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**From:** Mantych, Timothy  
**To:** Simon Zweighaft  
**CC:** Hamayasu, Toru; Tahir, Nadeem <FTA>; James Van Epps; Dunn, James; Harvey Berliner  
**Sent:** 5/22/2009 3:57:35 AM  
**Subject:** RE: Escalation and GET Reports in the Financial Plan folder

Simon - Thanks for update. I was able to locate the escalation and GET memos and route them to financial analysts within our organization for review. I asked them to provide me with their disposition next week. I will have someone available via phone in needed the week of June 1.

Thanks and have a good holiday,  
Tim

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**From:** Simon Zweighaft [mailto:Zweighaft@infraconsultllc.com]  
**Sent:** Thu 5/21/2009 6:45 PM  
**To:** Mantych, Timothy  
**Cc:** thamayasu@honorolulu.gov; Tahir, Nadeem <FTA>; James Van Epps; Dunn, James; Harvey Berliner  
**Subject:** FW: Escalation and GET Reports in the Financial Plan folder

Hi Tim:

I am advised that the brief update that we did for the basis of estimate included an explanation that we are no longer using the reduction in utility costs which accounted for utility company participation in the costs. This is also reflected in the revised estimates. Both of these (the Basis of Estimate update and the Airport Cost Estimates) are on the web site.

We also just uploaded both the explanation/justification for the inflation forecasts and our forecast of the GET. With regard to those forecasts which we are now using, please note that they were prepared by economists and probably should be reviewed by economists rather than cost estimators. While we won't have those people at the meetings on June 2-4, we will be able to reach them by telephone for discussion.

If you have trouble finding these things on the web site, please let me know.

Also prior to the meeting we will endeavor to send you a justification for the fleet size we are using in the current airport route. Frankly we don't see a need to rehash what would have been the right fleet forecast if we had continued to use the Salt Lake Route. I've asked PB to see if they can work out a schedule peak-period timetable for us which demonstrates how the capacity requirement is met. As you may know, our ridership forecast is quite a bit higher with some of the recent refinements. I expect our timetable will make use of a turn back of some portion of the fleet at the Leeward Community College Station rather than having all of the fleet run between Ala Moana Center and West Oahu.

Regards,

Simon

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