



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

Subject: Queen Ka'ahumanu Highway Widening, Phase 2 Project
 National Historic Preservation Act Section 106 Consultation Meeting
 Draft Meeting Notes

Date/Time: Tuesday, May 23, 2017 9:00 a.m. to 3:00 pm

Location: Natural Energy Laboratory of Hawaii Authority (NELHA)
 Hale Iako Building, Room 119
 73-987 Makako Bay Drive, Kailua-Kona, Hawaii 96740

Agenda: See attached

Attendees: See below

Hawaii Department of Transportation (HDOT)
 Scot Urada
 Sterling Chow
 Deona Naboa

Federal Highway Administration (FHWA)
 Richelle Takara
 Lisa Powell

R. M. Towill Corp. (RMTC)
 Jason Tateishi
 Laura Mau
 Michelle Wong

State Historic Preservation Division (SHPD)
 Susan Lebo
 Amy Rubingh

Facilitators
 Dawn Chang (Kuiwalu)
 Herb Lee (Malama Waiwai)

Makani Hou O Kaloko-Honokohau (Makani Hou)
 Fred Cachola
 (Also representing Royal Order of Kamehameha)
 Isaac "Paka" Harp

Kona Hawaiian Civic Club
 Cynthia Nazara

Office of Hawaiian Affairs (OHA) – Via Phone
 Keola Lindsey
 Lauren Morawski

National Park Service (NPS)
 Rick Gmirkin

Historic Hawai'i Foundation – Via Phone
 Kiersten Faulkner

Laiopua Hawaiian Homestead Association
 Bo Kahui

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- A. Opening Pule – Cynthia Nazara
 - B. Introductions (facilitated by Herb Lee)
 - C. Welcoming Remarks (Scot Urada, HDOT Highways Administrator)

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- 1 Scot Urada thanked everyone for their continued participation and dedication in the project. He acknowledged the oversight and mistakes that occurred on the project, in particular the impacts to the trails. The primary purpose of today's meeting is to consult with the Consulting Parties (CP) on their thoughts on proposed mitigation related to the damage to the trails. He acknowledged through the discussions, not everyone may agree on everything and asked everyone to be able to work together and hoped that through our discussions we can move forward towards a resolution. Everyone has a stake in this and in the end, we hope to all provide something that will be beneficial to the people of Hawaii.

D. Process Protocols (Facilitated by Herb)

- 1 Herb explained the process protocols using the word "ALOHA": (1) Akahi as modesty, (2) Lokahi as Unity, (3) Oia i'o as honesty or trust, (4) Ha'aha'a as humility, and (5) Ahonui as patience. These cultural protocols should guide our discussions with one another.
- 2 Moving forward, comments and responses to various documents (i.e. meeting notes, correspondence, etc.) should be submitted no later than 30 days after receipt of the document, unless extended.

E. Stipulation 17 Related to Consultation on Post-Review Discoveries Related to the recent damage of portions of the Mamalahoa and Road to the Sea Trails (Facilitated by Dawn)

- 1 The reason for the meeting is to recognize and respect the importance for preservation and protection of historical resources.
- 2 Dawn provided an overview of the Section 106 process for the Queen Ka'ahumanu Highway Widening Project which included the following key points:
 - i. Widening of the Queen Ka'ahumanu Highway is a federal undertaking through the use of federal funds.
 - ii. 76 historic properties were identified within the APE.
 - iii. FHWA in consultation with the State Historic Preservation Officer (SHPO) determined that the Project would result in an adverse effect on the historic properties.
 - iv. FHWA and HDOT consulted with various agencies, NHOs (collectively referred to as CPs) and SHPO to avoid, minimize or mitigate adverse effects.
 - v. Pursuant to the consultation, an MOA was entered into originally in 1999 and then subsequently superseded by the current MOA in 2015.
 - vi. FHWA and HDOT are currently in the process of implementing the MOA stipulations.
 - vii. Stipulation 17 of the MOA provides a process for consultation with CPs for post review discoveries of unanticipated effects and is the purpose of this meeting.
- 3 Fred asked to focus on Stipulation 17 regarding notification of post review discoveries. He does not recall being notified about the discoveries within the 72-hour period. He also wanted to know how the construction work continued after the first breach was discovered. Sterling stated that SHPD and FHWA were notified of the breaches within the 72-hour period. However, HDOT waited to confirm the adverse effect determination before notifying the CPs. Jason stated that the five breaches were discovered at the same time.

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- 4 Fred also expressed that the action plan was not being followed prior to the breaches highlighting that the morning meetings by the contractor were not being held. Jason clarified that the action plan was drafted after the breaches occurred to prevent future incidences. Prior to the breaches, an SHPD approved Archaeological Monitoring Plan, including the use of cultural monitors, was on site during the work. Jason and Cynthia confirmed that the action plan is now being implemented. Susan asked who reviewed the action plan before it was implemented. Sterling replied that the contractor, the archaeological firm and Paka reviewed the action plan. Paka views the action plan as Goodfellow Brothers Inc. (GB) and Cultural Resources Hawaii (CSH) admitting responsibility for the breaches. Sterling clarified that the action plan is an archaeological management mitigation measure to prevent future incidences.
- 5/1 Per Jason -
Discussion is about
quarry site
#-281811
- wanted an explanation as to why the fencing was in the wrong location and why fill was brought in before the retaining walls were installed. Jason acknowledged that the fences were initially not in the right place but are now in the correct location now. Jason also explained that there is a 5 meter buffer zone around historical sites but retaining walls were required. During the December 2016 site visit, the contractor suggested that the fill near the breach could be removed, but the CPs felt that this would cause more harm than good.
- 6 Dawn then provided an overview of the Section 106 process for the unanticipated effects caused by the recent damage to portions of the historic trails:
- i. Identification of Historic Properties was confirmed in the Supplemental AIS, including recent site visit with the CPs on May 5, 2017 to see the expanded APE.
 - Paka inquired if any additional sites were discovered during the May 5th site visit. Cynthia explained that no additional knowledge or stories of sites in the area was gathered and no sites were discovered during the walkthrough.
 - ii. HDOT, FHWA, and SHPD have made a determination of adverse effect caused by the damage to the trails.
 - iii. Developing proposed mitigation to resolve the adverse effects should consider the following guidelines per 36 CFR 800:
 - Have a nexus to the cause.
 - Be proportional to the adverse effect.
 - Have a benefit to the impacted parties, i.e. native Hawaiians.
 - Have a benefit to larger public.
 - Consider costs.
 - Develop measures to protect and preserve the unique history of the resource.
 - iv. A determination on the appropriate mitigation measures will not be decided at this meeting. Fred asked who makes the final determination on the mitigation measures. The Signatory Parties including SHPO, FHWA, and ACHP will sign and make the final determination on mitigation. Scot indicated that there will need to be coordination with HDOT to ensure they can implement the mitigation measures.

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- v. Susan asked whether the expanded APE will also be covered under MOA Stipulation 17. Deona clarified that one of the breached sites was in the expanded APE, so it will be covered under Stipulation 17.
- vi. Fred expressed concerns about the term "breach". He would prefer the word "destroy" because it more accurately reflects the resource as gone and irreplaceable. While "breach" implies it can be repaired. Susan thought we should focus on using a term that could be used for this project instead of what was used on other projects. HDOT responded that it was a term used in another federal project, however it was agreed to consider an alternative word choice when preparing the mitigation documentation. Or add a footnote explaining the term "breach".
- vii. Paka wants in writing all the areas that were previously disturbed and when they were disturbed. Deona clarified that most of the area had been previously disturbed and they can only provide the areas that were disturbed during the project which included the area near Kealakehe Parkway. Paka understood and rescinded the need for a report of the disturbed areas.

F. Review of Mitigation Proposals submitted by CPs

1. Dawn noted that Fred on behalf of Makani Hou emailed on May 20, 2017 mitigation proposals to FHWA and HDOT (see attached). Fred mentioned that while this was a draft plan by Makani Hou, he conferred with Ala Kahakai, NPS, Kaloko-Honokohau National Park, Royal Order of Kamehameha and the moku of Kona and Kohala in drafting this proposed mitigation plan. Kona Civic Club was not conferred with regarding the draft mitigation proposals submitted by Makani Hou.
2. Dawn proceeded to open the consultation discussion on Proposal #1.
 - i. Reconcile the historic documentation and ownership with an on-the-ground metes and bounds survey of the Mamalahoa Trail, the Trail to the Sea and the Trail to Honokohau. After much discussion, there was agreement that rather than doing a metes and bounds survey, which could be costly and timely, it is more important to know the trail characteristics through GPS. This information would be helpful to confirm the state's ownership under the Highways Act of 1892.
 - ii. Commission cultural oral history survey. Fred explained that he would like to capture as much of the historical oral history from native Hawaiians. He recommended contacting Kepa Maly and others such as the Kohala Center or graduate studies from UH who have done work in this area to complete this item. Cynthia also noted that a lot of oral history has already been recorded and it just needs to be gathered. Paka clarified that the company Kepa Maly and his wife operates is called Kumu Pono Associates and have complied a lot of research that could be used to supplement this item. Bo also expressed concerns about prioritizing the stipulations in the MOA so as not to jeopardize the completion of the highway construction. Susan asked for clarification on what is being done with regards to the trail survey study regarding oral history documentation. Deona and Sterling clarified that it does not include documenting of oral histories. Paka asked if the Data Recovery Report will only include the parts of the trails that were damaged and or the entire length of the trail. Rick also added that NPS is doing some documentation with Ala Kahakai to help record information about the trails. Fred wanted a type of final report, video clips, so that if someone asks in the future, the answer is not, "I don't know". After much discussion it was the group's consensus that rather than doing new research, it would be helpful to determine what already has been done with respect to the trails.

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- iii. Restore and maintain the three trails as was done for portions of the Mamalahoa Trail in the Kaloko-Honokohau National Park. Paka feels more than a one-for-one restoration for the trails needs to be done and should be restored to walking trails. He also asked whether HDOT can coordinate with others to restore trails from the airport to Kailua town. HDOT asked SHPD what would be required from a regulatory process to do trail restoration. SHPD indicated that a preservation plan detailing the restoration process would be appropriate. Time period need to be determined and period of significance. Will restoration cause adverse effect? Rick noted that NPS has funds available for documentation of trails from Kaloko Honokohau to Mahaiula and they are working with the State's Na Ala Hele program. The group felt that this was a very important mitigation measure.
- iv. Plant and main a small grove of Loulu palms to identify the trails. Fred stated that there used to be groves of Loulu palms in the Kaloko-Honokohau National Park area. Cynthia mentioned that there are some kūpuna from the area who don't want the trails marked because it would call attention to them and potentially cause greater harm. There was a discussion that the Loulu may not be appropriate because of maintenance requirements. This item could be addressed through the existing landscaping MOA stipulation.
- v. Construct a Mamalahoa Trail Scenic Overlook with parking area on HDOT property on the mauka side of the highway. Fred explained that this may be the way to create a safe place for people to learn about and see the trails with reasonable and regulated use. Bo said there needs to balance between preservation and use. Fred felt it important for people to walk in the footsteps of the kūpuna. Paka spoke in support for the use of the trails and maybe an "adopt-a-trail" program to help maintain the trails.
- vi. Identify the property owners from the airport to Kailua town who own portions of the Mamalahoa Trail. Fred felt that it was important to involve other landowners that have kuleana for the trails. Paka felt it was important to work with other landowners to ensure that the trail is not destroyed. Some landowners that he is working with have agreed to preserve the historic properties, burials, and trails.
- vii. Dawn asked the CPs to rank the proposed mitigation measures so that FHWA and HDOT would know the importance of the mitigation measures in the event not all the proposed mitigation could be implemented.
 - Fred said let the 3 signatories decide if rank is necessary but his intention was that the Proposal #1 was an integrated approach.
 - Rick said documentation is key, therefore having the historic documentation is important.
 - Bo felt that #6 regarding coordinating with all the landowners would be the hardest to accomplish. While #3 was his priority and wants to see the trails maintained and restored. He still wondered about the difference between preservation vs. use for the trails relating to Item #4. He also added that Loulu is difficult to plant and maintain. Lastly, the remainder should be consolidated.
 - Cynthia felt that #3 regarding restoring and maintaining the trails was her priority.

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- Paka would like to see the underpass be constructed now rather than wait for the study because that ensures safe access to the trails.
 - Lauren with OHA supports Makani Hou's proposal #1.
3. Dawn facilitated the discussion on Makani Hou's Proposal #2.
 - i. Commission a research study with Hawaiian archaeologists to identify boundaries of the mauka-makai trails. Fred suggested deleting this provision and replacing it with Stipulation 11 from the existing MOA. Additionally, Fred would like to add signs on the mauka side of the highway.
 - ii. Commission a Hawaiian artist to design appropriate trail signs and markers. HDOT does not have a signage program for mauka-makai trails. Fred suggested using the ahupua'a signage program as a model for the mauka-makai trail signs.
 - iii. Consult with Kama'aina kupuna of the ahupua'a where the trails are located. Fred suggested that both items #3 and #4 from Proposal #2 are addressed in Stipulations 11 and 12. Fred's intent was that Proposal #1 was of higher rank than Proposal #2. Ahupua'a Signs in Oahu were not in the exact location of the ahupua'a boundary because it had to take into consideration existing features and safety to motorists.
 - iv. Install and maintain trail and ahupua'a signs and markers along Queen Ka'ahumanu Highway.
 4. Paka stated that depending on what the response is to the initial proposal, there may be additional mitigation proposed. The CPs saw the mitigation proposals as a collective unit. HDOT will need to determine which items in the mitigation proposal are possible and feasible.
 5. Dawn noted the purpose of his meeting was to provide the CPs an opportunity to provide appropriate mitigation measures for the breaches. Some of the CPs asked whether they would be able to submit additional mitigation measures after the meeting. Some of the CPs expressed that they did not know that the meeting would be the deadline to submit mitigation measures. However, HDOT and FHWA confirmed that this consultation meeting is the CPs opportunity to provide appropriate mitigation measures.
 6. Dawn then asked all the CPs that were either present or on the phone if there were any other proposed mitigation measures that they would like to recommend.
 - i. Fred expressed that Proposal #1 needs to be looked at as a package and whether it can be integrated with other stipulations or activities going on.
 - ii. Paka requested the installation of the underpass now rather than wait for study.
 - iii. Bo advocated for keeping UHH as the holder for the education outreach component. To reconsider another organization would cause a renegotiation of the MOA which is not the purpose of this meeting.
 - iv. Cynthia had no other mitigation to offer.
 - v. OHA supports the community opinion. They were not comfortable with the mitigation deadline and feels the NHOs should know what progress has been made and what FHWA deems as feasible. Further clarification needs to be done on how the stipulations are going to be completed. Their purpose is to work with everyone to make sure the project moves forward.

- vi. Dawn asked if there were any other CPs on the phone who would like to comment and there was no response.
7. CPs asked when the Signatory Parties will make a decision on mitigation and want a rational for what was chosen. FHWA and SHPD could not commit at this time to a specific date because they need to give HDOT time to determine what is feasible, and confer with ACHP. After further discussion, HDOT and FHWA committed to notifying the CPs within 30 days from this meeting when they will be able to commit to a specific schedule for determining the appropriate mitigation for the trail damage.

G. Follow up on action items from April 7, 2017 Consultation Meeting (responses by Scot)

1. Scot stated that the meeting notes from the April 7, 2017 were sent out on April 21, 2017 and he did not receive any response so he would like to finalize the notes. Fred stated that he has comments and would like more time to review the notes and make comments. Paka requested the audio tapes from the April 7 and May 23 consultation meetings. The audio recording from the April 7, 2017 meeting was posted to the RMTC sharepoint site, however, Paka asked that HDOT provide an alternative website other than RMTC to post the information. He suggested either a CD or thumb drive in the meantime. RMTC will coordinate future documents, including meeting notes, audio, and handouts through either CD or thumb drive to the CPs.
2. HDOT invited the CPs to a site visit to look at the expanded APE and identify any additional historic properties on May 5, 2017 led by Deona and in attendance by Cynthia. No additional historic properties were identified.
3. FHWA sent out a revised report on April 28th showing separate columns for 2015 and 2016 as per request by CPs for a 2015 report.
4. Hardcopy of UHH Agreement was provided to Makani Hou on 4/7/17, and later placed on RMTC's website. No funds have been transferred to UHH regarding Stipulation 5b Education Outreach. Fred asked why was the UHH agreement entered into before the MOA was signed. FHWA noted that there was an original MOA signed in 1999 that preceded the current MOA that was signed in 2015. The CPs would like a copy of the original 1999 MOA. Fred expressed concerns about using UHH because of funding and excessive administrative overhead. Peter Mills and Keiki Kawai‘ae‘a are the UHH contacts. HDOT and FHWA had no objection to the CPs discussing with UHH how this stipulation could be accomplished cost effectively.
5. Stipulation 1 is related to point of contact for CPs has been completed. RMTC distributed the updated list with responses from OHA, HHF, ACHP and Makani Hou on April 27th. NPS reiterated that information should be sent out to everyone because they are not getting everything that is sent out.
6. Stipulation 4 is related to archaeological documentation. Data recovery field work has been completed and HDOT is currently working with CSH to complete the report. This item should be moved to the quarterly updates. Paka wants to know what still needs to be done for the report. CSH is completing the writing portion and are also doing archival research.
7. Information will continue to be disseminated using the RMTC sharepoint site in addition to the use of GB website for construction updates. The CPs do not like having two websites. CPs will let the project team know if there are any problems with downloading information from the sharepoint site. NPS hasn't been able to download anything from the sharepoint site. The CPs want an independent website not associated with a company. They are fine with a CD or thumbdrive. Email is fine for smaller documents.

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8. The SAIS was provided to the CPs for review on April 8, 2017 and can be downloaded from the RMTC sharepoint site. Comments were requested by May 19, 2017.
9. Stipulation 8 is related to noise study. Paka wanted to know what the purpose of doing a noise study before construction. He felt that doing a study after the project is complete could be used to compare the results. Scot reported that the noise study is used for a baseline evaluation and projections and is not done after the project. No additional noise study will be done.
10. Stipulation 9 is related to drywells. Scot reported that when the stipulation was negotiated due to concerns raised by NPS, HDOT considered impacts to the NPS, in particular concerns related to all anchialine ponds near the coastline and not just the ones in the park. HDOT understands that NPS is monitoring and collecting data, and drywells per current project plans will be maintained per the MOA stipulation.
11. Stipulation 10B is related to underpass. Paka asked who is liable for maintenance of an overpass. Scot reported that HDOT is generally liable and responsible for maintenance of structures within the DOT right-of-way. However, there are cases where the DOT may allow organizations to perform specific (non-transportation) activities within the DOT right-of-way, and they are responsible under a use and occupancy agreement. Example would be an organization want to put up decorative sign and landscaping, so the organization would be responsible for maintenance and liability by agreement. The use of the underpass for a non-transportation use is a very similar example, thus the stipulation indicates another party to maintain this. Therefore the original MOA stipulation scope will be maintained for the underpass study.
12. Stipulation 12 is related to the ahupua'a signs. The draft ahupua'a report is not available for public distribution yet. The CPs will be consulted for the sign locations once the report is finalized and the signs are ready to be installed.
13. Stipulation 13 is related to landscaping. This item was discussed earlier in the meeting as part of mitigation proposal. Loulu palms may not be appropriate because of maintenance issues. Fred reiterated the intent of his comment was to use native plants. No further consideration needs to be done as the landscape contractor is using native plants.
14. An update regarding the curation of artifacts was emailed on April 8th and FHWA included it in the annual report.
15. Scot responded to Fred's email on May 5th and Fred Sent a response on May 22nd.
16. The Project Team will continue to do annual reports and add quarterly updates. Scot wants to do updates on January 1st, April 1st, July 1st, and October 1st. The fourth quarterly report will also be the annual report.
17. The installation of barriers and making them more visible with weekly checks to ensure the integrity is being done following the action plan protocol.
18. Stipulation 15 is related to terrain model. Building a new building at the NPS visitor center was not feasible. Scot has talked to HDOT director regarding feasibility of placing it at the Kona International airport and he is willing to do so. CPs intent is to place it where it has the most benefit to the people. HDOT said they will continue to research the options. Paka requested two additional copies of the model, one at the airport, and second one at the county building in Kona as part of mitigation for the damage to the trails.
19. Timely reports. Scot will work to ensure timely responses and disbursement of information and reported that FHWA will be distributing quarterly reports.

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H. Next Steps

1. Minutes of the May 23 mitigation meeting will be distributed within 30 days and comments from the CPs should be submitted within 30 days.
2. RMTC and HDOT will research the use of a DVD or thumb drive as an option for distributing information to the CPs.
3. Future construction updates will be at the project website.
4. The relationship building workshop updates and schedule will be sent out shortly.

I. Miscellaneous Items

1. Fred raised the issue of Site 06432 related to building a monument with the rocks that were removed. Fred said this was a unique boundary wall and the rocks have been preserved on the site. HDOT said they will need to research this item. A monument using the rocks from the Ka‘aloa and O‘oma boundary walls could not be built within the DOT right-of-way. The rocks were removed by hand and preserved on site. Deona says that there was no agreement on what to do with the rocks and no monument was agreed upon. More research will need to be done in the meeting minutes regarding what was agreed upon. Paka will review his transcribed minutes and see what was said. This was before the email between Sterling and Paka regarding the stones. Susan asked if CPs want it as a mitigation measure. Fred says it doesn't necessarily need to be a mitigation measure.

J. Closing Pule – Fred Cachola



**QUEEN KA'AHUMANU WIDENING PROJECT, PHASE 2
NATIONAL HISTORIC PRESERVATION ACT, SECTION 106
CONSULTATION MEETING**

Date & Time: Tuesday, May 23, 2017, 9:00 am to 3:00 pm
Location: Natural Energy Laboratory of Hawaii Authority
Hale Iako Training Room #119
73-987 Makoko Bay Dr., Kailua-Kona, HI 96740

AGENDA

- A. Opening Pule
- B. Welcoming Remarks
- C. Introductions
- D. Process Protocols
- E. Stipulation 17 of the MOA
 - Consultation on Post Review Discoveries Related to recent breaches at the Mamalahoa and Road to the Sea Trails
 - 1. Identification of Historic Properties
 - 2. Adverse Effect
 - 3. Proposed Mitigation
- F. Lunch
- G. Follow-up of Action Items from April 7, 2017 Consultation Meeting
- H. Next Steps
- I. Closing Pule

MITIGATION PROPOSALS FOR THE DESTRUCTION OF WAHI PANA DUE TO THE CONSTRUCTION OF THE QUEEN KAAHUMANU HIGHWAY AND THE CURRENT WIDENING PROJECT PHASE I AND II

PROPOSAL # 1: IDENTIFYING, PROTECTING, MAINTAINING THREE MAJOR TRAILS.

This proposal provides for a comprehensive mitigation program to locate, identify, restore, document and maintain, the three major historic trails in the Keahole-Kaloko-Honokohau-Kealakehe area that were bisected and destroyed by the initial construction of the Queen Kaahumanu Highway and the current Widening Project, Phase I and II. The rationale for this proposal is for the HDOT and the FHWA to create more public awareness, protection, maintenance, perpetuation and reasonable use of cultural and historical resources that they have destroyed in constructing and widening the Queen Kaahumanu Highway. It will also promote more cultural identity, and renewal among Hawaiians.

Here are suggested steps and processes for HDOT and the FHWA to implement proposal #1.

1. Reconcile the historic documentation with an on-the-ground metes and bounds survey of the Mamalahoa Trail, the Trail to the Sea and the Trail to Honokohau. Confirm that the three identified trails are in the same alignment that was originally in existence prior to 1892.
2. Commission a cultural Oral History survey/study for graduate student(s), or other agencies like Cultural Surveys Hawaii, or the Kohala Education Center to interview kamaaina kupuna and researching other historical resources to document all the information they can accumulate on these three trails. The project should in a "Final Report" and video clips that can be shared on social media and you/tube outlets.
3. Restore and maintain the Trials, such as was done for portions of the Mamalahoa Trail in the Kaloko-Honokohau National Historic Park. Any stabilization/rehabilitation/restoration needs to follow Secretary of the Interior Standards for Historic Preservation, and needs to include detailed archaeological documentation of the existing trail segments prior to any restoration work.
4. Plant and maintain a small grove (3-4 trees) of Loulu palms to identify the locations where the three trails were bisected and at appropriate intervals (150-200 ft?) of the trail to easily identify and locate the trail routes from a distance - (refer to attached map). Study the feasibility of having appropriate markings/monuments on the highway which show the location of the trails where they were bisected and a brief historical description of the trails.
5. Construct a Mamalahoa Trail Scenic/Historic Overlook with a parking area on HDOT property on the mauka area, close to the Honokohau Harbor intersection - similar to what is at the Kiholo Scenic overlook. Include educational/information

signage/monuments which briefly describe the history of the Trail and a summary of the Highways Act of 1892. (see attached map for proposed location of the overlook). This overlook could also be a convenient Trailhead to access Mamalahoa for trail users.

6. Identify the property owners from the Keahole Airport to Kailua town area who have portions of the Mamalahoa Trail on their properties and facilitate a meeting of trail landowners (State DOT, Na Ala Hele, Queen Liliuokalani, etc.) to develop a collaborative plan to identify/locate, restore and maintain the entire Mamalahoa Trail for public access from the airport to Kailua (see attached map for the route). Plan needs to include caveats that any stabilization/rehabilitation/restoration needs to follow Secretary of the Interior Standards for Historic Preservation, and needs to include detailed archaeological documentation of the existing trail segments prior to any restoration work.

PROPOSAL #2: SIGNAGE PROGRAM FOR THE AHUPUA'A AND TRAILS
BISECTED BY THE CONSTRUCTION THE ENTIRE QUEEN KAAHUMANU
HIGHWAY, KAILUA TO KAWAIHAE, AND THE WIDENING OF THE HIGHWAY,
PHASE I AND II.

This proposal is to mitigate for the destruction of numerous Ahupua'a "Mauka/Makai" Trails bisected by the initial construction of the Highway and the current Widening Project Phase I and II. Here are suggested steps for the HDOT and the FHWA to implement this proposal.

1. Commission a research/study project for Hawaiian archaeologists to Identify and map all the ahupua'a boundaries and mauka/makai trails that were bisected by the Queen Kaahumanu Project and the locations where bisections occurred. Some of this data may be recovered from the report of Francis Ching's archaeology survey completed prior to the construction of the highway, and other information from the data currently being compiled for the Terrain Model project.
2. Commission Hawaiian artists to design appropriate highway signs/markers to identify the bisected trails and to be installed at the locations where bisection occurred. Plan to use the HDOT program for Ahupua'a markers for the ahupua'a bisected by the highway.
3. Consult with kamaaina kupuna of the ahupua'a where those trails are located to discuss this project and incorporate their mana'o (thoughts) in the plans and implementation of this project.
4. Install and maintain the Ahupua'a and Trail signs at the appropriate locations along the Queen Kaahumanu Highway.

Me ke aloha,
Fred Keakaokalani Cachola, Pres.
Makani Hou o Kaloko-Honokohau





