From: Longo, David (FTA)
To: Day, Elizabeth (FTA); Nelson, Ketrina (FTA)
CC: Borinsky, Susan (FTA); Ryan, James (FTA); Eckmann, Alex (FTA)
Sent: 2/17/2010 9:45:57 AM
Subject: RE: Honolulu FTA Contact Us Response

I like Beth's revised version.

Susan - if you concur, we will move forward to use this as our response to all Honolulu emails.

Thanks all

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From: Day, Elizabeth (FTA)
Sent: Wednesday, February 17, 2010 1:58 PM
To: Longo, David (FTA); Nelson, Ketrina (FTA)
Cc: Borinsky, Susan (FTA); Ryan, James (FTA); Eckmann, Alex (FTA)
Subject: RE: Honolulu FTA Contact Us Response

When I sent my earlier email I hadn't seen Dave's proposed revision. I like his much better. The only thing I might add are the sentences about responding to public comments. I have revised it slightly below

The U.S. Department of Transportation, like Hawaii, recognizes the need for a substantial transit improvement in the congested H-1 corridor. On February 1, 2010, DOT recommended $55 million for the Honolulu High Capacity Transit Corridor Project in the President's FY 2011 Budget.

FTA is working closely with the project sponsor (City and County of Honolulu) to resolve outstanding issues and move this project forward toward the goal of obtaining a commitment of Federal funds under a Full Funding Grant Agreement for construction.

The decision of how best to provide transportation services within a specific geographic region, including the choice of mode, alignment, or whether a project is elevated versus at-grade, is not made by the Federal government. Instead, it is the responsibility of local decision makers and the project sponsor. Once a proposed project is submitted to FTA for consideration, FTA reviews a number of elements before determining whether to commit important tax dollars including its potential to spur economic development and improve land use, financial viability, environmental impacts, commuting time saved, and the project sponsor's technical capacity to undertake and manage a complex infrastructure project.

FTA is currently working with the City and County of Honolulu to address the comments submitted during the formal public comment period that was part of

the environmental review process. FTA's responses to these comments will be available when the Final Environmental Impact Statement is published.

From: Longo, David (FTA)
Sent: Tuesday, February 16, 2010 3:43 PM
To: Nelson, Ketrina (FTA); Day, Elizabeth (FTA)
Subject: RE: Honolulu FTA Contact Us Response

Beth – what do you think of this proposed general response to Honolulu emails

Thank you for your recent email correspondence regarding the Honolulu High Capacity Corridor Rail Project.

The U.S. Department of Transportation, like Hawaii, recognizes the need for a substantial transit improvement in the congested H-1 corridor. On February 1, 2010, DOT recommended $55 million for the Honolulu High Capacity Transit Corridor Project in the President's FY 2011 Budget.

FTA is working closely with the project sponsor (City and County of Honolulu) to resolve outstanding issues and move this project forward toward the goal of obtaining a commitment of federal funds under a Full Funding Grant Agreement for construction.

Selection of a particular transit mode and the corresponding transportation corridor alignment in any geographic area is made by local decision makers. FTA considers a wide range of transit benefits in its determination to commit important tax dollars to any project including economic development, improved land use, financial viability, technical capacity, environmental impacts, commuting time saved and congestion relief.

Do you think we need any special concluding sentence?

Dave

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From: Nelson, Ketrina (FTA)
Sent: Tuesday, February 16, 2010 2:22 PM
To: Longo, David (FTA); Day, Elizabeth (FTA)
Subject: Honolulu FTA Contact Us Response
Importance: High

How does the response below to the Honolulu Contact Us inquiries sound:

Thank you for your recent submission regarding the Honolulu High Capacity Corridor Rail Project. FTA is working closely with the project sponsor to move this project forward and it is currently in the Preliminary Engineering phase of the New Starts Program. After FTA expressed its serious reservations about the project, the project sponsor submitted substantial additional and revised information that addressed—or demonstrated the capacity to address—our concerns. That said, this project still faces hurdles and a number of outstanding issues must still be fully resolved before FTA can consider the project for a commitment of federal funds under a Full Funding Grant Agreement for construction. **Please note** that selection of the transit mode in any geographic area is made by local decision makers. FTA advocates for all modes of transit equally.

I took this information from the Dulles responses we received last year....I'm not sure if this response is applicable or not...Beth can you make that determination. Let me know if there is anything else you need. Would you like me to send a sampling of the responses we received? If so, just let me know. Thanks