
From: Brennon.Morioka@hawaii.gov
To: Sukys, Raymond (FTA)
CC: Wong, Abraham <FHWA>; Carranza, Edward (FTA); Barr, James (FTA); Chew, Jodi <FHWA>; Rogers, Leslie (FTA); Harker, Paul <FHWA>; Marler, Renee (FTA); Matley, Ted (FTA)
Sent: 1/5/2010 2:00:35 PM
Subject: RE: FW: Honolulu Rail Transit Project - highway questions

Thanks Ray.

As for the center of the viaduct, I am not aware of anything else in the energy corridor. Please know that it is a significant energy corridor, though, as it pumps the majority of petroleum fuel from the west side of the island where the oil refineries are into the urban core (downtown). The other concerns that would be raised if the rail line were to go down the center, as well as along the south edge of the viaduct west of the center of the airport property, is that there are two ramps (one off-ramp and one on-ramp) to the interstate that go over the viaduct and the rail structure would likely have to go over the ramps which would make the structure about 11 stories tall. Unless of course, they can design it to squeeze under the ramps, but I don't know what the clearances are off hand but I can find out pretty fast if needed.

Thanks for the discussion on this.

Brennon

<Raymond.Sukys@dot.gov>

01/05/2010 12:13 PM

To <Brennon.Morioka@hawaii.gov>
cc <Abraham.WONG@dot.gov>, <Abraham.WONG@dot.gov>, <Edward.Carranza@dot.gov>, <James.Barr@dot.gov>, <Jodi.CHEW@dot.gov>, <Leslie.Rogers@dot.gov>, <Paul.HARKER@dot.gov>, <Ted.Matley@dot.gov>, <Renee.Marler@dot.gov>
Subject RE: FW: Honolulu Rail Transit Project - highway questions

Brennon,

The FTA does not have enough information from the City to determine whether the City's preferred option through the park meets Section 4(f) requirements. FTA has only heard statements that it will cost \$100M more to avoid the park and we do not have any basis for that or anything more on other avoidance alternatives. Because of the runway and cargo issues, I have assumed that FTA would be presented with an alternative that avoids impacting the cargo location and the runways which would also avoid the park and then we would not have a section 4(f) issue. The DEIS in Figure 5-5 shows an avoidance alternative for the park but the City says it cost too much.

In the viaduct section, is there anything else other than the active pipelines that would preclude the location of the alignment? The City's marginal cost of \$100M could go a long ways toward moving a pipeline.

Thanks,

Ray

From: Brennon.Morioka@hawaii.gov [mailto:Brennon.Morioka@hawaii.gov]
Sent: Tuesday, January 05, 2010 11:27 AM
To: Sukys, Raymond (FTA)
Cc: Wong, Abraham <FHWA>; Wong, Abraham <FHWA>; Carranza, Edward (FTA); Barr, James (FTA); Chew, Jodi <FHWA>;

AR00119016

Rogers, Leslie (FTA); Harker, Paul <FHWA>; Matley, Ted (FTA)
Subject: Re: FW: Honolulu Rail Transit Project - highway questions

Hi Ray - We did some research on our end and have confirmed that the airport viaduct was not built to accommodate a rail alignment down the center. In fact, there is an energy corridor with active pipelines that go down the center of the two viaduct sections that would require significant relocation efforts should piers be required to be installed for a new viaduct structure down the center.

Just FYI, HDOT will be meeting with FAA and the Airlines Committee of Hawaii on Thursday morning to discuss both matters related to the airport (possible impacts to the runway protection zone and the possible impact to a cargo facility that is a part of an already FAA approved APL). We then plan to meet with the City on Friday.

Do you know how the 4(f) issues were going to be resolved by the City for Keehi Lagoon Park if they do not go with the avoidance alternative?

Brennon

<Raymond.Sukys@dot.gov>

01/05/2010 09:02 AM

To <Abraham.WONG@dot.gov>, <abraham.wong@fhwa.dot.gov>
cc <Brennon.Morioka@hawaii.gov>, <Ted.Matley@dot.gov>, <James.Barr@dot.gov>, <Leslie.Rogers@dot.gov>, <Edward.Carranza@dot.gov>, <paul.harker@fhwa.dot.gov>, <jodi.chew@fhwa.dot.gov>
Subject FW: Honolulu Rail Transit Project - highway questions

Hi Abe,

The FTA has been coordinating with the FAA on alignment issues through HNL. The project team has proposed an alignment that impacts runways 22R and 22L and may also impact access to a planned cargo area as well. The FAA noted the following after one of our conference calls on the above issues:

"I wanted to also follow up on some information to see if there is any validity to it or if it was considered. It is FAA's understanding the elevated portion of the H1 and Nimitz Freeways were designed by FHWA to be able to accommodate a rail transit project either on the existing structure or between the east and west bound lanes of Nimitz Freeway and the H1. Can you tell me is there any validity to this information? Has FTA discussed a possible alignment of the transit project in the center of the Freeway with the Federal Highway Administration? "

The FAA also asks whether the alignment could be moved west beyond Paiea Street so it only makes a loop into the Terminal area for the airport?

I am wondering if we could discuss these questions.

Also, near the planned Mauka concourse, the alignment will be going

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above the freeway. Is the FHWA division prepared to sign-off on an incursion such as this? Are there other locations along the project alignment that you have concerns about? Do you have the information that you need?

As you are aware, the project team is anxious to wrap up the NEPA review and I want to be sure we don't have any surprises that could result in delay.

Thank you,

Ray