Meeting of FAA, FTA, City and County of Honolulu

January 13, 2010
Hawthorne, CA - FAA Offices

Present

FAA	**FTA**	**City of and County of Honolulu**
Pete Ciesla	Ray Sukys	Faith Miyamoto
Dave Kessler		Jesse Souki
Mia Ratcliff		Jim Dunn (PB)
Deb Roth		Chuck McCormick (PB)
Joseph Manalili		Steve Hogan (PB)
Steve Wong (HNL-ADO)		
Elliott Bl~~o~~ack (D.C.)		
Ralph Thompson (D.C.)		

Formatted: Right: 0"

FAA Concerns/Responsibilities

- FAA will review the design options in the airport area using the information in the updated comparison matrix to include:
  - Aolele
  - Ualena
  - Koapaka
  - Nimitz (from 1992 project) [? Not sure that we discussed this one, but if City studied, we can also add to the mix of studied alignments.]
  - FAA will also briefly describe a center of H-1 design option and a mauka of H-1 design option, which the City ~~though~~ identified ~~recognized~~ as buildable but more difficult due to constraints~~unrealistic~~, to show these were also looked at and address avoidance of 4(f) issues at Ke'ehi Lagoon Beach Park. Dave Kessler recognized that FTA is responsible for making a Section 4(f) determination and if nessary, a *de minimis* determination for the impact on Keehi Lagoon Beach Park.

- Runway 4R is one of only two Instrument Landing System (ILS) runways at HNL. During Kona conditions, Runway 4R/22L is used heavily.

- Dave Kessler noted that FAA does not own any airports. Decisions about the development of airports belong to the airport sponsor, so long as they comply with FAA airport design standards. FAA's primary concern is the "safe and efficient use of airport resources."

- FAA will verify City runway relocation proposal for Runway 22L/4R. The City proposed shifting the runway 460' to the south and use of declared distances, to mitigate for runway impacts from the Aolele Street alignment.

- HDOT must also evaluate ~~agree on~~ the effect of the fixed guideway system on future planning and use of airport facilities (e.g., Cargo City or other use of the land between Aolele and Ualena) for its economic viability and sustainment. HDOT will then make the decision on which alignment to agree to. The City's Proposal and the resulting airport changes ~~should~~must ~~also~~ be discussed with airport users.

- FAA noted that it is OK with the fixed guideway plans in the vicinity of the Mauka Concourse, and that the Project does not affect HDOT plans. Jim Dunn confirmed that the Project will go up and over the H-1 viaduct near the mauka terminal. Ray Sukys noted that FHWA had no issue with that proposal.

- Dave Kessler asked whether any of the parcels along Aolele Street, Ualena Street or Koapaka Street are vacant and if the City knew the vacancy rate. The FAA would need to determine if we can allow use of airport property ~~in the vicinity~~north of Runways 22R and 22L ~~is~~ for non-aeronautical purposes based on grant in aid terms and conditions. He wants to ensure compliance with grant assurances for any airport properties mauka of the guideway alignment that was purchased with federal AIP funds. There is no sunset for grant compliance. Properties are now classified as "aeronautical revenue generating". FAA will research grant assurances regarding the property between Aolele and Ualena Streets and identify any issues that HDOT should consider for development along this corridor.

- FAA will write airport section of EIS. Draft will be ~~sent~~prepared week of January 18th~~.~~ and then be shared with the HDOT. After FAA and HDOT have reviewed and discussed, the information will be shared with the City.

- Schedule and funding issues were discussed in the context of design-build contracts, Federal support and Hawaii Legislature potential actions regarding GET surcharge revenues.

FTA Concerns/Responsibilities

- If the City's preferred alignment through HNL remains intact, the FEIS will need to consider~~nclusion in EIS of~~ all impacts and mitigations including temporary ~~runway relocation environmental effects, including~~ construction impacts and mitigations~~lications~~.

- FTA's ~~Implications of alignment options on~~Section ~~4~~(f) determination on~~status in~~ Keehi Lagoon Beach Park is awaiting resolution of the impacts to HNL.

- The City has made little progress in resolving the ~~Resolution of~~ issues raised in October 19~~2~~, 2009 meeting at HDOT-Airports by various staff HDOT and FAA staff.

- FTA said no federal funds are in jeopardy relative to the schedule for the ROD.

City Concerns/Responsibilities

- City will investigate vacancy rate in the Aolele-H-1 area Diamond Head of the airport terminal area and provide to FAA and FTA.
- City will complete matrix of design options, including all costs, for FAA.
- City will provide drawing showing property boundaries of Keehi Lagoon Beach Park.
- City will provide pictures of corridor for FAA.
- City will provide HDOT an update on the impacts to the airport from the Aolele Street alignment.
- City is obligated to build the least costly alignment with the least impacts.
- City says no local project funds are in jeopardy yet, but could be subject to change, since the Legislature reconvenes on January 20 and could change the purpose of the project funds.