From: Fisher, Ronald <FTA>
To: Bausch, Carl <FTA>
CC: Ryan, James <FTA>; Ossi, Joseph <FTA>; Libberton, Sean <FTA>
Sent: 4/14/2006 3:06:55 AM
Subject: FW: Honolulu AA - FTA Meeting

I think we need to talk about this internally as Joe's comment appears to contradict what we have been presented at FTA workshops for years. In fact the current AA course we just developed includes a session allowing for option 1.5 w/o any discussion of the conditions that Joe mentions. That session was developed with input from Joe.

We can also discuss how FHWA interprets 6002 applying to this situation.

I'm out of the office next week so should you meet then cannot attend - I think we need to meet soon.

-----Original Message-----
From: Emerson, Donald [mailto:Emerson@pbworld.com]
Sent: Thursday, April 13, 2006 6:45 PM
To: Ryan, James <FTA>
Cc: Fisher, Ronald <FTA>
Subject: FW: Honolulu AA - FTA Meeting

Jim,

This seems to be a new reading of the guidance. Is Joe's e-mail FTA's final word, or are discussions continuing? Should we notify all our clients of this change in FTA policy?

Don

From: Joseph.Ossi@dot.gov [mailto:Joseph.Ossi@dot.gov]
Sent: Wed 4/12/2006 9:37 PM
To: Emerson, Donald; James.Ryan@dot.gov
Cc: Carl.Bausch@dot.gov; James.Barr@dot.gov; Raymond.Sukys@dot.gov; Donna.Turchie@dot.gov
Subject: RE: Honolulu AA - FTA Meeting

Please see Questions 5, 6, 8, 12, and 13 of http://www.fhwa.dot.gov/hep/plannepa050222.pdf,

all of which state that, for the results of planning studies to be carried into NEPA, those results must be subjected to public and interagency review and comment during the scoping of the NEPA document.

So-called "option 1.5" is not consistent with CEQ regulations if it consists of a process for scoping the AA study followed by a yearlong planning study (the AA) and then an EIS without any public process for scoping the EIS itself. The problems are that the original scoping process and the EIS process are separated by a year during which the EIS is NOT under development, and the alternatives covered in the EIS are NOT those discussed during that initial scoping. They have been modified or delimited by the AA. For so-called option 1.5 to work, there must be a public/interagency scoping process after the AA and before the EIS, the purpose of which is to determine the scope of the EIS, including alternatives to be covered in the EIS, P&N, impact assessment methodologies and level of detail, etc. The results of a properly conducted AA that is publicly available during NEPA scoping should guide that scoping process, but there are no guarantees, as Question #6 acknowledges.

From: Emerson, Donald [mailto:Emerson@pbworld.com]

Sent: Friday, April 07, 2006 7:59 AM
To: Ryan, James <FTA>; Ossi, Joseph <FTA>
Cc: Ruegg, Steven; Davidson, William A.; Scheibe, Mark; Hamayasu, Toru; Wellander, Chris A.; Spurgeon, Lawrence
Subject: RE: Honolulu AA - FTA Meeting

Jim and Joe,

Prior to the April 28 meeting, I wonder if we might have a conference call to go over some of the NEPA issues that are involved here. You might want to involve Ray Sukys too. The best dates for me would be April 17 and 21. Thanks.

Don

Donald J. Emerson

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From: Davidson, William A.
Sent: Tuesday, April 04, 2006 10:20 PM
To: Jim Ryan (fta) (james.ryan@dot.gov)
Cc: Ruegg, Steven; Scheibe, Mark; Hamayasu, Toru; Wellander, Chris A.; Spurgeon, Lawrence; Emerson, Donald
Subject: Honolulu AA - FTA Meeting

If possible, we would like to establish a meeting date to discuss the following topics:

* Travel Forecasting Work Elements

* Review a series of technical memoranda (that will be provided in advance) that cover a range of topics:

* CTPP Person Trip Comparisons
* Implementation of Alternative Volume-Delay Functions
* Analysis of the 1992 On-Board Survey Assignment
* Computation of Revised Calibration Target Values
* Parking Cost Representation
* Highway Travel Time Comparisons

* Transit Travel Time Comparisons

* Mode Choice Model Re-Calibration & Validation
* Managed Lane Alternative Representation & Forecasting Methodology

* Definition of Alternatives

* No-Action
* TSM
* Managed Lane Alternatives (2)
* Fixed-Guideway Alternatives (4)

* Schedule

* Completion of AA
* Draft and Final EIS

Our preferred date is Friday, April 28th. I believe our agenda will require a vast majority of a day. The other options could be the morning of the 26th and/or the morning of the 27th.

William A. Davidson

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