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 Block (D.C.)		
Ralph Thompson (D.C.)		

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)
  - FAA will also briefly describe a center of H-1 design option and a mauka of H-1 design option, though recognized as unrealistic, to address avoidance of 4(f) issues at Ke'ehi Lagoon Beach Park. Dave Kessler recognized that FTA is responsible for making a *de minimis* determination for the impact on Keehi Lagoon Beach Park.

- 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 airport 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.

- HDOT must 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). Proposal should 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 in the vicinity 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 week of January 18th.

- 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

- Inclusion in EIS of runway relocation environmental effects, including construction implications.

- Implications of alignment options on 4(f) status in Keehi Lagoon Beach Park.

- Resolution of issues raised in October 12, 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.