From:	Hogan, Steven
To:	Sukys, Raymond (FTA); thamayasu@honolulu.gov
CC:	Rogers, Leslie (FTA); Borinsky, Susan (FTA); Bausch, Carl (FTA); VanWyk, Christopher (FTA); fmiyamoto@honolulu.gov; jsouki@honolulu.gov; Ryan, James (FTA); Carranza, Edward (FTA); Marler, Renee (FTA); Matley, Ted (FTA); Spurgeon, Lawrence; Zaref, Amy; Garrity, Mark; Van Epps, James; Scheibe, Mark; Dunn, James
Sent:	4/5/2010 5:15:27 PM
Subject:	RE: Ualena Information
Attachments:	Response Airport Options.doc

Hi Ray, I meant to thank you for the quick turnaround last week. Here is the full response to the comments sent to us on Friday. This is information we have developed as part of evaluating the Ualena Option, but a good portion of it comes from the Draft EIS or the Admin FEIS, so sections of those documents have been provided as reference where appropriate. (I apologize for the poor quality of the one graphic associated with the park de minimis response.)

Please let us know if this addresses the comments made. We look forward to the FTA response. Thank you.

Steve Hogan
Parsons Brinckerhoff

808-768-6133
602-820-8056 cell

From: Raymond.Sukys@dot.gov [mailto:Raymond.Sukys@dot.gov]
Sent: Friday, April 02, 2010 2:12 PM
To: thamayasu@honolulu.gov
Cc: Leslie.Rogers@dot.gov; Susan.Borinsky@dot.gov; Carl.Bausch1111@dot.gov; Christopher.VanWyk@dot.gov; fmiyamoto@honolulu.gov; Hogan, Steven; jsouki@honolulu.gov; James.Ryan@dot.gov; Edward.Carranza@dot.gov; Renee.Marler@dot.gov; Ted.Matley@dot.gov
Subject: RE: Ualena Information

Hi Toru,

FTA has reviewed the Ualena information and we would like to see more detail on the impacts. In some places, the submission presents conclusions without sufficient supporting information. Note the points below which discuss some specifics:

- FTA would like to see more information on the anticipated impacts from the proposed alternative alignment. For example, under environmental justice, rather than say there are no identified EJ areas or communities of concern, we would like to see what information was used to make that determination. This information could be somewhere in the technical reports or draft environmental impact statement. If so, reference back to specific pages and methods in these reports. Please do this with each resource area topic.

- Describe how, in developing the avoidance alternative, efforts were made to minimize impacts on property acquisitions, privately owned businesses, historic properties, and Keehi Lagoon Beach Park. We also note that the DEIS did not document the 4(f) effects at Keehi Lagoon Park as de minimis. FTA has yet to make a section 4(f) finding and we will need additional information to assist us in our finding.

- For historic resources, the City provided new information on properties along Ualena street that were not previously included in the project's Area of Potential Effect. However, there is no discussion or information provided about the properties that would now be demolished as part of the proposed alternative alignment. Again, this information may be in the technical reports and draft environmental document. Direct FTA to specific reports and page numbers to support the statement that there would be no historic properties affected. This information will eventually need to be packaged in a way to share with the SHPD and other consulting parties.

- To support the administrative record, more information will be needed on the potential effects from City's preferred alignment presented in the draft environmental impact statement. We anticipate that HDOT and the Federal Aviation Administration will provide information on the impacts related to the Aolele alignment. Please provide your analysis of the potential effects at HNL.

- Resulting from the need to shift the runway, there was a question about intrusion into the lagoon to move or "bridge from existing foundations" the navigation lights which could result in ecological impacts and a Section 7 Endangered Species Act review. Please discuss and reference documentation on the potential impacts to threatened or endangered species and coastal wetlands. Include review steps by resource agencies.

- The Aolele to Ualena alignment does not fully avoid the RPZ. Please provide information on this and detail changes at HNL that may be required to receive FAA approval.

- Detail mitigations that are required by HDOT for impacts to HNL.

Thank you,

Ray

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