
From: Kiersten Faulkner
To: James.Barr@dot.gov; ted.matley@dot.gov
CC: Blythe Semmer; Pua Aiu; Katie J Kastner; Betsy Merritt; Miyamoto, Faith
Sent: 11/17/2009 8:48:35 AM
Subject: Honolulu Rapid Transit City Response to HHF
Attachments: HHFComments_TransitPA_110209.pdf; Programmatic Agreement Comment - Matrix 2 - 111209.doc

Jim and Ted,

I would like to ask FTA to respond directly to Historic Hawai'i Foundation's comments on the last draft of the PA for the Honolulu High Capacity Transit Corridor Project. HHF reviewed the Nov. 2, 2009 draft PA and provided substantive questions and comments on several provisions (attached). The City & County of Honolulu provided a matrix of responses at the consultation meeting on Nov. 13 (attached) that does not answer the questions or provide adequate explanations.

HHF has been the only consulting party consistently to provide written review comments on each draft PA. HHF has spent significant time on this project, has attended every meeting, been extremely responsive to short timeframes and excessive demands for an expedited process. We have acted in good faith throughout the consultation process and are very disappointed that the City has been dismissive of the concerns raised in the last communication. At the meeting, they refused to elaborate on any of the issues and disregarded each of the points.

Therefore, we would like FTA to respond directly. We recognize that compliance with Section 106 is the responsibility of the federal agency, and although the City and its consultants have taken the primary role, FTA is the ultimate decision-maker.

In addition to the comments in HHF's letter, please also note that there are significant problems with the maps that are suggested as attachments to the PA. The maps provided via link (which was not provided to me, the designated point of contact for HHF), includes a map that shows an overview of the entire proposed line, including future extensions and the Salt Lake alternative. Other maps also show portions of future extensions (up to the convention center station). Neither the Salt Lake route nor the future extensions have been evaluated for impacts to historic resources or are covered by the PA. It is highly inappropriate to include them. It is also concerning that the maps do not show the entire footprint of the station areas, including entrances and touchdowns to the ground. Instead, only platforms are shown. These problems are in addition to the lack of a defined APE boundary and the incorrect labels on historic districts and sites.

I look forward to hearing from you. I hope and expect that these issues will be resolved prior to the PA being finalized.

With regards,
Kiersten

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