
From: Tahir, Nadeem <FTA>
To: Carranza, Edward <FTA>; Matley, Ted <FTA>; 'Belizaire_Justine@bah.com'
CC: Sukys, Raymond <FTA>; Luu, Catherine <FTA>
Sent: 9/12/2008 5:40:59 PM
Subject: RE: Ron Fishers Comment on ADEIS

If they base their requirement on the 6,000 per peak hour as required and not on the 11,950 as they might be doing, it may end up not making much of a difference. For a new system, starting with a 10 percent ratio may be inadequate.

From: Carranza, Edward <FTA>
Sent: Fri 9/12/2008 6:09 PM
To: Matley, Ted <FTA>; 'Belizaire_Justine@bah.com'
Cc: Sukys, Raymond <FTA>; Tahir, Nadeem <FTA>; Luu, Catherine <FTA>
Subject: Re: Ron Fishers Comment on ADEIS

Ted: I'm not so sure that Ron's #2 comment is quite accurate, or required relative to the circular requirement of #1. Let's talk internally on this one, and Ray may comment to this one from his previous exposures to FTA requirements in these environmental documents compared to "consistent" industry standards. The way I read it, if we require the rail spare ratio to be 20 percent, then my simplistic answer is that this grantee will need additional cars to procure. If so, I really don't believe we wish to dictate that requirement if the grantee can technically show they can maintain ridership/operational reliability with what they propose. Food for thought.

----- Original Message -----

From: Matley, Ted <FTA>
To: Belizaire_Justine@bah.com <Belizaire_Justine@bah.com>
Cc: Sukys, Raymond <FTA>; Tahir, Nadeem <FTA>; Carranza, Edward <FTA>; Luu, Catherine <FTA>
Sent: Fri Sep 12 17:10:53 2008
Subject: Ron Fishers Comment on ADEIS

Justine, FYI, Ron Fisher asked that these comments on the Honolulu ADEIS be forwarded to you to bring your attention to these issues.

Ted Matley

Pg. 3-26: second paragraph: a 2-hr max peak load of 11,950 is cited along with a reference to the system design capacity of 18,000. The capacity cited is the potential capacity with expansion beyond what the project would have. The relevant capacity is 6,000/hr per direction as that is what the Project will have. Because peak-hour loadings are greater than 50% of the two-hour loadings, it appears that the projected loadings exceed project capacity. This should be explained.

Pg. 2-13, Table 2-4: the 20% spare ratio for buses is consistent with industry practice. However the figure for rail cars is 10%. This should be changed to 20% consistent with industry practice.

Ted M Matley

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