
From: Rogoff, Peter (FTA)
To: Welbes, Matt (FTA); Steinmann, Richard (FTA)
Sent: 7/31/2009 1:09:29 PM
Subject: FW: Follow up on our call...
Attachments: Draft EIS with figure.doc

I spent some time voicing concern to Denis regarding the whole issue of issuing an LONP to build the least viable segment of the Honolulu project first. I was echoing a concern that the staff has been articulating to me on more than one occasion. Denis's response below has me wondering whether the staff wants me now to put an objection on the table that they themselves have been looking passed or haven't had the guts to raise for more than a year. And I would be interested to know what were the actual circumstances with the other projects cited in Denis's email. Let's discuss on Monday. I think we should discuss it privately before we have the whole pre-brief with staff of thousands. -P

From: Denis J. Dwyer [mailto:djdwyer@wms-jen.com]
Sent: Friday, July 31, 2009 7:01 PM
To: Rogoff, Peter (FTA)
Subject: Follow up on our call...

Peter,

I will be sending over a meeting outline just as soon as I get it approved by the Mayor for Tuesday's meeting. On the issues that we discussed, it appears that in the case of Miami, Baltimore and Phoenix there were a similar construction concepts to Honolulu's where the first line constructed in these cities began in the suburbs and were constructed from the suburban location toward the city. I hope to have more details when we meet.

Just so you know, Honolulu's proposed construction and implementation plan was described in detail in the FTA approved DEIS (signed by Leslie Rogers on October 28, 2008). Specifically excerpted from p. 2-39:

The Project is proposed to be constructed in the following four phases (Figure 2-44):

- *East Kapolei to Pearl Highlands*
- *Pearl Highlands to Aloha Stadium*
- *Aloha Stadium to Middle Street*
- *Middle Street to Ala Moana Center*

As portions of the Project are completed, they would be opened so that system benefits, even if limited during the initial phases, would be realized (sic) prior to completion of construction of the entire Project. The temporary effects associated with the interim operations are discussed in Sections 3.5, Construction-related Effects on Transportation, and 4.17, Construction Phase Effects, of this Draft EIS. The Project's cash flow analysis, which is presented in Section 6.4, anticipates the use of Local funds for the first construction phase and a combination of Local and Federal funds for the remaining phases.

I have attached figure 2-44 for your review.

I am working with the Mayor on possible options, but at this point in time (and I will still have a chance to meet with him twice before we meet with you) his preference is to try to find a way to proceed as proposed, but he is open to other ideas and understands your concerns.

Thanks for your continued interest in this project, Peter. I appreciate it. See you Tuesday.

Denis <<Draft EIS with figure.doc>>