

DONE = Green(do not make green until changed and checked in EIS) **Need to Discuss with FTA = Yellow** **Need further DTS Discussion = Blue**

**FTA Comments on ADEIS, Honolulu High Capacity Transit Corridor Project
September 18, 2008**

Key	No.	Location	COMMENT	Response
X	91	Chapter 7	A conclusion for each of the 4 sections on needs is that there is an insignificant difference among the 3 build alternatives – that should be stated. The last paragraph of section 7.1.3 should probably be deleted as it doesn't accurately describe FTA's evaluation.	Adding summary sentence of "The Build Alternatives would substantially improve corridor mobility compared to the No Build Alternative. Differences between the Build Alternatives would be small" and similar for other metrics Reference to FTA ratings process deleted.
X	92	Pg. 7-8, Section 7.3	Second paragraph, first line: Insert "Cost effectiveness is one of the key criteria that"	OK
X	93	Pg 7-9	Third sentence: after "ratings" insert "which is currently required to qualify for New Starts funding. Other considerations also apply. However, FTA has not completed its review of the estimates made for the operating and maintenance costs, capital costs or user benefits for the Build alternatives. The reviews could change the cost effectiveness rating. If the reviews result in insignificant changes to these estimates and the estimates hold up through subsequent phases of project development, along with a number of other FTA considerations..."	The following has been revised: The cost-effectiveness indices for the Build Alternatives compared to the baseline fall within the "medium" range established by FTA for its New Starts ratings, which, along with other considerations, is currently required to qualify for New Starts funding. FTA is currently reviewing the estimates made for the operating and maintenance costs and capital costs for the Build Alternatives If these results hold up through subsequent phases of project development, along with other FTA considerations,
X	94	Chapter 07 Evaluation of Alternatives	Fully discuss the TSM alternative in this chapter. Please note that DTS Summit modeling and associated ridership and user benefits information has not been reviewed and approved by FTA. <u>Important:</u> when discussing such ridership benefits, particularly in tables or graphics, note for the record that "FTA has not reviewed or approved this ridership data."	Reference should be to description of the baseline alternative, not the TSM alternative that was evaluated in AA, correct? There have been changes. Reference to baseline added Per phone discussion, FTA has reviewed, and may soon approve the ridership data. See response to item 93 above <u>Per our conversation, they have agreed to: They will say "currently under review by FTA."</u> <u>This language does not find its way into the recent text.</u> <u>I have e-mailed Ryan to review the chapter and comment.</u>
X	95	Pg. 7-4	In the discussion on improving access to planned development, discuss travel time savings in the East Kapolei to West Loch segment as a percentage of total project travel time savings. Discuss travel time savings of park-and-ride patrons. <ul style="list-style-type: none"> Use Summit modeling to identify how transit trips and user benefits meet the goal of supporting planned development. In the discussion on improving transportation equity, equity is described as "a fair distribution of the project's benefits and impacts." Improving equity can also imply remedial justice in the form of delivering a larger share of benefits to disadvantaged populations. In the discussion on improving transportation equity, discuss travel time savings in the Aloha Stadium to Ala Moana segments as a percentage of total project travel time savings. Identify "community of concern" as transit-dependant population. <ul style="list-style-type: none"> Discuss access by transit dependant populations as "walking distance" to stations. Use Summit modeling to identify how transit trips and user benefits meet the goal of improving equity for transit-dependant populations. 	Added text here: As shown in Table 7-2, transit travel times from Kapolei to Ala Moana Center would be reduced by between 40 and 45 percent as a result of the Project compared to the No Build Alternative. The improved transit conditions are further illustrated in Figure 7-1, which shows travel time savings for the majority of transit users in 'Ewa and Central O'ahu, which are areas planned for future development. <u>They didn't answer the question.</u> <u>Both the figure and the table are the same.</u> <u>Table 7-9 – Add travel time savings from East Kapoeli to Pearl Highlands.</u> Text in Chapter 3 is being revised to more comprehensively address the equity and access to new development goals. The "walking distance" is not a fair surrogate for "transit dependent". Most transit dependents are able to access the stations using the supporting bus system. Wording has been changed in Section 7.1.4 in attempt to clarify. <u>Again, they didn't answer the question.</u> <u>Where is this info in Chapter 3?</u>
X	96	Pg. 7-6	Remove this "island-wide" user benefits map. It is inaccurate and misleading. Remove discussion of benefits to "island-wide" population. FTA discusses "user benefits" in a defined transportation corridor. User benefits outside the defined ridership area are typically discounted. <ul style="list-style-type: none"> Employ a user benefit map of the corridor proper. Use standard Summit modeling to display user benefits. 	No change made per telephone conversation, island is a unified transit system. Users well outside of the corridor see substantial user benefit improvements because of express bus connection to the system. Island-wide data demonstrates that service is not being stolen from other users. Standard summit maps have been used, the user benefit divisions have been labeled to attempt to make them understandable of the general public <u>OK Ryan.-</u>

X	97	Pg. 7-9	Table 7-7 is misleading. "Dollars per hour" should be relabeled "cost per hour of transportation system user benefits."	OK
---	----	---------	---	----

Key:
A = Advice needed to understand comment, first priority
B = Basic understanding of issue, need to confirm approach
C = Concept complete, need to finish revision
X = Addressed