From: Bausch, Carl <FTA>
To: Ryan, James <FTA>
CC: Ossi, Joseph <FTA>
Sent: 3/7/2007 5:22:17 AM
Subject: FW: Advocates won't say how long LRT will really take, in Honolulu

I shared these views with Joe yesterday, Jim; we didn't get the chance to exchange views, however. I believe that the environmental impact statement process could be completed in 24-30 months, but it would take close coordination, exceptional effort, and, as I mentioned below, consultants would have to get it right the first time. Carl

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From: Bausch, Carl <FTA>
Sent: Tuesday, March 06, 2007 9:31 AM
To: Ossi, Joseph <FTA>
Subject: FW: Advocates won't say how long LRT will really take, in Honolulu

I've always maintained that if an official—anyone, for that matter—wants the environmental process completed in 20 minutes, I'll complete it in 20 minutes, but the document summarizing that process will look like a 20-minute document. Given the controversy surrounding this project and the likelihood of litigation, completing a draft document in a year or less, while possible, will require the utmost coordination, and consultants will have to get it right the first time. I don't know why there is so much lag time between issuance of the final document—assuming it can be completed that quickly—and the execution of a record of decision. Still, as I indicated to Susan, I think we should deal in ranges for scheduling purposes and include whatever caveats may be appropriate. We can discuss at your convenience.

From: Borinsky, Susan <FTA>
Sent: Monday, March 05, 2007 6:49 PM
To: Bausch, Carl <FTA>; Ossi, Joseph <FTA>
Subject: FW: Advocates won't say how long LRT will really take, in Honolulu

fyi

From: Ryan, James <FTA>
Sent: Friday, March 02, 2007 7:15 PM
To: Borinsky, Susan <FTA>
Cc: Fisher, Ronald <FTA>
Subject: FW: Advocates won't say how long LRT will really take, in Honolulu

I called Toru Hamayasu, who is the Honolulu project manager for the rapid transit project, to get their latest thinking on timeline for the project:

PE approval:	July 2007
DEIS	spring 2008
FEIS	late 2008
ROD	mid 2009
FFGA	late 2009

They plan to have a design/build contract in place by late 2009 to get going on the project. The back-up plan is to use entirely local money to get started on a first segment of the project soon after the ROD, rather than waiting for the FFGA.

I have no idea whether any of this is feasible. But that's the schedule we should be commenting on if we must comment on how long it takes to get an FFGA and the likelihood that the mayor is right in his prediction of 2009. This business of averages is not helpful.

Hopefully on Monday, we can get some sense of the feasibility of the schedule and craft something for our leadership to say if they must say something. Unfortunately, it looks like they must because the cat is out of the bag on this and we helped it escape.

And I just got a preliminary list of questions in advance of the March 7 meeting with the city council members. Here are the first three:

1. Based on experience with past projects, what is the average timeline for the completion of the preliminary engineering and EIS process?

2. Based on experience with past projects, what is the average time for a project to receive approval for FTA funding? What is involved in the FTA's process for approval for funding of the MOS that was recently approved by the Honolulu City Council?

3. Based on the FTA's experience with all start-ups, when can the City & County of Honolulu anticipate construction of the MOS at the earliest?

I'm notsure why we got ourselves into the local wrestling match on a groundbreaking date (which is a relatively trivial issue), but we need to get ourselves out of it.

From: Little, Sherry <FTA>
Sent: Fri 3/2/2007 5:39 PM
To: Rogers, Leslie <FTA>
Cc: Steinmann, Richard <FTA>; Welbes, Matt <FTA>; Borinsky, Susan <FTA>; Fisher, Ronald <FTA>; Ryan, James <FTA>
Subject: RE: Advocates won't say how long LRT will really take, in Honolulu

Yep...and that explains why the Mayor wants me to have dinner with him on Monday. Can we visit again before that meeting so you can update me on the latest ?

-----Original Message-----
From: Rogers, Leslie <FTA>
Sent: Friday, March 02, 2007 5:30 PM
To: Little, Sherry <FTA>
Cc: Steinmann, Richard <FTA>; Welbes, Matt <FTA>; Borinsky, Susan <FTA>; Fisher, Ronald <FTA>; Ryan, James <FTA>
Subject: Advocates won't say how long LRT will really take, in Honolulu

FYI - the Governor's comments apparently refer to your and the Secretary's meeting last Sunday with the Governor. Nothing is ever easy off-shore.

Best,
Leslie

-----Original Message-----
From: Luden, Hymie <FTA>
Sent: Friday, March 02, 2007 1:12 PM
Subject: FTA article: advocates won't say how long LRT will really take, in Honolulu

Governor disputes transit timeline

By Tina Shelton

KHON

3/1/07

Governor Linda Lingle says it is impossible for the city of Honolulu to break ground on mass transit in the next two years.

The governor says her skepticism is based on information directly from the U.S. Secretary of Transportation.

The problem is, that is contrary to Mayor Mufi Hannemann's transit timeline.

The mayor on Tuesday repeated his long held goal.

"The goal continues to be to break ground in 2009," Hannemann told reporters.

But two days later, the Governor begs to differ.

"Based on this information," said Lingle, "that would be impossible."

In Washington this week, Gov. Lingle met with the U.S. Secretary of Transportation.

"What they told me," Lingle told KHON2 News, "was once an application has been received it would be expeditious to be done in 3 years reviewing that application."

The city's application for federal money to support a fixed guide way system won't be submitted until next month at the earliest.

"So that doesn't jibe with the information we've been getting that they hope to break ground in 2009," Lingle added.

The mayor's spokesman disputes that.

"We have not been told once in the many meetings we've had in Washington that we cannot break ground in 2009," said Hannemann Press Secretary Bill Brennan.

Both the mayor and governor are disappointed the airport is bypassed for Salt Lake in the route endorsed Tuesday by the Honolulu City Council.

Lingle suggests it could be reversed.

"It's the kind of thing the feds can review and say, you know, we don't think that Salt Lake is the best route," Lingle said.

The mayor's team says they wish the state had spoken out before the council voted.

"The state was conspicuously absent on the airport route," Brennan told KHON2 News.

Now, Hannemann is on his way to Washington with the council's preferred route in his pocket.

We'll have to see what federal officials tell Hannemann. Governor Lingle adds that another point transportation officials made is that the state and city need to have a better "integration" of their separate plans for transit and highways.