
From: Barr, James (FTA)
To: Carranza, Edward (FTA); Sukys, Raymond (FTA); Ryan, James (FTA); Matley, Ted (FTA)
CC: Borinsky, Susan (FTA); Bausch, Carl (FTA)
Sent: 10/20/2009 9:14:15 AM
Subject: RE: Honolulu and FAA

Carl is out sick today.
Ryan appears out – you may still have his cell.
Susan is at a management meeting.
I remain at my post.

From: Carranza, Edward (FTA)
Sent: Tuesday, October 20, 2009 3:09 PM
To: Sukys, Raymond (FTA); Ryan, James (FTA); Matley, Ted (FTA)
Cc: Borinsky, Susan (FTA); Bausch, Carl (FTA); Barr, James (FTA)
Subject: RE: Honolulu and FAA

Can we have a call with Ray, who is available for a 3:15 PM EDST call today? He can elaborate on this transmission. Call into 877-336-1829, 9174532#

From: Sukys, Raymond (FTA)
Sent: Tuesday, October 20, 2009 11:17 AM
To: Carranza, Edward (FTA); Ryan, James (FTA); Matley, Ted (FTA)
Subject: Re: Honolulu and FAA

HDOT and the FAA are willing to consider moving the runways, and they will sign a concurrence. The key word is consider since they will not allow it to happen if there are too many issues. HDOT was most vocal about not getting any benefit out of this in terms of airport operations. Also, both HDOT and FAA were very vocal about not getting any cooperation from the air force as the mentioned that the air force had already blocked the extension of the shorter runway and cannot be trusted in any agreement. In the next day or two PB will develop a description for us to review about the impacts and proposed mitigations. The current description in the FEIS is inadequate and will raise more questions than it answers.

We did discuss amending the ALP and its' associated EA process. HDOT indicated they were unwilling to combine the City's proposal with their current work since they thought there would be too much opposition and thus it would impact their changes to the ALP. I suggested that the City undertake further work to identify the feasibility of this approach to assist HDOT's. PB has already approached HDOT's Director about a decision and received a nod of acceptance but that could all change once this goes public.

Plan B is very difficult to accomplish as well. The area is extremely constrained by varying heights of ramps, proposed new rental car facility and many businesses. Whatever eventually pans out will divert a significant sum from the contingency line item.

This really needs to be a priority of the PMOC tasked with an unvarnished technical review representing broader FTA interests beyond project delivery.

Ray

From: Carranza, Edward (FTA)
To: Ryan, James (FTA)
Cc: Sukys, Raymond (FTA)
Sent: Tue Oct 20 11:54:20 2009
Subject: RE: Honolulu and FAA

No, but with this cc to Ray S, I trust he will forward us a clue. Stay tuned.

From: Ryan, James (FTA)
Sent: Tuesday, October 20, 2009 8:53 AM
To: Carranza, Edward (FTA)
Subject: Honolulu and FAA

Any word on how it went yesterday?