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**From:** Kiersten Faulkner  
**To:** kiersten@historichawaii.org  
**Sent:** 11/18/2009 10:23:04 AM  
**Subject:** HHF Position on Transit PA

Aloha kākou,

I have received several inquiries about Historic Hawaii Foundation's current position on the Honolulu Transit Programmatic Agreement (PA), so I would like to address those questions directly.

At a recent meeting, the Historic Hawai'i Foundation (HHF) board formalized the position that HHF has held throughout the consultation process. Last year, the board approved HHF's participation in the consultation process, outlined the organization's areas of interest and focus, and approved HHF's proposed mitigation package. Last week, the board reaffirmed HHF's position: if the final PA meets our expectations, we will concur with it. If it does not, we won't.

This is not a new position. It is an expression that HHF participated in the consultation in good faith. From the beginning, HHF identified its participation in the process based on the mission of the organization. The final decision on whether or not HHF will be a concurring party will be made when the draft is done. I will make that determination based on the standards and criteria that we have communicated and promoted throughout this process. I assume that every consulting party will have its own internal review as to the sufficiency of the PA and reach its own conclusion on whether or not to concur with the agreement, once it is final.

It is important to note that the PA is not finished. Most recently, HHF provided comments on outstanding issues and questions on the draft PA dated Nov. 2, 2009. The City provided a response to those comments on Nov. 13. HHF found that the City's responses to our outstanding issues were inadequate and insufficient. I have communicated with Federal Transit Administration (FTA) to ask that those issues be resolved prior to the PA being finalized. The FTA's response to those issues will certainly be a factor in HHF's final decision about concurrence.

Becoming a concurring party to the PA would not imply, nor should it be interpreted, as a comment on the consultation process, related processes (such as requirements under Department of Transportation Act Sec. 4F or National Environmental Policy Act's environmental statements), or the undertaking as a whole. Whether or not HHF becomes a concurring party to the PA, we have every expectation of continuing our work to preserve historic resources, ensuring that the stipulations of the PA are met, and that the transit project is held accountable for historic resource protection commitments.

I am happy to answer any questions about this or any other position that HHF has taken.

With aloha,  
Kiersten Faulkner

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