalapas could be included in the NHL.

R: That project is an update of the PHNHL within the current boundaries per discussions with (NPS). There are no plans to change the boundaries.

C: CPs noted that they would review the nomination forms and send comments. SHPD asked that any comments to the Board be sent by 8/22, but that comments would be accepted up to the meeting. HART asked that comments be sent to HART as soon as possible so that HART could address any comments since not all the CP's comments were discussed at this meeting.

The meeting was adjourned at approximately 2:15pm

Attending Consulting Parties & Signatories

Mahealani Cypher	O'ahu Association of Hawaiian Civic Clubs
Mike Gushard	State Historic Preservation Division (<i>dial-in</i>)
Melia Lane-Kamahele	National Park Service (NPS) (<i>dial-in</i>)
Kiersten Faulkner	Hawaii Historic Foundation
Tanya Gumapac-McGuire	Hawaii Historic Foundation
Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
John Lohr	NAVFAC HI, Navy Region Hawaii (<i>dial-in</i>)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawaii (<i>dial-in</i>)
Jeff Dodge	NAVFAC HI, Navy Region Hawaii (<i>dial-in</i>)

Attending Project Staff

Jon Nouchi	HART
Stan Solamillo	HART
Kawika Farm	HART
Dawn Chang	Kuiwalu
Gary Omori	Consultant
Lorraine Minatoishi	LMA
Ikaika Bantolina	LMA
Don Hibbard	LMA
Paul Luersen	CH2M HILL

HART/Kāko‘o Meeting

Date and Time: **July 24, 2014, 10:00 a.m.**

Location: **Ali‘i Place, 1099 Alakea Street, Honolulu, HI 96813**

The following materials are attached to these minutes as follows:

Appendix A Agenda

Appendix B PowerPoint Presentation (not distributed)

WELCOME AND INTRODUCTIONS

The meeting was called to order by Joseph Lapilio (facilitator) and started with self-introductions. The purpose of the monthly scheduled meeting with the Signatory and Consulting Parties is to provide updates on the Programmatic Agreement. The focus of the July meeting was to provide specific updates on the Chinatown Station Plaza on Kekaulike Street and the Historic Preservation Fund, and general project updates.

CHINATOWN STATION PLAZA ON KEKAULIKE STREET UPDATE (Stanley Solamillo)

HART acquired a parcel for the touchdown station in Chinatown. The boundaries of the property were reviewed on the PowerPoint presentation.

The first parcel discussed was 928 Kekaulike. It was identified in 1998 as a historic property under the guidelines of integrity, setting and association. It was found that the rail project would have no direct impact to the building. In 2014, it was initially proposed to remove the building to provide a larger plaza for the station. After HART reviewed the site it has decided to preserve it as it is doing for the adjacent building (930 Kekaulike). HART is now considering a number of re-use options. We are at the starting process in exploring options. The project can qualify for tax credits (historic and new markets) and this could be used for the project eventually chosen.

Photos of both buildings were displayed for the meeting. Stanley will conduct field work on both buildings beginning this weekend.

During our previous presentation on the Holau Marketplace, we were in the initial stage in our research. Since then we have discovered two parallel interpretations of the building's history. The updated research has discovered that the Holau Building was not associated with Charles Holau but with a Mary Helen Longki (maiden name Holau). She acquired the property through several transactions and her second husband built the building. She died the year the building was built and he named it Holau Market with a caveat to the estate papers that the building will always carry the name.

The other historical information is from an old tradition that there was a hui of lei sellers and stevedores and they were the ones to open a market selling produce and leis. They wanted a way to get fish, poi and other staples. This was a way to get Hawaiians back into Chinatown. A number of the hui members came from Papakolea but others come from other areas of Honolulu. We are still trying to track down the information from Hawaiian language newspapers. Other newspapers of the time do not mention this at all.

The most recent item that has surfaced is a song entitled *Holau*, written in 1921 about the building and performed by Lena Machado. The lyrics were reviewed and a recording of the song done by Lena Machado was shared with the meeting.

This history is buried under layers of other histories. Trying to uncover this will take time but it will add to the history of Hawaiians during the territory period.

HISTORIC PRESERVATION FUND UPDATE (Stanley Solamillo)

This is very important to HART and a part of the Programmatic Agreement which included the establishment of a historic preservation committee and the solicitation of project proposals. Two million dollars were set aside for project improvements.

Although we had initial difficulties coordinating a meeting time with Historic Preservation Committee members, we did meet with quorum.

An overview of project proposals included two that were deferred and they will be invited to come back. There is some overage that can be carried over into next year. Projects included awning repairs, air conditioner unit relocations from building frontages to rooftops, redesign of retail spaces, lighting, removal of outside electrical conduits, improvements to the appearances of facades, signage and sign restoration, graffiti removal (and preventive materials), windows, (A complete list of the awards is on the list in the power point presentation). The total allocated to these projects is about \$550,000. The committee decided to work on a graffiti removal project for the entire district that will be presented to the business owners.

Proposals from 501(c)(3) organizations do not require a property owner match. The match from private owners is not fixed at a 50% match, it varies and is based looking at the needs of the project. Much of the work supported was stabilization.

The buildings selected add to the history of the area. Some of these projects qualify for historic tax credits.

Comment: This was one of the stipulations that was to relate to overall effects. It has taken several years to determine what the parameters are and as the committee works on this it is pretty exciting. There was some concerns that the presentation of projects did not match the notes from one of the committee members and this will be discussed after the meeting.

While there are comments about quorum, the committee has had 100% participation from its members. It was a scheduling issue not a participation issue. While there was reference to bringing new people to the committee to make quorum, the PA doesn't allow this.

At the next meeting, the committee will go over the details on how the funds will be released.

GENERAL PROJECT UPDATES (Jon Nouchi)

Construction is going well along the Westside of the route and there are 111 columns up. Design treatment for the columns has started and the first has been imprinted on the Ho`opili station. We are looking at getting all of these designs together for presentation perhaps at an upcoming CP meeting.

The airport community meeting is coming up on August 13th in the evening. We welcome participation and we did have a press conference last week to unveil the plan. We are working on scheduling the second community meeting in the fall.

We are working on the city center stations and a meeting will be scheduled sometime in September or October. There will be four stations presented in one meeting and four in a second meeting. There is too much information to cover for one meeting on all eight stations.

SHPD approved the Supplemental AIS along the Queen Street route. Protocols are in place in the event of iwi discovery along this re-route. We have been regularly consulting with the recognized cultural descendants and will provide updates to the OIBC at its upcoming August 13 public meeting at 10am.

Question: Is there going to be some write up about the design treatment for the columns? *The art will be included in a flat design at each station and there will be a story of the design. The designs are unique to the ahupua`a in which the station is located.*

HART is on the agenda for the Historic Review Board on August 23rd for the Makalapa District.

Question: HHF asked whether HART was going to consult with the SP and CPs on the Makalapa District Nominations that will be presented to the Historic Places Review Board on August 23, 2014.

Question: When will information on the Makalapa nominations be available? *HART will put them on the website after the nominations clear the State Board of Review and they are recommended for transmittal to Historic Places Review Board. To expedite information sharing, HART will make CDs available.*

Comment: A year ago, when Navy and HART were having consultations on this issue, the NAVY prepared a POAM that included a schedule of milestones for the Makalapa nomination and the transfer of land from the Navy to HART for the Pearl Harbor Station. It was their understanding that HART would consult with the CPs prior to submission of the nomination forms to SHPD. It seems HART went over the comment period and went straight to the Historic Review Board. The CPs have not seen it. *The drafts went to the Kakoo and the two versions went to the architects. A draft was routed to the signatories for comment in October 2013. It was an incredibly compressed schedule.*

Question: How are we linking it back to the schedule to time it accordingly? There was a telecom with the park service regarding the landmark update and there was a request for the second draft document. We understood that they had a final nomination.

- SHPD procedures are to not release a nomination to the public until after the review board members get it. A final draft is available now. It cannot be changed now until the review board reviews it. In their deliberations, they can concur with the nomination as is or make recommendations for changes as a condition of a determination of eligibility. At that time, SHPD will work with HART to make a final draft. It doesn't have to go back to the review board unless they ask for it.
- Technically the version we now have is a draft. Comments can be added. The review allows anyone to make official comments – written or oral. The review board does not have to take those comments into consideration.

Question: Does the review board respond to comments?

- They can but it is up to them. They can take it into consideration or move ahead without addressing individual comments. Comments do not automatically go with the

package to the keeper. Separate comments can be made directly to the keeper in support of or not with concerns listed.

- The Navy has received a copy of the draft. Because it is an outside agency nominating a historic property, the submittal is through SHPD. After the review, the Navy takes it up to the keeper.

Question: Is the nomination is based on the military history? *It includes the Hawaiian history as well.*

Comments: A process issue - comments do not necessarily have to be addressed. When it gets to the keeper, if the nomination has a thousand objections, will they resolve this? Where does it come back to for resolution? Should we try to address the comments? It would not work to have major community objections. Why are we not trying to address the concerns? This group certainly has disagreements on boundaries and other issues. Hard hitting questions like these need to be resolved.

- The review board does not address individual comments to prevent them from having to respond to people with objections for personal reasons and/or don't want an action taken. If the complaints have concerns about the quality of the content those are legitimate concerns. If the review board does take these concerns into consideration, the keeper will likely take a look at it.

Comments: We want to make sure the nominations are made with respect to the whole project. Luluku is an example where the community did not know about the submittal and did not make objections in time for the keeper. It is important that there be time for community concerns to be aired.

- One of the options the Historic Review Board could do is defer. The board meets quarterly. It is not uncommon for them to defer and research on their own to make a more informed determination. The board is comprised of people with the capability to do so. But it is uncommon for the board to make an out-of-cycle meeting and decision. These nominations are the only projects being submitted for their review.
- If you want to make comments, make comments that help to edit the nomination as it is rather than to compel a re-write. The nomination can continue to move forward with the board approving but with stipulations that need to be met. They prefer the least amount of contention.

Comments: With the preview of the CDs there can be a separate meeting with a vetting process. They can be an opportunity to review it and identify issues. We can take time to have staff go over the nomination.

A meeting was set up for next Thursday, July 31 at 1 pm after HART has the opportunity to send the CD to all CPs and when everyone has the CD in hand. Everyone will be notified on the location of the meeting.

OPEN DISCUSSION AND WRAP-UP

Comments and Questions: A flag on an issue of concern. At the annual meeting, can we discuss the effectiveness of the PA and the role of the Kakoo? The Kakoo meetings have morphed into a HART meeting. The Kakoo role was to serve as a liaison. I feel he has gone silent. Are they doing design review? Are they resolving the questions coming up? It deserves some reflection. Can this function be improved? Do we still need this role? We still don't have the best practices which we were supposed to get this some

time ago. It is a growing concern followed by decreasing involvement, communication has dropped. The role seems more on the side of the project rather than being a fair arbiter of the issues. It appears that the position has been co-opted by HART. Even the meetings notices don't come from him. It comes from C2HM.

The role is for the CPs. HART paying the bill. Maybe we need more visibility and some guidance is needed to be more effective. We have to figure out but it can't be HART prodding. If HART takes it to address this, it continues the perception of HART controlling this.

Question: Is it public record how much is being spent on this function?

HART will check.

Comments: Meeting minutes need to accurately reflect the concerns we are sharing at this time. Maybe we cannot wait until the annual meeting and we need to improve this for us.

If he is functioning more like a HART advocate, is this the best fit for the position of the Kakoo. We need to make sure the final product is handled objectively to prevent legal challenges.

There is a contract in place and there are mechanism to make changes. The CPs should not be stuck with the issue.

Should this go to the next meeting? This won't be at the historic review. This will be at the next PA meeting. Paul can then bring information about his role and address the concerns being shared today.

Comments: The Kakoo has done a great job. But it is important that we deal with this because it is the first time this is being tried and we need to do this right. There are two pages in the PA and this is a major part of the agreement. We should review this and determine how we proceed.

Is there someone from the consulting parties that can contact him and let him know? If the CPs can ask for the contract to review the role and understand the vision.

It doesn't make sense that his office cannot make it to this meeting. We are here and we aren't being paid

Umi will follow up and talk to the Kakoo prior to the next meeting. It was suggested that he send the CPs a report on what he is doing, how much time he is spending and to get a better sense what changes you want.

Comments: The monthly reports were just distributed. In the April report, it is noted that Historic Hawaii Foundation's objections were resolved and that is not true. For the record HHF still has a standing objection to the Aloha Stadium issue. It was filed in January. There has been no written response from FTA. There have been meetings and discussions but the objection has not been formally closed. The focus of the dispute was the application of Section IV.

There is a requirement that there be a final finding and this has not occurred. There is a treatment plan process which may be an assumption of a finding but there is nothing in writing.

Essentially the consultants made a recommendation on their findings. The fact that you are in the treatment plan process assumes the finding has been made. For the record, that should be formal. Everything we are doing with Aloha Stadium is precedent for everything else and we need to get it right.

Regarding the treatment plan itself, HART has responded poorly to those comments if at all. With all of these outstanding issues, we are not satisfied that our objection has been resolved. We will continue that objection until we feel this has been resolved.

- *FTA: We understand that there is not a level of comfort that we responded to comments as best we could. We will just continue to work through the PA but at this time we will try to wrap up the treatment plan.*
- *HART: The inaccuracy in the April report was an oversight. It will be corrected. How can we formally move forward? A memo, some communication. I thought I did respond but I will check. The list was the other thing.*

Comments: I sent an email last week about the treatment plan to Jon. I haven't heard anything is response to that. The summary notes from some meetings isn't a true representation of the concerns about the Stadium station.

Comments: We have asked not to use a bcc because it is impossible to make sure that everyone who received your email gets a response.

- *We haven't cc'd everyone because of confidentiality. But this keeps coming up as an issue. Some don't want their emails disclosed. We can get an updated list of CPs to you. We will work with everyone to update the email list and ask those that want to be bcc'd to get another email separate from their personal one.*

Questions: At our June 26th meeting, we discussed the Pearl Harbor Station. The materials from that meeting were sent two days ago and posted two days ago. What would be a reasonable period for follow up comments? How can this be handled?

- *HART will work on fixing this. Would thirty days be okay for now until we can work on this? We will get the materials posted immediately so we can discuss the minutes at the following meeting.*
- On a related issue, the website is hard to navigate. We will work with our people to improve the site.

Are there other items:

Comments: Regarding the treatment plan for the Aloha Stadium station. HHF sent written comments on the draft plan well within the 10 day comment period and none of these comments are incorporated into the final document. I feel that is not good faith consultation. No one else's comments were incorporated. There are the substantive issues of what the station will look like and there are the procedural issues about what consultation really means.

Comments: We were talking about this at SHPD, discussing about what consultation means and noticing that too. There should be a good faith effort to include them. But if they are not, they should be included in some way with the comments listed so that at least we have an understanding of why the comments could not, be incorporated into the

draft. At least there would be communication about what is going on and acknowledging that the comment was heard and at least contemplated.

Questions: Is that is issue that the Kakoo might have been able to resolve? We come because we care about the issues. We want to make sure we are not here wasting our time just so you can check off the boxes. The stuff you got from HHF should have had some that would be valuable for your work instead of it just being blown off. Is that the way it is going to be? We need to see why you couldn't do it.

Comments: Another comment on the Aloha Stadium station. Wouldn't it make more sense to step back and look at whether the new stadium would allow changes?

- *There is a huge if there. I don't know if holding the project up would work. There are two plans floating right now. It has not materialized. There is no funding mechanism. They are exploring. We cannot design around something that is not sure.*

Question: Will the time table on Aloha Stadium be held off?

- We will take some time to review whether we have responded correctly. We need to look at that internally. I thought we did, but there are enough comments to tell us otherwise.

*** Meeting adjourned at 12:00pm ***

Attending Consulting Parties & Signatories

Mahealani Cypher	Oahu Council, Association of Hawaiian Civic Clubs
Jeffrey Dodge	NAVFAC HI, Navy Region Hawaii
Kiersten Faulkner	Historic Hawaii Foundation
Tanya Gumapac-McGuire	Hawaii Historic Foundation
Elaine Jackson-Retondo	National Park Service (dial-in)
Kaonohi Kaleikini	Descendant
Moani Kaleikini	Descendant
Susan Lebo	SHPD
John Lohr	NAVFAC HI, Navy Region Hawaii
Ted Matley	FTA (dial-in)
Betsy Merritt	National Trust for Historic Preservation (<i>dial-in</i>)
Jerry Norris	Office of Hawaiian Affairs (dial-in)
Charlene Oka-Wong	NAVFAC HI, Navy Region Hawaii
Jessica Puff	SHPD
Umi Sexton	Descendant

Attending Project Staff

Dawn Chang	Kuiwalu
Kawika Farm	HART
Joseph Lapilio	Facilitator
Jon Nouchi	HART

Liz Scanlon
Josh Silva
Stan Solamillo

HART
CH2M Hill
HART

Appendix A

Agenda

Appendix B

PowerPoint Presentation