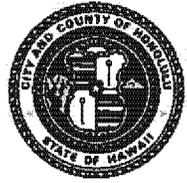


DTS

DTS 328/61

OFFICE OF THE MAYOR
CITY AND COUNTY OF HONOLULU
 530 SOUTH KING STREET, ROOM 300 • HONOLULU, HAWAII 96813
 PHONE: (808) 768-4141 • FAX: (808) 768-4242 • E-MAIL: mayor@honolulu.gov

MUFI HANNEMANN
 MAYOR



August 18, 2009

09 AUG 20 AIO 41
 DTS
 RAPID TRANSIT

The Honorable Daniel K. Inouye
 United States Senate
 Prince Kuhio Federal Building, Room 7-212
 Honolulu, Hawaii 96850

Dear Senator Inouye:

Thank you very much for seeing me in your Washington, D.C. office to discuss the Honolulu's rail project. Your continuing support is vital to the success of the project. I am particularly appreciative of your offer to help us in coordination with federal agencies as we are in the final stage of completing the Environmental Impact Statement.

As you requested at the D.C. meeting, I am attaching a summary of the issues related to the rail guideway near the Federal Courthouse.

With warm regards and aloha,

Yours truly,

 Mufi Hannemann
 Mayor

Attachment

Mahalo for all that you do!

Honolulu High-Capacity Transit Corridor Project

Issues concerning the transit alignment near the US Courthouse

Issues:

The federal judges have expressed their concerns regarding the possible security risks to the U.S. Courthouse and Federal Building located at 300 Ala Moana Boulevard by locating the proposed rail transit on Halekauwila Street.

The judges are arguing that the proximity of the transit guideway to the Building would introduce an added security risk for the judges. The judges are demanding that the guideway be moved to another location/roadway.

City's Actions:

The City is addressing this issue with three approaches:

First, the City has conducted the engineering design review to ascertain that the guideway meets the known federal design standards and criteria for structures near federal buildings. The guideway structure is 50 feet away from the face of the federal building at the nearest point and thus meets the standard.

Second, the City has conducted the Threat and Vulnerability Assessment study to evaluate the risks. The study considered potential threats to the courthouse from the guideway by means of sniper-type attack and two different sizes of explosives detonated in a passing rail car. The study cited the impracticality and the level of difficulty to carry out those attack scenarios and concluded that chances of assault from the train are very remote and extremely improbable. The study further noted that the guideway actually reduces two current vulnerabilities of the U.S. Courthouse by increasing street standoff distance and interfering with the line of sight from the adjacent building roof.

Finally, to further reduce the remote and improbable risks, the City has offered the judges some mitigation measures, including bullet proofing and tinting of the windows facing the guideway, installation of CCTV cameras specifically to monitor the guideway near the building, and increasing the height of the concrete sound barrier wall to eliminate the line of sight directly from the guideway to the building.

Conclusion:

The proposed transit guideway is designed to meet the federal security standards and criteria and, therefore, it is not adding new threat and vulnerability to the existing federal courthouse. Changing the alignment to another location through Downtown and Kakaako as suggested by the judges could result in a two-year delay and addition of a half billion dollars to the cost of the project.