HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
63-day Wait Period Comments - Agency

Submittal/Document Title: FEIS Review Comments - Agencies | **Reviewer: Judy Aranda** | **Date: October 1, 2010**

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1	7/7/10	No comments to Final EIS Response: N/A	**Craig I. Nishimura, Director** Dept. of Design and Construction		None No comments	N/A	No
2	7/9/10	No staff resources to review Final EIS. Response: N/A	**Stephen S. Anthony, Center Director** U.S. Dept. of Interior		No staff resources to review Final EIS	No	No
3	7/9/10 Letter to DTS	1. To support recreational use of the property, we request that DTS work with DAGS and the Aloha Stadium to develop an agreement giving the Aloha Stadium preferential use of the park and ride portion of the Kamehameha Lot on days when events are held at the Stadium. Response: A proposed parking management plan is being developed that will address DAGS concerns about preserving access to parking for events and revenue from parking receipts. Coordination will continue during Final Design and construction to ensure that the Project will result in a net benefit, in terms of both enhanced access and parking.	**Russ Sato, Comptroller** Dept. of Accounting and General Services		Preferential use of parking during Stadium events.	No.	No
4	7/9/10 Letter to DTS	2. We concur that the transportation benefits associated with the transit station at Kamehameha Lot may reduce parking demand. However, rail transit	**Russ Sato, Comptroller** Dept. of Accounting and General		Loss of parking revenue to Stadium Authority	Yes in previous discussion with DAGS.	No

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		may not correlate to an improvement in event attendance. As the resulting loss of revenue from parking could still impact Stadium operations, we request that DTS continue to work with the State to develop a resolution. A mutually beneficial solution may be for the City to build a new multi-level parking structure for shared use, as mentioned in the letter from the DTS dated October 15,2009 for concurrence on the de minimus impact finding. We note that the development of this parking structure is not mentioned in the FEIS and feel that dismissing it as an option from your letter dated June 16, 2010 was premature. Response: The rail line will provide easier access than is currently available and would allow parking in remote areas to be used instead of building a new structure. A parking facility can be discussed, but there is no identified demand for it except during the few days when the stadium reaches capacity. At this point, under current operating practices, the expenditure of public funds for such a project would be	Services				

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		questionable. The Final EIS states that coordination will continue during Final Design and construction to ensure that the Project will result in a net benefit in terms of both enhanced access and parking. The commitment is to develop a beneficial solution for parking and access in coordination with DAGS.					
5	7/9/10 Letter to DTS	3. To address potential traffic congestion and provide the opportunity to increase parking, we resubmit our suggestion that the City consider elimination of the far west section of Salt Lake Boulevard that runs through the Stadium's Kamehameha lot and bus lot and the expansion of Essex Road to accommodate two-way traffic and heavier traffic flow, as mentioned in the letter from DTS dated October 15, 2009 for concurrence on the *de minimus* impact finding. Response: The rail project will minimize the need for roadway improvements and is inconsistent with the intent of the funding sources for the project. It will be difficult to justify the road realignment as part of the project.	**Russ Sato, Comptroller** Dept. of Accounting and General Services		Traffic congestion along Salt Lake Blvd near Stadium and parking loss	Yes in previous meetings with DAGS.	No

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6	7/9/10 Letter to DTS	4. The Kamehameha Lot is not only used for parking, as stated in the FEIS. As discussed with your staff, the City's Commercial Driver License (CDL) program operates on the Kamehameha Lot during weekdays when not in use by the Stadium. The CDL program funded construction of the paved asphalt at the Kamehameha Lot and may seek compensation to move its operations elsewhere. Response: This is a valid point of discussion. The City does not wish to impact the State's ability to provide the services currently offered without appropriate offsetting assistance.	**Russ Sato, Comptroller** Dept. of Accounting and General Services		Compensation to CDL program to move operations from Stadium.	Yes in previous meetings with DAGS.	No
7	7/9/10 Letter to DTS	5. We note that the proposed traction power substation and fixed guideway station are not located on the Liliha Civic Center site. We also note that an existing easement running through the site will be used for five (5) support columns for that segment of the rail. We ask that DTS continue to work with DAGS and the Hawai'i Housing Finance and Development Corporation, who occupy the property on the two sides of the easement, to minimize	**Russ Sato, Comptroller** Dept. of Accounting and General Services		Continue coordination with DAGS and HHFDC	No	No

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		accessibility and other impacts to the properties. Response: The City will continue to work with DAGS to define the best way to use the property.					
8	7/9/10 letter	No staff resources to review Final EIS. Response: N/A	**Stephen S. Anthony, Center Director** U.S. Dept. of Interior		No staff resources to review Final EIS	No	No
9	7/7/10 letter	No comments to Final EIS. Response: N/A	**Craig I. Nishimura, Director** Dept. of Design and Construction		None	N/A	No
10	7/23/10 letter	We are in receipt of the Final EIS that was conducted on the Honolulu High-Capacity Transit Corridor Project. I am writing to emphasize the commitment you made in your letter dated June 11,2010 to the General Services Administration (GSA), specifically addressed to Mr. Larson, Property Manager of the Prince Jonah Kuhio Kalanianaole (PJKK) Federal Building & Courthouse. In your letter you stated that you will address the security concerns regarding the proximity of the Transit Corridor to the PJKK federal facility, specifically setback and	**Samuel R. Mazzola, Director Portfolio Management Division General Services Admin. (GSA)**		Security concerns at federal building & courthouse.	Yes	No

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		site lines. We expect that you will continue to consult with GSA on this matter during the design development and construction phases of the project. Response: The City will continue to work with GSA and will live up to its commitments in the EIS.					
11	7/23/10 letter	As you develop your design we ask that you address the inherent noise and vibration levels of the High Capacity Transit Rail in the immediate vicinity of the PJKK Federal Building & Courthouse and the mitigation measures that will be incorporated. Response: The Final EIS provides for a noise monitoring program though there is not likely to be a significant noise issue at this location as noted in Section 4.10 of the Final EIS. Mitigation measures addressed in the Final EIS will be committed to in the ROD..	**Samuel R. Mazzola, Director Portfolio Management Division General Services Admin. (GSA)**		Noise & vibration levels near PJKK Federal Building & Courthouse	No	No
12	7/23/10 letter	I would like to propose a face to face meeting with your office in late September to discuss commitments on mitigating the issues identified by GSA. Please address all future correspondence on this subject to me,	**Samuel R. Mazzola Director Portfolio Management Division General Services Admin.**		Meet to discuss mitigation commitments.	No	No

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		Samuel R. Mazzola, Director, Portfolio Management Division, 450 Golden Gate Avenue, San Francisco, CA 94502 . Response: The City is ready to discuss the project with GSA at the appropriate time.	(GSA)				
13	7/23/10 letter	Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County and City of Honolulu (Community Number 150001), Maps revised June 2, 2005. Response: The City will ensure the most current FIRM maps are used in defining the requirements of project construction.	Gregor Blackburn, Branch Chief **FEMA**		Review of current FIRMs requirements for Project design.	Yes	No
14	7/23/10 letter	Please contact the local community's floodplain manager for more information on local floodplain management building requirements. Response: The City will contact the local floodplain manager for any required information to supplement the information in Section 4.13 of the Final EIS as the project is designed.	Gregor Blackburn, Branch Chief **FEMA** Region IX		None	No	No
15	7/23/10 letter	Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County and City of Honolulu (Community Number	Gregor Blackburn, Branch Chief **FEMA** Region IX		Floodplain: Project must adhere to NFIP requirements for Project design.	Yes	No

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		150001), Maps revised June 2, 2005. Please note that the City and County of Honolulu, Hawaii are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65. Response: The City will comply with this request as the project design is developed.					
16	8/4/10 letter	Please note that the City and County of Honolulu does not own Keehi Lagoon Beach Park. TMKs 1-1-003:006 of 69.17 acres and 1-1-003:007 of2.80 acres are owned in fee by the State of Hawaii and the City has jurisdiction pursuant to the Governor's Executive Order 2110. Response: The property ownership is noted in Appendix B of the Final EIS.	**Lester Chang,** Director City/County **Parks and Recreation**		Clarifying who owns park and who has jurisdiction per Sec. 4(f).	No	No
17	8/4/10 letter	You may wish to state that a property use agreement or acquisition will be negotiated with the State, as Section 4-6 describes for the DAV Keehi Lagoon Memorial property adjacent to the park.	**Lester Chang,** Director City/County **Parks and Recreation**		Development of agreement mechanism.	No	No

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		Response: DTS will negotiate a property use agreement for use of Keehi Lagoon Park with the State and Department of Parks and Recreation. This will be part of the real estate acquisition process during final design.					
18	8/4/10 letter	It is our understanding, that park and recreation facilities affected either directly or by overhead guideway will be reconstructed in a timely manner at no expense to the Department of Parks and Recreation. Response: The City will pay for all improvement measures to minimize harm and mitigate impacts to Keehi Lagoon Beach Park. DTS will continue to coordinate with DPR during Final Design to provide lighting and associated resurfacing for four of the tennis courts near the park entrance prior to construction so that nighttime tennis court use will be maintained during construction and after project completion. These improvement measures will be completed as soon as practical.	**Lester Chang,** Director City/County **Parks and Recreation**		Confirming no cost to City Park & Rec.	No	No

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19	8/9/10 letter	As shown in Table 3-24, approximately 110 of the 175 spaces will be permanently closed in this lot to accommodate the station. The permanent loss of the 110 parking stalls, in addition to the anticipated loss of the commuter parking when the Mauka Concourse is developed will have a negative impact on future Airports parking capacity. The parking study should have considered the cumulative loss of parking from all airport projects. Response: The loss of 110 parking spaces at the Airport to make room for the rail transit station will be more than offset by transit service to be provided by the rail project. Train service will be provided between 4:00 AM and 12:00 midnight, with trains arriving in each direction every 3 to 10 minutes. Each train will consist of 2 or 3 cars, providing a hourly capacity of more than 8,500 passengers per hour per direction. Air passengers will be able to reach downtown Honolulu in 12 minutes and Ala Moana Center in 16 minutes. In addition, the rail project will construct enhanced pedestrian	**Brenan T. Morioka,** Director of Transp., **HDOT**		Loss of parking and related capapcity at Aloha Stadium	Yes	No

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		connections meeting ADA requirements from the rail station to both the inter-island and overseas terminals. Every passenger arriving by transit reduces the demand for parking at the airport. With the rail project in place, the number of air passengers using transit to reach HNL on a daily basis is projected to increase from 700 today to 3,500 in 2030, increasing the percentage of total air passengers from 1.2% today to 3.4%. This estimate is in line with other U.S. cities with rail transit service that generally falls within 2% to 5% of all air passengers using transit to reach the airport. However, JFK in New York sees about 10% of air passengers using transit, and many Asian and European cities show 20 to 30% of air passengers arriving by rail transit. Given the large number of international visitors, especially from Asia, the actual number of air passengers using rail transit to reach the Airport could be even higher than predicted by the model.					

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20	8/9/10 letter	Table 3-1 on page 3-3 of FEIS indicates there is no impact to parking. Response: First bullet under parking effects in Table 3-1 mentions removal 690 spaces which includes the 110 spaces at airport.	**Brenan T. Morioka,** Director of Transp., **HDOT**		Parking Impacts at Aloha Stadium due to Project.	Yes	No
21	8/9/10 letter	The loss of parking due to the subject project and the future Mauka Concourse will result in a loss of airport parking that may need to be mitigated in some way. Response: In coordination with HDOT Airport staff, the Project guideway was designed to avoid impacting the future Mauka concourse. The Project is not responsible for providing parking for future airport projects.	**Brenan T. Morioka,** Director of Transp., **HDOT**		Mitigation of loss of parking at future Mauka Concourse.	No	No
22	8/9/10 letter	Table 3-1 also indicates there are no long-term adverse effects on the airport and thus, no mitigation measures are planned. Response: In Table 3-1, the first bullet under parking effects mentions the removal of 690 spaces, which includes the 110 spaces at airport.	**Brenan T. Morioka,** Director of Transp., **HDOT**		Loss of parking at Aloha Stadium	No	No

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		The Project will result in a net benefit to the Airport. Providing long term rail service, at the service levels proposed , will more than offset and mitigate the loss of 110 parking spaces.					
23	8/9/10 letter	HDOT requests that DTS contact the Airports Division Planning Section at 838-8810 to discuss Airport parking issues. Response: Coordination with HDOT will continue.	**Brenan T. Morioka,** Director of Transp., **HDOT**		Continue coordination with Airport staff.	Yes	No
24	8/9/10 letter	HDOT Highways and Harbors Divisions have no new major concerns on the subject document. Response: N/A	**Brenan T. Morioka,** Director of Transp., **HDOT**		None	N/A	No
25	8/16/10 Letter	EPA encourages DTS to complete the Section 106 process and document mitigation commitments in the ROD. Response: The PA will be included in the ROD.	**Connell Dunning,** Transp. Team Supr., **EPA**		Completion of Section 106 process.	Yes	No
26	8/16/10 Letter	EPA encourages DTS to continue close coordination with residents and businesses regarding relocations. Response: Coordination will continue with properties owners as stated in	**Connell Dunning,** Transp. Team Supr., **EPA**		ROW/relocation assistance to businesses and residents	Yes	No

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		FEIS.					
27	7/27/10 Letter	There are several instances throughout this document that cite stipulations in the Programmatic Agreement (PA). Consultation on the PA is still underway, and per our July 7, 2010, telephone conversation (with HDOT), there was discussion suggesting changes to the PA. When the PA is executed, the Department would like to verify that what is cited in the Section 4(F) Evaluation regarding the PA is consistent with the executed version. Response: The signed PA is attached to the ROD.	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		Once PA is executed, DOI wants to verify consistency with Section 4(f)	Yes	Possible
28	7/27/10 Letter	FEIS: Page 5-12; column 1, last paragraph: The archeological inventory survey that was conducted for the first construction phase area between East Kapolei and Pearl Highlands states that a subsurface deposit was identified and the integrity of the deposit evaluated; however, it appears that the process for evaluating the deposit was incomplete. The National Register Bulletin 36: Guidelines for evaluating and Registering Archeological Properties	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		The process for evaluating the subsurface deposit in Segment 1 is incomplete per National Register Bulletin 36.	Yes	Possible

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		states: The evaluation of integrity must always be grounded in an understanding of the property's physical features and how they relate to its significance. The retention of specific aspects of integrity is paramount for a property to convey its significance. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The importance of each of these aspects of integrity depends upon the nature of the property and the Criterion or Criteria under which it is being nominated (NR Bulletin 36, p35). Response: An AIS was completed for the first construction phase area between East Kapolei and Pearl Highlands and identified a subsurface deposit. The AIS , Section 7 – Significance Assessments presents the evaluation for significance according to the criteria established for the National and Hawaii Registers of Historic Places. The AIS concluded that SIHP					

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		50-80-9-7751, subsurface cultural deposit (lo'i sediments), is significant under criteria D (Have yielded, or is likely to yield information important for research on prehistory or history). The AIS also concluded that this resource has integrity of location and materials but not integrity of design, setting, workmanship, feeling, or association. Based on the AIS, the FTA concludes that this archaeological resource is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place. Therefore, SIHP 50-80-9-7751 is exempt from Section 4(f) approval under 23 CFR 774.13(b).					
29	7/27/10 Letter	The evaluation of the site, as described in the Section 4(f) Evaluation, did not identify the Criterion or Criteria of significance and only seemed to assess the integrity without consideration of the significance. Proper methods of evaluating the significance and integrity of archeological sites need to be followed throughout this project. The Department would appreciate	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		DOI wants verification on how the site was evaluated in terms of significance in the Section 4(f) analysis.	Yes	No

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		verification on how the site was evaluated. Response: See response to #28.					
30	7/27/10 Letter	Page 5-53; column 1, lines 5 & 6 and Figure 5-38: The referenced Figure 5-38 does not support the statement in the text that "*the excellent make views will not be obstructed*." The simulation in figure 5-38 actually shows that the views are significantly obstructed. Response: This discussion refers to Irwin Park. The features of the park are described on page 5-52, second column. The seating areas in the park are oriented in the mauka-makai direction. The guideway and highway are mauka of the park in the median of Nimitz Highway. The makai views are identified as a feature of the park. These views will not be obstructed by the Project. In addition, there are mature trees that buffer the views of Nimitz Highway from the area where	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		Figure 5-38 does not support FEIS text statement concerning view obstruction.	Yes	No

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		the benches and tables are located. The view in figure 5-38 is koko head and is not the direction park users will be looking.					
31	7/27/10 Letter	Page 5-53; column 2, paragraphs 1 &2: The lack of any plan or visual simulation makes it difficult to understand how it is that the construction in this area will have no visual effect on the two bridges. From the description, it seems that Farrington Highway is between and at a lower elevation than the pair of bridges. The guideway will be constructed 40 feet above the median of Farrington Highway. Gauging from the existing conditions photo, the guideway would fall vertically within the vertical space that now visually separates the highway from the bridges. This suggests that there would be a significant visual impact to the bridge. A simulation should be included in the document to show the impact. Response: The Project will be 40 feet about the roadway and will not	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		Difficulty in determining visual impact of affected bridges without simulations available. Requests simulations be completed.	Yes	No

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		eliminate the primary views of the design elements of the Waikele bridge or alter their relationship to the existing transportation corridor. A simulation will not be included in the Section 4(f) Evaluation of the Final EIS. However a photograph in project files of existing conditions from a different viewpoint shows the bridge in the context of the existing major transportation corridor.					
32	7/27/10 Letter	Page 5-58; column 1. paragraphs 4: The USS Bowfin and the USS Arizona are both mentioned as being within the boundary of the US Naval Base Pearl Harbor National Historic Landmark (NHL). However, the fact that the USS Bowfin and USS Arizona are also NHL sites is omitted. The USS Utah is not mentioned; however, it too lies within the boundary of US Naval Base Pearl Harbor NHL. Response: The description of the Section 4(f) Evaluation considered the US Naval Base Pearl Harbor National Historic Landmark (NHL) as a whole. More detailed discussion about the	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		Discussion that the USS Bowfin, USS Arizona are also NHL sites is omitted from FEIS. USS Utah not mentioned at all.	Yes	Possible

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		Pearl Harbor NHL is found in on page 4-191 of the Final EIS. The USS Bowfin and USS Arizona are noted on this page					
33	7/27/10 Letter	Page 5-60; column 1, paragraph 1; and P 5-61; column 1 paragraph 3: Paragraph one on page 5-60 includes the statement that "*.. . the guideway will not eliminate primary views of this historic district nor alter its relationship to the water since the guideway and the stations will be on the mauka side of the busy highway."* Paragraph 3 on page 2-61 states that "*the elevated guideway will not substantially affect primary views of this achitectural features complex."* The 2008 Final Integrated Cultural Resources Management Plan for All Navy Properties on the Island of Oahu identifies significant historic views from the Makalapa Housing Area to the main base: b. Views and Vantage Points The site of the Makalapa Crater housing was chosen for officers' quarters	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		FEIS historic view impacts to Pearl Harbor area not discussed in Section 4(f) and should be acknowledged.	Yes	Possible

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		because it was the only distinct elevation in the immediate vicinity of Pearl Harbor (CPNAB n.d: A 915). Its topography permits expansive views to shoreline facilities and waters of the Pearl Harbor Naval Complex, particularly from the officers' quarters along the rim. Views of the Wai'anae mountain range to the west and the Ko'olau range to the east are also available from some houses. Mature tree cover and fence along Kamehameha Highway now block views from many houses. (pp. 265-266; also see Fig. 3 on p 275). These historic views are not acknowledged in the Section 4(f) Evaluation nor does the document demonstrate, either through a site section or via a simulation, that these views are not blocked by the new construction. If they are blocked, then this should be acknowledged in the Section 4(f) Evaluation. Response: The views from the Potential Makalapa Navy Housing Historic District were considered in the location					

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		of the housing when it constructed. The Section 4(f) Evaluation considers how the Project will affect the attributes of the district itself. The views themselves are not considered historic and therefore, are not evaluated as a Section 4(f) property.					
34	7/27/10 Letter	Section 6(f) Evaluation The Section 4(f) Evaluation correctly identified two existing Section 6{f) properties within the project's APE. Neither site will be impacted by any of the proposed alternatives. Response: No response needed	**Willie Taylor, Director Office of Environmental Policy and Compliance ,U.S. DOI**		No issue	Yes	No