From: Bausch, Carl (FTA)
To: Borinsky, Susan (FTA); Ryan, James (FTA); Barr, James (FTA); Day, Elizabeth (FTA); Rogers, Leslie (FTA); Carranza, Edward (FTA); Sukys, Raymond (FTA)
Sent: 10/15/2009 3:57:10 AM
Subject: RE: Revisions to Honolulu PE Letter
Attachments: 091015 Honolulu PE appr letter v10.doc

The relevant passages (I modified one slightly) are entirely consistent with my understanding of the situation, Susan. Carl

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From: Borinsky, Susan (FTA)
Sent: Thursday, October 15, 2009 9:50 AM
To: Ryan, James (FTA); Bausch, Carl (FTA); Barr, James (FTA); Day, Elizabeth (FTA); Rogers, Leslie (FTA); Carranza, Edward (FTA); Sukys, Raymond (FTA)
Subject: Revisions to Honolulu PE Letter

Region IX and TPE staff:

A couple questions came up at the 11th hour on the Honolulu project PE approval yesterday. Discussions among Headquarters and Regional staff have clarified these matters. Please see the attached draft letter and let Jim Ryan and me know if you agree with the revisions that were made, some by the Administrator and some by TPE staff. This is the last chance for comments.

ISSUE #1: Historic Preservation Programmatic Agreement (PA)
Yesterday Jim Ryan spoke with Toru Hamayasu, the project manager. Toru expressed surprise that FTA is not onboard with an FEIS issuance date of Nov. 6, and that FTA expects the Historic Preservation PA to be fully executed before the FEIS is issued. (Toru indicated that the Board cannot act on the PA before Nov. 18.) Carl Bausch and Jim Barr assured me this morning that FTA staff specifically informed the City in phone conversations about advancing the project and completing NEPA that a signed PA, as well as action by the City Council supporting the PA, must precede issuance of the FEIS. The draft letter now is explicit on this subject.

ISSUE #2: FAA AGREEMENT ON "CLEARANCE" NEEDS AT AIRPORT
Jim also spoke with Ray Sukys (Region IX) who asked that the letter add that FAA must provide a written statement that it agrees with the range of mitigations described in the FEIS about moving run-ways, etc. at the Airport -- before the FEIS is issued. The specific details on implementing the mitigations, however, can be resolved during PE. TPE staff indicates that this too has been conveyed to the City in the phone conversations about advancing the project and completion of NEPA. I revised the letter accordingly.

Question: Must Hawaii DOT also be part of that written agreement about the airport mitigations, or is FAA's agreement sufficient?

Please get back to Jim Ryan and me ASAP. Susan (202-366-0789