August 18, 2009

Mr. David Siegenthaler, Coordinator
Federal Lands to Park Program
Pacific West Region, National Park Service
1111 Jackson Street, Suite 700
Oakland, CA 94607-4807

Subject: Federal Lands to Parks Program
Aloha Stadium
Honolulu High-Capacity Transit Corridor Project

Dear Mr. Siegenthaler:

The City and County of Honolulu and the Federal Transit Administration are preparing a Final Environmental Impact Statement (EIS) for the Honolulu High-Capacity Transit Project to address mobility and accessibility needs between East Kapolei and Ala Moana. The preferred alternative - the Airport Alternative (Project) will be presented in the Final EIS. The selection of the preferred alternative was based on response to public comments on the Draft EIS and consideration its ability to achieve project goals and minimize adverse impacts to social, economic and environmental conditions. In their comments on the Draft EIS, the Department of Accounting and General Services expressed their preference for the Airport Alternative since it minimizes impact to parking areas that are used to support Aloha Stadium events. The Draft EIS, available on www.honolulutransit.org, provides maps and a description of the Airport Alternative, as well as the Salt Lake Alternative considered in the Draft EIS which had more impact to the parking area of Aloha Stadium than the Airport Alternative.

In the context of the original land transfer (described below), the Department of Accounting and General Services is requesting Federal Lands to Parks Program concurrence that this Project is an acceptable transportation improvement and provides value in supporting the recreational use of Aloha Stadium.

This Project will provide transportation benefits to Aloha Stadium that will enhance its ability to provide recreational opportunities to users, offering choice, greater transit capacity and improved service. The recreation use of the site will not change with the Project. It will provide an additional form of access to Aloha Stadium via the new fixed guideway. The Stadium will be one of 21 station stops on the 20-mile system that will be used by more than 100,000 riders on an average weekday. The station can be used up to 20 hours a day, from 4:00 a.m. to 12:00 midnight. Trains will arrive every few minutes, and extra trains can be coordinated to accommodate peak demand during Aloha Stadium events. Normally, the system will provide capacity for more than 6,000 riders per hour in each direction, but this could be greatly increased to meet demand during Stadium events or other peak periods. In addition to providing train service, the Project will improve the existing gravel overflow parking area to a paved, striped parking lot and bus transit center. This will enhance the existing auto access to the overflow parking lot. In addition, buses,

shuttles and taxis will be able to pull off-street to serve the station and Aloha Stadium, providing a multi-modal transit center that will provide access from all directions. The lot will continue to be set aside for the exclusive use of stadium patrons during events, but at other times would be available for commuters. The project will provide additional transportation options and increase overall accessibility for stadium property users.

The Aloha Stadium Authority, Aloha Stadium Manager, and Department of Accounting and General Services have participated in the planning of the Project through the Aloha Stadium property, including the elevated guideway, parking area, and station elements to minimize impact to the stadium property. The direct impact to the Aloha Stadium property involves construction of an elevated guideway through a portion of the Aloha Stadium parking lot along the `Ewa edge of the property, a rail transit station and a bus transit center. The elevated guideway will be about 35-40 feet above the ground through this area and 28-30 feet wide. It will be supported by columns that are about 6 to 8 feet in diameter, placed about 120 feet apart. The base of each of the columns will impact approximately 100 square feet of area. The elevated guideway will pass over a small portion of the main parking lot, next to Kamehameha Highway. Approximately four columns will be placed in the main parking lot to support the guideway, requiring removal of approximately three parking spaces. The guideway will cross over Salt Lake Boulevard at Kamehameha Highway, continuing above the existing gravel overflow parking lot, supported by approximately six columns. In the overflow lot, the Project will construct a rail station and bus transit center to serve the stadium, and will pave and stripe the existing gravel lot, creating about 600 permanent parking spaces that will be used by stadium patrons during stadium events. Currently, the gravel overflow lot is not used for stadium parking except during events, when attendants are required to help guide cars and collect parking fees.

Approximately six additional guideway support columns will be located on Aloha Stadium property south of the overflow parking lot next to Kamehameha Highway. At the request of the Department of Accounting and General Services, a third track will be constructed for trains to park in this area to provide more frequent service before and after stadium events. This will benefit stadium patrons by providing additional transit service during stadium events to accommodate the anticipated demand.

The guideway will be elevated and a total of two acres of land is either under the guideway or station entrance. This amount includes land under the guideway that will continue to be used for parking. A figure illustrating the Project and its features is attached. Also attached is a conceptual plan for the station layout.

Pursuant to Section 203 (k)(2) of Public Law 91-485, as amended (40 U.S.C. 484 (k)(2)), the National Park Service's Federal Lands to Parks Program conveys surplus federal land to communities, usually at no cost, for public park and recreation purposes The City of Honolulu appears to have received approximately 56 acres in 1967, which eventually was used for the development of Aloha Stadium.

According to the National Park Service website, 55.3 acres of land was transferred by United States Department of the Interior (DOI) to the City of Honolulu under the Federal Lands to Parks program for the development of Aloha Stadium. The Quitclaim Deed of that transfer, dated June 30, 1967, contains certain use conditions and covenants that require the land to be used and maintained for public recreational purposes. The Quitclaim Deed also states that, "the property shall not be sold, leased, assigned, or otherwise disposed of except to another local governmental agency that the Secretary of Interior is satisfied can assure the continued use and maintenance of the property for the aforesaid purposes." The Quitclaim

Deed further states that if any condition or covenant is breached, regardless of cause, the property is to revert to the United States upon demand in writing by the Secretary of Interior.

In October 1970, with the approval by the Department of Interior, the property was transferred to the State of Hawaii Department of Accounting and General Services with similar provisions as the Quitclaim Deed. The Aloha Stadium was then developed on the property, along with other parcels of land the City had obtained from private sources, and transferred to the State of Hawaii. A copy of the map showing the deed restricted area is attached.

Thank you, in advance, for your assistance regarding this request. If you have any questions regarding this matter, please contact Ms. Faith Miyamoto of the Rapid Transit Division at 768-8350.

Very truly yours,

Russ K. Saito
State Comptroller
State of Hawaii Department of
Accounting and General Services

cc: Wayne Y. Yoshioka, Director, DTS

Attachments