Honolulu High Capacity Mass Transit Project
Questions to the Federal Transit Authority
March 8, 2010

1. **How does the FTA examine the impact on rail on residence and businesses along the route?**

2. **What is the FTA role and requirements in examining technologies?**
   a. A review of competing technologies.
   b. Cost/benefit and impact analysis for all potential technologies.
   c. Justification for selected technologies – relative to alternatives

3. **What happens to federal moneys used if the entire project isn't constructed? Assuming the moneys are properly used for any portion constructed, is there a scenario where the moneys would have to be paid back?**

4. **Explain the timeline relative to EIS, ROD, FFGA and Congressional appropriation. Assuming no local delay, what's a reasonable timeframe for completing the FFGA.**

5. **Comment on the EIS disclosure that H-1 traffic will be greater in 2030 than today, even with the rail project. Dow does this factor into FTA's view of Honolulu project. Is this still in the Final EIS?**

6. **Environmental organizations in Hawaii oppose the elevated system. How does the FTA evaluate these comments and does this create issues for Honolulu determining that an elevated system is the preferred alternative.**

7. **Federal Budget Questions:**
   a. How much money has been allotted by the federal government in its 2009-2010 budget for transit projects nationwide?
   b. Based on the last two federal government budget cycles, what has been the maximum or highest amount given to a transit project?
   c. How many cities or municipalities have applied for a Full Funding Grant Agreement (FFGA)? Where does Honolulu rank in the list of cities/municipalities that are applying for federal transportation dollars?

8. **Is it necessary to have a Full Funding Grant Agreement (FFGA) to guarantee the total amount of federal funds for the Honolulu rail project?**
   a. Is the FTA's commitment of $1.55 billion to the Honolulu Rail Project subject to the signing of the FFGA?
   b. Can construction begin before the FFGA? If so, what are the implications?
   c. Are there examples of transit projects initiating construction prior to the FFGA?
   d. Is it advisable to obtain an FFGA prior to starting construction?

9. **How does the FTA process and oversight help/require projects to deal with potential cost-overruns and delays as we have seen in other projects (i.e Tren Urbano Project in Puerto Rico)? How does the federal process deal with the situation?**

10. **Based on Honolulu's financial plan, is it possible to construct the entire project without:**
    a. Approximately $1 billion in bonds?
    b. Increasing GET collection from a 0.5% to 1.0%?
    c. Extending the GET collection beyond the Year 2022?

11. **Master contractor for the entire rail transit project.**
    a. What are the advantages and disadvantages of this concept?
    b. What cities/municipalities have utilized a single master contractor?
    c. Can local contractors be allowed to bid and/or subcontract segments of the project?
    d. Does FTA opine/recommend use of a master contractor for the Honolulu?

12. **What is the status of Programmatic Agreement ("PA")?**
    a. Does the FTA address differing opinions on how to best protect iwi?
    b. Do you know if there have been any changes to the PA since it was approved by the City Council?

13. **What is the status of the FAA concerns and what's FTA role in that process?**
    a. Is the possible runway relocation due to security reasons?
    b. Which runway(s) would need to be relocated?
    c. What would be the estimated cost of relocating the runway(s)?
    d. Who will shoulder the relocation costs?
    e. What is State DOT role in runway relocation?
    f. Will a change in the alignment address the FAA concerns?

14. **What is FTA's view of Honolulu's ridership estimates?**
    a. Was Honolulu's analysis done consistently with "normal" calculations?
    b. Does FTA have concerns with Honolulu's ridership estimates?
    c. How important are ridership calculations to FTA's view of the project?
    d. Will ridership numbers be required to be updated as Honolulu moves through final engineering and to and FFGA?

15. **Is there any FTA mechanism to allow for the Honolulu City Council to be notified whenever the FTA receives documents of significance from Honolulu's DTS?**

16. **What are examples of elements that what would trigger required revisions to the EIS? i.e. route change, financial change, technology changem etc.**
    a. Are elective modifications treated differently than those required due to engineering or construction obstacles?
    b. Historically, has any project altered its alignment and/or selected technology while approval of the project's FEIS was pending? If so, what was the impact on the project's timeline and eligibility for Federal funding?

c. What are some examples of elective changes that would likely jeopardize or significantly delay a FFGA for Honolulu's project?
d. Comment on how changing a portion of our system to an at-grade system would impact the project schedule and the timeline for an FFGA award?

17. Comment on Honolulu's financial plan and how it will be updated and modified as we move through the process from the EIS to Final Design to FFGA. What are the major concerns raised by FTA.

18. Does the FTA have a position on the State's proposal to undertake its own "third party" review of the project's finances – as presented in the FEIS?

a. What would the FTA do with a conflicting finding by the State's review?
b. How does FTA view any other financial review by the project sponsor or affiliates (e.g. the State of Hawaii)
c. Is there any benefit to Honolulu undertaking its own third-party financial review?
d. Would a delay in the State's approval of the FEIS be of any immediate concern to the FTA? Would such a delay jeopardize or significantly delay an FFGA?