FTA Comments on Honolulu Noise

1. The following must replace the existing entry under "Noise and Vibration, Section 4.10" in Table 4-1 on page 4-7:

Environmental Effects - Without mitigation, the project would have moderate noise impacts at many locations. The project will have no vibration impacts.

Mitigation Measures - The elevated guideway will be designed with a parapet wall on both sides of the guideway whose height will be 3 feet above the top of the rail. The design specification for the rail vehicles will require wheel skirts that block noise coming from the undercarriage. At three locations where the noise analysis shows that moderate noise impacts will occur even with the parapet wall and wheel skirts, the guideway structure will be lined with a material designed to absorb noise. The design specification for the traction power substations (TPSSs) will require that the TPSSs be designed so that the hourly Leq noise level generated by the TPSS at the nearest property line is no greater than 45 dBA. The two curved tracks in the maintenance and storage yard that are nearest the main building of Leeward Community College will be have automatic track lubrication devices installed to eliminate any wheel squeal on those curves.

Unavoidable Adverse Environmental Effects – With the mitigation above, no noise impacts will occur.

2. The following entries must be added to Appendix I:

N+V-4 4.10.3 The elevated guideway will be designed with a parapet wall on both sides of the guideway whose height will be 3 feet above the top of the rail.

N+V-5 4.10.3 The design specification for the traction power substations (TPSSs) will require that the TPSSs be designed so that the hourly Leq noise level generated by the TPSS at the nearest property line is no greater than 45 dBA.

N+V-6 4.10.3 The two curved tracks in the maintenance and storage yard that are nearest the main building of Leeward Community College will be have automatic track lubrication devices installed to eliminate any wheel squeal on those curves.

3. Insert the following where indicated in the accompanying markups:

FTA and the City commit to requiring in the specifications for all TPSSs needed for the project that the noise generated by the TPSS measured at the nearest property line be an hourly Leq of 45 dBA or less, in accordance with Hawai'i state law (HAR 11-46).

4. Insert the following where indicated in the accompanying markups:

On the track curves between the planned Maintenance of Way building and the nearest Leeward College building, FTA and the City commit to installing automatic track lubrication devices capable of eliminating wheel squeal on those curves.

5. Make the other changes indicated in the accompanying markups, with one possible exception which is noted in the next comment.

6. We have indicated, tentatively, that N+V-3 in Appendix I, and the paragraph discussing the same topic on page 4-123 should be deleted. The reason is that FTA is normally out of the picture soon after the project opens for revenue operations, and enforcement of this commitment by FTA would be difficult. However, if the commitment to monitor noise after revenue operations have begun was made in response to comments on the DEIS and is included in the letter responses in this FEIS, then the two items in question should not be deleted but should remain as they are.