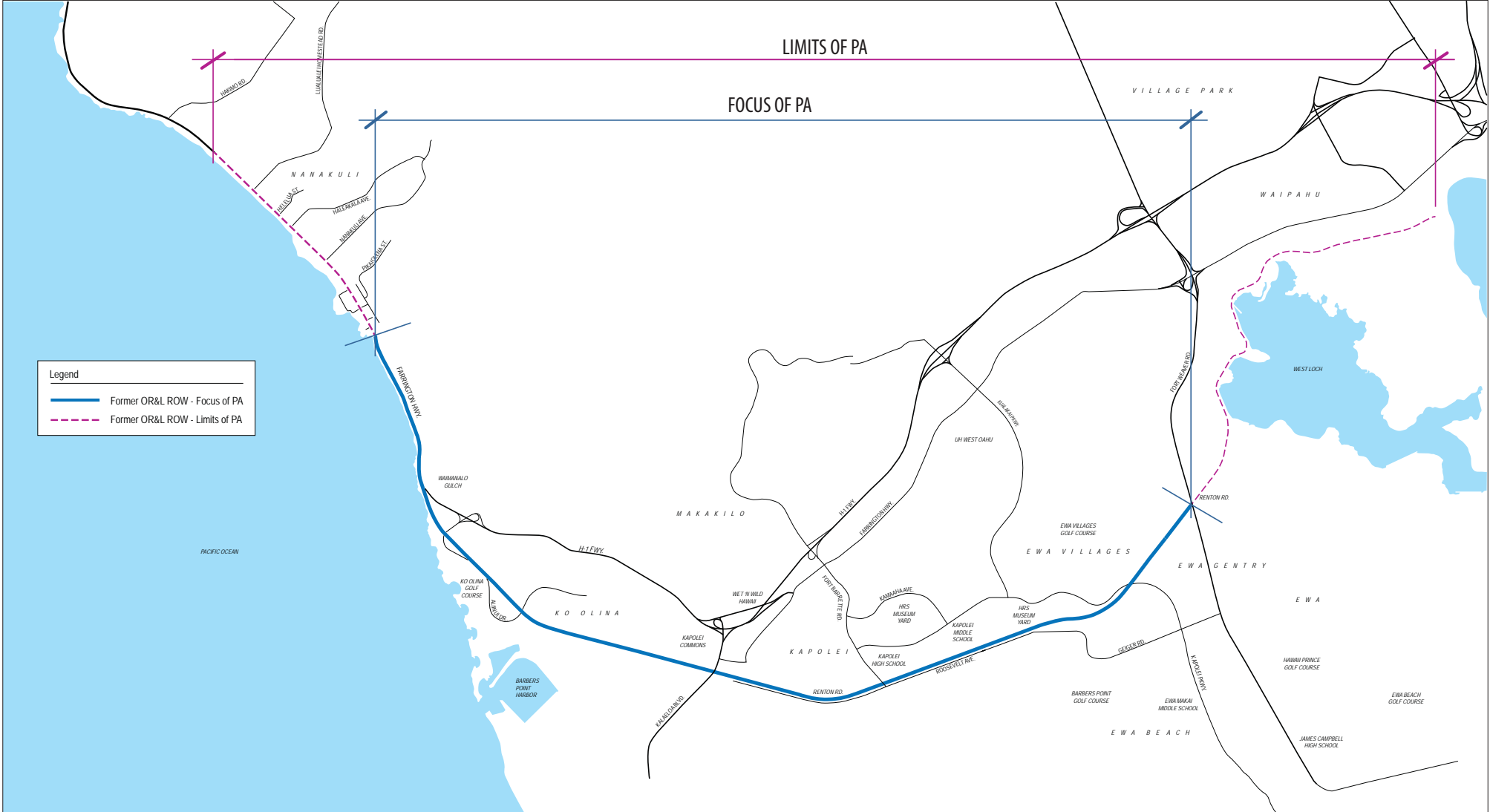


Former OR&L Railroad Right-of-Way Map



FORMER OR&L RIGHT-OF-WAY SECTION 106 PROCEDURAL PROGRAMMATIC AGREEMENT

Past & Present



Near Fort Weaver Road Crossing*



Railroad Crossing, current day**



Ewa Railway Depot, circa 1920s



Hawaiian Railway Society Depot, current day



Workers repair OR&L No. 60 near Luahalei*



Riders, current day



OR&L No. 70, Ko Olina area, circa 1940s*



Engine Car No. 302, Ko Olina area, current day



Philippine Sea Road, 1940s



Philippine Sea Road, current day



Trestle along OR&L operations



Nanakuli trestle, current day



Ewa Area Railroad Tracks, circa 1940s*



Ewa Area Railroad Tracks, current day



OR&L train, Mokuieia Field, 1942-43



Ko Olina, current day**



Leeward Train, circa 1920s



Restored Train, current day



Sugar cane fields looking East from Ewa Mill Station*



Honouliuli Train Tracks, current day



Near Kaena Point, circa 1920s



Kaena Point, current day



Unrestored Train

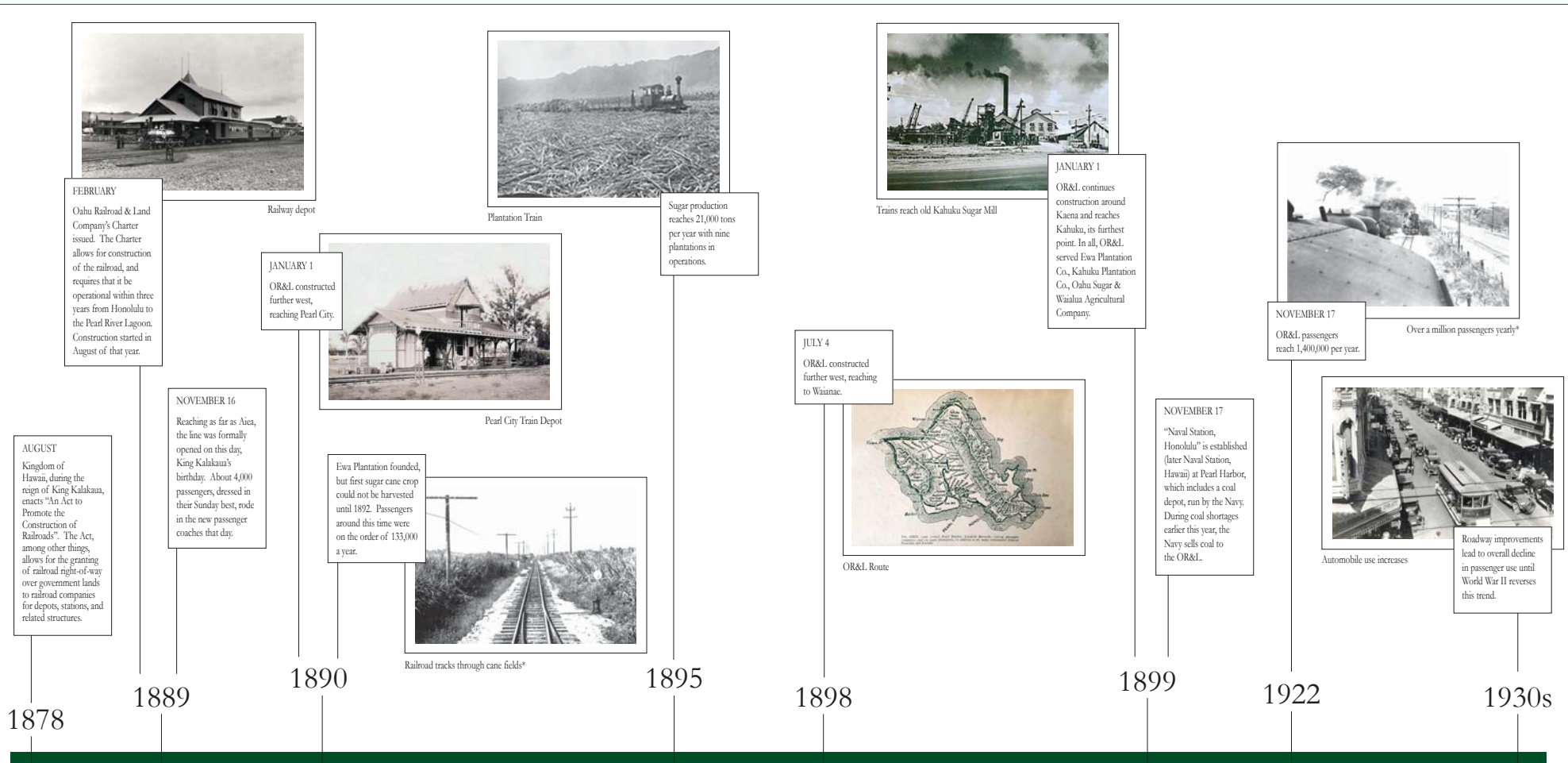


Restored Train, current day

*Photos courtesy of the Hawaiian Railway Society - Bill Blower Photography, Hawaiian Railway Society Collection, Victor Norton Photography, Hawaiian Railway Society Collection. Source(s): Hawaii State Archives, <http://gallery.hawaii.gov/gallery2/main.php>, **Voteland.com, doneykoonline11.html & doneykoonline11.html

FORMER OR&L RIGHT-OF-WAY SECTION 106 PROCEDURAL PROGRAMMATIC AGREEMENT

Milestones

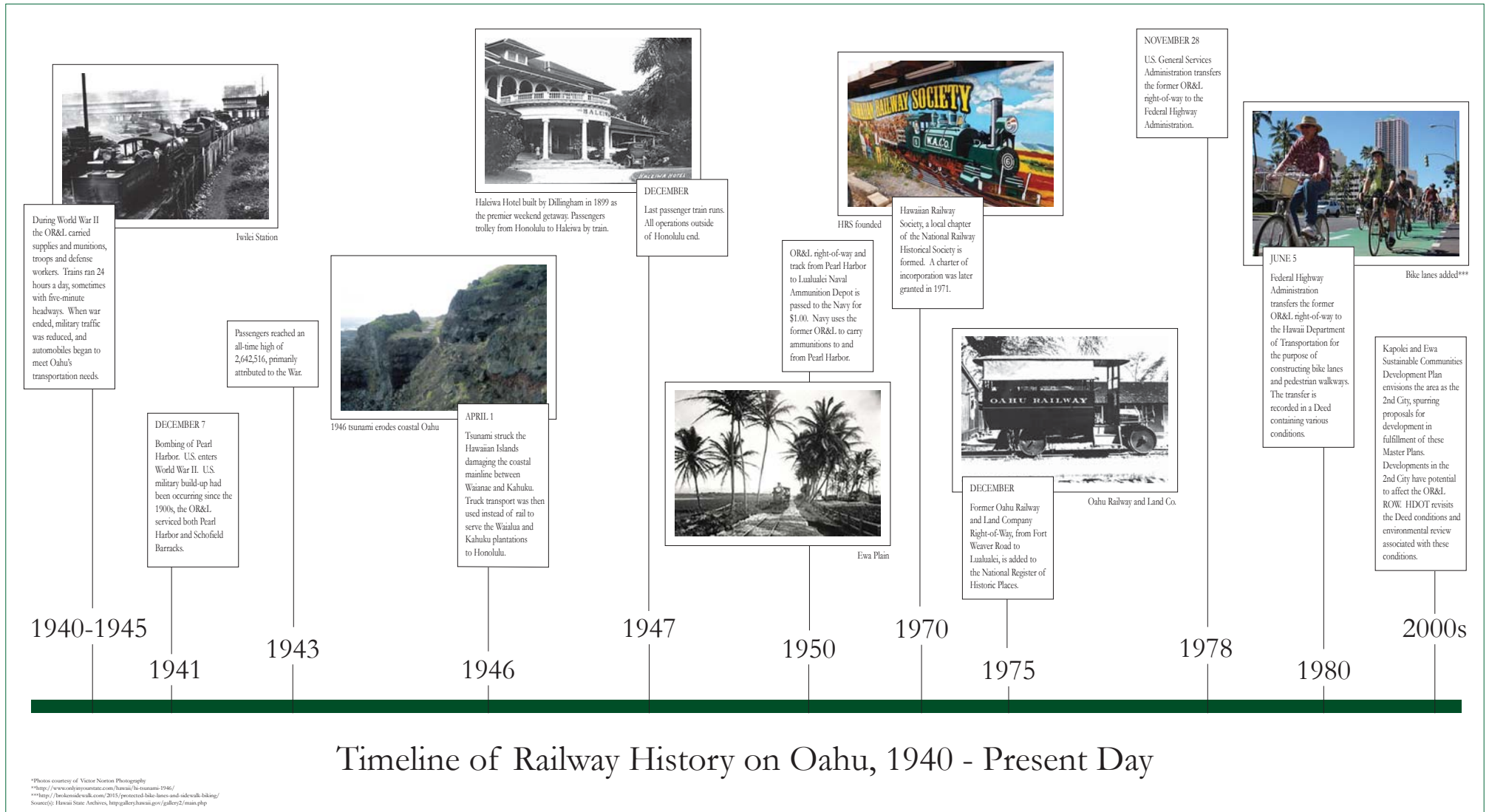


Timeline of Railway History on Oahu, 1878-1939

*Photos courtesy of the Hawaiian Railway Society - Bill Blower Photograph, Hawaiian Railway Society Collection, Victor Norton Photography, Hawaiian Railway Society Collection.
Source(s): Hawaii State Archives, <http://gallery.hawaii.gov/gallery2/main.php>

FORMER OR&L RIGHT-OF-WAY SECTION 106 PROCEDURAL PROGRAMMATIC AGREEMENT

Milestones



Purpose & Need

The Deed states that "all licenses, permits or easements authorizing the use or occupancy of the 40' railroad right-of-way will be issued only subsequent to the written approval of the Hawaii State Historic Preservation Officer and the written authorization of the Hawaii Division Administration, Federal Highway Administration." FHWA's authorization is considered a federal action and requires compliance with federal rules and regulations, including the regulations of Section 106 of the NHPA.



Ewa area train tracks



Passengers waiting near Kaena Point

- Use or occupancy agreements
- Permits required for work in the ROW
- Maintenance efforts within the former OR&L ROW

The purpose for preparing the procedural PA is two-fold:

- Streamline the Section 106 process required for certain tiers of undertakings
- Establish reliability and consistency in the Section 106 consultation process



Ewa area train tracks

Section 106 Procedural PA development process HDOT is currently performing consultation activities with interested parties and stakeholder groups to gather input regarding this historic resource ROW.

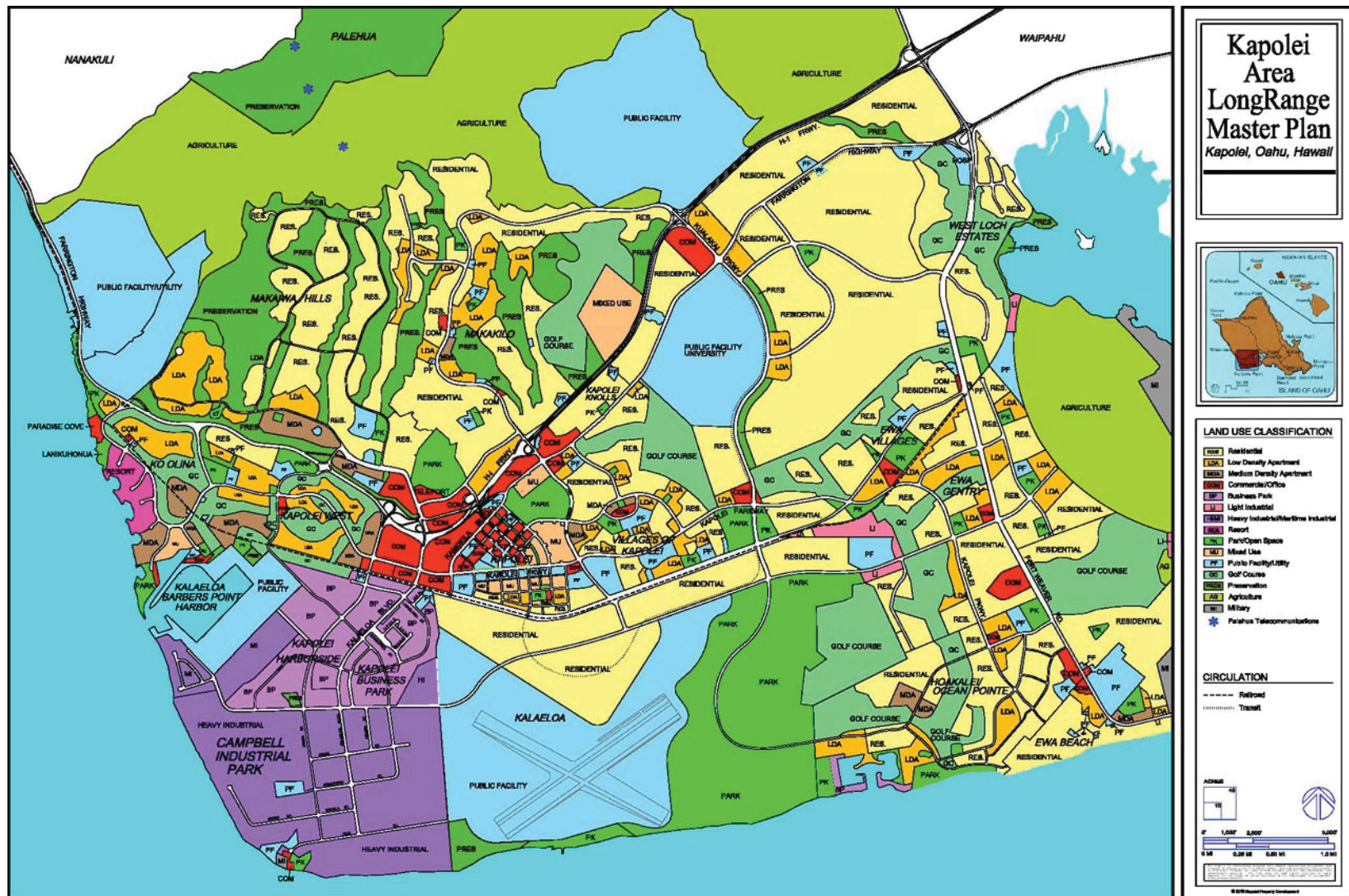


Public meetings



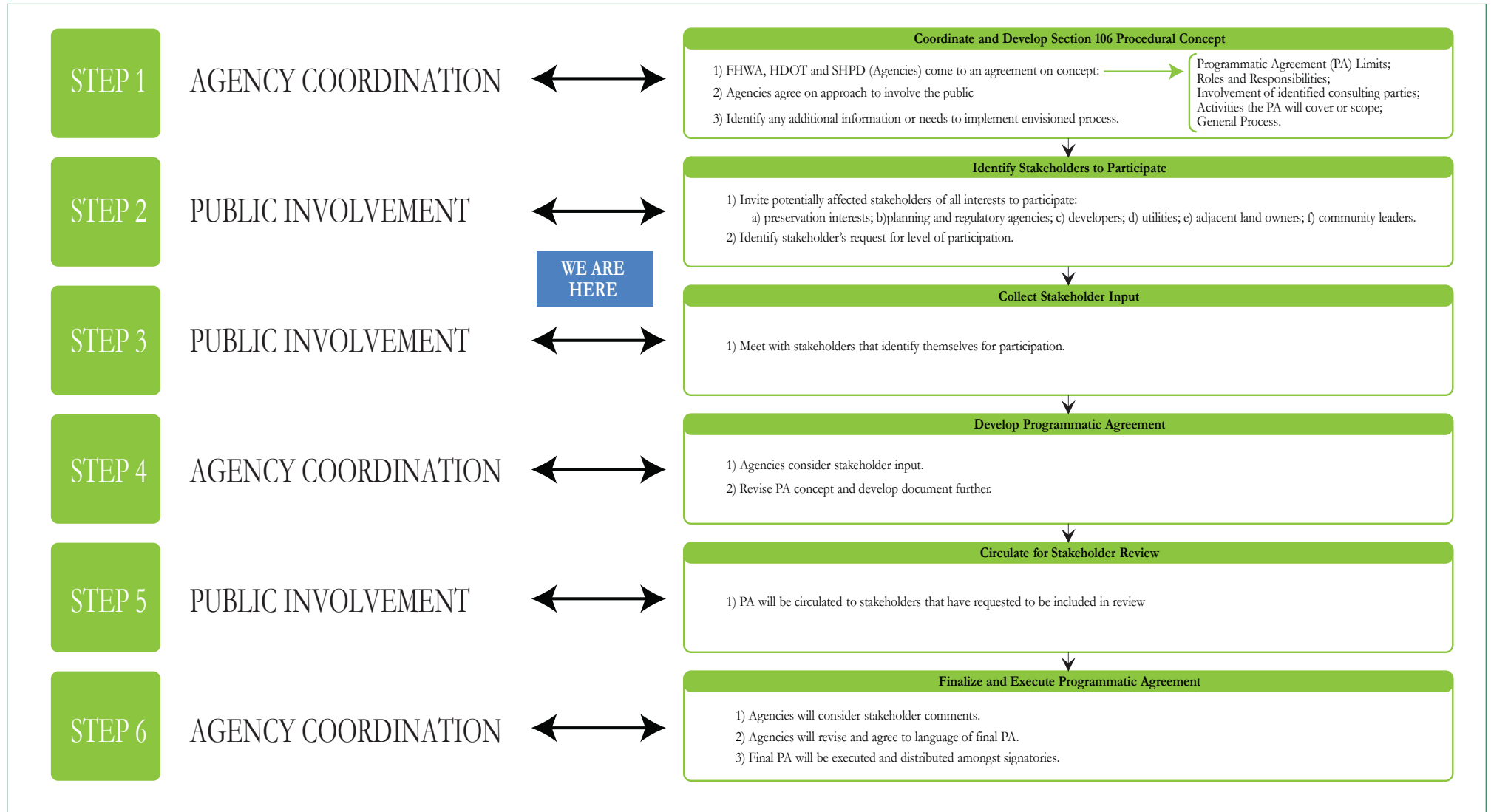
Waialua train

Ewa Plain Land Use



FORMER OR&L RIGHT-OF-WAY SECTION 106 PROCEDURAL PROGRAMMATIC AGREEMENT

PA Development Process



PA Concept



Section 106 Procedural PA concept

It is currently envisioned that the procedural PA will identify “tiers” of undertakings based upon the type/category of proposed action and the assessed integrity of the former OR&L ROW at the proposed action’s location. Each tier will be designated a specific review process for Section 106 compliance. The tiers could include the following, shown as examples for consideration and input:

1. Undertakings that are known to have no potential for direct or incremental cumulative effect on the former OR&L ROW.

- Review requirements would eliminate the need for SHPD review or consultation.

2. Undertakings with limited or moderate potential for direct effect or incremental cumulative effect on the former OR&L ROW.

- Review requirements would generally be lesser and streamlined relative to the standard Section 106 requirements, but continue to include consultation.

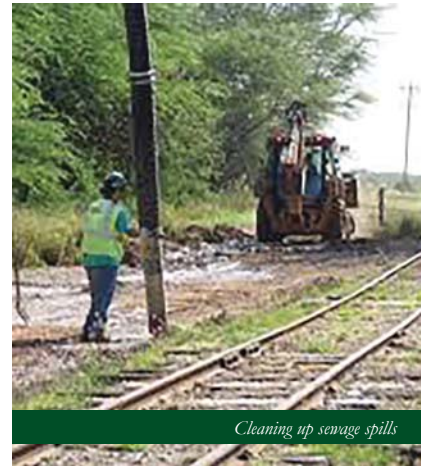
3. Undertakings with high or unknown potential impact to the former OR&L ROW.

- Standard review requirements would be followed, though with some streamlining through the early identification of consulting parties and evaluation of National Register of Historic Places eligibility information.

Typical Uses for the PA

1. Undertakings that are known to have no potential for direct or incremental cumulative effect on the former OR&L ROW.

- o An example of a proposed action within this category might be routine maintenance activities performed in adherence to the Secretary of Interior's Standards for Rehabilitation.



Existing Uses of ROW that Require Maintenance:

FUEL LINES

SEWER LINES

DRAINAGE LINES

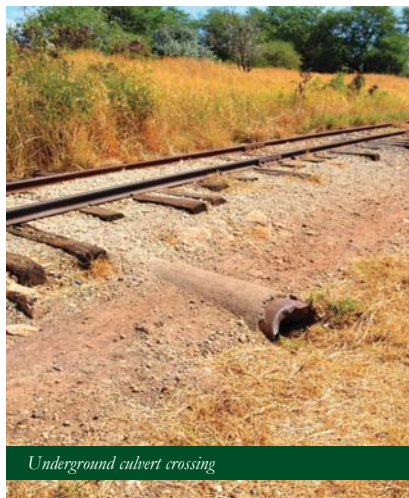
ROADWAY & UTILITY LINES

ELECTRICAL LINES

RAILWAY MAINTENANCE
(non-active portions)

ACTIVE RAILWAY

TELEPHONE LINES



2. Undertakings with limited or moderate potential for direct effect or incremental cumulative effect on the former OR&L ROW.

- o An example of a proposed action in this tier might be a new overhead utility crossing that does not physically touch the rails or ties, but places new minor structures within the former OR&L ROW.

3. Undertakings with high or unknown potential impact to the former OR&L ROW.

- o An example of a proposed action in this tier would be a new roadway or driveway crossing.

