



**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

**MEETING NOTES**

**Subject:** Hawaii Department of Transportation (HDOT) & Federal Highway Administration (FHWA)  
Relationship Building Workshop for Maui County  
Draft Meeting Notes

**Date/Time:** Monday, April 9, 2018, 9:00 a.m. to 3:30 p.m.

**Location:** Maui Beach Hotel – Maui Beach Ballroom  
170 West Kaahumanu Avenue  
Kahului, Hawaii 96732

**Attachments:** Attachment 1, Agenda  
Attachment 2, Workshop Participant List

**Attendees:** See below

**Hawaii Department of Transportation (HDOT)**

Mr. Marshall Ando  
Mr. Ken Tatsuguchi  
Mr. Robin Shishido  
Mr. Ervin Pigao

**Federal Highway Administration (FHWA)**

Ms. Meesa Otani  
Mr. Wayne Kaneshiro

**Department of Hawaiian Homelands (DHHL)**

Ms. Toni Eaton  
Mr. Bryan Esmeralda

**Maui Metropolitan Planning Organization (Maui MPO)**

Ms. Lauren Armstrong

**County of Maui – Department of Public Works (DPW)**

Ms. Rowena Dagdag-Andaya  
Ms. Wendy Kobashigawa  
Mr. Ty Takeno

**Malama O Kauaula, Molokai**

Ms. Winnifred Lopez

**Lanai Culture & Heritage Center**

Ms. Diane Preza

**Aha Moku Maui Island Council - Wailuku**

Mr. Foster Ampong  
Mr. Iaukea Ampong

**Aha Moku Maui Island Council - Kaupo**

Ms. Jade Alohalani Smith

**Aha Moku O Maui (WESTPAC)**

Mr. Keeaumoku Kapu  
Mr. Bill Knowlton

**Friends of Mokuula, Inc.**

Ms. Blossom Feiteira

**Na Aikane O Maui**

Ms. Uilani Kapu

**Kuloloia Lineage-Ike Kaie o Kuloloia**

Mr. Leslie Apiu Aipalena

**Waiehu Kou Phase 3**

Mr. Roy Oliveira  
Mr. Daniel Ornellas

**R. M. Towill Corp. (RMTCT)**

Ms. Laura Mau  
Ms. Noelle Wright

**Facilitators**

Ms. Dawn Chang (Kuiwalu)  
Mr. Herb Lee (Malama Waiwai)

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**A. Opening Pule – Leslie Apiu Aipalena (Uncle Les Kuloloio)**

**B. Welcoming Remarks (Marshall Ando and Robin Shishido, HDOT)**

1. Marshall thanked all participants for coming from various parts of Maui County, including representatives from Lanai and Molokai, to participate in today's workshop by sharing their time and manao. HDOT greatly appreciates it. Marshall shared that HDOT does not have enough resources to do everything; therefore, the engineers will apply very technical criteria in prioritizing their work based upon safety and preserving the existing roadways. However, he understands that relationships do not move in the same technical way and he hopes that through this workshop everyone can be open and come to a place of mutual understanding in seeking a better working relationship, knowing there are differences and similarities. He acknowledged that it is OK to disagree, as long as dialogue is continued. HDOT intends to listen to everyone, and, while they are not sure how many additional workshops of this kind would be held in the future, he would hope that this workshop would be considered the start of open, honest dialogue.
2. Robin Shishido is the Maui District Engineer. He grew up on Maui, went to the mainland, and has returned to Maui to make it his permanent home once again with his family. Robin will be HDOT's main point of contact for Maui County.

**C. Process Protocols / Manao for the Day (Facilitated by Herb)**

Herb reminded all participants to approach the workshop from a manao and a place of "ALOHA", as attributed to Auntie Pilahi Pahi: (1) *Akahi* as modesty, (2) *Lokahi* as unity, (3) *Oia io* as truth and honesty, (4) *Haahaa* as humility, and (5) *Ahonui* as perseverance. These cultural protocols should guide our discussions with one another. Herb reminded all that "Aloha" is a word with depth. It is intended that through the Workshop, everyone will come together under this deeper understanding of Aloha to continue to grow.

**D. Introductions (Facilitated by Herb)**

Herb requested that participants identify themselves and share their expectations of the Workshop. A summary of major comments received are as follows:

1. NHOs were represented from the islands of Maui, Molokai, and Lanai.
2. Participants<sup>1</sup> from both government agencies and NHO community looked forward to the workshop as an opportunity for the following: to learn more, to understand all perspectives, to improve communication between one another, and to improve relationships.
3. Several participants acknowledged the difficulty in finding the balance between the western and traditional style of consultation, and desired to find a middle ground. Several participants were hopeful that this workshop could be a beginning of finding that balance because it is not only about styles of consultation but it is about the constitutional protections for native Hawaiian rights.
4. One participant expressed interest in learning more about project funding, including how funding is determined, what protocols are placed on funding, and, where funding goes after it is appropriated.

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<sup>1</sup> Permission was not given to HDOT to specifically attribute comments to participants; thus, all participants of the workshop are herein collectively referred to as "participants," regardless of affiliation with a particular NHO, Non-governmental organization, or government agency.

5. The participant also expressed that for Hawaiians, names are very important and many of the old names for highways or old rights of ways have been lost and maybe this workshop is an opportunity to look into old names of highways.
6. Several participants shared similar concerns about jurisdictional disputes between state, county, and private owners over old government roads that may still be owned by the government. Many of the participants were familiar with the Highways Act of 1892. One participant expressed concern with private landowners blocking access to old government roads that could impact native gathering rights.
7. A participant from the Hawaiian Home Lands community shared the Resilient Hawaiian Communities Initiative currently being undertaken at Waiehu Kou Phase 3 that is looking at the impact of climate change which could affect coastal roadways, too.
8. FHWA and HDOT representatives were looking forward to listening to the concerns of the participants so that they could improve their methods of consultation with NHOs. An HDOT engineer recognized that the department needs to have a better understanding and sensitivity to the cultural concerns of the communities in which they work.
9. One participant with a government agency works closely with people in the Hawaiian community, and looked forward to listening to the concerns of the people they serve.
10. One participant explained that Maui MPO is an agency which facilitates a comprehensive planning and budgeting process for federal-aid transportation projects on Maui. Part of the agency's role is to increase communication between the community and HDOT as they plan for programs that should receive funding. The participant looked forward to the workshop to gain a better understanding about how to improve relationships with the Hawaiian community.
11. One participant recognized HDOT for already taking steps in improving the way they conduct consultation as compared to the past.

#### **E. Overview of the Workshop (Facilitated by Dawn)**

1. Dawn expressed appreciation towards HDOT for embracing an approach that acknowledges and gives NHOs a seat at the table.
2. Dawn wanted to clarify that when Marshall used the term "preservation" in his opening remarks about HDOT's priorities, it was meant in the context of the preservation of existing highways; for many NHOs "preservation" usually is referenced in the context of preservation of resources, including cultural resources. She wanted to avoid any confusion because many of the participants are quite Akamai in the historic preservation laws, including burial laws.
3. Dawn explained that this workshop was mandated as part of the Queen Kaahumanu Highway Widening Project Memorandum of Agreement (MOA) between FHWA, HDOT, Advisory Council on Historic Preservation, and the State Historic Preservation Officer. Stipulation 14 of the MOA mandated FHWA and HDOT build on existing and build new relationships with NHOs statewide through convening a state-wide Relationship Building Workshop in a non-project-specific context. HDOT wanted to honor the unique context of each island, and agreed to hold multiple workshops rather than one. The first workshop took place in 2016 on the island of Kauai, and the second workshop took place in 2017 on the Big Island. The Maui County workshop was the third one, and the last workshop will be on Oahu.
4. HDOT noted that, while the MOA stipulated that a workshop was required, they wanted to have this workshop because they are committed to improving how they engage with NHOs. The NHOs thanked HDOT for this intention.
5. Dawn reiterated that while specific projects may arise throughout the day, the purpose of the workshop is not to be project specific but to talk story about process and how to improve relationships.

**F. As Native Hawaiian Organizations, what are your issues or concerns with respect to HDOT's current consultation process? (Facilitated by Herb)**

NHOs were given the opportunity to identify both their positive and negative experiences. Their experiences are documented, as follows:

1. One of the participants noted that HDOT is good at maintaining its current roads; however, fringe or abandoned highways are often left unmaintained;
2. Various participants emphasized the importance of consulting with NHOs on issues of road ownership, including those under the Highways Act of 1892.

Various participants noted that access to the roads is important for various reasons, including safe access during natural disasters. But access through old government roads or trails for native Hawaiians is especially significant because of the constitutional mandate to preserve and protect native Hawaiian traditional and customary practices which includes access to water, cultural and natural resources. Participants raised specific examples related to Kauaula, Kaupo, and Haleakala National Park, and old government road on Lanai (Keeaumoku). For many native Hawaiians safe access to ensure their continued ability to exercise their traditional and customary practices and rights is more important than spending money to repave a good road.

3. Several participants raised as an issue that in the past HDOT would justify a particular highway route as, "we are doing this for the greater good". However, many NHOs felt that the greater good at times was at the sacrifice of native Hawaiian cultural resources (i.e. native Hawaiian iwi kūpuna, historic sites, etc.). But this attitude by HDOT was viewed as being very disrespectful especially to the kūpuna in the meeting because many of these meetings were mostly attended by non-native Hawaiians. HDOT needs to hold separate meetings with NHOs and especially kūpuna to be more respectful.
4. Participants also had concerns that HDOT, and a lot of other government agencies, are in a constant cycle of crisis management or being reactive rather than being proactive. For example, hardening shorelines through placing rocks along eroded coastal highways and seawalls. HDOT needs to plan for the future not just doing short term fixes because many of these fixes have impacts on NHOs. Native Hawaiians plan for generations.
5. Several participants expressed concern that HDOT hires consultants who have no local knowledge; and suggested that they hire cultural consultants who are recognized as authorities in their communities. An example was where a private developer doing a project in Makena hired a cultural consultant who was not from Maui Island. Be respectful and recognize local cultural expertise not just people who have western credentials.
6. More as a comment, rather than concern, a participant thanked FHWA and HDOT for recognizing the importance of convening the workshop today, and suggested the creation of an NHO council on every island of the state, comprised of cultural experts from the areas they must work in. NHOs do not want to be combative, but rather want to work with the government to ensure projects are undertaken in a culturally sensitive way.. For example, agencies like DHHL consult with its beneficiaries before a project occurs on their land; HDOT could do the same in consulting with NHOs before the Section 106 process. Others reiterated support for the idea of NHO councils.
7. Various participants expressed the importance of providing signage and the naming of new or re-naming of existing highways using the traditional Hawaiian names for the area because it is important to name highways in a way that recognizes the culture and history of the place. Participants from Lanai, Molokai and Maui shared similar examples of how important naming the road is very important.

DPW explained that, in the past, a commission voted on names without outreach or attention to cultural significance. Presently, DPW is interested in naming streets in a way that is culturally appropriate.

8. One participant suggested thinking of transportation through the lens of time periods, starting from 1700, 1800, 1900 and 2000s, to examine how each island within Maui County handled transportation issues. By using this analysis, it would give all a deeper understanding into what is culturally important.

Various participants agreed that NPS should be involved in the conversation of highways and trails. NHOs should be made aware of NPS' comprehensive planning and programmatic partnerships. Inter-governmental relationships between NPS, NARS (signs for *malahini*), and others is important. It was reiterated that NHOs of the moku must be consulted when an issue or project comes up.

**G. Discussion on HDOT's project delivery process and regulatory requirements for consultation with NHOs (Presented by Ken and Dawn)**

1. Ken presented HDOT's Project Delivery Process, highlighting the following:
  - a. Ken gave an overall view of the types of projects that HDOT undertakes, which can be categorized into the following three (3) major types: Maintenance, Congestion Relief, and Safety. An "Other" category of projects includes baseyard, equipment, and plant habitats.
  - b. Ken outlined the Public Information and Coordination efforts made by HDOT, including statewide presentations of the Statewide Transportation Improvement Plan (STIP), which is found online; an online project map which identifies current and future projects; project-specific meetings; responding to calls and emails; and press releases.

For information regarding the Statewide Transportation Improvement Program (STIP), visit:

<https://hidot.hawaii.gov/highways/other/other-related-links/stip/>

To view current HDOT projects statewide, visit:

<https://histategis.maps.arcgis.com/apps/MapSeries/index.html?appid=39e4d804242740a89d3fd0bc76d8d7de> you may also click the interactive HDOT "Highways Project Status Maps" under "Current Spotlights" on the homepage.

- c. One participant asked if the Project Status Map website provided access to the EA or Environmental Impact Statement associated with each project. Ken responded that the documents were not directly provided on the website. However, information is provided for a point of contact at HDOT for each project, and they may contact the designated contact for project-related documents and information.
  - d. One participant asked if projects that receive federal grants apart from those received from FHWA, require the environmental process. Ken responded that yes, federal funds trigger the National Environmental Policy Act (NEPA) process.
  - e. Ken then presented HDOT's Project Delivery Process, which includes Planning and Programming, followed by Project Development, and Construction.
  - f. He noted that the Section 106 process is initiated within the "Environmental" and "Pre-Design" portion of the Project Development phase within the overall Project Delivery Process. A project design is usually 30-60% complete by the time HDOT is required to conduct Section 106 consultation.
  - g. Ken added that the HDOT STIP incorporates recommendations made from the Maui MPO Transportation Improvement Plan (TIP). Maui MPO confirmed that it is currently in the process of presenting the Draft Maui TIP to the community. The Draft Maui TIP can be found on Maui MPO's website.
2. Dawn presented the National Historic Preservation Act of 1966 (NHPA) Section 106 process, the NEPA Act of 1969, the Native American Graves Protection and Repatriation Act of 1990 (NAGPRA), Hawaii Environmental Policy Act (HEPA) HRS Chapter 343, and the Hawaii Burial Laws (Chapter 6E, Hawaii

Revised Statutes and 13-300, Hawaii Administrative Rules). A summary of the discussion throughout and following the presentation is as follows:

- a. Dawn noted that the earlier discussion on allowing access to Native Hawaiian traditional customary practices is typically addressed in the Cultural Impact Assessment (CIA) required in the HEPA process. There is an obligation by the government to preserve and protect, to the extent feasible, and not merely mitigate, customary practices.
- b. One person asked if historic Hawaiian roads or trails could receive Federal support or protection even if they are under jurisdiction of the County. Dawn recommended the participant seek personal legal advice. Generally, though, Dawn commented that governments are concerned with the issue of liability and maintenance of a road; therefore, even if they claim ownership, they may not open it for public use.
- c. One participant noted the constant battle between public access versus constitutional mandate to provide access for Native Hawaiians. The participant encouraged reasonable regulations be put into place that would allow NHOs closed points of entry to access places for traditional customary practices. NHOs currently have an agreement with the Department of Land and Natural Resources (DLNR) where they can easily apply for access to a location, and DLNR complies. It was noted that NHOs do not generally pursue litigation in cases where they are injured because, from a Native Hawaiian perspective, they believe that is their kuleana and they take responsibility for their own action; however, when their cultural practices are interfered with, then they take legal action.
- d. One participant thanked Dawn and Ken for breaking down the different levels of understanding liability and regulatory requirements. Dawn responded that the presentation of legal requirements should not be viewed as framing such requirements as barriers or obstacles, but rather as opportunities for the government to make better decisions based on information given to them from the community.

**H. Open discussion on possible way to improve consultation and community engagement with NHO on HDOT projects given the current project delivery process and regulatory requirements and a recap of Best Management Practices (BMPs) (Facilitated by Herb)**

Herb opened the floor for a question and answer session regarding a Best Management Practices (BMPs) approach for HDOT to improve its processes. The discussion is summarized as follows.

1. Issue: HDOT does not inform the community on maintenance projects, such as repaving. However, most issues arise from the lack of maintenance of fringe areas.

BMPs:

- a. Examples of the kind of work the community could assist with include maintenance tasks such as cutting back brush by a stream. If the community identifies areas in need of maintenance and provides manpower, the burden is alleviated from HDOT. It was clarified that proposed maintenance work to be performed by the public would be outside of the stream, and not within the stream. RMTC clarified that work within the stream would trigger other permits, such as an Army Corps of Engineers (ACOE) Section 404 permit or a Stream Channel Alteration Permit (SCAP) from DLNR. Previously, HDOT and certain counties had programmatic 404 permits with the ACOE which allow for regular maintenance without having to re-apply for the 404 permit every time they want to perform work in the stream.
- b. Inter-agency collaboration by HDOT with departments such as DLNR or DHHL on maintenance issues should be established.
- c. The current mechanism through which HDOT can collaborate with the community is through Adopt-A-Highway. If the community wants to perform work within an HDOT right-of-way (ROW), they may apply for a permit directly with HDOT Maui District without a cost.
- d. Aha Moku O Maui groups could do monthly clean-ups. Traditionally, maintenance activities to the land are what Native Hawaiians would take on as their kuleana.

- e. A proposed process could be to first, ask the NHO community to identify an area in need of maintenance. Second, apply for an HDOT permit. And third, organize work days where the community contributes manpower and HDOT contributes use of equipment.
  - f. One participant suggested that DPW should be involved in the maintenance conversation. DPW clarified that they would like to assist HDOT with maintenance issues more; however, because of jurisdictional issues, at times they are restricted. A NHO suggested that HDOT and DPW let the NHOs know how they can help during their budget process so that they can urge their legislators to support state and county agencies who respond to the community's concerns.
  - g. DPW further clarified that although they have intergovernmental agreements for certain projects, issues related to streams and waterways may trigger other regulatory processes.
  - h. "Roads in Limbo" report was mentioned by a participant, which addressed issues such as ownership and maintenance of roads.
2. Issue: Laws apply to every area without attention paid to context. Each Aha Moku should be looked at from a site-specific point of view. Aha Moku O Maui has come up with a Code of Conduct for each moku which reminds the public about their responsibility for taking care of that moku. The Aha Mokus could use support from HDOT or the County to put up reminders or signs of the proposed Code of Conduct.

BMPs:

- a. Develop a partnership between HDOT, County, and Aha Moku.
  - b. Both the State and County expressed concerns about lack of funding for signage. The NHOs suggested that this is an area where they can be supportive as agencies develop their budgets or go before the legislative bodies, that the NHOs can provide supportive testimony, contact legislators, etc. to support the agencies because the culturally appropriate signage is important.
  - c. Inform HDOT on where to put signs.
3. Issue: How can the NHOs support DPW in maintenance?

BMPs:

- a. Stemming from the discussion on the limitations placed upon the County, one participant mentioned that their community has been performing grass cutting and would like to provide greater assistance to the counties because it is becoming a public safety issue.
  - b. The County no longer uses pesticides and only performs hand cutting, which takes more time. The weather has also sped up the growth of grass.
  - c. NHOs can draft a maintenance agreement with DPW.
4. Issue: HDOT currently consults NHOs in the same meeting as the general community, and they need to have separate meetings with the NHOs

BMPs:

- a. NHOs have a special status apart from the general public; therefore, NHOs should be consulted separate of and before the general public.
- b. NHOs should be included in the entire project planning process.
- c. HDOT needs to look into 20-year long-term planning and take into consideration issues such as climate change. From a Native Hawaiian lens, kūpuna teach long-term thinking. A structure to do long-term planning should be put in place now and NHOs should be brought to the table and given the opportunity to give their input during the early planning stage.

- d. HDOT responded that they presently run 20-year transportation model plans based on forecasts and statistics they receive from the County and other state entities like the Department of Business, Economic Development and Tourism. HDOT does plan ahead and agreed to involve NHOs next time they do a 20-year plan update.
- e. NHOs and the community as a whole need to know what projects HDOT needs to prioritize in order to meet the needs of the community. When the community is aware, then they can effectively organize at a community level to advocate to legislators for HDOT to receive funding for its projects. NHOs need to know the cost of projects and the needs of HDOT so that they can advocate for HDOT to their lawmakers. For example, NHOs are waiting to participate in the Keawe Street solution.
- f. The meaning of NHOs is specific – groups must be 100% Native Hawaiian Environmental justice groups are a western idea. It is important for HDOT to differentiate between the two.
- g. Project notices should be put out to “families of those in the ahupuaa” to engage in consultation, as they have a wealth of knowledge of their moku/ahupuaa.
- h. The way the workshop was organized today is a start to reaching out to families. NHOs want to communicate; however, because they are the minority, they need to be engaged first and separately.
- i. HDOT could send out a kahea to all NHOs on the Department of Interior (DOI) list, then the NHOs will share information or call other NHOs.
- j. An NHO Council as an advisory group is a good idea that would not only help HDOT, but would also help FHWA reach out to appropriate NHOs.
- k. FHWA and HDOT have the kuleana to reach out to those on the DOI list, and the NHOs have the kuleana to respond. If certain groups choose not to include themselves on the list, that is their kuleana.
- l. One participant shared that the Aha Moku O Maui has six committees: land, water, ocean, shoreline, iwi, and air. The overlays of each Aha Moku committee will help to relay important information for each project. The members of the Aha Moku know the land and where they believe development will be inappropriate and where it will be good. They believe their knowledge is separate from the wider community, as they are the host culture. It is a general benefit for HDOT to consult with each committee and utilize their wisdom.
- m. The government entities did not know NHOs felt left out and pushed out during public meetings; they thanked the NHOs for this deeper understanding and manao. DPW invited the Aha Moku to share their priorities with them directly. DHHL thanked the different government entities for opening themselves up to receiving manao from NHOs, as they felt like, in the past, all issues related to NHOs would fall onto them.

#### I. Group closing remarks (Facilitated by Dawn)

Dawn acknowledged each person in the room for speaking with aloha and respect for one another. She asked each participant to recommend one priority task that HDOT should undertake in rebuilding the relationship. A summary of the comments received is as follows:

1. Each attendee agreed to share their contact information with one another after the meeting in order to maintain open communication lines. See **Attachment 2, Workshop Participant List**.
2. Participants commended and thanked HDOT for holding the workshop and allowing all attendees to be honest and forthright with their concerns. Many participants agreed that the workshop was a good beginning to improving the relationship between HDOT and NHOs moving forward. One participant noted that they appreciated a government entity giving NHOs a seat at the table.

3. Participants thanked all levels of government for giving them a seat at the table and recognizing NHOs as separate from the general public. They encouraged government to continue to seek the wisdom of the people of the land and to conduct consultation with NHOs separately and first.
4. In response, all levels of government thanked NHOs for sharing their honest opinions and their knowledge.
5. Other participants noted that the open-minded environment created a safe space where they felt comfortable to share their honest opinions. The participants also thanked the facilitators for conducting the meeting in a manner that created this safe space.
6. Another participant noted the diversity amongst workshop attendees, which contributed to different perspectives and a productive conversation.
7. HDOT should take all of the information shared with them today as a solid foundation for a better relationship moving forward. HDOT should also share with the NHOs what they need and continue to hold workshops like this so that they can support HDOT in its future projects.
8. HDOT should conduct consultation with NHOs earlier than the Section 106 process. As soon as projects are identified, NHO consultation should occur. HDOT acknowledged this, and would consider this moving forward.
9. DPW recommended HDOT continue to assist the County through maintenance projects, and funding assistance. DPW would also like to continue the open line of communication with HDOT- Maui District Office.
10. HDOT understands that it has historically approached work from an engineering point of view, and this approach is embedded in the agency culture. They will continue to push for internal change at the top throughout the agency in regards to how consultation is approached.
11. HDOT also reiterated their commitment to continuing its relationship with NHOs beyond the workshop in order to build lasting trust, and looks forward to working with all attendees moving forward.
12. HDOT did not realize that NHOs wanted to be consulted separately from the general community and would like to do so moving forward. HDOT would like to do more than just comply with regulations; they would like to do more in regards to consultation.
13. HDOT would like to hold future meetings like this.
14. HDOT noted that most calls received at the department stem from misinformation. They encouraged all in the room to call the Maui District office any time they have a question so that HDOT can clarify.
15. Dawn and Herb commented that everyone in the room conducted themselves with respect and aloha, and they were grateful to everyone for sharing their manao with honesty and respect.
16. Overall, the success of the workshop could be measured by continuing the conversation beyond the workshop.

**J. Next Steps with respect to Workshop (Facilitated by Dawn)**

1. FHWA and HDOT will convene its last Relationship Building Workshop on Oahu Island; a date has not been determined yet.
2. HDOT will prepare draft meeting notes from today's Maui County workshop, and distribute to all attendees.
3. The Maui County workshop notes will be incorporated into a comprehensive summary of notes taken at the Hawaii, Kauai, and Oahu county meetings. In order to honor each county's experience, the comprehensive summary of all the statewide meetings will be distributed to all attendees upon the completion of the last workshop.

**K. Closing Pule – Keeaumoku Kapu**

On behalf of HDOT, the above represents R. M. Towill Corporation's understanding of the discussions held. Notifications of any clarifications or discrepancies would be appreciated within 30 calendar days.

Prepared by: Laura Mau, Noelle Wright, and Dawn Chang

Attachments: Attachment 1, Agenda  
Attachment 2, Workshop Participant List

## **Attachment 1, Agenda**

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**State of Hawai'i  
Department of Transportation (HDOT) – Highways Division  
Relationship Building Workshop  
for Maui County**

**Monday, April 9, 2018  
9:00 am to 3:30 pm  
Maui Beach Hotel – Maui Beach Ballroom**

**MEETING AGENDA**

- I. Opening Pule
- II. Welcoming remarks
- III. Introductions
- IV. Brief Overview of the Workshop (Background, purpose, and goals)
- V. As Native Hawaiian Organizations (NHOs) what are your issues or concerns with respect to HDOT's current consultation process with NHOs?
- VI. Break
- VII. Overview of HDOT's project delivery process and regulatory requirements with respect to consultation with NHOs
- VIII. Lunch
- IX. Discuss and identify possible ways to improve relationships between NHOs and HDOT through consultation and community engagement on HDOT's projects
- X. Break
- XI. Closing Mana'o
- XII. Next Steps
- XIII. Closing Pule and Mahalo

**Contact Information:**

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**Website:** <https://hidot.hawaii.gov/highways/>

- To view current HDOT projects statewide, click the interactive [HDOT Highways Project Status Maps](#) under “Current Spotlights” on the homepage.
- For information regarding the Statewide Transportation Improvement Program (STIP), visit: <https://hidot.hawaii.gov/highways/other/other-related-links/stip/>

**Attachment 2, Workshop Participant List**

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**Hawai'i Department of Transportation  
Maui Relationship Building Workshop  
April 9, 2018, 9:00 am to 3:30 pm  
Maui Beach Hotel - Maui Beach Ballroom  
List of Participants**

NAME	ORGANIZATION	TITLE	EMAIL ADDRESS
Mr. Foster Ampong	Aha Moku Advisory Council (AMAC) - Wailuku	Moku Representative	<a href="mailto:ahamokuowailuku@yahoo.com">ahamokuowailuku@yahoo.com</a>
Mr. Iaukea Ampong	Aha Moku Maui Island Council - Wailuku	Member	
Ms. Lauren Armstrong	Maui Metropolitan Planning Organization (Maui MPO)	Executive Director	<a href="mailto:lauren@mauimpo.org">lauren@mauimpo.org</a>
Ms. Rowena Dagdag-Andaya	County of Maui, Dept. of Public Works (DPW)	Deputy Director	<a href="mailto:rowena.dagdag-andaya@co.maui.hi.us">rowena.dagdag-andaya@co.maui.hi.us</a>
Ms. Toni Eaton	DHHL Maui / Lanai District	Supervisor	<a href="mailto:antonette.q.eaton@hawaii.gov">antonette.q.eaton@hawaii.gov</a>
Mr. Bryan Esmeralda	DHHL Maui / Lanai District	Planner	<a href="mailto:bryan.k.esmeralda@hawaii.gov">bryan.k.esmeralda@hawaii.gov</a>
Ms. Blossom Feiteira	Friends of Mokuula, Inc.	Executive Director	<a href="mailto:blossom@mokuula.com">blossom@mokuula.com</a>
Mr. Keeaumoku Kapu	Aha Moku O Maui	Chair	<a href="mailto:kapukapuakea@gmail.com">kapukapuakea@gmail.com</a>
Ms. Uilani Kapu	Na Aikane O Maui	Executive Director	<a href="mailto:uilani.kapu@gmail.com">uilani.kapu@gmail.com</a>
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