

TO: Mr. Toru Hamayasu
 FR: Kerry M. Komatsubara
 RE: Questions Regarding Honolulu Rail Project
 DATE: January 16, 2007

1. We have put together a “rough” timetable of the critical events for the Honolulu Rail Project. Please review and update or correct the timetable.

<u>Event #</u>	<u>Description of Event</u>	<u>Timetable</u>
1	Chose route and MOS	Mid-January 2007
2	Council approval of MOS	End of January 2007
3	Approval of OMPO	Part of Event # 4.
4	DTS begin FTA Application Process	Early February and complete in 60-90 days.
5	FTA review of DTS Application	60-90 days from end of Event # 3.
6	FTA approval to commence with DEIS Process and Preliminary Engineering	June-August of 2007
7	Receipt of FTA commitment for federal funds	2009
8	Notice of Commencement of RFP Process	2009
9	Selection of Contractor	2009
10	Groundbreaking for MOS	2009
11	Completion of MOS	2012
12	Completion of Entire Route	2018

- a. Regarding the timetable, please advise us as to the City’s intention as to when the City will begin to formulate the RFP? Of course, this will probably occur far before the Notice of Commencement of RFP Process is issued (we understand the Bill 79 contemplates providing the City Council with this Notice). For example, questions regarding DBMO and PPP probably would be determined in the early stages of the formation of the RFP. Please advise.
- b. We understand that it becomes very difficult to project specific dates for the later events; however, your “best guess” is appreciated. Also, the ordering of the event, if needing correction or if needing addition of events, is most crucial.
- c. Please confirm that the present intention of the City is to not eliminate or choose the specific technology (e.g., mag lev, monorail, traditional steel wheel LRT, bus on fixed guideway, rapid rail) prior to the completion of the RFP process. In effect, the specific technology will be selected when the RFP winner is announced. Please confirm that our understanding is correct.
- d. We understand that the City is considering the creation and appointment of a Transit Authority. If so, does this require the passage of a new City ordinance to create and fund the Transit Authority? Also, if so, is there a projected time for this proposal to surface and be passed by the City Council?

- e. Other than the City Council's and OMPO's actions to approve the MOS and the possible need for a new City ordinance to create, fund and appoint the Transit Authority, are there any other approvals required of the City Council? Any other approvals of OMPO or State government?
2. Please confirm the following:
- a. From the Financial Feasibility Report, we understand the budget and the funding as follows:
 - i) 20-mile FGS Case: CAPEX (\$3.8 Bill) = GET (\$2.6 Bill) + Federal Fund (\$1 Bill) + Other fund (\$0.2 Bill)
 - ii) Full Length (28-mile?) FGS Case: CAPEX (\$4.8 Bill) = GET (\$2.6 Bill) + Federal Fund (\$1 Bill) + Other fund (\$1.2 Bill)
3. What is the estimated budget for the route selected by Bill 79? (We understand the route is different from what is premised in the Financial Feasibility Report.)
- a. What is the estimated budget for the route selected in Bill 79 (assuming that the Aolele alignment and North-South/Saratoga alignment are chosen.
 - b. What is the costs of the Waikiki spur? Is this included in 6.a., above?
4. Are there any new sources for federal funds? Congressman Abercrombie reported in the newspaper of the possibility of obtaining funding from the U.S. Department of Defense.